

NEW 15 SPRINT

The Official Magazine of the U.K. Sprint 15 Association
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THE DANISH GIRL

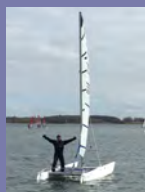
IOS RACE

2016 NATIONALS
PREVIEW

TRAINING DAY

COMMENTS

from the ED



By the time you are reading this latest missive from me, the new season will be well underway with the first two summer TT's already run. Personally, I'm looking forward to visiting two of my favourite places to sail at this year's Nationals - the Sport's at Instow and the Nationals at Pwllheli. It gives us the chance to compete at two very different venues which each have their own particular characteristics. There's the tricky tidal currents to negotiate at Instow and where the local club members really push the boat out to provide host club hospitality that is second to none. And then there's the expansive waters of Cardigan Bay at Pwllheli with a host club well versed in organising big fleet events at the new Welsh National Sailing Academy. I hope to catch up with as many of you as possible at both events. I'm also looking forward to the new format one-day TT at Draycote in September which is a trial event this year. Hopefully it will be well attended and provide a chance for those like me who often find it hard to commit to a whole weekend's racing on a regular basis, (especially when most events are in the south of the country), to get on the water for some good competition. So lets offer a prayer for a good season to showcase to the wider world what a vibrant class we have. If our profile at this year's RYA Dinghy Show is anything to go by, we are acknowledged as an established class that's very much on the up. You can read about the impression we made on page 11 and how your committee are working hard to keep us at the forefront of catamaran sailing in the UK. Do give them your support. My thanks as ever to those who have contributed to this latest edition. There are some great articles which have been a delight to publish. I hope you enjoy the read and, if you do, you might think about making a contribution of your own to the next edition. It's got to be you, the readers and members, that make it happen.

In the meantime then, may I wish you a great summer season for 2016 howsoever you enjoy sailing your boat and I hope we'll meet on the water very soon.

Cheers (&Laughter)

George Love : 2019 : "Fly-by-Wire"

Cover Photo :

Leeward Mark Tango
by Alan Howie-Wood

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YOUR CHAIRMAN WRITES.....



Bring on the Summer!

As I'm writing this we've just had the Easter break and there's just a hint of warmer weather about - thank goodness. It may not be quite the time to put the dry suit away but at least I'm hoping to not need so many additional layers underneath. Bring on the summer!

If you sail at one of the clubs that close down for the winter, and you haven't been sailing in our winter series, then you'll need to re-home those spiders forthwith and think about getting your boat ready for the coming season because the new summer series is about to kick off. The first event at Marconi SC on the Blackwater estuary is imminent, and there's not long to go before things are back in full swing. Marconi is always a popular venue, a great club and home to the long distance race around Osea and Northey islands, something refreshingly different to the normal round the cans racing we usually do. Hopefully we'll have a good turn out to set the standard for the rest of the year.

But first a word about the just finished Winter series. You'll find the report round-up inside, but I just wanted to comment on the weather, because at times, this year has seen some of the windiest conditions we've ever had for our Winter Series. It was so bad the second event at Oxford was called off, but the first event of the series at Stewartby was sailed in a 30-40 knot wind which is enough to make a cruiser captain think twice! It was too strong for me, I must admit. One race was enough for me in those conditions, but well done to the ten helms who stayed out for the second race. But the other highlight was the fantastic photographs taken by Alan Howie-Wood, Rob Love and Valerie Anthony. Seldom do we get action photographs like these and they're

really superb. If you haven't seen them already, take a look on the website. They're well worth a look and really show how challenging the conditions were.

Something different at the Dinghy show

If you visited us at this year's Dinghy Show, you'll have seen that we'd moved from our traditional spot in the hall to a position amongst the other cats in a dedicated catamaran display organised by UKCRA (The UK Catamaran Racing Association). This was a first time for us as part of a group catamaran display. We've been cautious about this in previous years because we know we're the small catamaran amongst the big boys and there was a concern we'd just be dwarfed by the other cat's big sails and their miles of string. But as it turned out, we couldn't have been more wrong and it proved to be a big success, with lots of interest and a good list of people interested in trying the Sprint 15. There's always some glamour attached to the bigger cats, and I must admit that the £28,000 A Class we were parked next to looked beautiful. But when reality kicks in, and let's face it most of us have a somewhat smaller sailing budget, then the appeal of a simple, strong, durable, straight forward one-design Sprint 15 that you can sail and race with your friends has a lot going for it. And as the show demonstrated, this is something that a lot of the other cat enthusiasts also recognise. Whilst others seemingly get more and more complicated and use ever more exotic (i.e. expensive) materials, then keeping it simple almost goes against the grain. But it can't be a coincidence that the two most enduring and successful catamaran classes, ourselves and the Dart 18, are built exactly that way.

But it doesn't mean you can't spend quite a lot on a Sprint 15. Nowhere

near as much as that A Class of course, but if you buy a brand new one, like some lucky people have this year.....

George's new boat

This year on the stand we had our esteemed editor, Mr George Love's new boat. We weren't supposed to. We were supposed to have his old one (no. 1825) but he inconveniently sold it too quickly. But that's another story. However it meant that George, Howard Hawkes and I were at Alexandra Palace on the Friday before the show building up George's new boat. And what a lovely thing it is too. I must say I was hugely impressed with the quality of the construction. Most of us are probably sailing 10-25 year old boats, with quite a few well-worn bits on them and facing increasing amounts of maintenance. The price of a new boat is undeniably quite expensive, but to put it into context, we now have the situation where a couple of new rudders and a new sail could well cost more than a decent second hand boat, and for some people the cost of a new boat may begin to look increasingly attractive. This winter, our supplier Windsport, also helped with a discount offer which was most welcome. So maybe we'll see a few more new boats appearing before long.

Looking ahead

This year's Sport Nationals is once again being hosted by the North Devon Yacht Club at Instow, from the 10-12 June. Over the years Instow has been a great venue for the event and a lovely place to visit if you wish to combine it with a holiday. It's also home for the largest Sport fleet in the country, so we're always assured of a strong turn out.

The Standard Nationals are at Pwllheli Sailing Club in North Wales from the 28-30th August and we're also incorporating a few fun activities for those who want to stay on a bit longer. We've been to Pwllheli twice before and it's a super sailing venue, and just down the road from fashionable Abersoch. We're also very fortunate that we get to use the clubhouse facilities of one of the best marinas in the country. As ever at both our Nationals we want as many entries as possible. Everyone will be very welcome and I look forward to seeing you there.

*Good sailing -
Regards,*

Gordon

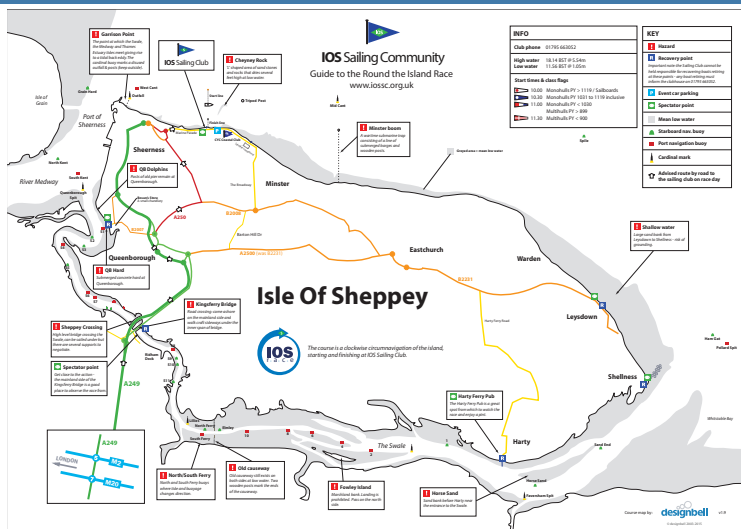
It seemed logical

to sail to Sheerness rather than break the 15's down and put them on the trailer. It would make the whole day more of an adventure. An adventure and a test of stamina. Most of us had raced around the Isle of Sheppey before. It is a bit of a slog as it is. Add twelve miles to get to the start line and another twelve back and we were looking at about 64 miles. More than we had sailed our 15's in any one day before.

Derek, Joe, Ian, and Robin were already rigging up when I arrived at Seasalter SC at 5.45am. The dawn had only just broken and the feeling of peace hung in the still air. For Joe, Ian, Robin and I, this was our second long distance adventure this year and meant we had a far more confident approach to our preparations.

We set sail for Sheerness at 6.30am just as the wind backed from the south and went northeast as forecast although it struggled to get to 10mph. When ashore it looked like we would have the sun keeping us company but, by the time we drew level with the Island, the clouds closed in and the cold took a grip of our bodies. Most of us struggled with the cold for the rest of the journey to Sheerness. I resorted to press-ups on the front beam to keep the blood pumping and Ian later claimed he found it difficult to make the right decisions on the water due to the cold. I can only imagine he must be cold during most of our races. Joe complained he was too hot, but later revealed that he had invested in 21st century titanium wet suit technology which had set him back slightly less than I paid for my first house.

We had planned to attend the race briefing at 9am, but the lacklustre wind bang on the nose delayed our arrival until well past briefing. On arrival we all headed straight to the galley for hot coffee to wash down the egg and bacon rolls. Joe managed two. Here we



met Rob and Caroline. At that point Caroline wasn't expecting to sail. Having missed the official briefing Derek kindly offered to do an unofficial briefing for us all. As a former member of Sheerness SC and having raced the Island a good few times, he generously explained the shallows, the spits, how to approach the Horse Sands, the dreaded bridge and the commercial shipping at Garrison Point. He was particularly animated in reinforcing the need to go round the end of the old submarine breakwater at the very start of the race.

There are three race starts, the sailboards and slow dinghies start first, the fast dinghies and slower cats start next and the fast cats half an hour after them. We started with the fast dinghies and, as soon as the start sequence had run its course, we all headed out to sea to round the top of the breakwater. Derek, forgetting his own advice, sailed straight over the breakwater snatching a lead over the rest of the Seasalter 15's. He later explained with a dead straight face that we had misunderstood his briefing!

We shared a lot of the first half of the race course with Rob Smith crewing out on the wire of an Osprey. As an 18 sailor, he later confided that he felt far less at home on the monohull than he appeared. I could see that the fleet in front of me were sailing quite wide of the Island to ensure they didn't go aground. I decided to gamble and cut as many corners as I could. Robin must have thought the same as he stayed in my wake. Our rudders first grounded on the Shellness spit and again, more dramatically when Robin followed me on the north side of Horse Sands. We knew we were pushing our luck taking this short cut, and sure enough I

misjudged where the narrow channel was as the stern rose up as the rudders lifted the stern of the boat as they slid over the soft mud.

Luckily, the water deepened after about 30 metres and we gingerly sailed on holding our breath. The short cut probably gained us two or three positions, but it could so easily have turned out much worse. It was a strange sight to look over the crest of the Horse Sands to just see the tops of dinghy rigs gliding along in the main channel.

Past Harty Ferry and Fowley Island we began to get

into a fast close reach. Then opposite the mouth of Conyer Creek we could see the dinghies suddenly change course and lift their dagger boards as they lost the route of the channel and scraped along the riverbed. We darted chaotically left and right gambling on where the deeper water might be at what must be dead low water by now. Surprisingly, we found ourselves sailing up the narrow strip of shallow water with a tatty old motor yacht, about 35' long, skippered by an old salty sea dog. His depth sounder alarm must have been constantly triggering. He casually pulled back on the throttle repeatedly to let the tacking dinghies sail across his bow; years of seamanship clearly showing on his relaxed face. As we approached Ridham Dock the bridge drew into view. I could see that I was catching up with the Dart 18 that had overtaken me a couple of miles back. With my optimism regarding 15s pointing higher, my hopes of overhauling him rose. But I hadn't accounted for the wind dying and the tide increasingly heading us. It took an infuriating hour to cover the half mile to the bridge. Time and time again we would put another leg in across to one muddy bank and back again to the other, only to see that we had made no headway at all. Worse, when we finally approached the bridge, the blanketing effect of the concrete structure fluked the wind and the flood tide would sweep us back down from whence we came.



Pics:
Left: a hearty breakfast
Right: a steep beach





I finally found myself within six feet of the pontoon that I needed to capsize the boat from. This alone felt like victory and I took a hopeful leap at it. I was never going to make it and I felt my boots sink into the black mud five feet below the water. I'm not sure where he came from, but at that moment a club volunteer appeared by my side, just head and shoulders above the water and with a big grin he offered me some muscle to wrestle the boat on its side and walk it under the span of the bridge. He explained about the caution required when wading through as there were large lumps of concrete below the water ready to crunch against shin. His occasional expletive indicated that he hadn't quite plotted where they were yet.

Through the bridge and righted again, panic suddenly gripped me as I realised that the same tide and wind direction was in force as the last time I did this race in the 18. That ended with us leaving a good deal of gelcoat on the concrete stanchion of the bridge. I knew I had no option. I just had to give the chap the nod to let me go and try to point high enough to sail free of the bridge. I pointed the bows up-stream, but just ferry glided across the river at ninety degrees, toying with the concrete of the bridge just feet away. I knew I had to tack, but was sure this would be my downfall as the tide took control. Should I tack on the opposite bank where the tide would be less strong? But doing this would put me in the wind shadow of the stanchion of the new bridge further upstream. I decided to tack mid-stream and this just paid off as I slowly edged farther away from the old bridge and straight under the new higher bridge.

Once clear of the two bridges, the wind filled surprisingly quickly and in no time I was shooting from bank to bank whilst the dinghies preferred to tack in the shallows of the inside bank, they must have been exhausted, tacking every 20 feet or so in an effort to cheat the tide. Next, we briefly came free of the wind through Queenborough and shot through the trots passing all the cruisers sitting quietly on their moorings. On leaving the Swale and joining the Medway I was approached by a patrol boat who informed me that

the big ship moored in Sheerness dock was preparing to leave and advised that I should keep at least 100m clear. As I drew level, a massive tug was just taking the strain on the line leading to the ship's stern and in no time at all, the ship's shore lines were free and the black smoke from the tug's chimney told me they were on the move. I calculated and recalculated the 100m exclusion zone a dozen times and although I must have been well on the safe side, doubt kept creeping in.

I couldn't help thinking that I was going to be at Garrison Point about the same time as this ship and I didn't want do battle with it. I needed to accelerate past the ship and then cut in front of it so I could hug the dock-side whilst he steamed past outside of me. I prayed for more wind, but I just seemed to be wallowing in the confused seas at the confluence of the Thames and Medway. In reality, I was well past the Point ahead of the ship and as I eased the sheets, the wind built and the last mile to the finish line was fast and exhilarating. I didn't even see the ship pass me in the end. I shot over the finish line in a haze of spray just as a 420 was bearing down on me with kite flying.

I went ashore and pulled the boat up the steep stony beach and waited for the others to finish. The sea wall and ramp were busy with volunteers and spectators and it was great to swap stories with other participants.

By this time a keen northerly had settled in, making the ramp a very lively place. Caroline had finished the race crewing aboard an 18 called 'Ginger Nuts'. Problems with the rudders prevented them beaching and this culminated with Caroline having to set off a flare to bring their plight to the attention of the Race Officer only a hundred yards away.

Gradually, the Seasalter fleet assembled on the beach bemoaning the 'bloody bridge'. Joe caused some consternation when having sailed a 40 mile race, turned hard to port to make for shore 20 metres short of the line. The entire crowd on the promenade was shouting at him to go through the line. Eventually they were joined by the RO on the club tannoy: 'GO THROUGH THE LINE, GO THROUGH THE LINE'.

He finally realised that the din from the shore had a message attached and that we weren't just cheering him home. We retired to the galley for warming coffee and tale of daring-do. Oddly Robin felt the need to shower before we put to sea again. We checked the hastily posted results and talked about how it could have been if only....

When we were all ready with Robin scrubbed clean, we realised that the wind had built to the top end of a force five. The surf was bigger and steeper than we are used to seeing at Seasalter. I reckoned that we had to have the mainsail sheeted in and ready to drive the boat through the surf the instant the boat hit the water. I helped Robin and Joe get underway and then pushed my boat in. The shingle was so steep that we had to jump aboard within a couple of feet of the beach. I remember throwing myself aboard and the heart stopping moment when the boat was lifted high by a wave and I knew we had to sail forward before the wave subsided and the rudders hit the beach. Luckily for four of us, we got away. Unfortunately, Derek was less lucky. The surf pushed the bows round and repeatedly battered him and the boat against the shoreline. We watched helplessly from our boats. After what seemed an age, Mr Ginger Nuts sprinted down the prom to Derek's aid. They recovered the boat back up the beach, Derek indicated he was OK but was retiring for the day. This was our signal to sheet in and head for home. The swell was up and the sun was finally out. We needed to make Seasalter before the tide left the beach. We needn't have worried, a screeching reach followed by a broad reach in some of the greatest swells the fifteen has witnessed, saw us back on Seasalter beach exactly one hour after we left Sheerness, legs cramping up under the strain of hours of hiking out. We were grateful to see Steve standing waist deep in surf ready to help us land safely. We had comfortably beaten Derek who had jumped in a car and driven round to help us get ashore. We were all packed away by the time he arrived. In fact, I was at home having my tea, shortly followed by an early night.



Pics. left to right
Through the bridge at the
expense of some gelcoat.

The team: Joe,
Robin, Caroline, Derek,
Mark & Ian (yellow
dusters not being used to
convey the traditional
meaning of 'free from
disease and requesting to
be boarded').

Choppy conditions in the
main estuary.



My New Trolley

by George Love



Pics.

The Dolly tries the trolley for size

Removable 'steery stick'

A finely crafted connection bar for the 'steery stick'



'My New Trolley' as the title for this article is something of a misnomer. Yes – I have purchased one – a brand new one with BIG knobby wheels. However, I regard it as more of a gift to my dearly-beloved dolly for her years of devotion to duty as a 'lady who l(a)unches'. 'My Dolly's New Trolley' might, therefore, be more apt. I've been thinking about buying one for a couple of years. During that time I found myself becoming more and more distressed at the amount of effort your editor's moll was expending with the small-wheeled version of said contraption, particularly on shingle or soft, even muddy, sand. I could tell how envious, even covetous, she was of those in the big-wheeled brigade. Further prevarication over the purchase was no longer tenable. A call to Windsport and, hey presto, it was duly delivered to the Dinghy Show for collection. On unpacking it from its delivery box, I was somewhat taken aback by the square wheels but a bit of wind from a mobile compressor addressed the issue. It really was a joy when I arrived home with the thing. Her eyes lit up and her face was aglow. I'd definitely done the right thing. The only problem came when she tried to lift it. They're pretty heavy and even the many hours spent in the gym pumping iron was, I could see, no preparation for hefting it around various UK wide beaches and foreshores. I

could feel my distress at her new plight returning. A night in the man-cave at the bottom of the garden produced a handle finely crafted from a vehicle exhaust clamp, an off-cut of aluminium angle, an off-cut of stainless steel tubing, a windsurfer mast-foot clip, the remnants of a broken boom from a Topper and an old bicycle inner tube. My dolly was delighted with the result and duly tried it for fit on the boat. At which point my cunning deception began to unravel. "Your boat looks different", said she. "Ah well, yes", I replied and, thinking fast, added, "I thought you'd like a new boat on your new trolley. So, I bought one to go with it". I did begin to doubt, at this moment, as to whether or not my fuzzy logic would meet with approval. My doubts were, thankfully, without foundation. Which leads me neatly into the second part of this missive. Yes, I have bought a new boat – sail no. 2019 – to go with my dolly's new trolley. I've been thinking about it for some time. 2019 is my NRD, so I thought I'd give myself an early retirement present. Thanks to Gordon & Howard who helped me unpack it at Ally Pally and put it together for the stand at the Dinghy Show where it looked simply superb. The build quality is fantastic. Everything goes together perfectly and the attention to detail in the fit and finish of all the component parts is remarkable. Brian and his team at Windsport worked hard to provide a new boat as part of their winter deal initiative to sell new boats and which

matched my requirements and expectations. I am one very pleased purchaser. So, what's it like to sail? It's only had one competitive outing at the Grafham Icicle TT but it seemed to go well. Certainly better than I expected for its first time on the water and I kept up pretty well with the front half of the fleet. From off the start line on the first race, I certainly felt quick. The excuses I had prepared were not required. After the two races I had posted a better than expected result. But more importantly, it was a joy to sail – which for me was the primary point of the purchase. Sure, it would be nice to improve my results in racing but that's just a bonus if it happens. Time will tell. The more important fact is that I just love sailing this little boat and being part of its community which, over the last couple of decades, has given me some great times both on and off the water. The Sprint 15 class has got to be one of the best if not the best class associations in the UK. And it's like anything else. Whatever that is – it's nice to have a new one. So if you're thinking of taking the plunge, think no more. I can recommend it and I'm sure you won't be disappointed. It's been a win, win, win as far as I am concerned. I got a new boat, my dolly's delighted and Windsport sold another new boat which is good for the future The Class. That's a result in my book! Perhaps I shouldn't have waited so long?



Pics.

The square trolley wheels cause some consternation and discussion

Handover ceremony with Phippsy

Christened with Lucozade Sport - seemed more apt than champagne!





Reasons why racing an Impala 28 seems very familiar.

Whilst doing my first race on an Impala in a fleet of 8 at the Hamble Winter Series my fellow Dart sailors made the following comments that all struck a chord.



PRE START

- Where is the start?
- Is your watch working?
- Did you get the first gun?
- What flag are we?
- Was that our start signal?
- Which way is the tide going?
- What time is high tide?
- Were we over?

THE BEAT

- Where is the first mark?
- Why has that boat gone that way?
- Can I assume that is why they went that way?
- Where should the jib blocks be set on the tracks?
- Why are the jib blocks at different ends of the tracks?
- Is our slot right? (no response as presumably no one knew)
- Are we pinching?
- How come we have been overtaken both to windward and leeward at the same time?

- Was that a header?
- Is the wind better over there?
- Should we tack?
- Are we on the lay line?
- Are we going to make the mark?
- THE MARK ROUNDING**
- Are we on port or starboard?
- What rules apply as you get close to a windward mark?
- Why is that bigger faster boat on port not getting out of the way?
- Do you think that if we had concentrated on sailing and not shouting, we might not have c@@@@d up that mark rounding?

THE RUN

- How many turns do we have to do now?
- Where is the next mark?
- Should we let the traveller out?
- Why are the tell tales not streaming?
- Is that boat stealing our wind?
- Why has that boat gone over there?
- Can I assume that is why they

went that way?

THE FINISH

- What does that flag and those sound signals mean?
- Where is the finish?
- Was that hoot for us?
- Did that boat get us on the line?

THE WAY HOME

- Can someone pass the beer round?
- Can we please be quick - I need a wee.
- Why do we always go so much faster when the race is over?

Amazingly we finished well in the top half of the fleet that day and are currently lying second in the series and in subsequent races we even managed to answer or not ask some of the above. Thanks to Ian, Nigel, Simon and Luke for putting up with me.

Antiques Road Show

Unproblematisch in der Bedienung und eindeutig am schnellsten!

SPARK

DIE NEUE CATAMARAN-GENERATION

DER CAT FÜR ALLE!

Der Catamaran, der auf jedes Autodach paßt!

Spark Catamaran Class Measurement Certificate

SAIL No. 439

HULL DETAILS	PORT	STBD	AGENT
Serial No. Colour Serial No. Colour	Date	Stamp	
ORIGINAL 15284 16016-55627 41812	02/13		
REPLACEMENTS 1			
2			
3			

1 Name: J. LEVAN Date: 2/13
Address: HOLLANDWEG 10A 20134
20134

2 Name: _____ Date: _____
Address: _____

3 Name: _____ Date: _____
Address: _____

4 Name: _____ Date: _____
Address: _____

The text below is an email to Bob Carter from Tim Hamel (and subsequently forwarded to Brian Phipps) who is building a fleet in Finland. He came across Spark No 449 in Germany and bought it. There are now three 15s in Finland - more about them in the next edition. Ed.

Brian,
Just for amusement. The German sales literature, etc for Spark 449.
The oldest I've seen:-)
Cheers
Bob
PS the guy who sent me it is considering buying it (or another old one in Germany) and taking it to Finland....

Dear Bob
Don't know if this is of interest but I was impressed by the owner of 449. Still has the original documents! See attached!
Tim

2015-16 Winter TT Roundup

by Bob Carter



Pics. clockwise from left:
Steve Sawford
David Groom
Stuart Snell
Liam Thom (chased by Steve Sawford)
Paul Grattage - series champion



The Sprint 15 winter series

kicked off at Stewartby on 7 November with a vote to see if the assembled sailors wanted to go sailing in the wind and rain with a forecast of more wind to follow. 13 of those present voted to 'give it a go' and race 1 got underway in 20 knots of wind gusting to 30 knots. The race was one of survival but Steve Sawford worked his way to the front and took the gun from locals Robert and Jon Finch followed by Liam Thom of Shanklin. By the second race the wind was gusting to 40 knots and the starters had diminished to just 10. Once again Sawford led the charge but Thom and then R Finch both capsized and were left practising their swimming

strokes whilst those racing picked their way between them. The race was finished early after just a couple of laps to prevent further carnage and 7 brave souls completed the race. Sawford was first from J Finch and Paul Craft. Thus Sawford won the event from locals J Finch and Mark Norman with Mark Hollis taking fourth place. The second event of the Winter Series was scheduled to be at Oxford on 5 December but the event had to be cancelled due to Storm Desmond and 45 knots wind forecast (have you noticed that as soon as we started to name our UK storms we have been getting more of them). The Draycote event on 9 January

turned out to be the star event of the series. An excellent weather forecast resulted in 24 entrants and 12 locals (a new record for this venue). Race 1 took place in a 12 knot southerly breeze gusting to 16 knots. Paul Grattage, sailing with a mountaineering injury* to one arm, managed to take the gun after a tactical race from Stuart Snell, Ed Tuite-Dalton and Liam Thom. He could not repeat the feat in race 2 and had to settle for second behind Snell. Sawford and Howard Hawkes followed them home. The aggregate time tiebreaker made Grattage the event winner from Snell, David Groom and Tuite-Dalton was top placed local in fourth.



The next event was Datchet on 13 February which turned out a wet and chilly affair. There being no local fleet there were just 14 travellers but it was nice to see 2 new boat owners (Andrew Sinclair and Daniel Drew) travelling all the way from Plymouth to take part. Large windshifts made the first race tactically challenging but Grattage took the first gun from Snell, Groom and Sawford. The rain was abating in time for the second race and Sawford and Grattage were dicing for the lead for much of the race. Andy Bunyan entertained the spectators with a capsize in front of the clubhouse but Grattage prevailed in the end ahead of Sawford and Snell. Thus the event positions were Grattage, Snell and Sawford with Sinclair taking a very credible fourth place in his first traveller event.

The showdown for the series was at Grafham in the Chris Black Icicle event on 20 March. The wind was a northerly force 2-4 on a clear but chilly day and 10 travellers took on 7 Grafham locals. George Love created interest by christening his new boat which he had picked up from the Dinghy Show two weeks before. Snell led the first race for much of the time from Thomas Sandal, Love and Grattage. Thus 3 new boats were in the top 4 places showing that they perform well. Once again large windshifts up the beat made selecting the best side a bit of a lottery but Grattage made the last beat pay and won the race from Snell, Hawkes, Sandal and Simon Farthing. In the second race Richard Philpott briefly led the race in Chris Black's old boat, but Grattage took the lead on the first lap and was not challenged again. Snell recovered from a lowly sixth place to

second when the leaders 1st sailed into a hole in the wind on the last lap. Thus Grattage (1,1) won the event from Snell (2,2), Sandal (4,3) and Hawkes (3,7). This result meant that Grattage (1,1,1) also won the Winter Series from Snell (2,2,2) and Sawford was third. There was no disguising the look of delight on the face of David Groom when he heard he had taken fourth place ahead of webmaster, Liam Thom.

Overall Series Results: 1st P Grattage (Shanklin) 3 pts, 2nd S Snell (Grafham) 6pts, 3rd S Sawford (Rutland) 9 pts, 4th D Groom (Netley) 17pts, 5th L Thom (Shanklin) 19 pts, 6th H Hawkes (Snettisham Beach) 22 pts, 7th M Hollis (Seasalter), 8th E Holmberg (Shanklin) 26pts, 9th G Goldstone (Queen Mary) 29pts, 10th A Bunyan (Stewartby) 35pts.

*He would have 2 good arms if he had done the Grafham Cat Open in October





Bob Carter recounts some further recollections of TT event venues from yesteryear. Some of the venues in this part have become well known and often visited in recent years as National and Sport Nationals locations but which, in years past, first came to prominence on the TT circuit.

Saundersfoot near Tenby was put on the traveller circuit as a trial for a National Championship venue. It turned out to be a good spot with a friendly and helpful club so it has subsequently been one of our favourite Nationals venues.



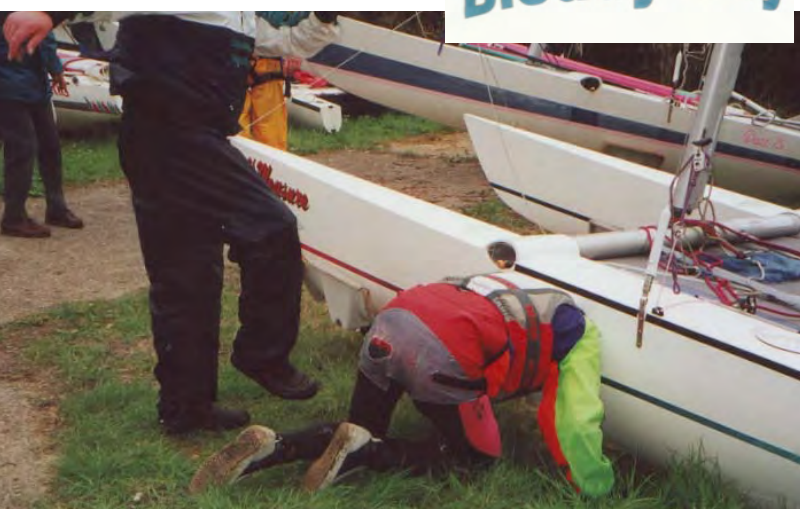
Brightlingsea had a small fleet of Dart 15s including a couple, Bruce & Jos Halls, each had an old Spark and ventured out on our open circuit so in 1991 we held an open meeting there. It was on the same weekend as the round Texel event which a number of our sailors attended. It was a very windy weekend and the Texel race got cancelled but we got 17 sailors take part at Brightlingsea. At Brightlingsea you sail out of the creek and race in open waters adjacent to Mersey Island. Paul Berry was sailing Sprint mode and tried overtaking a Thames barge to leeward whilst trapezeng. Well he sailed into the wind shadow and promptly capsized to windward as he was slow getting off the wire. He retired with hurt ribs but it caused some amusement in the fleet. We visited most recently in 2012 for our Nationals.



Gurnard Sailing Club on the Isle of Wight near Cowes built up a huge fleet of Dart 15s when Bob Milton started buying boats on the mainland and selling them on in the club. This combined with David Penfold's organisational skills started a big fleet. The club encouraged visitors to take part by offering escorted passage across the Solent for sailors who wanted to save the price of the ferry by sailing across from the park at Lepe beach on the mainland. The tides are some of the fastest I have experienced and virtually all of the sailors sailed Sprint (now Sport) mode. They became very proficient at Sprint mode and we started running the Sprint Championships at Gurnard in alternate years with Instow the other years. It is very challenging sailing at Gurnard due to the fast tides, often strong winds and their tendency to confuse the visitors by having a complicated series of buoys which were coded in tiny print (unreadable without glasses) on a map you stick on the boat. This caused team Instow to arrive one year with "where is the bleddy buoys" printed on their T-shirts (picture). They often use the large steel navigation buoys as marks of the course. These are about 10 feet in diameter have a bell which sound like a death knoll and as you round one in a 5 knot tide and resist getting swept onto it, panic can easily set in. One year Dave Stanbridge from Rutland dropped his mast as a shroud broke whilst racing. He had not got a spare but kindly Colin Price from Instow loaned him a spare shroud so Dave could sail the rest of the series. In the very next race, Dave misjudged a manoeuvre and T-boned Colin Price and put such a large hole in one hull of Colin's boat that we took a picture of Colin with his head inside his hull (picture). Such gratitude. Recently the fleet has reduced dramatically as many of the hot sailors have moved on to the Shadow.



Pics. from top:
-Saundersfoot beach
-Brightlingsea 'Wendy House' chte. boat
-Trolley dolly heaven at Brightlingsea
-Team Instow colours
-Colin Price inspects the damage





Bernard Smith who regularly was the beach master at the Sport Nationals at Instow in recent years, sadly passed away on 19th January this year. In his memory Joe Armstrong includes this little remembrance. 'Bernard and I are both over 80 and are unfit for sailing anymore. We did a lot of OOD duties together. Being tidal at Instow, there were many 0900 starts which means opening up the Yacht Club by 0730. Bernard had a dog and he had to take the dog for his walk every morning and get his breakfast before joining me at the Yacht Club. Often racing was about to start when he would arrive. I was not too happy but put up with his late arrival. One day he arrived all grief stricken. 'What's the matter Bernard? 'Me dog's dead'. A sigh of relief from me, 'But I'll get another' he said. I made no comment. A couple of weeks later, another stricken face. 'What's the matter now Bernard!' 'Cynthia (Mrs Bernard) has bought two kittens, so I can't have another dog' I offered up a prayer of thanks to Cynthia.

Allan Bernard Smith

7th December 1932 - 19th January 2016



Made in Willenhull

Join the Sprint 15 Flag Days

Your Publicity Rep., David Groom has been busy this winter designing and sourcing special Sprint 15 flags to fly at events. They're great for flying from your boat masthead in the dinghy park to draw attention to our class and all that it has to offer. They're also very good for use as a tablecloth at prize-giving ceremonies, flying from the club masthead at events and generally to draw attention to ur presence at events all around the country. They were very much in evidence at this year's RYA Dinghy Show where they certainly made a splash on the 'cat island'. Although the Sprint 15 was one of the smallest cats on display, the publicity material produced by David gave a big boost to our visual presence, which was certainly noticed by the attending media. If you or your club would like a flag to fly on boats or clubhouse, give David a shout. There's already quite a few in circulation. David Groom : publicity@sprint15.com



Sign up your club with UKCRA



Calling ALL Sprint 15 Sailing Club Fleet Captains-

Make sure you sign YOUR home club up as a "catamaran friendly" sailing club / fleet on the UKCRA map for 2016.

The "UK Catamaran Racing Association" (UKCRA) will be running a number of media initiatives this season, to promote "cat friendly" sailing clubs to future cat sailors and those looking to join us from other classes.

UKCRA exhibited at the Dinghy Show with a large map pin pointing all UKCRA affiliated catamaran friendly sailing clubs, along with support information on your sailing club, cat fleets and contact details.

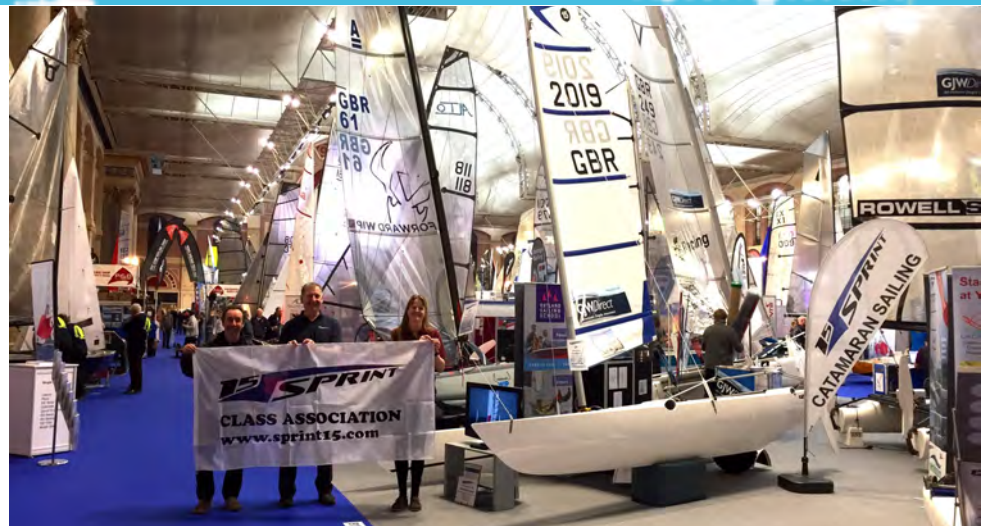
For your home club to be part of this initiative complete the online form at:

www.catamaran.co.uk.

Following the Dinghy Show all affiliated cat friendly clubs are being promoted online via the UKCRA website and future media opportunities that take place. UKCRA affiliated cat friendly sailing clubs also have the opportunity to promote their own cat open meeting and events via the UKCRA website and direct to other affiliated SC.

- 1) So make the most of this opportunity sign up now at : www.catamaran.co.uk
- 2) For more information about UKCRA and the "Cat Friendly Sailing Club" (CFSC) programme contact:- Brian Phipps. 07974 194308. brian.phipps@windsport.co.uk

+44 (0) 1326 376191 office
+44 (0) 07974 194308 mb.



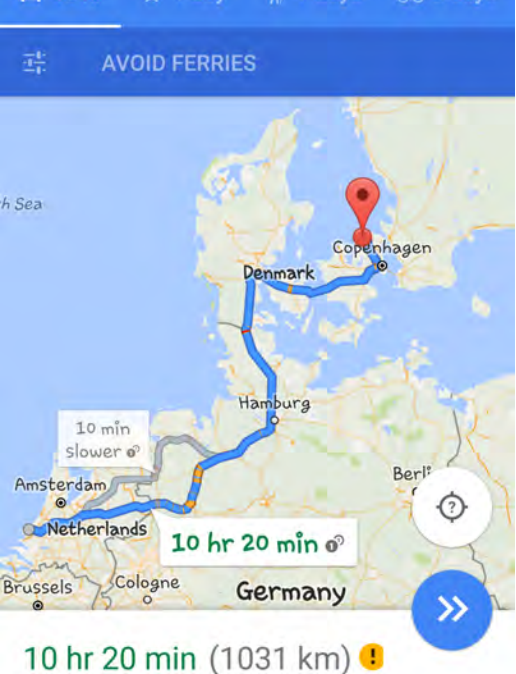
The Sprint 15 Class Association was recently described as being head and shoulders above most classes in promoting itself. This was very obvious at the recent RYA Dinghy Show which the Association attended as part of the combined Catamaran Island organised by the United Kingdom Catamaran Racing Association (UKCRA). The stand included representatives from almost all catamaran fleets with the exception of the Dart 18's who were doing their own thing elsewhere as part of their 40th anniversary celebrations. All feedback was that the combined stand was a great success that hopefully will be followed up in future years and particularly if a higher profile location can be agreed. The centre piece of the Sprint 15 part of the stand was a superb looking brand spanking new never-got-wet boat that demonstrated the high quality of product now available from Windsport at a price that compares well to many of the other dinghies available for sale on the day. Also apparent was the significant interest in used Sprints as evidenced by the take up of the "For Sale" lists taken off the Association website available on

the day. The main message to those interested in buying second hand boat was - do not dither as those that are both competitive and amazing value for money sell very fast. Also evident on the stand were examples of the top quality publicity and promotion materials the Association produces notably copies of the excellent bi-annual magazine, the one-off "Special Edition" show magazine, copies of boat tests, banners to be displayed at Open Meetings and Training sessions and large flags for competitors to display on individual boats whilst attending events. This means that the presence of the 15 fleet was not only evident on the day but will be evident at venues all over the country throughout the year by far more than the sheer number of boats that attend. Further promotional activities will include stickers and press releases before during and after events together with active advice on Sprint sailing and encouragement to try one out by the newly invigorated fleet captains and area representatives. All of the above will build on the unique position the Sprint has in the sailing world due to its numbers and sheer flexibility together with the structured training and support from beginner to expert provided by the Class Association in association with its primary sponsor Windsport. Talking of sponsorship, arrangements are underway to ensure additional partnerships particularly at the two main Nationals events - one using twin sail and trapeze Sport mode and one for single sailed non- trapeze mode. These events are to be held respectively at North Devon Yacht Club over the weekend of the 10th to the 12th June and Pwllheli over the 31st August to the 2nd September which will include the infamous go-kart grand-prix which is as hotly contested as the sailing. The strength and popularity of the fleet is evident from many indicators including the number of people who

visited the stand and the double digit number of newbies to the Sprint fleet who signed up for a trial sail during the show. The Class Association is building on this interest both by promoting the fleet to non cat sailors and those cat sailors who have not yet gravitated to the Sprint 15 and by providing what its members want. This process will intensify over the next couple of years in the run up to the forthcoming 40th anniversary year which will be a season not to be missed with possible events in France and Cornwall. With all the interest in the America's Cup and other major international catamaran events, the re-introduction of catamarans to the Olympics and the hype around foiling catamarans, multihulls are on the up and up. For full details of what an admittedly more traditional catamaran fleet is up to you are referred to the excellent and constantly updated website, www.sprint15.com and the Association Facebook Page. If you have had enough of tippy falling over monohulls or struggle to find a crew, contact the Association and find out what you are missing out on.



The Danish Girl



Before you think we've got a scoop interview with Eddie Redmayne, this Danish Girl is definitely nautical in nature with the vital statistic 2017 - and not a hint of transexuality to be seen. In fact, on first viewing, her feminine curves were still fully wrapped in a protective plastic corset!! That protective corset confirmed her nautical virginity as she'd never as much dipped her frontage into waters of any description. First sighting was by Darren Fitchew on that well-known dubious, raunchy website - The Sprint Association - his interest was immediately sparked by

this undiscovered beauty. Darren was all for sailing her back from her birth home in Denmark. Having recently discovered his competitiveness, especially in windy conditions, we managed to talk him out of that idea. At an apres-sail tea drinking session we told him "you can't possibly double-stack her and hope to sail back from Denmark! Besides the customs would immediately be suspicious that you'd have a couple of immigrants in those spare hulls." Almost two years old, this Danish Girl had led a protected existence - too protected if truth be known. She has spent her life to date as a collection of separate limbs albeit in an up-market summerhouse region of Denmark. She had been carefully stored against a wall under the eaves of the summerhouse - never the right place for a girl of any pedigree. Her moving parts were all fully functional having been protected from the cold Danish winters inside a secure storage shed. Unfortunately, she had lost her mentor last year. He'd never had the opportunity to test her performance on the water. Friends of his wanted to ensure she found a good home, thus suitable suitors were sought via the Sprint Association website. Up jumped Gerald Sverdlhoff willing and eager to rescue this damsel, not yet quite in distress, and show what life could offer by emigrating and settling down at that famous Sprint sanctuary - Thorpe Bay Yacht Club! So plans had to be made to escort this Danish beauty back to the UK. Account had to be taken that she was to be collected by two naïve Englishmen abroad - Gerald and Stefan - and that a suitable go-between (guide) had to be

found. Keith Persin's Profusion business partner based near Copenhagen, Bjorna provided this invaluable service. But first the intrepid English pair first had to negotiate the "squalor" of the Harwich to Hook of Holland ferry on a Saturday night. For 21st Century travel this was just not up to scratch! Luxury en-suite cabins, digital TV, cordon-bleu dining, Casino, shops with oversized vodka bottles, bars everywhere that still served late tea for Stefan, what's not to like? I can't see this service being maintained if we leave the EU. It'll be back to overcooked fish & chips and those dreaded overnight French sofas-couchettes! After arriving in Hook of Holland early morning, Sunday was spent driving uneventfully across the flatlands of Northern Europe. Only when we crossed from the German to Danish border was there a hint of "non-entente cordiale". The Danish had set up a temporary border check post following their parliament's vote regarding their country's stance on the immigrant crisis in Europe. Seeing the English number plates they waved us through enthusiastically. Little did they know what we had in the boot. Gerald - that could have been a nice little earner! That Sunday evening Bjorna had arranged for all of us to dine at a local family-run restaurant which was very popular with the locals. The hotel accommodation for that night was typical Danish - spacious and minimalist at the same time. Monday morning came the opportunity to first lay our eyes upon The Danish Girl after an hour's drive from the hotel and some local directions over the mobile phone. So much for Sat-Nav!



Pics. anticlockwise from top:
 -The Girl's route to Thorpe Bay heaven
 -Fehmarn bridge
 -Strapped to the roof with corset removed
 -A little light libation to oil the hulls

by Stefan Smith



The Danish Girl's trip to Blighty was to be a little unbecoming as her hulls were strapped to the roof of a BMW 3 Series estate. Most girls of her breeding would be used to something more sophisticated, especially on a first date - like a trailer for instance!! Suffering on the roof and in the rain for 700 miles across the "barren wastelands of Continental Europe" (yes, the author is a registered Eurosceptic!) she for the most part behaved impeccably. Only occasionally did she veer off the straight and narrow - only to be expected for one so young and inexperienced. However it was nothing that couldn't be overcome with some gentle persuasion and more lashings as necessary. On leaving her native homeland on the exposed Fehmarn bridge she did pay final homage to her roots by deciding to gybe the car under her, having encountered her first wind shift!!

Her journey throughout Germany and Holland was in general uneventful. However she will have no doubt noticed the worrying symptoms of a slipping clutch from the wind beneath her wings - the author and navigator certainly did!! Also of concern would have been the behaviour of her chaperones managing to nearly run out of fuel and lose their way into a petrol station with

the fuel light shining brightly. "If it isn't orange and got a number painted on it how do you expect me to find my way around a petrol station" exclaimed the navigator.

The Danish Girl's first experience of being on a ferry luckily proved mostly uneventful although she did get some admiring glances for being laid on her back strapped to a car. She arrived at the ferry terminal with 45 minutes to spare. This may sound a lot for the life she is about to lead. However, as a racing catamaran she will soon discover her new owner is only just arriving at the club with 45 minutes before any race start!!

So what's immediately ahead for The Danish Girl? Firstly, next month, she'll be having her coming out party where she'll be putting on her new, untried glad-rags for the first time. This may be an opportunity for other unlucky wannabee suitors and Sprint club

members to jealously drool over her. She'll be the first new Sprint in the TBYC fleet since Colin Rigg's 2012 joined us.

At a date to be announced, she'll have her official baptism. Let's wish her a happy and safe maiden sail on the sacred waters of the River Thames. It will be a far cry from the Baltic Sea where she would have made her debut. Let's all wish her good luck and that for The Danish Girl she enjoys her new life at TBYC.

Eat your heart out Eddie Redmayne!

Pics. clockwise:
 -Gerald and Stephan
 -Corset removal in process
 -So much for Sat-Nav!
 -Gerald and Stephan arrange the coming out party on the homeward ferry crossing



Spotted in South Africa

by Andrew Berisford



After a week spent visiting the battlefields of Islandwana and Rorke's Drift and "hunting" the Big 5 in the Gorah Elephant Park, we headed for the port of Knysna, infamous gateway to the Indian Ocean.

The dangers of entering the lagoon at Knysna are such that it is rated the second most difficult place to navigate into in the world and cargo vessels were/are unable to find insurance if they were coming here to pick up logs or deliver goods.

The lagoon is sheltered by the Knysna Heads on which the Featherbed Nature Reserve is situated, so named after sailors compared sleeping in their hammocks in the lagoon to sleeping on a feather bed.

In this beautiful setting you will find the Knysna Yacht Club and on this gloriously hot and windless Saturday in February approximately 6,353 nautical miles from Brightlingsea, we spotted a lone Dart 15 heading home after a day's racing. Keen to sign up a new member, I decided to introduce myself and there ensued a long conversation between fellow catamaran enthusiasts on the merits of sailing in South Africa over the North Sea.

The question is where else in the world are they located? Write in with your spottings!





Phil provides some fun and laughter with his latest take on the lighter side of sprint 15 sailing:

- your editor comes in for some stick at a result of his new acquisition
- David Groom and Liam Thom need to kiss and make up?



The above ad. in the local Essex rag, provided by Andrew Hannah from Thorpe Bay, might be of interest to the season's travelling competitors? (Prospective purchasers may not wish to take advantage of everything for sale!)





Sprint 15 Class Association meeting with Windsport at: RYA Dinghy Show on Saturday 5 March 2016

Present

For Windsport

Cookie Phipps
Peter Stephens
Brian Phipps

For Sprint 15 Class Association

Gary Burrows
Dave Groom
Gordon goldstone
Howard Hawkes
Andrew Beresford

Matters discussed

Brian opened the meeting to thank the Class Association for the two new boats that were ordered as part of the Winter Purchase deal and highlighted that this allows good second hand boats to become available.

Windsport offered to provide a similar winter package via the class in 2016 if the class wished in order to encourage members to trade up to new boats.

Other points of support agreed were:

- Windsport to look at supporting an offer on parts to get the unused boats sitting in dinghy parks that need significant refurbishment of parts or are not sold because of their state of repair to get these boats on the water or sold.

- Proposal for a prize as last year for a training weekend at Windsport for the Association for people attending the events throughout the year
- Proposal from Windsport for a Training Day on a day before one of the class events that would be open to all and paid for by the people attending.
- Enquiry by the Class Association if Windsport was willing to providing a separate 2 day training weekend in the middle of the country, this would be funded by the individuals attending
- Windsport offered in line with the Dart 18 Class the possibility scaled down hull half mode trophies. The Association has many trophies, so thanked Brian and declined at this point.
- Windsport proposed a small change to a part of the jib rig fixing. A written proposal is to be sent by Windsport for the AGM and the Class to vote on (for info this change is under test by the Dart 18 Association)
- Sponsorship: Windsport is very happy for the Association to look into this as a way of increasing funding as long as the sponsors are non-competing to Windsport's core activities

Windsport asked the Class Association for their views on UKCRA to give the Chairman of UKCRA honest feedback to what the Sprint 15 Association get out of UKCRA and any suggestions of helping promote cat sailing. UKCRA member survey to follow.

With 40 years of Sprint 15 coming up soon (2019), Windsport and the Class Association should start to think about some big events to promote and celebrate this milestone. The cats being all together on one stand at the Dinghy Show was thought of great benefit with increased numbers of people coming to the area. Suggestion made to relocate to a more central part of the hall would be even better.

Events support for 2016. Windsport advised the following proposal

Primary support :- Windsport commit to support with event support trailer
Secondary support :- Windsport will support when possible.

Marconi TT

Primary support

Seasalter TT

Secondary support

North Devon Sport Nationals

Primary support

Thorpe Bay TT

Secondary support

Pwllheli Nationals

Primary support

Draycote TT

Secondary support

Grafham TT

Secondary support

Class Association Rule Change Proposal (to be voted on at the 2016 AGM)

AGM Proposal No. 1

With the increasing trend towards the use of the internet and email, we should amend the rules of the Association, so that in future, notice of meetings and postal votes including the AGM, could be sent by email to the member.

And documents and invitations relating to the National Championships could be made to Association members by electronic communication, or if necessary, by a notification on the Association website.

Proposer: George Love

Secunder: Howard Hawkes

The proposed new wording is shown in red below:

In the Constitution of the UK Sprint 15 Association, the section which relates to the AGM, meetings and postal votes:

9. NOTICE OF MEETINGS AND POSTAL VOTES

(a) Notice of meetings or ballot papers shall be deemed to be served if posted (by airmail if overseas) to the last known address of the member, **or sent by email communication to the member.**

In the Rules for **NATIONAL CHAMPIONSHIPS:**

rule 4.1. Invitations shall be circulated to all members of the Association not later than eight weeks before the first race of the event. **Whenever possible, the invitation will be circulated in the Association magazine or by postal or email notification, but if necessary it may be announced only on the Association website.**

SPRINT 15 CLASS ASSOCIATION NOTICE OF 2016 ANNUAL GENERAL MEETING

DATE AND TIME : SUNDAY 28TH AUGUST AT 1730 HRS

VENUE : PWLLHELI SC, NORTH WALES

AGENDA

- Chairman's report
- Secretary's Report
- Treasurer's Report and presentation of accounts
- Election of Officers and Committee.
- Proposals, of which notice has been received 21 days prior to the AGM by the Secretary, who should in turn advise all members of these proposals 14 days before the AGM
- Venue for future National Championships

After the formal business of the meeting, there will be an opportunity for members present to discuss any other aspects of the Class Associations activities and to present ideas for the future.





Six local sailors

and eight visiting sailors arrived at Marconi SC on a decidedly chilly Saturday morning on 16 April for a Sprint 15 Training day at Marconi Sailing Club led by Howard Hawkes.

A pre-session briefing took place over coffee and bacon rolls which is, as we all know, a mandatory part of any proper training. Participants had been asked to pre-register to give an idea of the range of experience and what people wanted to gain from the day. It was quite a diverse spectrum from learning how to tack/gybe effectively, some racing practice, how to return to shore in an onshore breeze plus a slightly more broad comment of "why am I always at the back of the fleet".

The training started in earnest with a shore-based session running through boat set up, the importance of having a very tight trampoline and talking through how to tack without stalling. All of which is a lot easier to do when everyone is stood around a boat on dry(ish) land.

The fleet then took to the water for the morning session. The wind had eased from quite strong to fairly light and the water was flat – making for nicely manageable conditions for the first sail. A proliferation of Go Pros on the RIBS meant that (a) we would be able to review the sessions when we came off the water (the reason we gave to the participants), (b) everyone was on their best behaviour and (c) potential

opportunities for future website / magazine / blackmail material were maximised (the real reason but don't tell them).

A triangular course was set to provide tacking, gybing and three points of sail practice with the RIBS following and filming. The fleet came ashore for lunch and took the opportunity to review some of the footage from the morning session – particularly around tacking and trim when sailing downwind.

After lunch, the wind had freshened making for ideal sailing conditions on the flat water. A committee boat and race course were set up and a series of short one lap races were run to give a good opportunity for practice starts and sailing in fairly close quarters. During the first race, Rob Bailey from Thorpe Bay kindly provided excellent footage by turtling in the middle of the river, which Howard naturally filmed for future training (blackmail) purposes.

With some cajoling from the team on the coach boat and the committee boat – participants were encouraged to keep a very tight pre-start sailing area and after a couple of races, the start line was nicely busy and competitive. The coach boat also took the opportunity to follow different participants to film and offer some tips. After a good afternoon's sailing, the fleet headed ashore to debrief over coffee and cake.

The majority of visitors left their boats at the club to take part in the Traveller Event the following weekend which was fantastic. Unfortunately, we forgot to film the sailor who got his Transit stuck in the mud in the cat park (until a tractor was arranged to come to his aid) – so I can't officially use that for blackmail material.

A big thank you to our guests – Paul Shields (Seasalter), Andrew Berisford, Gordon Deuce (Brightlingsea), Donald Sloane, (Felixtowe Ferry), Chris Tillyer, Steve Healy, Rob Bailey and Darren Fitchew from Thorpe Bay. Well done also to Andy Perks, Dave Clarke, Antony Bailey, Nick Pavitt, Dani Pavitt and Steve Thomas from Marconi who are all very welcome additions to our fleet!

Thanks to Howard for heading up the training – to David Ball, Kevin Kirby, Liz Jackson, Pete Richardson and Fenella Miller for assisting and Dave Russell, Abbie Russell, Jason Clarke, Paul Metcalfe and Pat Shaw for providing support boat cover.

If you are interested in running a training session for the Sprint 15s at your club (and possibly inviting other local 15ers) – do get in touch with Howard to set something up. If you want to chat through from a local organisation perspective – I am happy to share the benefit of our (positive) experience.





The Sprint 15 Association has teamed up with clothing supplier **Sportsclass Ltd** to offer our members a selection of clothing especially embroidered with our own Sprint 15 class logo, as shown.

As an option, you can have a stylish graphic design on the back or you can even have both. Have a look on the website at the Sprint 15 Shop and the Print page for more on this.

There's also the option to have your personal sail number added if you wish.

This is a new thing for us, so we welcome any feedback on the items we've selected and we hope you like what we've chosen. And if there's something special that you'd like, please fill in the enquiry form on the contact page, or contact chairman@sprint15.com it may be possible to do it.



A Plea from your Chairman, Gordon-

New committee members

We're continuing our search for new committee members and we're currently looking for someone to take on the role of Events secretary. Erling Holmberg will be stepping down after many years of service this year and we need someone to take over from him. The plan is to find someone early so Erling will have time to show them the ropes before he steps down. All we need now is a willing volunteer.... If you think you'd like to do this, please send me a message (chairman@sprint15.com). I'd especially love to hear from someone from one of the larger clubs like Thorpe Bay, Marconi, Seasalter.....

A Plea from your Membership Secretary, Andrew-

Members email addresses and contact info.

In my new capacity as your Membership Secretary, I'm getting to grips with the members' database and trying to bring it up to date. So, if you have a query about your membership status, I will hope fully be able to answer it. Inevitably, and due to the passage of time, the information I hold is, in many cases, out of date. To ensure that this issue is addressed, I would be pleased if all members could drop me an email with all their current contact information as in:

-postal address

-email address

-telephone no.

That way I can ensure that if we need to contact you, preferably via email, I will have your details to hand.

Thanks in anticipation.....

A Plea from your Treasurer, Gary-

Are you paid up and legal?

Making sure your subscription is paid annually is one of the main keys to making sure you get all the benefits of membership of The Class. May I make a reminder that the best way to pay is by standing order and we now have a specific form to allow you to do this. It's also cheaper for you and saves you having to remember each year. If your membership lapses, you may not get a reminder meaning that you won't receive your copy of 'Newsprint' and may not be able to register for events. When renewing, may I request that your payment is tagged with your unique 'SP' number so I can track your payment. If you've forgotten your number, please email the Membership Secretary, Andrew, who should be able to supply it. Many thanks.....

By Royal Appointment at Carsington SC

My home club was most honoured recently to be graced by a visit from HRH Princess Anne who arrived by helicopter to review the host of sailing related activities and groups that the club promotes. In the course of her visit she launched a new boat sponsored and provided by the local Rotary Club for "Sailability" which forms a big part of Carsington's membership. Not to miss an opportunity, I took the chance to ensure that our new Sprint 15 Class flag was prominently flying alongside the Royal Standard, albeit from a slightly lower masthead position. Is this a first for our new flags? I reckon so. Ed.



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W.H.

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Follow the Sprint 15 Class Association on



2016 Nationals Fun Events Preview



Pics. from top:

-The new Welsh National Sailing Academy at Pwllheli

-Morfa Brychan

-South Caernarvonshire Yacht Club

-Llanbedrog Beach - a good ice cream stop

Wednesday, 31st August : We have a free morning. There is no rescue provided but people can do a bit of pottering in their boats at their own risk if they want. There is a lot to do in the area and many will be happy for a day off sailing. We are running our Go-Kart Grand Prix at the Glasfryn Parc in the afternoon and there are a lot of other activities there if people want to do other sports. It offers such things as:

- Quad bikes
- Archery and Clay Pidgeon Shooting.
- Wake boarding
- Ten pin bowling
- Kyaking and Paddle boarding

There is also a play area and a café so you can make a day of it if you want. The Glasfryn Parc is situated four miles east of Pwllheli and 15 miles from Caernarfon on the A499 Caernarfon Road. **Post Code LL53 6PG.**

The highlight of the day is our biennial (well almost) Go-Kart Grand Prix. This is usually very competitive - often as competitive as the sailing and lots of fun. The event starts at 2.00pm so you need to be at Glasfryn Parc by 1.45pm at the latest. It is a great spectator event, so bring the family and friends to cheer you on. The event will cost £26 to enter and you must pay a £10 deposit when you send in your Nationals entry as we have to commit numbers to the park.

Each competitor will get 4 x six minutes runs in the go-karts which comprise 1 practice run, 2 heats in a round-robin and a grand final (or the wooden spoon final). This year we have decided to do the event based on places on track (just like the real GP) rather than the fastest lap as is sometimes how the track organise it. The Go-Kart GP is not confined to just the sailors and is open to friends and families too. We quite often get several members of the same family taking part.

After the excitement of the Go-Karts we may organise a pub meal in the evening or just meet up in the Sailing Club for a meal depending on what people want.

Thursday, 1st September : We plan to do our first 'Fun Sail' cruise on Thursday. For those that have not done this before we sail in a group with an accompanying rescue boat. It is not a race as we like to sail together so that the rescue boat can see all the convoy. It is an ideal opportunity to put members of the families or friends on the boat if they want a go – so we will team up if required before we set off. We tend to sail to a pub or café for lunch and non-sailors can drive to the lunch stop and join the sailors for lunch. It makes a nice relaxing day for all.

On Thursday we plan to sail east to Morfa Brychan Beach which is 3 miles east of Criccieth. We will lunch at the Black Rock Cafe (LL49 9YH) and sail back. The last time we did this the wind was light and we ended up on Criccieth Beach under the castle. We got fish and chips in Criccieth and ate them on the 'prom' so all was well. In the evening bar meals will be available in the Pwllheli Sailing Club.





Friday, 2nd September : On Friday we plan to do a similar thing but to go west this time. The target is to sail to the beach at Abersoch and to get lunch in the South Caernarvonshire Yacht Club which is at the top of the cliff and has marvellous views. If there is a good wind we might do a circumnavigation of Tudwal's Island to spot seals on the way. The non-sailors can drive and meet up with us for lunch. Once again if the wind is light we can stop at the Llanbedrog Craft Centre which is about half way and has a good café. We did this once and the flotilla stopped here for lunch - that is with the exception of Nick who carried on to Abersoch, in a 'World of his Own' and wondered where everyone else had gone! We do miss Nick. The non-sailors made it OK as they had been tipped off by mobile phone. After lunch we will sail back to Pwllheli. There will be just time to pack up the boats and say our 'Goodbyes'.



Go-Karting History : This is just a few words to fill you in on how we got to do the Go-Karting GP. One year, (I think 2001) at Pentewan Jerry Hampshire, an ex-rally driver, talked a group into going off Go-Karting during the late afternoon on one of our fun days. As it happens they were cut short by the loss of the daylight and did not manage to finish and get a winner. They got back to the Ship Inn at Pentewan a bit disappointed that they did not have a winner but full of excitement and tales of 'daring-do'. We made a note that it would be a good item to put into the programme when the opportunity arose. It also explained Jerry's sailing style which resembled rally driving. I remember several late nights Steve Sawford had on the beach at Pentewan repairing the crash damage to Jerry's boat after a heavy day at the Nationals. We have not seen Jerry for about 10 years as he returned to the rally driving but I think he still has his Sprint 15. So, after that, we organised Go-Kart Grand Prix's whenever we had some fun days and were near a kart track. The following chart shows the top 3 places for the events we have run.



Pics. from top:
Abersoch beach
Abersoch
Tudwal's Island
Go-Kart Action

We usually get 12-18 competitors take part. There was a time when Shanklin had a number of lightweight teenagers and they dominated the event as they were both lightweight and totally fearless. The never used the brake and never took their feet of the accelerator. It was hard on the floor for the whole time. You can see from the results that several families figure highly (e.g. the Littlejohns, the Aldridges, the Whileys, the Smiths, etc) so it clearly is in the genes. Matt Smith & Kevin Dutch are regularly near the front and Carsington seems to be a hotbed of petrol heads (George Love, Ray Gall, Norman Grum and Jerry Hampshire) so it might be in the water. Tom Gall was no slouch either but he messed it up by bringing his very attractive (and competitive) girlfriend along. She took part in the go-karts and was very quick and drove it like a stock car. She took many of the frontrunners out, including Tom. Thus far no one has one the event 2 times, which shows how open the racing can be. May be this year someone will?



Sprint 15 Go-Kart Grand Prix

Date	Nationals Venue	Winner	Runner -up	Third Place
2003	Pentewan	Steve Littlejohns (Swanage)	Mark Aldridge (Grafham)	Norman Grum(Carsington)
2005	Pwllheli	William Baker (Shanklin)	David Littlejohns (Swanage)	Steve Littlejohns(Swanage)
2006	Netley	Chris Pierce (Shanklin)	Charley Pierce (Shanklin)	Kevin Dutch (Seasalter)
2007	Saundersfoot	Kevin Dutch (Seasalter)	Matt Smith (Beaver)	Martyn Ellis (Thorpe Bay)
2009	Pentewan	George Love(Carsington)	Mark Aldridge (Grafham)	Ray Gall (Carsington)
2011	Pwllheli	Jacob Aldridge (Grafham)	Kevin Dutch (Seasalter)	Tina Roman (Shanklin)
2013	Pentewan	Matt Smith (Beaver)	Mark Bunyan(Stewartby)	Adrian Whaley (Swanage)

2016 : What's to do around Pwllheli



This is a guide on what to expect at our Nationals at Pwllheli and hopefully it will be particularly useful to those that have not been before. It may encourage you to bring the family or friends and hopefully to stay the week and do some of our fun events.

Pwllheli Sailing Club.

Pwllheli Sailing Club is located in the marina complex at Hafan Pwllheli. The modern building is within the marina complex about 150 yards from the pontoons. It has full catering facilities, changing rooms and showers, meeting and protest rooms. There is a large bar area which opens onto a terrace with views over the Marina. A new Sailing Excellence centre has just been completed adjacent to the beach and Sailing Club.

The sailing waters around Pwllheli are amongst the best in the U.K. In Cardigan Bay tidal streams are weak, winds are stable and the scenery is superb with Snowdon and the Welsh mountains providing a magnificent backdrop for any water sport. The launching is excellent from an east facing bay which is almost totally enclosed and very protected from the prevailing winds. This means that even in a strong onshore wind boats can launch easily on flat waters in a gently sloping sandy beach in the bay. You sail some way out and round the corner to the sailing waters but this means that there is little opportunity for the family or friends to watch the sailing from the shore. It is best that the non-sailors plan on taking it easy (the sheltered beach is lovely to sunbathe, make sandcastles, read, etc. and is non

commercial) or doing other stuff during the sailing as there are lots to do in the region.

The standard of facilities and race management at the Club is very high as the venue was originally developed as a potential Olympic venue and runs large events at National and International level all summer.

Sailing Events which have been held recently Fireball Nationals and World Championships, 29er Nationals and World Championships, Optimist National s and European Championships, Topper Nationals and World Championships and in this year they are running National Championships for Solo, Miracle, 420, GP14, OK, Tera, Sprint 15, International Canoe, etc.

The bar is very good and open for excellent bar meals every night. Last time we were at Pwllheli the Club Chef was a TV chef (Mervyn Thomas) and we talked him into doing a seafood cooking demonstration during the fun events.

Pwllheli Town

Pwllheli town is a work-a-day sort of place that has supermarkets, a market, pubs, cafes and shops but is not a town to spend much time in. There are a number of B&B and rental properties in the town and the walk to the sailing club is about a mile but it is likely that most people will find accommodation a few miles drive away from the club. There is a big campsite 3 miles East of Pwllheli and last time we were there it had the novelty of being on the railway and trains would stop if you flagged them down.

The best place to look for accommodation is on the Pwllheli Sailing Club website.

Pwllheli's popular open-air market on Wednesdays and Sundays is held in the square (Y Maes) and is always busy.

There is a parkland golf club with beautiful views overlooking the sea a couple of miles West of the town, which is open to visitors. A round costs about £18.

Abersoch 7 miles West

Abersoch is a very pleasant tourist town with a wide sandy beach, a yacht club in a commanding position on the cliff above the beach (South Caernarvonshire Yacht Club) and many shops, pubs, cafes, restaurants together with a large number of rental properties for the tourists. It is 7 miles west of Pwllheli and it is a good place to visit for a day although it gets very busy in the summer and parking can be a struggle. We plan to sail there of Friday. There is a good craft centre on the way to Abersoch at Llanbedrog.

Criccieth 10 miles east

A quaint little tourist town dominated by the 13th century castle built high on a rock by the shore. The castle can be visited for a few pounds and the town has some quaint shops, tearooms, pubs and restaurants. Ideal place to spend half a day visiting the Castle and exploring the town and do not forget to try the famous Cadwaladers ice cream.

Porthmadog 13 miles east A harbour town situated on the Glaslyn Estuary, Porthmadog is rich in maritime history and has a number craft shops and restaurants. The town is the terminus for the Ffestiniog Railway, the oldest railway company in the world, opened in 1836 to carry states from the rapidly expanding mines at Blaenau Ffestiniog to the newly built harbour at Porthmadog.

Pics.clockwise from top:

- Pwllheli Marina
- Pwllheli Town
- Abersoch
- Porthmadog
- Criccieth Castle





Ffestiniog Narrow Gauge Steam Train

- following restoration and reopening the Ffestiniog Railway is now the longest and busiest of the "Great Little Trains of Wales", enjoyed by many thousands of visitors every year. The Sprint 15s took the trip to the Slate mines in 1997 and it was excellent. If you have not been, why not give it a try? The Blaenau Ffestiniog slate mines were once the capital of the slate quarrying industry. Now, one of the old quarries has been turned into a major tourist attraction. At Llechwedd Slate Caverns you can take the Miner's Tramway into the side of the mountain and into a succession of spectacular chambers. You can ride down the underground cliff railway into the dramatic Deep Mine, and experience the various chambers. The narrow gauge Ffestiniog Railway links Blaenau Ffestiniog with Porthmadog on the coast. The ride is spectacular as the line twists and turns its way through the countryside.

Another railway in Porthmadog is the **Welsh Highland Railway** (Porthmadog) that takes visitors on a narrow gauge railway link from Porthmadog all the way to Caernarfon.

Portmeirion – private Italianate Village

1.5 miles South of Porthmadog This very pretty village was created by Sir Clough Williams-Ellis between 1925 and 1972 to show how architecture could complement the natural scenery. All the cottages in the village are let as part of the Portmeirion Hotel and the village also has several shops and

restaurants and is surrounded by the Gwyllt sub-tropical gardens and woodlands and miles of sandy beaches. Portmeirion is open daily (entry £11/ adult) and contains a hotel, restaurant and several interesting shops. Portmeirion was the setting for the 1960's cult television series 'The Prisoner'.

Portmeirion Pottery – was established by Clough Williams-Ellis' daughter Susan and her husband Euan established in 1960. Eventually they took over a run down pottery business in Stoke-on-Trent and renamed it Portmeirion Potteries. Susan created all the shapes in plaster on a lathe from which moulds were produced. By now the pottery is exported all over the world but its spiritual home is still here at Portmeirion village.

Harlech 9 miles South of Porthmadog Harlech is a small town which is dominated by a 13th century castle high on a rock which used to be on the coast but is now some miles away from the sea. The castle and town are well worth a visit. The Castle is open daily and entrance costs £6.

Snowdonia / Llanberis

Further away is Snowdonia. Last time we were at Pwllheli a group of our sailors including Erling and Nick walked to the top of Snowdon during a fun day. It is a good day out for the fit but there is also the option of riding to the top on the wonderful Snowdon Mountain Railway which starts at Llanberis and is the UK's only rack and pinion railway. Sprint 15 sailor, Mike Robertshaw, was

the chief engineer on this railway for a number of years.

This does get heavily booked up and if you fancy taking the ride it is best to phone and book your tickets a day or two beforehand.

Another option is to take the Llanberis Lake Railway which offers a 60-minute trip on an historic narrow gauge train from Llanberis village to the Welsh Slate Museum and Gilfach Ddu car park and along the shore of Llyn Padarn, with great views of the mountains.

The Welsh Slate Museum is housed in the former Dinorwic Slate Quarry workshops in Gilfach Ddu where you can see the foundry, fitting shop, smithy, saw mill, carpenter's shop, pattern loft and all the old machinery used to dress the slate. Most spectacular is the huge water-driven wheel that provides the power in the workshops. Between the slate museum and the railway terminus are the craft workshops where you can watch craftspeople working in clay, copper, slate and wood.

Ceunant Mawr waterfall, less than a mile from the High Street, is one of the most impressive waterfalls in North Wales. Follow a footpath signposted in Church Lane.

In the High Street in Llanberis, you'll find a mix of small shops and cafes, popular with walkers and climbers.

Caernarfon – 21 miles NE of Pwllheli Huge 13th century castle (World Heritage inscribed) where Prince Charles was Invested as Prince of Wales in 1969. It costs £6.75 to visit if you are not already "castled out".



Pics. clockwise from top:
-Ffestiniog Narrow Gauge Steam Train
-Top of Snowdon
-Portmeirion Village
-Snowdon Mountain Railway





Taking a front line position from the start!

We have heard it before and you will hear it again many times. There is only one reason to even consider a second row starboard tack start on a busy start line and that is when you plan to start at the committee boat and tack straight off onto port. But even in that instance the boat in front of you may be just waiting to do the same thing.

So making a front row starboard tack start line start provides you with the best opportunity to capitalise on what you have achieved. Getting into that position is the challenge and is built on a number of important can-do factors.

1) Boat handling

If you want to hold your line position, manoeuvre through the fleet in control and defend your place on the start line, you need to know your boat and be confident what you can do with it in the space available at slow speed but with the ability to put the pedal to the metal when time comes. How do you do that? Pure practice outside of racing is the answer by using a mark or another training partner to test and hone your techniques and turn them into skills.

2) Current information

Before any start you need to know how your boat reacts on the start line against the current/tidal flow, waves, wind angle. How do you do that? You go to the start-line well before the start sequence and you sit on the line and experiment. This is best done near the ends of the line so you have something to measure against i.e. committee boat or pin end flag. Using these reference points you can experiment with how your boat is affected by all the above on the start line and how it will feel to turn on the boat speed when the start signal is made.

3) Other boats

Of course, other boats are also looking to do the same thing and it is natural that the boat/sailor that does it best will create control of the area they are in. How do you do that? Practise by creating space to leeward to accelerate into and defending to windward to prevent being sailed over. It's all about boat handling and boat control.

4) Acceleration

You can be one of the best at being in the front row but if you cannot accelerate quickly and efficiently you will get spat out the back or sailed over by the boats to windward. How do you do that? Practise again. In the last few moments before the start, and that will vary depending on conditions, the angle of your boat to the wind, how you sheet in mainsheet and traveller, where you end up sitting or trapezing and how quickly you can settle down all combine to make the fastest acceleration and gives you the jump on others who take just a few seconds longer!

5) Overview. If there is room for say 20 boats on the start line you want to be one of them. You may not select to start at the most favoured end of the start line but you need to be in the front row and preferably towards that favoured end. If you get it wrong or end up second row in the last few seconds of the start, your whole first leg race plan is compromised and it is likely your only option is to tack off looking for clear wind. When that is forced on you, the likelihood is you will be driven out to the right-hand side of the course away from the majority of the fleet. If that is the way to go you just got lucky but the risk is high and forced on you by consequence and not by design.

Successful racing results is about a well maintained boat and good boat handling because that gives you boat speed but it is also about percentage sailing, making calculated decisions rather than taking enforced flyers. Anyone can get lucky and win a race but only those with a combination of the skills above win an event or series.

Keep practising, keep learning, keep thinking but most importantly keep enjoying!

Windsport Sprint 15 Cat Action

- Need a new Sprint 15??
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- Need coaching support??
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Just want to chat about cats!!

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Home page: www.windsport.co.uk



2016 Nationals : Entry Form



2016 Sprint 15 National Championships Entry Form

28th - 30th August 2016

Organised by the Pwllheli Sailing Club in association with the Welsh National Sailing Academy and in conjunction with the Sprint 15 Class Association.

Sail number		
Sailing mode *	1 up / 2 up	
Helmsman's name		
Name of crew		
Sailing Club		
Address of helmsman		
Telephone		
Email		
Helmsman's weight *	Over 95kg / 14st 13lb Yes / No	
Helmsman's age *	Under 19 Over 50 Over 60	
Extra tickets for Sunday evening dinner *	Adult £17	No. required.....
	Child £12	No. required.....
	Vegetarian	No. required.....
Entry fee **	£120 (paid on the day)	
	£100 received before 20 th August 2016	
	£80 if received before 23 rd July 2016	
	Reduced by 50% for first time Nationals entrants	
Go-kart entry on Wednesday 31 st July ***	£10 deposit each. No. required.....	

* Please circle as applicable

** Please indicate number of additional tickets required

*** Please indicate number of deposits included

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, PO37 6EA.

The entry fee at the event is £120 made payable to 'The Sprint 15 Association'. The entry fee includes one ticket for the Monday evening dinner. Additional dinner tickets can be ordered with your entry for £17 a head and children under 12 at £12 a head. They must be paid for before the event.

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

I agree to be bound by the World Sailing, 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 myself 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.....

For race office use only

Entry Fee
Cash/Cheque

Class Association Membership No.
Entered on Computer

2016 Nationals : Notice of Race



2016 Sprint 15 National Championships

Notice of Race

28th - 30th August 2016



Organised by the Pwllheli Sailing Club in association with the Welsh National Sailing Academy and in conjunction with the Sprint 15 Class Association.

1 Authority

1.1 The organising authority will be the Pwllheli Sailing Club in association with the Welsh National Sailing Academy and in conjunction with the Sprint 15 Class Association and will be governed by the 'rules' as defined in the Racing Rules of Sailing. (RRS 2013- 2017)

1.2 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.

1.3 The regatta is designated Category C Advertising category.

2 Entries

2.1 The Championship is open only to fully paid up members of the Sprint 15 Class Association and to Sprint 15 craft which comply with the rules of the Sprint 15 Class Association that are sailed either single handed in unarig mode or alternatively two-up with the mainsail and jib. The use of the trapeze and fittings will not be permitted in the championship races.

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

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

2.4 Parent/Guardian Declarations: All helmsmen and crew under the age of eighteen during the event shall submit signed Parent/Guardian Declarations either by post or at registration.

3 Fees

3.1 50% discount for first time Nationals sailors

3.2 Postal entries are at the discounted rate of £80 if received by 23 July and a rate of £100 if received by 20 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

3.3 Entries can be accepted at the event with an entry fee of £120* (cheques should be made payable to 'Sprint 15 Association').

* includes one ticket for the Sprint 15 Monday Evening Dinner (further tickets available for £17/person and £12/under 12 year olds).

4 Event Information

4.1 The official notice board will be located at the clubhouse.

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

4.3 Courses will be displayed in the clubhouse, described at the briefings and defined in the sailing instructions.

5 Registration

5.1 Registration will take place in the race office from 1000hrs to 1230hrs, Sunday 28th August at the club.

6 Measurement

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

7 Schedule of Races

Sunday 28th August

Briefing : 1200 hrs.

Practice Race : 1300 hrs. (one lap only)

Race 1 : 1330 hrs

Race 2 : back to back Race 1

Monday 29th August

Race 3 : 1030hrs.

Race 4 : back to back Race 3

Race 5 : 1400hrs

Tuesday 30th August

Race 6 : 1030hrs

Race 7 : back to back Race 6

Prize giving : 1500 hrs

Note: race times stated indicate earliest time of first warning signal

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

2016 Nationals : Notice of Race (contd.)

8 Sailing Instructions

8.1 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.

9 Race Area

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

10 The Courses

10.1 The courses will be defined in the Sailing Instructions.

11 Penalty System

11.1 A penalty shall comprise one turn including one tack and one gybe. This changes Rule 44.1

12 Scoring

12.1 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:

1-3 races completed : no discards

4-6 races completed : 1 discard

7 races completed : 2 discards

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

13 Replacement of Crew

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

14 Prizes

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

-the first 3 two-up boats.

-the first lady helmsman.

-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 helmsman since last year.

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

15 Safety Regulations

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

15.2 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.

16 Insurance

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

17 Right to use names and likenesses

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

18 Disclaimer of Liability

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

18.2 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.

18.3 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.

18.4 The organisers encompass everyone helping to run the event.

The provision of patrol boats does not relieve owners and competitors of their responsibilities

2016 Nationals : Programme of Events

Programme of Events

Nationals Championships Races - Sunday 28 Aug -

Tuesday 30 Aug

Saturday, 27th August

19.00 on Bar open for drinks & bar meals

Sunday, 28th August

10.00-12.30 Race Office Open

12.00 Official Briefing

13.00 Practice Lap

13.30 Races 1 + 2

19.00 BBQ at the Club (TBC)

17.30 Annual General Meeting

19.00 Meals in the Clubhouse at 1900 on.

1930 Commodore's Welcome

Monday, 29th August

10.30 Races 3 + 4 + 5

18.30 for 19.00 Class Association Dinner at the Pwllheli Sailing Club

(Extra tickets available at £17 & under 12s £12)

21.00 Entertainment- TBD

Tuesday, 30th August

10.30 Races 6 + 7

15.00 Prize Giving

Fun Events - Wednesday 31 Aug - Friday 2 Sept.

Wednesday, 31st August

10.30 Free Morning (No rescue boats Wednesday)

14.00 Go-Kart Grand Prix at Glasfryn Parc (£26/competitor)

19.00 TBD – Pub meal, maybe

Thursday, 1st September

10.30 Briefing

11.00 Sail to Morfa Brychan, lunch at the Black Rock Cafe & sail back

20.00 Bar Meals at the club

Friday, 2nd September

10.30 Briefing

11.00 Sail round Tudwal's Island to Abersoch, lunch at the Sailing Club & sail back

16.00 Pack up boats, Goodbyes



Sponsors of the 2016
Sprint 15
National Championships

Spotlight on Seasalter SC



Seasalter Sailing Club – the friendly sailing club and home of the Sprint

With a North Westerly aspect sheltered on the broad shallow Whitstable Bay, Seasalter Sailing Club has been a haven for cat sailors for over 50 years. Starting out with Shearwaters and Catapults, the club has, for three or four generations, brought the love of two hulls to many a man (and woman and child) of Kent.

It was, therefore, only natural that the Sprint 15 (or Spark) would eventually come into its own at Seasalter, as the club became known as the home of the class in the 80's with Nick Dewhirst (erstwhile the Cat Godfather) using the club to establish the basis for what we all see now – the most popular catamaran class in the UK.

Nick had an affinity with Seasalter and during the 90's drove Sprint 15 sailing on his home turf whilst at the same time establishing the association globally and helping a tall skinny son of one of our most established cat sailors, John Dutch, find his water wings. That sailor, Kevin, is well known right across the fleet, and when he dusts down the Flying Dutchman, is still the one to beat (sorry Mark H) at SSC and in many UK events. A number of us have managed it, but it usually follows a miscount (he's famous for it you know), some sort of breakage or very light winds (not his strength).

So what of SSC now? As a relative newcomer to the fleet – I took possession of 424 in 2009 after getting into catamaran sailing hanging off the wire of a friend's Dart 18 and deciding this was the sport for me – it falls on me to provide this overview on the Friendly Clubs 15 fleeters and how we have been the glue that has helped bind the

club together over the past three decades.

So how many sail? Well, we have 27 Sprints in the club (the largest fleet by far at Seasalter) and around a dozen to fifteen of those are regular sailors, with Kevin and Martin (erstwhile web designer extraordinaire for SSC and the Sprint 15 Association) Searle being our best known sailors across the UK fleet. Many of us also own other boats and the Sprint fleet can often be seen accompanied on the water by a few other cats including Dart 18's, Hurricanes, Tornados and Hobies.

We are a very diverse bunch and have built up some great banter with our fellow dinghy sailors who share our hallowed waters. Of course it's two hulls good, one hull bad as far as many of us are concerned, although a few do escape to the dark side – I've even been tempted myself (shame!). Not sure if I suit the Major/Napoleon moniker though? Possibly Seasalter could be a backdrop for a great book? Anyway I digress, we are *The Friendly Club* on the North Kent coast, honest, no class warfare here.

Our Sprinters come in various categories, the pot hunters, the long stayers, our heroes, the newbies, the young guns and the foolhardy. Of course there is some fluidity across these but the crac is good and we all look forward to our weekend sailing get together with plenty of banter on the club's Facebook pages in between.

Top of the fleet (from a three pointed hat view) is Steve (tinkerman or the brains of the bunch) and Joan (our hero) Willis who lead the club as Commodore and Treasurer/Secretary respectively. Steve runs one of the best TT events on the circuit (ask anyone

who journeys to Whitstable Bay for our annual bash) and both he and Joan show a sharp tactical awareness when racing, allowing them to pick up their fair share of race wins. However, the foolhardy amongst us do see Joan as far too nice (she just loves to sail), regularly giving room at buoys, but she is game for most conditions.

There are some extraordinarily long stayers in the fleet, Eric Sales, John Dutch, Chris Stafford and (Long) John Long who between them must have around 120 years of Sprint 15 sailing and many a tall tale to tell. Just search them out at the bar. Eric was crowned most improved helm back in 1970 (not on a 15 then of course), and can still be seen dragging his 15 across the beach, albeit these days with his granddaughter, Amy Foster, both of whom are regulars at the 15 Nationals (more on that later). Before Kevin took hold of the sport at a national stage, his father John was winning back to back Helm of the Year trophies in the '90's and early '00's. John is still regularly at the club, but has yet to get back on the water after an unfortunate altercation with step ladder (two rungs good, etc., etc.) 18 months ago. Come on John – you know you are still the light wind king. We want you back! John Long has had his Sprint since the '80s and has no qualms on playing the rule book when he races – even though he may mix the rules from across the decades to suit his current purpose – but who cares, he's still a great sailor. Chris, our Vice President, is a man of few words, but was a great tutor and (with great patience) put me (and many others) right when we first starting plying our trade with the double rudders.



Pics. clockwise from top:

- Joe Jones at Blackwater
- John Bainbridge off Seasalter beach
- Andy & Henry Carter
- Sprints on the beach ready to sail
- Rob Wilkinson at Shivering Sands Fort on three day trip to Blackwater





The alpha male of the fleet currently falls to "Silver Back" Mark Hollis (he's not a pot hunter – honest, but we do all wish he would come out his shell sometimes – quiet is not the word!), although being at the top means the continual rutting eventually takes its toll. Look at poor Johnny "it's my back you know" Holmes, a winner of over 40 trophies, but now a man who looks for the summer sun and checks the wind strength and sea conditions before he sails (call yourself a cat sailor .. shame! We all shout). So on his day Mark is the current man to beat, but sister Jane and her husband John Bainbridge can both make a play for the front. Jane is this season's dark horse; she finished last year strongly, deciding enough is enough and in pushing hard, found she could win races and be at the front of the fleet. It's all coming together and she has hardly put a foot wrong as the new season gets underway. Her husband John (being a forgetful Northerner) has a tendency to get drawn to any new mark (called crème eggs at Seasalter – odd isn't it? and many new members children do look excitedly for the chocolate only to return disappointed when they find scabby old buoys) we lay, and is always a good side bet to get stuck mounting one of them on an ebb tide (could be something to do with his rural Durham upbringing?). John shares his love of the black and whites with his fellow Geordie, Paul Shields. Paul has already written an article on his recent foray into sailing, and is fast getting a reputation for being game for anything and doesn't seem to ever stop (he's like the Duracell bunny) – so whatever we suggest Paul will do it, even though it always seemed to come with a capsize or three. Although with recent training and winter events trips this is getting less and less, so could this be Paul's year to escape the back of the fleet and win that illusive inaugural series trophy?

Of course SSC has its own mafia, the Carters, who across three generations, possibly own half the boats in the field (or seem to anyway). Andy (mid generation) sails Sprint 640 (sometimes

with son Henry), another long staying boat at the club. Quiet, polite and unassuming (I know – something of a throwback for SSC), Andy has recently upgraded to a new sail from Mr Phipps and has been seen pressing the front of the fleet in the early exchanges this year. So could this be the year for the quiet one?

Two other 15 sailors Joe and his son Charlie Jones make an escape to the coast occasionally (from their hideout somewhere near Heathrow), although neither are really up for the racing. Cruising, both long and short is where they like to be.

Charlie and Alexander Betts make up the young element of our fleet. Last year saw these two tussle in our annual junior event with Alexander eventually taking the honours. Alex looks one for the future – once he escapes revision for exams.

Predominantly a local racing club, we are out nearly every Saturday and Sunday (when the tide allows and the wind is manageable – anything up to a Force 8 for the foolhardy) between March and November. The 15 fleet are also at the forefront of the Seasalter travellers and many of the shorter and longer cruises we take from the club. In 2014 we sent a record (for us) 11 boats to Essex to compete in the Sprint 15 Nationals, arriving in matching light blue t-shirts we didn't exactly set the circuit alight – famously the Vice Commodore (who's he?) gave a stirring speech whilst fuelled by the local Essex ale "Come on Seasalter, we are better than this". The results the following day clearly showed we weren't, but we still had a great time drifting with the tide off Thorpe Bay and to his delight Johnny B wasn't alone in hitting a buoy or two as many a boat came unstuck. Duracell Paul still went for his early morning runs with the Silverback even though he had only brought two left footed shoes. I had visions of him running around in ever decreasing circles.

We also love a cruise – local ones being to Sheppey, Whitstable, seal spotting up the Swale or to the Shipwrights at Faversham Creek for a quick beer or

two. However in recent times we have started to spread our wings and now regularly sail further. Last year saw the 15's undertake long distance trips to Marconi (three days, two passages, 1 race, 106 miles – sounds like a film!), Isle of Sheppey Round the Island race, a 40 mile race topped off with 12 mile sails either side (my god that was knackered) and a 38 mile return cruise along the coast via the London Array wind farm to Minnis Bay for a BBQ. Two tide cruises are now a regular feature of the Seasalter programme.

With two further Sprint 15's as club boats (available for hire to our members at a tenner a sail) there is always fluidity across the fleet as new members and those new to sailing get the taste for catamaran sailing. This means that many boats exchange hands at SSC for not more than a nod or a wink (well perhaps a bit more) as sailors upgrade and are only too delighted to see their old boats give newer sailors that sense of wonder we all remember when we first set sail on a Sprint. The most recent, David Budd, took ownership of his new acquisition in April from Simon Foster (Amy's dad, who for some reason has turned to cycling?), and judging from his first race looks to be one to watch out for in the future.

So where do I sit in this pantheon of Seasalter Giants? I like to think I sit in the middle of this wild bunch, and having won my fair share of cups on 1634, I'm game for most things involving putting the 15 on the water but I'm not a Kevin D (although I wish I could sail like him) and Alpha male status doesn't interest me. I just feel grateful that I have found both this Club and this class, and I'm able to be part of the team that keep them going for future generations to enjoy. Sailing at Seasalter makes those weekdays on the train commuting to London worthwhile knowing that I can sail, compete, relax and above all, have a laugh with likeminded folk at the Friendly Sailing Club on the North Kent coast.



Pics.
Left: Team Seasalter at 2014 TBVC Nationals: Ian Mills, John Holmes, Kevin Dutch, Paul Shields, Tony Alexander, Martin Searle, Mark Hollis, John Bainbridge, Jane Bainbridge, Amy Foster, Eric Sales.

Right: Balloons - is 'Long' John Long stretching the rule book again?





15 SPRINT

Sprint 15

Summer TT Events Programme

Events Secretary: Erling Holmberg 01983 865012

Watch www.sprint15.com/events for details of events and updates.

Summer 2015 Nationals & TT Events

Date	Event	Venue	Contact	Phone
23-24 Apr	TT	Marconi Sailing Club	Erling Holmberg	01983 865012
21-22 May	TT	Seasalter Sailing Club	Steve Willis	07980 416422
10-12 Jun	Sport Nationals	North Devon Yacht Club, Instow	Erling Holmberg	01983 865012
23-24 Jul	TT	Thorpe Bay Yacht Club	Erling Holmberg	01983 865012
28-30 Aug	Nationals	Pwllheli Sailing Club (2,3,2 races/day respectively) (Sun., Mon., Tue.)	Erling Holmberg	01983 865012
31 Aug-2 Sep	Nationals	Fun Events:Pwllheli Sailing Club	Bob Carter	01438 354367
10 Sep	TT	Draycote Water Sailing Club	Ed Tuite Dalton	01788 816116
22-23 Oct	TT	Grafham Water Sailing Club	Bob Carter	01438 354367

National Championships at Netley is for PY933 format

Sport Nationals at Yaverland is for PY890 format

Summer Traveller Series is for all sailing formats (Standard PY933 and Sport PY890).

Five events with three to count. First race Saturday at 12 Noon unless otherwise stated



The U.K.'s most popular single-handed catamaran

Above : Sport Nationals' competitors at Yaverland SC

Below : Nationals' competitors at Thorpe Bay YC

