

NEWS SPRINT

The Official Magazine of the U.K. Sprint 15 Association
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Editorial

Cover Design & Magazine Logo by George Love : Carsington SC
 Cover Photos: Winter Sunshine Sailing at Stewartby by Rosie Norman of Stewartby
 Cartoons by Phil Breeze of Calshot

A couple of winter's ago I took a drive out to the Alps for a week of ski-ing and boarding fun on the slopes with the family. To accord with the local by-laws and police requirements, I purchased a set of snow chains for the car. Over the course of the week in France we had bucketloads of snow but the authorities are so good at keeping the roads clear, I never once needed the chains. When I got home I thought I'd sell them on E-bay but never got round to it. They have languished in the boot of the car ever since. This winter, however, they were my saviour on the Winter TT circuit. Arriving at a very snowy Carsington to collect my boat on the Friday afternoon before the Draycote event, I was confronted by several inches of snow on the steep approach to the club. And there was no-one around to help if I got stuck. There was no way the car was going to get in and out and towing a boat without assistance. Out came the chains and in a whisker it was job done. (I'd fortunately kept the fitting instructions as well!) So, for all you winter travellers my top tip for this issue is : buy a big 4WD vehicle or save a shed load of cash and join the chain gang!

And what a great winter series it turned out to be. Despite some harsh weather and one cancelled event, those that ventured out had some great sailing in bracing conditions. Well played to all those who took part and to those clubs who hosted memorable events with good attendances.

If the recent warm spring weather is a harbinger of the summer to come it will be another season of fun on the water.

My thanks as ever to those who have taken time to contribute to this issue. If you are reading this for the first time as a new member may I say on behalf of The Association - "Welcome Aboard"

Howsoever you enjoy sailing your boat, may it continue to give you pleasure throughout 2011 and I hope we'll meet on the water before long.

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



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Your Chairman writes...



The Sixties

were the decade when cats were the hot new sailing technology. Since then windsurfers, skiffs and kite-surfers have taken turns at stealing the lime-light, but it looks like our branch of the sport is now beginning to enjoy a revival – and that will have spin-off benefits for our particular class of cat.

Despite an odd battle between a catamaran and a trimaran, the organisers of the America's Cup have now decided to race future series only in cats. Their marketing manager told me that the decision to switch from monohulls was a result of three tests. They found that both could be match raced equally well and both provided equally telegenic platforms for the TV arena, but that only cats could guarantee to provide exciting racing in all wind conditions.

As the top sailing events brand, it is significant that their key consideration was spectator-appeal and that is a message that ISAF is slowly beginning to take on board. Councillors decided at their AGM in November to reorganise the Olympic sailing regatta to include both Men's and Women's Skiffs as well as a Mixed Multihull event, so trebling the number of high-performance events but sadly not in time for Weymouth.

That decision is subject to final review at its Mid-Year Conference in May. There are no less than 40 submissions to re-open the whole deal but not one of them proposes eliminating the multihull. The betting is that the illogical result of having a keelboat event for women but not men will be corrected by finally eliminating all keelboats, as IOC suggested back in 2003 – and making it a younger, more athletic regatta.

The campaign to get cats back into the Olympics has been hard work but with just one more push in May we should be there. To put us over the top, Paul Pascoe will be going there to represent our cause. He is the Chairman of the new ISAF Commission, which our campaign pushed ISAF into creating. So far we have collected commitments for £1500 in the UK but we need more as he has to come from Melbourne to St Petersburg, so please email me if you too can help finance this good cause.

Simon Morgan of Wildwind and Will Sunnucks, Chairman of SCHRS Technical Committee, helped me write another major report analysing the industry and setting out the case for our branch of the sport, which you can find on the UKCRA website, www.catamaran.co.uk under Political Archive > ISAF_Report_2010.pdf

These developments have several positive consequences for us and particularly our youngsters.

Firstly, the America's Cup is broadening its brand with a new AC45 Class for youth racers, probably for those under 25 years old. This will be designed to provide a lower cost but still top level racing circuit as they will be shipped around the world in 40 foot containers, somehow. That will make sponsorship more affordable and so create more opportunities for young sailors to become professional racers. In Tom Gall and Will Howden our class has already produced two.

Secondly, the new Olympic Multihull Event will require that it is sailed by a man and a woman, whereas the old Open Event effectively meant mainly men. That will undoubtedly percolate down to the youth events, once it is finalised. It will be a unique selling proposition for Sailing in its bid to stay in the Olympic Games because the only other Mixed Events are in Tennis and Badminton.

It will be also a unique selling proposition for our branch of the sport, because the youth drop-out rate is a major concern for organisers. Boys and girls play together, learn together and grow-up together, so why does ISAF practice sexual

apartheid? That was a question we raised in our initial 2007 report and it now seems that cats will be the answer. Man and women race dinghies, keelboats and cats together at club level. Now, it seems that they will be allowed to go on to compete at the highest level together – but only if they do so in cats.

Next, this means that the RYA is putting increased efforts into developing Youth catamaran racers. There is now a Youth Cat Steering Group, which I chair. Unlike other Youth Classes it is not restricted to any particular class of boat.

- The RYA has increased its support from one to four Spitfire Teams for elite training, and many more to a lesser extent for wider class training.
- There is also a new feeder programme using the Topaz CX14 which had its first trial session at Datchet this weekend. To get over the financial hurdle of buying something destined to be sold a couple of years later, boats can be chartered for four month periods. If interested, email me and I will put you in touch with the organiser.
- The RYA has also given UKCRA six Dart 16 to encourage newcomers – so we don't have to risk our own delicate glass fibre boats. This year three of them will be at Instow. The other three will first be at Stokes Bay and then move to Netley. If you want some at your club next year, please email me.

These are not threats but opportunities for our class. Anything that boosts the profile of cat racing can only help to encourage newcomers to consider cats and not just dinghies for their children. Our pitch is crew for Mum or Dad first. If you don't like it, they can have their Sprint back to sail alone. If you do like it, charter a CX 14 to crew or helm with another kid. Only after that do you have to go to the Bank of Mum & Dad – either to fund half a Spitfire to race two up, or a whole Sprint 15 if you prefer single-handed. What might Carter Junior have achieved if these opportunities were available then?

All these politics have kept me off the water during the winter, so those are my latest excuses for missing this winter series, which has been another great success thanks to Erling's efforts.

See you afloat this summer.



P.S. - Olympic Tip: If you want to watch Sail for Gold 5-11th June or the Olympic Test Event 31st July – 13th August, the place to see it live is Nothe Gardens, at the end of Weymouth Harbour Pier.

Carsington TT



From top:
Robin Newbold
Erling Holmberg
George Love
Race Start



The fourth Sprint 15 TT of 2010

took place on 25th & 26th September at Carsington Sailing Club in Derbyshire. Competitors arrived to clear blue skies which deceptively masked the chill of the strong north wind. Some testing conditions were forecasted over the next two days with wind strength predicted to be between F3 - F5 with some big shifting gusts.

Race officer David Cattermole set an "inverted b" course for race 1. Erling Holmberg & Ray Gall (DX sport) braved a port tack start which saw them reach the windward mark first. They immediately pulled out a big lead on the chasing pack of George Love, Charles Watson and Robin Newbold closely pursued by Gordon Goldstone. On lap 2 and whilst tacking for the windward mark, Robert England was caught by a strong gust and capsized. Further back places were being won and lost in the troublesome shifting breeze. Picking the correct side of the beat was proving difficult. George Stephen, Eamonn Browne, George Wood and Jonathan Finch all traded places over the next three laps. At the gun and after handicap adjustments, honours went to Holmberg with Newbold 2nd and Love 3rd.

For race 2 the RO set an "inverted P" course. The majority of the fleet elected to start on starboard and the leading group from the line comprised Love, Watson, Newbold, Holmberg and England. Love (sport) broke free and built a sizeable lead but was unable to shake off Newbold who had forced his way clear of Watson & Holmberg. Meanwhile England was soon to drop back after a mistake during tacking. Caught in a savage gust, he capsized for a second time. It was clearly not his day! Sailing well and fighting his way out of the mid order pack was Finch revelling in the gusting conditions. Love took line honours but on corrected handicap it was Newbold from Love & Watson.



For race 3 the RO retained the “inverted P” course which saw a starboard line of boats approaching the start. With just seconds to go the race was suddenly aborted due to a drifting ODM. At the restart the majority of boats opted for a port start which proved the right call with Newbold storming up the beat from Love, Holmberg & Watson. Meanwhile, scrapping for mid-fleet places was intense between Browne from Stephen, Goldstone and Finch who were enjoying a battle royale in the lively conditions. A bad start by Wood & England saw them opt for the early bath option retiring from the race. Newbold was never to be headed and won convincingly.

Race 4 “inverted P” course set saw the fleet split equally on a starboard / port start. But those who went for the left hand side of the course soon benefitted with the leaders of Watson & Newbold comfortably rounding the windward mark from chasers Love, Holmberg, Goldstone & Stephen. During the briefing the fleet were informed by the RO not to go through the gate on the downwind leg.....several sailors failed to observe this rule, most notably Love who was in third position at the time and others who made the same error included Browne & Finch. The wind was now top end of F5 with heavier gusts.

The gybe on the wing mark was proving interesting for all competitors but everyone had big smiles enjoying some sensational reaches. On the fourth lap Gall whilst tacking to go through the start line was hit by a massive gust sending him for a swim, much to the amusement of all those onboard the committee boat. By this time Newbold had powered away from Watson and, revelling in the conditions, took another victory sealing his new status as Sprint 15 Northern Champion.

For the final fling and Race 5, the RO set a trapezoid course which saw the fleet starting on starboard. Love was first to the windward mark and led the fleet over the next three laps to the line. But new champ Newbold wasn't backing off. He was glued to Love's transom and sailing superbly well. Just behind, Watson, Holmberg and Goldstone were pressing hard for the runners-up slots and eager to take advantage of any mistake by each other whilst trying to overhaul Newbold and Love.

But Newbold was having none of it. His combination of superb speed, strategy and a cool head under intense pressure to the end saw him take the final win from Love and Watson with a perfect score after one discard. He had been untouchable for the whole event, a deserved winner and our 2010 Sprint 15 Northern Champion.

Overall Results

- 1st Robin Newbold – Una-rig
 - 2nd Erling Holmberg – Una-rig
 - 3rd Charles Watson – Una-rig
 - 4th George Love - Sport
 - 5th Gordon Goldstone – Una-rig
 - 6th George Stephen – Una-rig
- Sport**
- 1st George Love
 - 2nd Robert England
- DX Sport**
- 1st Ray Gall

“ Newbold had been untouchable ”



Charles Watson

Event photography by
Pauline Love: Carsington SC

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Croatian Cruisin'



by Jim Jeffery

There is more to the Spark/Dart15/Sprint15 sailing than racing round the cans. Having been sailing them since 1982 (with only a short break), crossing the channel alone at age 50, sailing on the Mar Menor La Manga for 6 weeks in 2007, I am still enjoying sailing the cat to the full. Maybe I can fit in another channel crossing in 2012 when I'm 70?

Following my disastrous performance at the 2009 Nationals at Pentewan, my wife Lesley and I car-topped 1784 Double Trouble across Europe to Croatia, staying for three weeks.

We loved the trip, the apartment and the sailing so much that we returned in 2010 to the same apartment that we had found on the web at holiday-rentals.co.uk, in the town of Biograd-Na-Moru. Punching it into GoogleEarth will show you what a great sailing area it is. "Our" beach is right next to Kornati Marina, the largest in Croatia. It would be a great place to hold a European championship!

The 2010 trip took two days driving with an overnight stop, a distance 1100 miles and not too onerous apart from the two lane autobahns. Overtaking slow HGVs with monster cars coming up the fast lane can be quite exciting to say the least. The roads in Austria, Croatia and even Slovenia are a joy with little traffic.

We sailed everyday, bar two. On one it was too windy to venture alone without safety cover, and the other too hot and windless. A good weather forecast is posted at the Marina and a full weather forecast for all areas of the Adriatic coastline is given hourly on VHF.

We received visitors for the middle week, moving to the Penthouse of the apartment house and chartering a yacht through Late-sail for day sailing through that week and BBQs at night. The town is convenient for flights Ryanair Stansted to Zadar.

The season closed as the three week stay progressed, but we were able to find good landing beaches with bars and cafes to sail to and to enjoy evening meals ashore. However, we mostly ate in our very well appointed apartment, using our portable BBQ. Taking the car means that you can take all the things you need for a real holiday, that Ryanair won't allow.

Apart from the wonderful sailing, the people are friendly and prices are reasonable (no Euro yet). Fresh fish and vegetables came from the excellent daily market although I noticed a Lidl store had appeared this year.

We have already booked ferry and apartments for this year (2011) and arranged some visitors. Booking the ferry in February mean you can cross Dover to Dunkerque for £27 return. Multiple bookings are even cheaper.

Give it a try.....

Over the last 4 years, Jim has travelled around 6200 miles on the continent, car topping his boat for cruising European waters. Is this a record? In 2007, he took 1664 to Mar Menor near Alicante in Spain where he spent the summer, selling it before returning to U.K.

The Croatian trips, around 1100 miles each way were taken in 2009 and 2010 : Ed.



From top:
Breakfast en-route in
Slovenia

A sheltered picnic
stop

Trolley Dolly posing
on the beach



A solo salty sea-dog
"Double Trouble"
And Triple Delight



Whilst our man was in the thick of yet another sordid investigation, this time in tropical climes (southerners be warned), a tip-off call to the Newsprint offices alerted us to a tale of daring-do, extreme exploration and survival at high altitude. We pulled our man out of deep cover (from under his big comfort blanket in a hedgebottom that is), gave him some nice fluffy ear muffs, snow goggles, a bottle of oxygen and despatched him to one of our northern outposts to check out the lead. We told him -"No dirt this time - just good honest reporting!"

This is what he found.....

The twin peaks from basecamp-a daunting prospect and so large they wouldn't fit in the camera viewfinder!



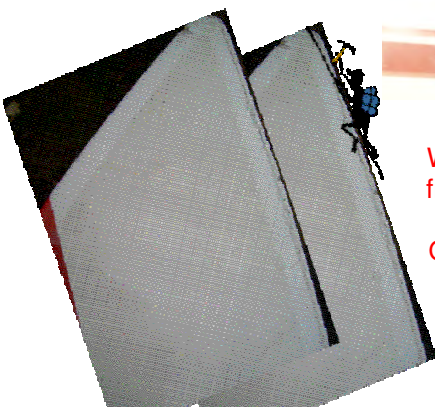
Watson and Polisher go for the record



Watson and Grinder - a couple of real mean no-nonsense guys. (Note the camera shake due to the rarified atmosphere)



Watson makes the final assault on the summit. Grinder & Polisher had gone to the pub!



Scaling the Twin Peaks of Katmandoo

When I arrived on the scene, the intrepid explorer Charles Watson, BBE (Berk of the British Empire) was found wandering around his garage muttering something about early onset snow blindness and complaining of "sanders shoulder".

It is thought that this is the first time the twin peaks of Katmandoo have been conquered by a European this century, as no previous records can be found for the ascent of this elusive goal.

After a few hot toddies Watson soon came to his senses (relatively) and told me - "It was a dangerous and grueling lone ascent with only a bucket of water and a few sheets of 1000 wet & dry for company. I was lucky though. The weather turned in my favour on the second peak. It started to rain and this helped me to speed up since I was able reduce my wet & dry dunking ratio by about 25%."

Watson went on to say that he would shortly be attempting the speed ascent with his trusty Sherpa "Makita-9227CB Polisher", well known for his ability to power through some of the most severe conditions this type of terrain has to offer.

I could only stare in awesome wonder as the action unfolded. Watson & Polisher set off at a terrific pace, spraying all & sundry with a flurry of creamy-white stuff (Farécla G6 to the initiated). Soon they were lost to sight of the support team, who could only wait and wonder. In just a couple of hours the intrepid duo had scaled both peaks and were on their way back to base camp, leaving only a shiny white trail to mark where they had been. (Environmental code requires no trace of the ascent to be left behind. This is strictly policed by Memsahib Watson). Returning to a rapturous reception from the excited team, Watson and Polisher stormed up to the finish line where Norris McWhirter stood stopwatch in hand - Norris had been there since 2004, kept fresh in a block of ice until cryogenics technology achieved its goal of a successful brain thaw. They had done it in 2 hours 56 minutes and 18 seconds. Watson was really on a roll as far as the Guinness Book of Records was concerned. And so was Norris as Watson leant against him, catching breath, and accidentally pushed Norris over who then went on a roll of his own - down from base camp to the snowline below, picking up snow as he went and creating the largest human cored snowball ever recorded. I asked excitedly of the intrepid duo: "How was it for you?" -to which Watson could only gasp: "It's a dirty business but someone's got to do it!"

After a week or so's R&R at base camp, Watson was ready for his next challenge - traversing the north & south ridges of Katmandoo with his Sherpa's brother "Makita 9554NB Angle Grinder", a crack Gurkha NCO who was revered throughout the land as a "Take no prisoners" kind of guy. Watson and Grinder were well prepared for the task having done a number of practice missions into enemy territory under the close supervision of Major General Steve "Tiger Shark" Sawford, from his HQ at an undisclosed location somewhere in the vicinity of Kettering.

For the next exciting installment of the adventures of Watson and Grinder place your order of Newsprint at your local quality publications distributor NOW!

To be continued.....

KATMANDOO 351 was previously owned by Roger Davies—see the Autumn 2009 edition of Newsprint

Some say that his mother used to wash for Ray Mears and that he thinks Bear Grylls is a right wimp
.....all we know is - he's called our **Undercover InveSTIGator!!**

Grafham TT



The last regatta of the Windsport Catparts Sprint 15 Summer 2010 traveller series was held at Grafham Water Sailing Club on the weekend of 16-17 October, which was also the Inland Championships. There were 30 entries which once again made the Sprint 15s the biggest fleet at the Grafham Cat Open.

Saturday was ideal – mostly bright with a force 3-4 northerly wind and race officer, Jack Edwards, set the preferred trapezoidal course with tight reaches. Race one got underway with Kevin Dutch sailing Sport mode leading the charge at the windward mark from John Manning, Mark Aldridge and Gordon Goldstone. As the race progressed Dutch extended his lead and Steve Sawford sailing the experimental DX rig made ground but was unable to catch Dutch on the water. After 4 laps Dutch took the gun and was far enough ahead to win on corrected times from Aldridge, Manning, Goldstone and George Love who was also sailing Sport Mode.

Race two got underway just as a front and spell of rain came through. Dutch missed his trapeze hook and fell in just as the race got underway. Sawford made no such mistake and was first to the windward mark closely followed by Aldridge and Love. Sawford progressively extended his lead as the race developed while Aldridge and Kevin Kirby were slugging it out for second place. Ray Gall in the second DX worked his way up to second on the water but it was Sawford who took the gun after 4 laps. When the handicapping was applied the race was won by Kirby from Sawford, Aldridge, Goldstone, Thomas Sandal and William Tusting.

There was a short delay after race 2 as the course had to be reset due to the wind swinging to the West. The start line was heavily port biased for race three and it tempted Dutch and Aldridge to try a port start at the pin end but the leading boats on starboard foiled their plan and they had to tack under them. On the first beat the wind swung further west and the boats that chose the right side (on port tack) made out like bandits and it was Aldridge, Dutch and Love that were first to the windward mark. Love sailed well downwind to take the lead closely followed by Sawford and Dutch. This race was the most open with frequent place changes and over the next laps both Sawford and Dutch took turns in the lead until Sawford opted for a swim and left the others to fight it out. After 6 laps Dutch took line honours but on corrected times it was Kirby who won from Aldridge, Dutch, Sandal and Erling Holmberg.

Pics. from top:
Kevin Kirby leads Thomas Sandal at the windward mark
Erling Holmberg
Gordon Goldstone rounds the windward mark



by Bob Carter

On Sunday the weather was clear but with just a light breeze from the NW. Race four got underway and once again it was Dutch first to the windward mark followed by Sawford, Sandal, Peter Richardson, Tusting and Robert England. This sequence was pretty much held for the first lap until Dutch lost out on the second beat leaving Sawford to take the lead. The race was shortened to 2 laps as the course was big and the wind was dropping. Sandal, who has spent most of the year nursing a knee problem, took the gun from Sawford, Richardson, Holmberg, Kirby and England.

The course was shortened and a fifth race was started. The wind continued to drop throughout the first lap to almost nothing and the race was eventually abandoned, much to the relief of many but a few were disappointed as they felt they might have managed to get round once. No further racing was attempted making it a 4 race series and the fleet retired to wash the killer shrimps off their boats with the pressure washers provided by the club.

Thus, after an exciting sail on Saturday and a light day on Sunday, Kevin Kirby was crowned the new Inland Champion after narrowly beating Mark Aldridge on countback. The class would like to thank Grafham for an excellent event.

Event photography by
Bob Carter
and
Grafham Safety Crew



Overall Results:

- 1st K Kirby (Marconi) 6pts
- 2nd M Aldridge (Grafham) 6pts
- 3rd T Sandal (Grafham) 9pts
- 4th K Dutch (Seasalter) 10pts
- 5th G Goldstone (Queen Mary) 13pts
- 6th E Holmberg (Shanklin) 14pts
- 7th G Love (Carsington) 21pts
- 8th P Richardson (Marconi) 24pts
- 9th J Manning (Beaver) 24pts
- 10th R England (Carsington) 24pts

Pics. from top:

George Love

Kevin Dutch

Sport Format:

- 1st K Dutch (Seasalter)
- 2nd G Love (Carsington)
- 3rd G Deuce (Brightlingsea)

A full house at the windward mark

Race Start



2010 Summer TT Roundup

by Bob Carter



Left to Right:

Kevin Dutch

Erling Holmberg

Gordon Goldstone



The Windsport Catparts Traveller Series for 2010

was won by Kevin Dutch who beat Erling Holmberg in a nail-biting finish. Holmberg won the standard format series as Dutch had sailed some of his events in Sport mode, but no one completed enough events in Sport mode to qualify for the Sport Mode traveller trophy. The Queen Mary duo of Gordon Goldstone and George Stephen took third and fourth respectively with Nick Dewhirst fifth and Eamonn Browne sixth.

The season kicked off at Herne Bay with 8 travellers being joined by just one local at an event which was shared with the Shearwaters and the Shadows. Over half the competitors took part in Sport mode and this caused a shake-up from the usual positions. Saturday was quite windy but it was just possible to do a single race on Sunday in very light winds. Kevin Dutch sailing Sport made no mistakes to win from the una-rigs of Ben Skull and Gordon Goldstone. Skull had only just bought his boat so this bodes well for the future.

The second event of the series was the Southern Championships at Thorpe Bay where 9 travellers joined 14 locals – it was nice to see 3 travellers from the nearby Marconi Club. Once again it was good winds on the Saturday, which dropped on Sunday. 2009 National Champion, Kyle Stoneham, made no mistakes in the wind on Saturday notching up 3 guns but he was less good in the lighter winds on Sunday allowing both Erling Holmberg and Dan Henderson to take a gun each. Never-the-less Stoneham had done

enough to win the event and to take the Southern Championship.

At Seasalter there were 9 travellers and 15 locals at this club which has staged a dramatic revival in its Sprint 15 fleet under the enthusiastic leadership of local action man, Steve Willis. Ray Gall made the trip to try out his DX sail but it was local man, Kevin Dutch who led for most of the weekend, although he did let both Eamonn Brown and Erling Holmberg take guns. Dutch was unbeatable with a race to spare so he also had a play with the DX sail in the final race.

The wind blew both days at Carsington and the young fit Robin Newbold cleaned up while the older guys struggled to keep up. There were 8 travellers and just 3 locals taking part and the wind blew both days with some tricky gusts catching out the sailors with a quick swim here and there. Newbold made no mistakes with four guns taking the Northern Championship and leaving Holmberg and Charles Watson fighting for runner up spot.

The last event was at Grafham where 22 travellers were joined by 8 locals for the Inland Championships. Once again the winds blew on Saturday and dropped for the Sunday which seemed like the pattern for much of the year. The una-rig boats of Kevin Kirby and Mark Aldridge slugged it out with consistent performances and both ended up with seven points but it all might have been different if the Flying Dutchman (Kevin Dutch) had not missed his hook and fell in and retired in the second race. As it was, Kirby took the Inland Trophy on count-back leaving Aldridge rueing the day he sold Kirby his boat (the sought after 1966).

Overall Results:

TT Series (top 6)

- 1st Kevin Dutch 6pts
- 2nd Erling Holmberg (Shanklin) 7pts
- 3rd Gordon Goldstone (Queen Mary) 11pts
- 4th George Stephen (Queen Mary)
- 5th Nick Dewhirst (Whitstable)
- 6th Eamonn Browne (Marconi)

Unarig Champion: Erling Holmberg (Shanklin)
Southern Champion: Kyle Stoneham (Thorpe Bay)
Northern Champion: Robin Newbold (Carsington)
Inland Champion: Kevin Kirby (Marconi)

www.sprint15.com

Kyle Stoneham

Pics. courtesy of Champion Marine Photography



A Puddle Sailor on the Sea

by *Stuart Snell*

Whilst his home club is the inland water of Grafham, Stuart is the only man to have been both Dart 18 and Sprint 15 National Champion, each time on the sea. So he knows a thing or two about winning on unfamiliar waters. *Ed.*



If it's your first time at a venue, there are a few things which are worth checking out and thinking about before you go afloat.

High & low tide times

Check which way the water will be flowing whilst racing. Be prepared that the tide may change direction during the race and hence what works on one lap may change and reverse during the course of the race.

Launching

A good tip is to park your boat on the beach next to a local superstar and seek his advice on how to leave the beach e.g. if the tide is flowing from left to right and there are groynes on the beach, (wooden or concrete walls running into the water to stop the sand being washed away), start as close as possible to left-hand groyne. This will give you as much time as possible to clear the beach before being blown on to the right hand groyne.

If the wind is strong and offshore, the safest way to launch is to leave the rudders locked up, mainsheet attached but loose, downhaul loose and sit on the bow and let the wind take you out backwards. Once you are well clear of the beach and other boats, move onto the trampoline and drop the rudders as quickly as possible. Remember the rudders work back to front when travelling backwards.

Once on the water and sailing

Waves

On the sea waves will seem and are slightly different to inland waters as the salt changes the density of the water. The boat will therefore be more buoyant and ride higher in the water. Also expect the waves to be larger for the equivalent wind strength on fresh water. Therefore weight distribution needs to be further aft.

“....a good tip is to park your boat next to a local superstar and seek his advice on how to leave the beach.....”



Starting

Tide coming towards the line: this is the easy one – if you are early then you can luff or ease the sail & the tide will hold you back

Tide from behind the line: this is tricky if you are early because even though you may be able to stop the boat the tide will still take you over the line. The best approach is to try a couple of practice runs to see how long it takes from starting area to start line.

Tide from right to left down the line: If early, you will be taken down the line towards the buoy (or pin end) so do not prepare the start too close to the buoy end.

Tide from left to right down the line: As sailors tend to jockey for position in order to start near The Committee Boat, this is the trickiest and leads to most collisions. Plan your start to be at least half way down the line.

Gybing in waves

This needs to be carried out with the boat at maximum speed and preferably at the top a wave. This will help to ensure that the bows do not bury with the resultant possibilities of a serious loss of speed, a pitch-pole and an involuntary swim in that order of severity!

Tacking in waves

Maximum boat speed is essential to ensure the boat goes through the eye of the wind before losing its momentum. I use a sharper angle on the rudders to make it turn more quickly.

Mark rounding

When approaching a mark it is essential to remember which way the tide is flowing & allow sufficient space to prevent being pushed onto the mark. Just grazing the mark with the time lost in doing turns as a result can lose you many places. It's best to give them a wide berth until you've got the measure of the tide strength.

Coming In

If you have followed all my tips and are one of the first home, do not rush to be first boat ashore - wait & watch a couple of the locals and see how they do it!

Don't forget to check out the website for all previous tips featured in 'Newsprint' - Ed.

Stewartby Winter TT

by Karl Pountney



A bright autumnal Saturday

greeted 23 helms at the first of the Sprint 15 Winter TT events at Stewartby Water Sports Club in Bedfordshire. With 8 boats from the home fleet and 15 visitors, all that was needed was the breeze to hold up.

At the briefing Chris Black provided a gloomy afternoon weather forecast and, with a quick show of hands, the fleet elected to take both races back-to-back.

The first race started on a congested start line and plenty of shouting at the committee boat end. Race Officer Simon Witham posted the 'X' flag and 3 or 4 helms returned to restart. The light shifting breeze favoured boats that headed into the centre of the lake on the first beat with boats heading into the bank to tack onto the starboard layline struggling to get going.

Three laps fitted neatly into the hour with Chris Black taking the honours followed by Erling Holmberg and Stewartby's very own Simon Miles (the Stig) in the club's Sailing School Sprint 'trainer'.

Ray Gall and Steve Sawford, sailing the Sprint DX format, posted mid-fleet results on handicap in race 1, but as the breeze began to build there was every chance their results would improve in Race 2.

There was a much more orderly start this time. However, it would be the windward mark where folk would come unstuck. A large raft formed and a number of back markers were able to sneak past to take advantage of the stronger breeze. Over the 3 laps, the shifting wind meant that places were won or lost on the beats and downwind legs. Those who led the first race were finding themselves mid-fleet with Kevin Dutch, Peter Slater and Steve Sawford pushing up to take 1st, 2nd and 3rd (on handicap) as proceedings came to a close.

As folk came ashore the wind cleared-off. Black's sagely foresight had paid off to everyone's benefit. In the race-hut a number of ties had to be settled but in the end Peter Slater (Draycote) took his first event win, followed by, 2nd, Chris Black (Grafham) and 3rd Howard Hawkes (Thorpe Bay). First Stewartby boat was Simon Miles (4th) followed by Mark Norman (9th) and Class Captain Jon Finch (13th).

The whole fleet left in happy mood with the customary crate of beer donated to each competitor from the excellent hosts at Stewartby.



Race start



Chris Black

A packed racecourse on the downwind leg



Right:

Robert Finch with Club Fleet Captain and brother Jon.

Event photography by Rosie Norman : Stewartby SC



Draycote Winter TT

by Pete Slater



13 visiting boats joined 6 home boats to form a 19 strong fleet at the 2011 Draycote Water winter TT.

On arrival visitors were greeted with the sight of white horses on the recently thawed lake and a few anxious sailors could be heard muttering about being out of practice after a long period in which frozen lakes around the country had made sailing impossible. Nevertheless all 19 boats made it to the start line by which time the wind had dropped slightly making sailing conditions close to ideal.

The race officer set a square course and after the first start the two boats with DX sails helmed by Steve Sawford and Ray Gall established an early lead which was never challenged. The standard boats were left to battle it out and there was close racing throughout the fleet.

Winner on handicap in race 1 was Robin Newbold from Carsington Water closely followed by Ed Tuite-Dalton from the home fleet.

The second race was held back to back with the first race and, after a clean start, all the boats were now enjoying the strengthening wind and sunshine which gave near champagne sailing conditions.

Generally the left hand side of the beat seemed to pay but this could never be relied upon and so there were many place changes on each lap.

In the strengthening wind the reaches could now be sailed at full power and speed resulting in a few buried bows as people fought for position. All the boats managed to remain upright though as nobody fancied a swim in the freezing cold water.

Eventual winner in Race 2 was Peter Slater from Draycote but Robin Newbold held on to his second place after a close fight with Howard Hawkes and this was enough to give him overall victory.

Despite winning both races on the water, the two DX boats would have been relegated to 9th and 11th position overall after taking their PY of 844 into account so some adjustment of this experimental PY may be required?

Overall this was a highly enjoyable event which shows how much fun winter sailing can be.



Peter Slater

Jan Elfring leads a pack upwind

Ed Tuite-Dalton

Newbold holds off Slater



Tales from The Orient

I'll start this article with a confession. *"Oh Chairman Nick I have sinned. Whilst back in the Far East I have sailed a Hobie 16 and a Nacra 500- please forgive me. I can try to plead extenuating circumstances, such as these were the only choices open to me if I wanted to sail, but I don't know if this would count in my favour. Whilst I'm thinking about it, there is something else I can plead in my favour- I did get to sail a Sprint 15 in Hong Kong- equipped with a new DX rig this time, so maybe it balances things out, and I don't need forgiveness after all?!"*

How did all this start? Well it's a special anniversary year for my wife, Barbara and I, as we have been married for 40 years. The only trouble is that our anniversary always falls during the week of the Sprint 15 Nationals. So, being a good husband, most years, (truthfully, all) I am at the Nationals and usually get a good earful for forgetting to send flowers etc- you all know the score! This year I tried to persuade Erling to change the Nationals date so that I could attend both events. Unfortunately Pwllheli wouldn't play ball, so Barbara and I took an executive decision to change the anniversary date and to take a special celebration holiday this winter. All this is a very long preamble as to why I had the chance to sail in some warm waters during our recent, rotten winter.



On the wire in Koh Samui

So back to the sailing. The episode with the Hobie 16 was in Koh Samui where the big attraction

at our hotel was that they had a new Hobie 16 for the guests' use. And.... most of the guests were sun worshippers and never left their sun loungers. So there was no competition for the Hobie. Unlike most boats available at hotels this one had new sails and even a long tiller extension for getting out on the wire. Perfect! Plus warm water, non-stop sunshine, seas as flat as a billiard table, even when it was blowing the normal F3-F4. However, my getting to grips with the Hobie was not so impressive - the toe straps are in a completely different place from the 15 and the trampoline isn't flat, so when I jumped on the boat for the first time, I lost my balance, thought I had my feet in the toe straps, leaned back - and fell backwards out of the boat! That was good entertainment for the sun worshippers. Anyone can make a mistake, so I managed to get back on and didn't fall off again all week. All the time you sail another cat, you inevitably make comparisons with the 15, The Hobie is so much heavier, so acceleration is slower. That damned jib, with its battens, is a so and so to go around the mast when you tack especially sailing one up in light winds. But there is one hell of a lot of sail area and once you get going - **whoah!** So that was my first introduction to the world of Hobie sailing.

The next opportunity on the holiday to sail was when we moved on to Hong Kong. (Where we had previously lived several years ago and a few of you might remember the articles I wrote for this magazine at that time). My old buddies at Lantau Boat Club (LBC) were very welcoming to a returning ex-member and I managed 3 days out on the water. Sadly, there was not much wind and it was accompanied by Hong Kong's trademark murkiness, caused by the massive industrial investments over the Chinese border around Shenzhen and the rest of Guangdong province.

Now I had the chance to see how a Hobie 16 should really be sailed, courtesy of ex LBC Commodore Tom Nunan and fellow 15 sailor

Gabriel Kicks - (who some of you will have met at the Thorpe Bay Nationals in 2008). Under Tom's running commentary, it was immediately pretty obvious that my exploits in Koh Samui were in the beginner's class league. Did you know that that jib needs to be sheeted in with all your might, plus a bit more, if it's really going to work on a beat? And I swear that the end of the boom was almost touching the rear beam. Gabriel had kindly let me take his DX equipped 15 out, so he and I swapped over, when it was his turn to get Hobie educated. **If I say any more about Hobie, our editor George will get his red pencil out, so I better talk about something else.**

LBC doesn't seem to have changed all that much. It's still a beach cat club, right on a gently sloping sandy beach at Discovery Bay and sheltered from the winds. There are more boats than there are "allowed" spaces plus the usual untidy ranks of infrequently, or never sailed boats. There is a new strong contingent of rowers and paddlers whose enthusiasm sometimes puts the sailors to shame with the numbers that turnout for practising. Cats still overwhelm the few mono hulls but the mix of cats is changing. Most of the Dart 18's from my time are now looking pretty tired, as they get sold on to new, usually first time sailors, whose enthusiasm is generally greater than their maintenance ability.



A busy day in the Office at LBC

The keen 18 sailors have moved on to Hobie 16's, Hobie Tigers and Nacra F18's.



by Keith Bartlett

Sadly, the numbers of actively sailed 15's has declined since my time at LBC and Gabriel's 15, no 1400, is the only one sailed and raced on a regular basis. I'm sure that there is a latent business opportunity lurking here in Hong Kong, based on buying up very cheaply all the unloved 18's and 15's at LBC and shipping them all in one 40ft container back to UK for refurbishment and re-sale.



The logistics of the exporting cats from a flat

The secret is in getting the logistics to work at minimum cost - as all port and handling charges in Hong Kong seem high to me. If anyone wants to have a sniff at this, I can, for a suitable bribe, put you in touch with the LBC guys. I did look seriously at bringing an additional three 15's back with me in 2004 but I chickened out. I realised that once I had paid all the owners for them, **and** paid the hefty charge to get anything taken off Lantau Island by road, **and** delivered them to our flat on Hong Kong island, there was still the big risk that if we ran out of space in the container after all our furniture had been put in, I might be left with three 15's in the car park at the flat with no means of economically either shipping them to the UK or even getting rid of them. In reality, when our stuff from the flat was packed and loaded into the 40ft container, there was easily room for another three 15s even after FREDDIE had been loaded. Definitely a missed business opportunity!.....I digress.

Back to the sailing. It was my first chance to try the DX rig- just the main, as Gabriel thinks that the set up for the jib seemed to need some more fine-tuning. The wind wasn't really strong enough to get any

decent impressions of the extra power, but in the odd gust, you could see the potential. I did manage to take part in three LBC races in the DX, as part of their "Rabbit" race series, and it brought back many happy memories of our time in HK. Sadly the wind was just the same, barely rising above a F2-F3, for the races and maddeningly the next day, when we were out doing other things, it was blowing a consistent F5. That's something you all know only too well!

Finally, I had the chance for a ride on a new Nacra 500. At 16 feet long and with skegs, it's a bit like a 15 that's gone thru botox treatment plus a whiff of growth hormone. It's a twin wire boat, with a ginormous gennaker, so sailing single-handed might be something of a challenge.



Lantau Boat Club beach

Anyway, it is owned by my old HK buddy, Andy Keith, who is back working in Hong Kong after a gap of 6 or so years. At some stage in the dim and distant past, Andy did have a 15, but moved on to an 18 and now this bright shiny new Nacra. Having got the gennaker correctly rigged we set off in strong sunshine and a F2ish breeze with the intention of trying the kite out whilst making our way southwards to Mui Wo. You can park the boat here on a lovely sheltered, soft sand beach and go for a well earned beer at the "China Club". The wind, however, had other ideas and after 20 mins it just died completely - not even a whiff. We hadn't packed the paddle, (how many times have I heard that?), and, not wishing to lose face by asking LBC's resident boat man Ah Wah to tow us back to land, we ruminated on the joys of visually imaging drinking a cold Quingdao

beer, without actually swallowing anything.

Eventually we accepted defeat and paddled with our arms and hands the mile or so back to the LBC beach. So I never actually got to experience the 500 in any sort of testing conditions. The wise sages back on the beach told me afterwards that these (by 15 standards) new, fancy Mylar or whatever sails just don't work in winds below 5 knots as they cannot adapt their shape to wring any power from the available wind. Whereas our old friend, the Dacron sail, is effective below 5 knots of wind as it is soft and flexible enough to adapt to the very light conditions. If we had known that before we set out, we could have saved an awful lot of paddling!



Nacra 500

So what's the conclusion from all these ramblings? Keith's doing his usual rabbiting on, just ignore him.

Don't go sailing other boats when you know deep down that there really is only one clear choice. Go and be nice to your 15 and take her for a sail.

Or just be nice to your wife, as mine was very patient whilst I did some sailing during this special holiday. Oh yes, there was that small matter of a visit to Henry the jeweller in Kowloon for more glitter for madams elegant finger.

Going sailing does come at a price!

Queen Mary Winter TT



by Gordon Goldstone

On Saturday February 19th the Sprint 15 fleet visited Queen Mary for the fourth event of their Winter Series. The weather on the day was distinctly chilly and overcast and to cap it off, a light drizzle was falling. Despite the conditions, the Sprint 15 Winter series competitors again turned out in force with a strong entry of 18 boats.

Race officer Paul Stainsby and his team set a square course on the west side of the Queen Mary reservoir.

At the start of the first race, Pete Slater managed to pull off the tactical move of the day by clearing the whole fleet on port tack and it really paid off. Even so, it was QM's George Stephen who just got to the windward mark first but, arriving on port, had to put in the tack. This allowed Slater approaching on starboard to power past into the lead. Close behind these two were QM's Gordon Goldstone, Stewartby's Jon Finch and Erling Holmberg from Shanklin. The chasing pack was not far behind.

Not everyone was having such a good race. Draycote sailor, Jan Elfring, was well placed but hit the mark whilst trying to tack inside the starboard handed boats, whilst Carsington's George Love somehow managed to fall off his boat!

As the race progressed, National champion Stuart Snell gradually worked his way through the field after recovering from an uncharacteristic poor start. But there was no joy for Seasalter's Kevin Dutch who was stuck down the fleet. Shanklin sailor Liam Thon was having a good race first time out in the series as was Mike and Tony Loxley sailing 2 up.

At the line, Pete Slater held on to win, with Holmberg inches ahead of Stephen in second. Jon Finch had a good race to finish 4th, Goldstone was 5th and Oxford SC sailor Stewart Pegum managed to just beat Stuart Snell for 6th.

For the start of the 2nd race, several boats sailed to the port end of the line to try and emulate Pete Slater's 1st race tactic. This time the fleet were spread well down the line and there was little room for a port tack boat to squeeze through. George Love just made it through but several others were forced to make last second tacks as the gaps they were heading for rapidly closed down.

The beat was very true and the fleet split to both sides of the course with seemingly no advantage either way and it was a closely bunched fleet that rounded the first mark. Stuart Snell this time had made a good start and led the fleet round the first lap, George Stephen was again near the front, close behind was George Love, Stewart Pegum and Erling Holmberg. Thorpe Bay's Howard Hawkes was having a better race, but further back it wasn't going so well for 1st race winner Slater or his clubmate Derek James who was trying to fend off Beaver's Mike Robertshaw and Robert Finch from Stewartby.

At the finish, Stuart Snell held on to take the win, once again Holmberg just managed to get ahead of George Stephen and there was another good result from Stewart Pegum in 4th. George Love made amends for his 1st race swim by coming in 5th. Howard Hawkes was 6th.

After 2 races the overall winner was Erling Holmberg, his consistency with two 2nd places put him ahead of George Stephen who was equally consistent with two 3rd places. The two race winners Stuart Snell and Pete Slater couldn't capitalise on their one win apiece and came in 3rd and 4th. Stewart Pegum and Jon Finch were 5th and 6th.



The port flyers for Race 2 in light and murky conditions. Only Love made it through.



DX at Queen Mary

Just a footnote about the DX rig which was sailed at QM by Ray Gall and Steve Sawford.

Note: Steve actually swapped boats with Kevin Dutch for the 2nd race to let him try the DX.

Ray and Steve opted to sail on a PY 852 compared to the PY 916 of the standard boats. Nobody sailed in Sport mode.

For those who may be interested in analysing these things, here are the elapsed and corrected times for the 2 races for the first 3 places in each race to compare with the DX.

			Race 1 elapsed time	Race 1 corrected time
DX	1733	S. Sawford	54.51	64.23
DX	1914	R. Gall	54.38	64.07

			Race 1 elapsed time	Race 1 corrected time
Standard	1627	P. Slater	56.39	61.51
Standard	2007	E. Holmberg	58.03	63.22
Standard	1594	G. Stephen	58.04	63.23

			Race 2 elapsed time	Race 2 corrected time
DX	1733	K. Dutch	54.00	63.23
DX	1914	R. Gall	55.59	65.42

			Race 2 elapsed time	Race 2 corrected time
Standard	1982	S. Snell	54.59	60.02
Standard	2007	E. Holmberg	56.07	61.16
Standard	1594	G. Stephen	57.39	62.56

Grafham Winter TT



by Bob Carter

On Sunday 20 March the final event of the Sprint 15 fleet winter series was held at Grafham. 12 visitors joined 11 sailors from the home club on a pleasant spring day with a force 2-3 South West breeze. The Race Officer, Ian Paterson, set a large rectangular course which gave the fleet some tight reaches as well as a true run to test their mettle.

In the first race birthday boy, Simon Farthing, led the charge to the first mark closely followed by Peter Slater, Jon Finch and George Love. Winter series leader, Slater worked his way into the lead over the next lap, closely followed by Finch and Love. A little further back Grafham youngster, Jacob Aldridge, was holding 5th place ahead of his father Mark and National Champion, Stuart Snell, was recovering from a poor start. The wind swings made the beat quite tricky as the same side was not favoured from one lap to the next. After 4 laps at the gun, Slater was the clear winner, but Snell had recovered to just take second from J. Finch. Farthing was fourth and Aldridge the younger beat his dad for the first time at an open - could this be a sign of things to come?

The second race was started in similar conditions after a short lunch break. Both Farthing and Love were over the line at the start and had to go back round the ends - one each! Slater made no mistake and was first to the windward mark a short distance ahead of Mark Aldridge, Snell, Frank Sandells and Richard Whitelock. The wind swings on the first beat were catching out the leaders and, after a lap, Mark Aldridge was first from son, Jacob, Slater, Snell and Finch.

The spectators gallery was getting quite excited with Anna & Abby Aldridge cheering on both Mark and Jacob and the Finch family from Stewartby appreciating their sailors efforts. On the third beat several sailors lost out by not covering the sailors behind, none more so than Slater who lost many places. M Aldridge made no such error and opened out a huge lead and took the gun at the end of the third lap. Snell was second and George Stephen put in a terrific spurt to snatch third place from Sandells and J Aldridge.

Thus after a good days tactical sailing Stuart Snell (2,2) won by his consistency from George Stephen (6,3), Mark Aldridge (9,1) and Peter Slater (1,10).

The fleet now rest for a short period until the Summer Traveller Series gets under way at Marconi on 16/17 April.

Overall Results:

- 1st **S Snell** (Grafham) 4 pts,
- 2nd **G Stephen** (Queen Mary) 9 pts,
- 3rd **M Aldridge** (Grafham) 10 pts,
- 4th **P Slater** (Draycote) 11 pts,
- 5th **F Sandells** (Grafham) 11pts,
- 6th **J Finch** (Stewartby) 12pts,
- 7th **S Farthing** (Grafham) 12 pts,
- 8th **J Aldridge** (Grafham) 13pt ,
- 9th **G Love** (Carsinton) 19 pts
- 10th **R Whitelock** (Grafham) 19 pts.

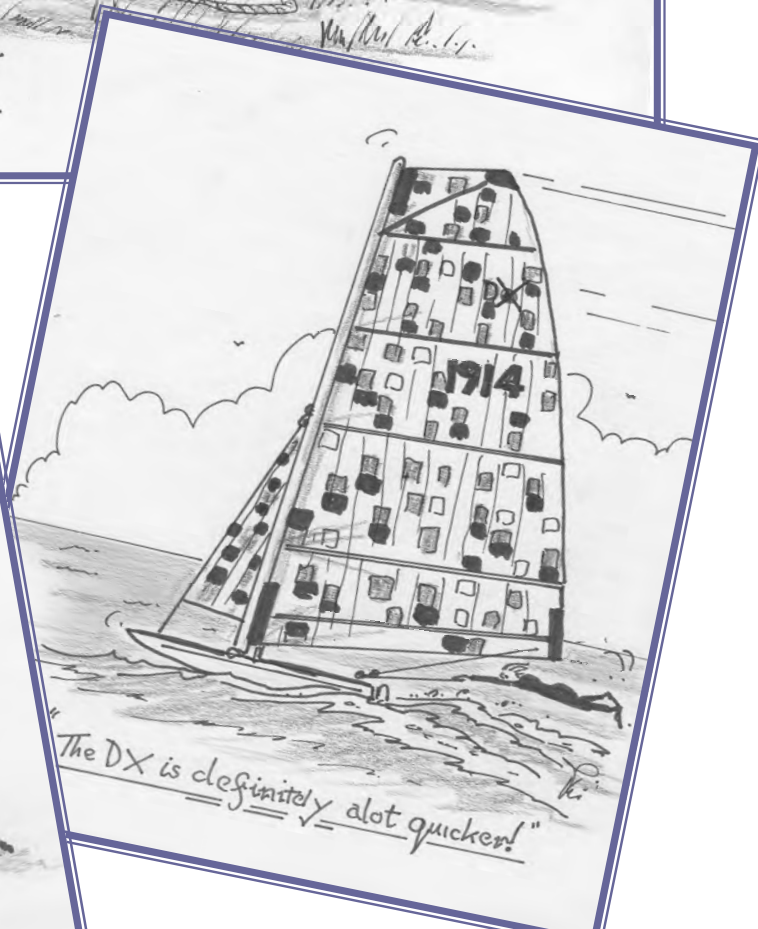


Race start in brisk conditions

“Nip & Tuck” on the downwind leg

“Mr. Consistency”, Stuart Snell, receives the winner’s spoils from Bob Carter





Our superb cartoonist, Phil Breeze might not be seen very often these days at events but he still keeps a weather eye on the Chat pages for suitable material!

Winter TT Roundup



by Bob Carter

The Sprint 15 Winter Traveller Series

was concluded at Grafham on Sunday 20 March on a pleasant spring day with a 23 boat entry. We managed to sail 4 of the 5 events but we failed to sail the Carsington event despite two attempts. The first attempt was postponed because the lake was frozen in the 'big freeze' in December and the second attempt was blown out in strong winds in early February. Never the less we were lucky to complete 4 events considering the winter we have had!

At Stewartby in November there were 23 entrants (including 8 locals) in a force 2-3 breeze. The forecast was for the wind to die at about lunchtime so some nifty footwork by the Stewartby race team rescheduled the races so they were sailed back-to-back and we just got 2 races in before the wind died. The event winner was Peter Slater from Draycote who won from Chris Black on a day when no one helm had 2 good results. Association Treasurer, Howard Hawkes was third and the new local man, Simon Miles, took a creditable fourth place on his first outing.

After the Carsington event in December was frozen out we moved on to Draycote on the 8 January. Luckily the ice had thawed and we got quite a decent breeze of force 3-4 but it was still a bit chilly. We had 19 entrants including 6 from the local club and the racing was very tight. The eventual winner was Carsington's Robin

Newbold from Slater, Ed Tuite Dalton and Gordon Goldstone.

We had another good attendance despite a poor weather forecast for the attempted re-run of the Carsington event on the 5 February, but sadly the huge gusts caused the event to be cancelled. So we moved on to Queen Mary on a cold, wet and murky day on 19 February. The wind was light and there was steady rain which reduced to a drizzle during the proceedings but the Queen Mary team managed to put on 2 races to test the 18 boat fleet. Events Secretary, Erling Holmberg, beat local hot shot, George Stephen into second place and Stuart Snell returned after a short lay off to take third place from the ever present Peter Slater.

By the time of the Grafham Icicle things had warmed up to a mild Spring Day with a force 2-3 breeze to greet the 23 entrants – including 11 from the home fleet. National Champion, Snell put in a consistent performance to beat George Stephen, Mark Aldridge, Peter Slater and Frank Sandells in some tight racing.

Fourth place was however enough to land Slater the Winter Series Trophy commonly known as "The Urn" for the first time. George Stephen's second place at Grafham was enough to give him the runners up place in the series displacing Holmberg to third spot.

The raffle draw for the new mainsail, kindly donated by our sponsor, Windsport, was won by Robert England.

Overall Series Results:

- 1st P Slater (Draycote) 7 pts,
- 2nd G Stephen (Queen Mary) 10 pts,
- 3rd E Holmberg (Shanklin) 12pts,
- 4th J Finch (Stewartby) 19 pts ,
- 5th H Hawkes (Thorpe Bay) 22pts,
- 6th G Goldstone (Queen Mary) 23 pts.
- 7th G Love (Carsington) 23pts,
- 8th R England (Carsington) 26pts

Mainsail Draw Winner: R England (Carsington)



2010-11 Winter TT Champion, Peter Slater above and left receives "The Urn" from Bob Carter



Other Winter's Winners left to right
George Stephen Erling Holmberg Jon Finch

2011 Dinghy Show Report

Over the weekend of the 4th & 5 March, several Association members manned the Sprint 15 stand at this year's Dinghy Show. The centrepiece of the stand was a brand new boat supplied by Windsport which looked absolutely superb. It seems fair to say that the quality control issues which have dogged the previous crop of new boats from South Africa have been well and truly sorted by all the time and effort put in by Brian and the team in Falmouth. Almost everyone who visited (and manned) the stand commented on the great quality of the display boat.

Windsport currently have three new boats for sale and, at a price just shy of £8000, they represent great value for such a versatile craft, particularly in comparison to the cost of a great many others. Below is a price comparison which bears this out. Coupled with strong resale values, there is no doubt that a Sprint 15 is a great investment whichever way you cut it.

We had a good number of visitors to the stand which included members dropping in to say "hello" and others interested in finding out about all the boat and the Class Association has to offer. This was despite the general impression that, overall, the show was not as busy as has been the case in previous years.

A Special Edition of 'Newsprint' was produced as a handout which contains a wealth of information about the boat, the Class and the most popular Sprint 15 sailing clubs around the country. If you would like a pdf version, send an enquiry to me at 'newsletter@sprint15com'.

A large screen gave a rolling programme of videos shot by Windsport which can be viewed on 'YouTube'. If you've not seen them they are definitely worth a look - just type in 'Sprint 15 Sailing' or 'Beautiful Day Sailing' to check them out. They are great to look at if you've not been on the water in a while and are feeling a bit 'cold turkey'.

Around a dozen visitors signed up for demo sails. Bob Carter will be co-ordinating delivering these from clubs on a local basis. Our 'top salesman' of the weekend was, without doubt, James Hurst (pictured) from Grafham who signed up over half of those requesting a trial sail.

(Great work, James, but sorry there's no commission!)

The Committee met with Brian Phipps of Windsport on the Saturday afternoon. Windsport confirmed that they will, once again, be sponsoring the Class in 2011 by providing support at events and a brand new mainsail for raffle.

take the
wraps off
the 2011
season
5-6 March 2011



official supplier of
Sprint 15 and
genuine class legal
replacement parts



The Show's "Top Salesman" - James Hurst Grafham



Sprint 15 Retail Price: £7844

Prices are to the nearest £10.00 (incl. VAT)

GRP Catamarans

Shadow : £10,600

Spitfire : £10,950

Dart 18: £9,147

F18: £18,000

GRP Mono-hull dinghies

Laser 2000: £8483

RS300: £7995

RS200: £7400

Mirror: £6000

Solo: £6950

Laser: £5022

Contender: £8400

RS100: £7850

Enterprise: £7600

RS600: £7995

Larke : £7500

Spanish Cats

During a chat with a visitor to the stand from Spain (whose name escapes me), he told me of a local cat where he sails near Barcelona. Check it out on YouTube by typing in 'Patin Catamaran' - no daggers and **no rudders!** Ed.



Burning Rubber

by Robert England

Summer Travellers Trophy-how far can it be?

Greenies please turn a blind eye.

Our pastime is very eco friendly. No loud, roaring engines and free power to take us wherever we sail – even at top speed – and Clarkson is beginning to sneer. We need to do something to beef up our credibility. After all, the wimpish nerdy communist image does not give us quite the the press we require, especially when drilling up young, new enthusiastic converts. What can we do to seem a bit more dirty? Enter the Travellers Trophy. It's not your economical club sailing, nor your green cruising either. It's what the itchy, fidgety crowd do when they're beginning to get grumpy again... and need another fix.

Take our irascible events secretary, for example. He's a true hero, and a bit of a restless soul if you look at the evidence. A conservative estimate indicates that he travelled at least 1642 miles attending Summer Traveller events in 2010. And he doesn't stick to the slow lane either. And he has to sit waiting on Isle of Wight Ferries before he can burn serious rubber on his way to taking it out on those who would like to catch him on the water. Add to this the throwing of his hulls on or off the top of his car quicker than most people can sort out their trailered rigs and you have one serious opponent.

Then you have the Queen Mary crew. One or two or three of them attended every single summer TT event last year. Not a single one was ignored. Marconi were very impressive performers as well, providing up to six travelling competitors in the series and only missing one event. One particular member decided to dust off the cobwebs in October and calmly swanned along to win the finale to be crowned Inland Champion for 2010. We'd really like to see more of him at other events. Here we have the three serious clubs of the Summer Series: Marconi, Queen Mary and Shanklin (a one man band). Together they have valiantly consumed half a petrol tanker of fuel to travel over 5,000 miles to support our Summer TT programme last year. What an outstanding example they have set. We should be proud to be in their company and if just one competitor from each of the usual participating clubs attended each of the events on offer then jointly they would have clocked up a juicy twenty thousand-odd miles for just this series. For this reason we should appreciate the efforts of those clubs who managed to send even one competitor to just one event – every little helps and each journey is a significant investment in time, effort and commitment.

For the 'Statos' amongst you, Robert has it all worked out on the spreadsheets - and if you want to check it, just review all last summer's results and you'll find it's spot on!

This is where the Sprint 15 is such a great boat.

You don't have to break the bank to buy one, nor to keep it in competitive order. It's all down to the individual sailor in terms of effort, research and practice in order to enjoy racing within an affable but keen group of restless salties. Since the boat is so economical to purchase and run, there is perhaps a little bit left over for the travelling. The following figures show how 29 people took advantage of this last summer. It is a very rough approximation to the actual distances travelled because it uses the rough location of each club, and not members' postal addresses to calculate the totals. I have used my local club of Chelmarsh, rather than that of Carsington as a slightly more representative offering. There are many areas of inaccuracy but I believe the results give a general idea of what happened on the travelling front and the "actual" figure of about 10,000 miles travelled can't be that far away from the real one. To put that in context, it's the distance between London and Sydney! Quite a way to go for a sail and you're not likely to be home for dinner!

So, let's hear it for the travellers and hope there are even more in the 2011 Summer Series!

SPRINT 15 SUMMER TT 2010 TRAVELLING DISTANCES						
POTENTIAL DISTANCES TRAVELLED per competitor (Green = some did)						
TO:	Herne Bay	Thorpe Bay	Seasalter	Carsington	Grafham	TOTALS
FROM:						
Shanklin	300	292	284	442	324	1642
Queen Mary	182	168	166	300	166	982
Whitstable	12	150	8	420	254	844
Marconi	170	58	156	374	178	936
Hollowell	314	246	300	144	96	1100
Stewartby	242	174	228	208	48	900
Carsington	426	362	412	0	218	1418
Seasalter	18	146	0	412	250	826
Thorpe Bay	160	0	144	362	196	862
Herne Bay	0	160	18	426	264	868
Halifax	562	494	548	188	302	2094
Grafham	264	196	250	218	0	928
Chelmarsh	430	366	416	142	226	1580
Netley	292	290	278	380	286	1526
Beaver	478	412	464	138	244	1736
Draycote	316	250	302	146	120	1134
Brightlingsea	226	120	212	416	208	1182
One competitor from each location travelling to each event would give a total of:						20558
ACTUAL COMPETITORS TRAVELLING						
TO:	Herne Bay	Thorpe Bay	Seasalter	Carsington	Grafham	Mileage
FROM:						
Shanklin (1)	EH	EH	EH	EH	EH	1642
Queen Mary (3)	GG;GS	GG	GG;GS	GG;GS	GG;GS;KC	1962
Whitstable (1)	ND	ND	ND			170
Marconi (6)		EB;DB;JB	EB	EB	EB;KK;PR;KD;FM	1594
Hollowell (1)	IC		IC			614
Stewartby (2)		JF;MR		JF	JF	604
Carsington (1)					GL	218
Seasalter (3)	KD;DT;MS				KD	304
Thorpe Bay (2)					HH;DF	392
Herne Bay (0)						
Halifax (1)				CW		188
Grafham (2)		JH	JH	GW;		664
Chelmarsh(1)				RE	RE	368
Netley (1)			KP		KP	564
Beaver (2)					JM;JR	488
Draycote (1)					PW	120
Brightlingsea(1)					GD	208
(Individuals=29)					Total Miles	10100

The DX Sails

Many of you will have noticed the DX sails that Ray Gall and Steve Sawford have been developing over the last couple of seasons. Indeed they have been sailing in our winter series in an effort to get an assessment of a PY for the DX rig. They created a fair amount of interest both on the circuit and on the Sprint 15 forum.

In November last year, Steve Sawford told us (the Sprint 15 Association Committee) that he planned to show the DX rig at the Dinghy Show in March. The committee held a committee meeting in January to decide what strategy to follow so that prospective buyers of the Sprint 15 and prospective buyers of the DX sails were not buying under false pretences. At this meeting it was unanimously agreed that while the Class Association is happy to see the DX sails being used for fun sailing it does not want them to be accepted for inclusion in class events. The reasons for this include the following:

- The Sprint 15 is a long standing one-design class and for over 30 years only small inexpensive and easily retrofitted design changes have been accepted. This means even old boats are still competitive and indeed last years National Champion had a 23 year old boat. The boat is not the fastest boat available but at least you know that your competitors have the same equipment. This makes sailing Sprint 15 inexpensive as there are no equipment wars and second-hand Sprint 15s retain their value very well.
- Other classes which were initially one design classes but chose to update their sails and equipment have not been very successful. If you look at the Hurricane which adopted first the Spinnaker and then subsequently the square top main sail quickly died out as a travelling fleet. All the old boats without the new sails quickly fell into disuse and their value plummeted as they were no longer perceived to be the 'current model'. Indeed, there is now no travelling Hurricane series of events. Of the older models, it is only the Dart 18 and the Sprint 15 which continue to offer one design class racing.
- The DX rig has been procured outside the Sprint 15 supplier base so new boats cannot be bought as DX models.

So the committee agreed that, whilst it is happy to see the DX sails being used for fun and at open handicap events, we would not be allowing them in our one-design class racing. Indeed, the DX enthusiasts may even set up their own open events much in the same way that the Rooster 8.1 class do (The Rooster 8.1 is a Steve Cockerel marketed conversion to a Laser with a bigger sail and mast top section. It is not allowed at Laser events but they run their own class events).

The following hand out was prepared for the Dinghy Show to make the position clear for visitors to the show.

The Sprint 15 and the DX Catamaran

The Sprint 15 is a one design catamaran. It has 3 modes of sailing (una-rig one-up, two up with jib, and Sport mode with jib and trapeze). The class promotes production one design racing in which everyone competes on equal footing and even 30 year old boats use the same parts / design. Only a few small inexpensive modifications that do not impact performance and can easily be retrofitted have been allowed for the last 30 years to preserve the equal competition of production one design racing. This results in good class racing and has preserved the resale value even of older boats.

The DX rig comprises a larger mylar mainsail and mylar jib plus a longer forestay. These are expensive components (£1167) and make significant changes to the performance of the boat. They have been developed by individuals (not the Class Association) and are purchased from a different supplier to the Sprint 15 one design supplier, Windsport. The Sprint 15 Association have helped by allowing DX rigged boats to take unofficial part in our class racing over the last year to help develop an approximate PY. The Sprint 15 Association do not want to compromise the one design class racing of the Class and in future DX rigged boats will not be allowed in the Sprint 15 Association races. It is envisioned that the DX rig will be used in DX specific events, open Cat events or in mixed fleet club racing.

The following **Questions and Answers** have been prepared to clarify the situation:

Q: Has the DX rig been adopted as class legal by the Sprint 15 Association?

A: No, it is not class legal and is unlikely to be so for the foreseeable future.

Q: I have bought a DX rig. Will I be allowed to participate in Sprint 15 Association events such as the TT's or the Sprint or Sport Nationals?

A: No, not after this winter's TT series. The above events are solely for the two class legal variants- una-rig (or with jib + crew) and with jib and trapeze (Sport mode)

Q: Why is the Class Association not supporting what is clearly an attempt to modernize and widen the appeal of the Sprint 15?

A: The Class Association believes that the success of the class lies in its simplicity, its very close competition and the ability of all ages and depths of pocket to compete equally.

Q: So how will the DX rig be developed?

A: The Sprint 15 Class Association is happy to see the DX generate its own PY number and to compete in separate events for DX as well as in Open Cat events. The DX could be an exciting development for handicap events.

Q: How is an appropriate handicap established?

A: In theory there are two ways – by performance results using PY or by formula using SCHRS. However, performance results are a chicken and egg situation, so PY usually starts with a recommended number.

Q: Who decides the recommended PY number?

A: Normally it is the manufacturer but they are often biased – most want their boat to win big open meetings, but others like Darts 18's want it to appear fast on paper. In the case of the DX, it is best that your Class Association suggests a number to SS Marine.

Q: Does that mean that a formula like SCHRS is better?

A: Not necessarily – all simple boats lose out because they are not optimized to gain from the formula. All sizes of Darts lose out. The DX loses out slightly less, so that is fairer for use in open handicap events.

Bits & Pieces & Stuff & Nonsense



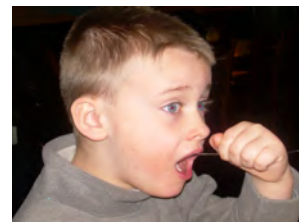
We all know (and by his own admission) that Charles Watson is a tight Yorkshireman who feels physical pain on opening his wallet.

He recently bought some plastic buckets (see pic. top left) for mixing gel coat for the princely sum of 54p each-the cost of an evening's entertainment in Halifax! Charles has identified a more cost effective and environmentally friendly solution to this fiscal dilemma (see pic. bottom left).

The pictures on the right show the providers of the alternative receptacles.

It seems to me that this also goes to prove that, as has been thought for some time, exploitation of the child labour market is shockingly alive and well **up north!**

I think our *Undercover Investigator* will have to don his flat cap, get the whippet limbered up and check this out! *Ed.*



Our membership secretary, Keith Bartlett has received some interesting e-mails over the years. Printed below is a recent one which breached the spam box. So, Keith, what's this esteemed hardware company you have, pray tell?

-----Original Message-----

From: jack
[mailto:lvdfabric@china.com]
Sent: 06 January 2011 02:58
To: membership@sprint15.com
Subject: rigging

hi,
this is Jack, from QINGDAO HAIFULAI
HARDWARE PRODUCTS CO.LTD.
We are a special manufacture with more
than 10 years experience in the field
of rigging hardware, including
Shackles, Connection links, Cold
shuts, Turnbuckles, Hooks, Clips and so
on. I know you are dealing hardware
business, so we would like to be your
supplier of your esteemed company.
as a factory, we can offer products to
you with more lower price and more
professional service. We have exported
products to Germany, USA, UK, Malaysia
for more tahn 6 years. And our clients
are satisfy with products, so you can
rely on us.

if you are interesting, pls send email
to me, so I can give you more
information of our products and
company introduce.

pls send email to:
jackrigging@gmail.com

regards
jack



The latest fashion for coloured rudders has grabbed Kevin Dutch who has painted his to match the distinctive 'Flying Dutchman' livery of his boat. So if you see the full visual effect, he's either still on the beach or he's had a 'moment'!

Advertisement

CTW MARINE

2 Well Head Drive
Halifax
HX1 2QX

ctw1237@talktalk.net
07531 653574

CHARLES WATSON
Dinghy Refurbishment Specialist

Trained at SS Marine, CTW Marine, provides a repair and renovation service for all GRP dinghies, especially catamarans such as the Sprint 15. Minor & running repairs can be done in situ. More significant work will be completed offsite.

All types of renovation and repairs are undertaken from chips, star crazing and skeg wear to seams and impact damage. Repairs to sails, trampolines and covers can also be catered for. Charles may even have a boat you like the look of. Charles has been sailing and racing since 1978 in everything from Mirrors to Dart 18s, having also sailed yachts from 22' to 72' since 1988.

Charles got into Sprint 15s in 2002. The red & white livery of 1237 "Sticks and Stones" is seen regularly on the Travellers circuit and at Nationals, having competed in all sailing modes-Una, 2-up and Sport.

As a dinghy instructor Charles is part of the training team at Halifax SC instructing new recruits to the sport and he can also provide advice for those wishing to progress further.

Please feel free to contact Charles to discuss your boating requirements.

Top Start Tips



by *Brian Phipps*

Down 'that other end' of the start line!

The **start gun** is where everything falls into place for some sailors whilst for others it is regularly where everything can fall seriously out of place. Comfort sailing is our biggest enemy to achieving a high percentage of good starts. So questions like **"Why start there?"** can often lead eventually to **"Because I always start there"**. Comfort starting is no bad thing in some ways. You might not win a series but it is likely that at some time over a number of races it will prove to be the best place to start and you will get a good first leg position at the windward mark.

To be a truly good starter you need a range of starting tools in your toolbox and not be frightened to get them out!

Port end starting (that other end) is not often the beginner's choice. It has a reputation as high risk with few "get out" clauses if things go wrong. We will ignore starting on port tack for this article and just talk through starting on starboard at the port end of the line given the situation where the port end of the start line is favoured.

Why do it? Well here are just a few reasons:-

- The port side of the course is favoured and you want to get there as soon as possible.
- The bias on the start line means the port end is significantly closer to the windward mark than the starboard end saving valuable boat lengths and giving you a jump start on the rest of the fleet.
- The wind is up, you are a heavier sailor and you want to power up and drive the boat out of the start without lighter sailors luffing you up.
- The wind direction is oscillating and the phase at the start means that it is backing and you plan to take advantage of that backing and then tack onto port and clear the majority of the fleet.

Things not to do when starting on starboard at the port end of the line? Consider these.

- Coming off the port end of the start line without good boat speed, you cannot afford to get rolled by a windward boat
- Tack too early and meet the fleet coming at you on starboard
- Arrive at the pin end too early without anywhere to go apart from around the end.
- Allow a windward boat before the start to get its bow in front of you.
- Drop below the holding line and allow others to stack up above you.
- Line up as second row.

Some suggestions on how to make that port end start gain.

- Port end starting on starboard tack is about timing and pace. Before the real start practise winding up off the start at that end of the line, get the feel and know when the boat is in the groove.
- Know the close hauled transit for the pin end, dropping below that transit will mean you will not make the pin.
- Remember that, as you get closer to the pin, the less margin there is for a safe line transit.
- The meek will never inherit the earth so protect your starting position. Manoeuvre within the rules but firmly.
- Once the gun has gone and you are on your way, focus on speed and keeping your bow ahead of the fleet even if it means sailing low and fast. Getting rolled is not an option. We say any boat to windward should never get past your rear beam when striking out from the port end.
- You make a true gain when you cross the fleet so be ready to put in the tack on to port. Duck the first couple of starboard boats if you have to so you capture the rest of the fleet.
- Looking back is never fast. At best, take a very, very quick glance just to draw a picture of the fleet in your head, but not at the cost of keeping the speed on.

And finally how do you do it? Well you practise. You practise outside of important races and you get to a point where port end starting on starboard is one of the tools you can get out of the box when you need it. If you need some outside motivation, attend the class teach-in or visit Windsport's Cat.Clinic Coaching Centre.

Happy sailing and see you on the water.

Windsport Sprint 15 Cat Action

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

Just want to chat about cats!!

**Windsport does that too
Supplying you with parts is
only a small part of our job....**

Contact :-

Windsport International

Tel:- 01326 376191

Fax:- 01326 376192

Email:- catparts@windsport.co.uk

Website

www.catparts.windsport.co.uk

Home page:- www.windsport.co.uk



2011 Sport Nationals : Event Details

SPRINT 15 SPORT NATIONALS : NORTH DEVON YACHT CLUB

10th to 12th June 2011

We are pleased to be hosting this popular event at Instow again and weather permitting the sailing should be as good as ever. This coupled with a social programme to match is why so many sailors like to return here. However, if this will be your first visit I am sure that you will enjoy yourself.

As in the past, there is a limited amount of **FREE** accommodation (but a thank you gift is always nice) provided by very generous members of the fleet. For availability please contact Mary Jane Scott Tel: 01271 860660 or e-mail: scotts3@btinternet.com

You may also try one of the following for accommodation:

Breakers B&B 01271 860688

Lovistone Cottage B&B- 01271 860676

Ocean View 01271 861519

Wayfarer Inn – 01271 860342

For camping try www.ukcampsite.co.uk

Carlyn B&B – 01271 860672
Lower Yelland Farm B&B – 01271 860101
Worlington House B&B – 01271 860433

There is a limited amount of space on the club car park for motor homes but please let me know in advance if you are planning to use this.

We are planning to have three races on the Saturday, if possible, to give you all a good appetite and with the later tides a chance for those who are travelling to leave earlier on Sunday.

The cost for this year is £40.00 if booked before 1st June and £50.00 thereafter. It includes 6 Races with full rescue boat cover and 3 Course Dinner on Saturday evening (£12 for guests).

Thursday evening will be registration in the club, with members about to help with information on boat parking and arrangements.

Friday evening we will be having a BBQ at the club with vegetarian option.

We all look forward to welcoming you to Instow.

Geoff Mitchell (Fleet Captain)



2011 SPORT NATIONALS : 10-12 JUNE : NOTICE OF RACE

Racing will be governed by the rules as defined in the Racing Rules of Sailing 2009-2012 (RRS), the prescriptions of the RYA, this notice of race, the class rules and the sailing instructions. This notice of race may be amended by notice to competitors. Where there is conflict between this notice of race and the sailing instructions, the sailing instructions will prevail.

Event	National Championship
Venue	Instow, North Devon
Date	10th to 12th June, 2011 inclusive
Organising Authority	North Devon Yacht Club
Type of Event	Open
Advertising Category	Category C as restricted by current class rules
Scoring system	Low point system of Appendix A
Number of races	6 (4-5) (1-3)
Number of discards	2 (1) (0)
Schedule of races	Race one not before 11.30, Friday, 10th June Race two asap after race one Race three not before 12.30, Saturday, 11th June Race four asap after race three. Race five asap after race four. Race six not before 13.00, Sunday, 12th June If race five is not sailed on the Saturday it will be rescheduled for Sunday.

Sailing instructions available
Contacts

mid-April, 2011
Geoff Mitchell, e-mail: sprint15@ndyc.org
Phone: 01598 710177,
Vale House, Brayford, Barnstaple, Devon. EX32 7QE.
Post or email from NDYC or NDYC website from March, 2011
£50 including dinner for competitors
£40 for entries received on or before 1st June
All competitors must register before racing. Competitors under 18 may require a parental declaration.
Boats may be subject to scrutiny and/or measurement.
Full catering and bar facilities will be available at the clubhouse for the duration of the event

Entry forms available
Entry fee

Registration

Measurement
Catering

Entrants must be current members of the Sprint 15 Association
All entrants shall be required to hold third party insurance indemnity for racing with their boat with a minimum cover of £2,000,000 (two million) sterling.



Sponsors
of the
2011
Sprint 15
Sport
Nationals



Sponsors of the 2011 Sport
Nationals Raffle Prize Draw

Event Entry Form

North Devon Yacht Club Entry Form Sprint 15 Sport National Championships 10th to 12th June 2011

Helm Name _____ Club _____

Hull Colour _____ Sail No _____

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

DECLARATION

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

Signed _____ Date _____

Fees

£50 per boat to include one ticket to the Dinner.

£40 per boat if entered on or before 1st June, 2011

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

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

Dinner Please indicate if vegetarian option required. Number; ____

Note from Editor : To keep your copy of this magazine issue in original condition, may I suggest you make a photocopy of this entry form or download a copy from the Sprint 15 website when its available or enter on-line at the NDYC website at www.ndyc.org

News & Announcements

2011 AGM Rule Change Proposal

To be voted on at the AGM on 13 August 2010 at Pwllheli Sailing Club

Proposal:

It is proposed that an optional tiller connecting bar (conbar) length adjustment mechanism be incorporated to facilitate adjustment of the rudder alignment.

Figure 1 shows the adjustment mechanism
Figure 2 shows the adjustment mechanism in situ.

Rationale: The manufacturing tolerances sometimes result in the rudders not being parallel. The resulting 'toe-in' or 'toe-out' causes

drag which slows the boat down. Incorporating this inexpensive conbar adjustment mechanism makes it easy to correct the fault. Later problems caused by wear or damage can also be addressed. It is proposed to fit this on new boats and it can be easily fitted to old boats as an optional feature.

Proposer: Bob Carter
Secunder: George Love

Figure 1



Figure 2



Sprint 15 Summer Events Programme for 2011
Events Secretary: Erling Holmberg 01982 865012

5-9 April	Training	Seasalter Sailing Club with Nick Dowhurs	Bob Carter	01438 354367
9-10 April	Training	Seasalter Sailing Club with Brian Phipps	Erling Holmberg	01982 865012
16-17 April	Traveler	Marconi Sailing Club	Bob Carter	01438 354367
22-23 May	Traveler	Shanklin Sailing Club (L.O.W. (Southern Champs.))	Erling Holmberg	01982 865012
10-12 June	Sport	North Devon Yacht Club, Instow	Faheela Miller	01374 329078
16-17 July	Traveler	Seasalter Sailing Club	Bob Carter	01438 354367
16-17 Aug	Nationals	Perthwick Sailing Club	Geoff Mitchell	01609 710177
24-25 Sept	Traveler	Carlington Sailing Club (Northern Championships)	Steve Willis	07950 416422
22-23 Oct	Traveler	Southam Water SCC (Cat Open/Inland Championships)	Erling Holmberg	01982 865012
			Ray Gull	01552 671016
			Bob Carter	01438 354367

This season's mainsail raffle, donated by the Class sponsor 'Windsport', was won by Robert England.
Pictured is Robert proudly displaying his winning ticket which was drawn at the last winter event at Grafham.



Summer Events Programme Posters for clubhouse noticeboards are available to fleet captains. Contact Erling Holmberg if you'd like one or contact me for a pdf version by e-mail - Ed.

In the last issue, readers were invited to suggest a witty caption for this series of photos of Charles Watson. Thanks to all those who entered.

The winning caption is:

"I knew the wash from that powerboat would get me in the end!"

And the winner is:

MIKE GOODWIN
Seaford SC
(Who gets his name in lights as promised!)



2011 Nationals Entry Details & NOR



Pwllheli Sailing Club



Notice of Race for the National Championships 13th - 15th August 2011

Organised by the Pwllheli Sailing Club and the Sprint 15 Class Association.

Authority

The organising authority will be the Pwllheli Sailing Club in conjunction with the Sprint 15 Class Association and will be governed by the 'rules' as defined in the Racing Rules of Sailing. (RRS2009-2013)

The rules of the Sprint 15 Class Association, this Notice of Race and the Sailing Instructions shall apply. In the event of any conflict the SI's shall prevail.

The regatta is designated Category C Advertising category.

1 Entries

1.1 The Championship is open only to fully paid up members of the Sprint 15 Class Association and to Sprint 15 craft which comply with the rules of the Sprint 15 Class Association that are sailed either single handed in 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.

1.2 Each entry shall have a Sprint 15 Class Association member aboard

1.3 Each participating boat shall be insured in accordance with Section 16

1.4 Entries will be required to display a www.catparts.windsport.co.uk sticker on their boat on the outside of their hull or on the side of their mast.

2 Fees

2.1 Postal entries are at the discounted rate of £60* if received by 9 July and a rate of £80 if received by 6 August. Completed entry forms should be sent together with a cheque made payable to **Sprint 15 Association** to Erling Holmberg, 7 Hope Road, Shanklin, Isle of Wight, PO37 6EA

2.2 Entries can be accepted at the event with an entry fee of £100* (cheques should be made payable to '**Sprint 15 Association**').

* includes one ticket for the Sprint 15 Sunday Evening Dinner (further tickets available for £12.50/person and £8/under 12 year olds).

3 Event Information

3.1 The official notice board will be located in the Marquee.

3.2 All event timings will be taken from the Principal Race Officer's clock.

4 Registration

4.1 Registration will take place in the race office from 1000hrs to 1230hrs, Saturday 13th August at the club Lecture Room.

5 Measurement

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

6 Schedule of Races

6.1 National Championship Schedule

Day & Date	Warning Signal	
	Not Before	Not After
Saturday 13 th August		
Briefing	1230 hrs	
Practice Lap	1100 hrs	One lap only
1 st Championship Race	1330 hrs	Race Two back to back
Sunday 14 th August		
Race Three	1030 hrs	Race3 & 4 back to back
Race Five	1400 hrs	
Monday 15 th August		
Race Six	1030 hrs	Race Seven back to back
Prize Giving	1500 hrs	

No warning signal will be made after 1530 hours on the last day of racing.

7 Sailing Instructions

7.1 A printed copy of the Sailing Instructions will be available upon completion of registration at Pwllheli Sailing Club, having satisfied the Eligibility and Entry Requirements (see Section 2)

2011 Nationals Entry Details & NOR

NOR Contd.....

8 Race Area

8.1 Racing will take place in the Cardigan Bay off Pwllheli.

9 The Courses

9.1 The courses will be defined in the Sailing Instructions.

10 Scoring

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

Races	Discards
1 – 3 races completed	No discard
4 to 6 races completed	1 discard
7 races completed	2 discards

10.2 A minimum of three (3) Championship Races must be completed to comprise a National Championships.

11 Replacement of Crew

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

12 Prizes

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

- the first 3 two-up boats.
- the first lady helm.
- the first helm under 18.
- the first 3 competitors over 50 years old.
- the first helm over 60 years old.
- the first 3 heavyweight competitors.
- the 3 most improved helms since last year.
- plus a Pro-Am competition and a number of novelty prizes.

13 Safety Regulations

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

13.2 Safety support: competitors shall comply promptly with directions from safety patrol boats. This may include abandoning a boat and boarding the patrol boat if deemed necessary by the patrol boat crew.

14 Insurance

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

14.2 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.

15 Disclaimer of Liability

15.1 Competitors are entirely responsible for their own safety, whether afloat or ashore, and nothing reduces this responsibility.

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

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

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



Sponsors of the 2011 Sprint 15 National Championships

2011 Nationals : Social Activities Programme

Saturday 13 August
1730 hrs. Class Association AGM followed by Evening meal in the clubhouse if required from 1900 hrs.

1930 hrs.
Commodore's Welcome

Sunday 14 August
Class Association Dinner at Pwllheli Sailing Club 1830 for 1900 hrs.

Tuesday 16 August
Go-kart Knock-out Competition
Venue : t.b.a.



This is a hotly contested event-for some, even more than the sailing!

Wed. 17 Aug.
Day trip to Tudwals Island (left) & Abersoch (right)



Thu. 18 Aug.
Day trip to visit Criccieth Castle (left) and have a well deserved ice-cream! (right!)



Fri. 19 Aug. - Free day

2011 Nationals Entry Form



2011 Sprint 15 National Championships
organised by the
Pwllheli Sailing Club and the Sprint 15 Class Association
13th – 15th August 2011

ENTRY FORM

Sail No Sailing Mode: 1 up / 2 up*
Name of Helm Name of Crew
Helms address
. Post Code
Tel. No. Sailing Club
Helms Weight > 95Kg (14stone 13 lb) Y / N * Helms Age > 50? Y / N*
Helms Age under 19? # Y / N* Helms Age > 60? Y / N*
Extra Tickets for Sunday Evening Dinner# . . . (please specify if Adult/ Child/Veggie)
Entry Fee £100/£80/£60*

* Delete as appropriate. Postal entries are discounted by £40 if received by 9 July and by £20 if received by 6 August. Completed entry forms should be sent together with a cheque made payable to 'The Sprint 15 Association' to Erling Holmberg, 7 Hope Road, Shanklin, Isle of Wight, PO376EA
The entry fee at the event is £100 made payable to 'The Sprint 15 Association'. #The entry fee includes one ticket for the Sunday evening dinner. Additional dinner tickets can be ordered with your entry for £12.50 a head & children under 12 £8/head they must be paid for before the event.)

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

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

SIGNED Date

On Tuesday 16th I would like to enter the Go-Kart Knock out Y/N please enclose £10 deposit per entry.

FOR RACE OFFICE USE ONLY

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

Note from Editor : To keep your copy of this magazine issue in original condition, may I suggest you make a photocopy of this entry form or download a copy from the Sprint 15 website when its available.

Sprint 15 Events Programme

Events Secretary: Erling Holmberg 01983 865012



Summer 2011 Events

Date	Event	Venue	Contact	Phone
2-3 April	Training	Seasalter Sailing Club, N. Kent -Nick Dewhurst training weekend	Bob Carter Erling Holmberg	01438 354367 01983 865012
9-10 April	Training	Stewartby Water Sports Club, Beds. - Brian Phipps training weekend	Bob Carter Erling Holmberg	01438 354367 01983 865012
16-17 April	Traveller	Marconi Sailing Club, Essex	Fenella Miller	01376 329974
22-23 May	Traveller	Southern Championships Shanklin Sailing Club, I.O.W.	Erling Holmberg	01983 865012
10-12 June	Nationals	Sport Nationals, NDYC Instow, North Devon (Fri., Sat., Sun.)	Geoff Mitchell	01598 710177
16-17 July	Traveller	Seasalter, N Kent	Steve Willis	07980 416422
13-15 Aug	Nationals	National Championships. Pwllheli. - Note: Sat., Sun., Mon. (2,3,2 races/day respectively)	Erling Holmberg	01983 865012
16-18 Aug		<i>Nationals Fun Events</i>		
24-25 Sept	Traveller	Northern Championships, Carsington Water Sailing Club, Derbyshire	Ray Gall	01332 671016
22-23 Oct	Traveller	Grafham Cat Open / Inland Championships, Cambridgeshire	Bob Carter	01438 354367

National Championships at Pwllheli is for PY917 format

Sport Nationals at Instow is for PY883 format

Summer Traveller Series is for all sailing formats (Standard PY917 and Sport PY883). Five events with three to count. First race Saturday at 12 Noon unless otherwise stated.



The U.K.'s Most Successful Single-handed Catamaran!