

NEW 15 SPRINT

Autumn 2007

The Official Magazine of the UK Sprint 15 Association

It's a small world

but ours is getting BIGGER!



Editorial

Cover Design by Paul Smith:BSC. Picture by Karl Poultney:SWSC

Cartoons by Phil Breeze of Calshot

AS I write this I am still smarting from the shock of realisation that my appointment in the post of editor is, apparently, official. I am also somewhat unsure how this happened. I am reliably informed that I was volunteered, as is the normal protocols of The Association, on the occasion of the Sprint Sport Nationals dinner. This must have passed me by at the time—a few wee drams too many perhaps? I am approaching production of my first and this latest edition with a great deal of trepidation and a severe case of the jitters. Our retiring editor, **Dartful Codger Paul Smith** has, throughout his tenure, crafted it into a thing of quality and a thoroughly good read. I am sure, like me, you eagerly anticipate its arrival in the post. Paul will be a hard act to follow. I am indebted to both him and **Mrs. Dartful Codger, Carol**, for all the help and guidance they have offered and for providing artwork and templates to make the handover and production of following issues as easy as possible.

So, what's my take on the **Sprint 15** and all that goes with it? Let me just say that one of my better decisions in life was to purchase one about ten years ago. Since then I have sailed and raced it regularly at club and further afield, taking part in the odd TT and Nationals albeit not as much as I would wish. This has provided me with great sport and the camaraderie of a Class Association that, I think, is second to none. As an example, at last year's Grafham TT, I somehow managed to get round the first lap of one race at the head of the field. As I started the second, Robin Leather, our current 'Sport' champion, was fast approaching from the rear with the inevitable result only a matter of time. I bore away slightly to offer him the wind, (no sense in prolonging the agony), and as he passed he started to coach me up the beat! Says it all in my view! I can't see that happening in many other classes, can you? Keep that little anecdote to yourselves, would you?!? - and send me some of your own. I hope you enjoy reading this issue and hope to see you on the circuit when pink slips are available!



Over & Out!!!

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

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Note from webmaster:
 To access the members area on the website, use the following username and password:
 Username : member
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Inside this issue

NewSprint

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.....this time not just as Chairman of the Sprint 15 Association, but also as Chairman of UKCRA, on an urgent matter of concern to all catamaran sailors, namely the survival of our sport in the Olympics at the ISAF meeting, starting on 1st November.

On 21st September, an attempt was exposed by the RYA to undermine the Open Double Handed Multihull class event in the Olympic sailing regatta. Brain Phipps and Rob White took up the baton at the Southampton Boat Show, Hobie Dragon parents started a PR campaign, I put UKCRA's name to it and Jon Wothington of Nacra started an e-petition, which has already gathered over 800 signatures in only two days. All this happened within the last week. What is it all about?

Firstly, RYA Submission 129-07 seeks to replace the Open Multihull Class with yet another dinghy class effective from the 2009 Event in the ISAF Youth Sailing World Championships.

This undermines the position of the Olympic catamaran class by denying it a junior trainer. There is a natural progression from junior dinghy classes to Olympic dinghy classes, so how can the RYA expect the highest level of performance to be generated by Olympic competitors in cats



Secondly, RYA Submission 103-07 lists the events it proposes for the 2012 Olympic Regatta. These include two windsurfing classes and six dinghy classes but no keelboat or catamaran classes. They are relegated to an eviction vote, where only two of four candidates will survive.

This runs counter to the objective of the Olympics to be as inclusive as possible.

The differences among dinghies are much less than between dinghies, windsurfers, keelboats and catamarans. The catamaran class is the only sailing class that is open to both sexes. There are a large number of catamarans that are actively raced by both sexes. This Open class can equally be made Mixed Sex, like tennis doubles, if that is preferred.

That Multihull slot happens to be occupied by the Tornado at present, but it could be the Formula 18 in general or the Hobie Tiger in particular, depending on the secondary Olympic objective – excitement, sex, supplied equipment, campaign cost or global usage. It matters not, there is a catamaran option that meets the requirement as well as yet another dinghy class – and is more inclusive!

For those who suspect that the RYA is institutionally biased against catamarans, this confirms their doubts. For those who think the RYA is arrogant, their failure to inform, let alone consult, confirms their fears. While we don't want our particular cat in the Olympics, we do want the world to see catamaran racing as the serious sport that it is.

To express your views, go to <http://www.ipetitions.com/petition/CatamaranSubmission?e>

To catch up on all the gossip and enjoy a great TT finale, come to the Grafham Open on 20th – 21st October.

See you soon



It is with great reluctance that The Association has had to accept the resignation of Paul Smith as editor of 'Newsprint', the post of which he has held for four years.

Paul has been a true stalwart of this Class for many years and he will be greatly missed for his hard work off the water and his fierce competitiveness on the water.

For the benefit of readers, we publish Paul's letter to Bob/Nick and Bob's reply.

Paul—we hope you will keep in touch and visit us at Events whenever you can—Ed.



1 April 07

To Nick Dewhirst/ Bob Carter,
Just thought I had better update / clarify my situation so that you know where you are and can move on.

My current medical diagnosis is that I am now under treatment for cancer for the next 6 weeks and unlikely to be able to create any further issues of Newsprint as I have lost half of my eyesight, so I have no option but to give up the role and give some new blood the chance to spread their wings and bring forth hidden talents. It is probably about the right time after 4 years at the helm (first issue January 2003). As I said at the time of being volunteered I didn't think I'd be able to adequately fulfil this role but as time has passed I like to think I have shaped it into a desirable read and I am sure that another worthy volunteer will have no problem doing the same!

At the moment I have a short-term memory problem, but if I can be of assistance in any way please feel free to ring or email me and, through Carol, I will help you as much as I can.

Dartful Codger 3 is now on its way to the Isle of Wight and the owner is Stephen Sayer, who will be sailing it at Yaverland SC.

I will keep a keen interest through the website and wish everyone well for the forthcoming season.

Paul

Hi Paul,

Just a quick note of thanks for all you have done for the Dart 15/ Sprint 15 class.

My first record of you sailing a Dart 15 was in 1994 when you sailed the Cocktail boat #1736 – you took part in the traveller series and the Nationals in 1994 and have done ever since. On the water you became a very competitive sailor and were particularly difficult to beat on inland waters and when the wind was not too strong. When George (Carter) sailed at Beaver for a few years he particularly savoured the competition between you, him & Steve Hanby - the regular fast guys who would sail on a Sunday. You became particularly canny in the light and shifty winds but could not be written off in anything. At National Championships you were a regular – as was Carol - leading the Beaver ladies wine drinking parties on the beach when quite often a crate of white wine would get put to good use. As time went on son, Matt, also got a boat and more recently you have had to suffer the indignity where you have been beaten by your son (join the club!). You have won many awards in your time sailing – these include many open meetings, Inland Champion, Northern Champion, Winter Series, the Pentewan plaque (race 1 at the Nationals) and many more.

At the end of 2002 you agreed to join the committee and to take responsibility for editing & producing the magazine. You were nervous at first but have done a fantastic job over the last 4 years of producing a high quality magazine for our members. The first edition (renamed NewSprint) was in January 2003 and since then you have produced some of the best editions we have ever had. Many of our members will not be aware of some of the other things you have done. Each year you have produced an Alexandra Palace special edition magazine. This is a thin (8 or 12 page) introductory magazine we give out to new punters. I think it sets us apart from other classes as it shows what a friendly and approachable class we are. Once we started the activity up to get new boats from South Africa, your ability as a Graphic artist came to the fore aided and abetted by son, Matt. We ran a competition for the new logo and collected entries. The committee plus Windsport and Ian Fraser were the voting panel and it was your input which won – so the logo which we all see on the website, on the magazine, on the rear of our boats, on all of our paperwork was designed by Paul Smith.

In addition I have always been keen on the annual special editions to brighten up the boats and to act as an indication of the date of manufacture (like car registration letters). It was you who came up with the "Out of Africa" name and the superb graphic which is on the new boats. A great achievement.

Apart from all the above you have done a host of small things such as organise an original replacement Northern Trophy, produced digital master of our event poster since I retired in 2005, coordinate the Northern circuit and much more besides. It is very sad that you had to give up for health reasons when you were at the top of the game and still relatively young.

Paul - you will be sorely missed both on the water and as an active committee member. Thank you for all that you have done and we look forward to seeing you socially whenever you can make it.

Regards
Bob Carter

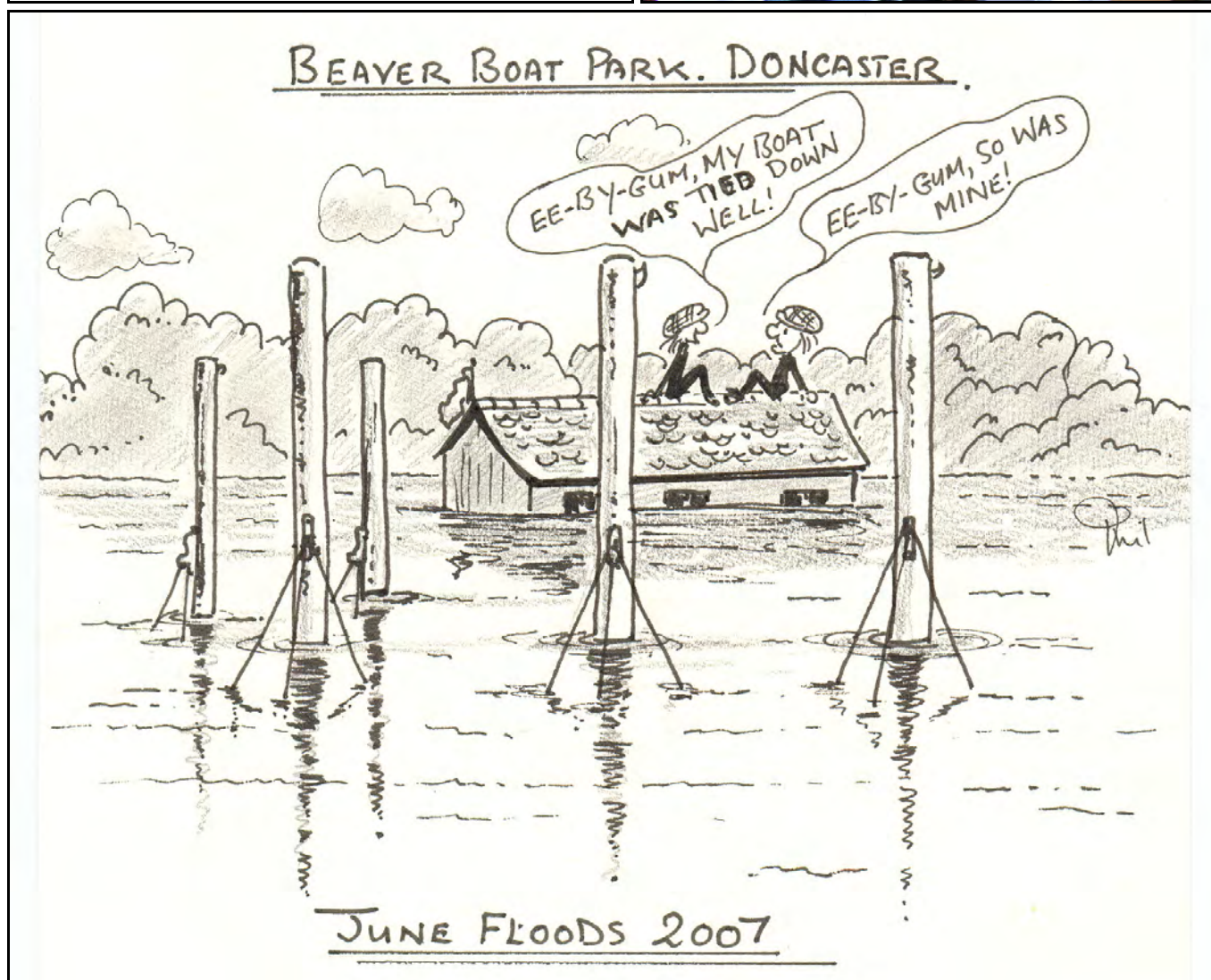
'The Peter Maine Plaque' Award



THE Sprint 15 Association was anxious to express its appreciation to Paul for all he has done for the Class and to make his retirement an enjoyable one. To that end we have made a contribution towards a keyboard/electronic organ which is something he really wanted. Carol expected, sailing might be his first love but music is his second. Pictured is Paul with his new toy.

Paul visited The Nationals this year to check out the action both on and off the water, in the course of which he was presented with The Peter Maine Plaque to hold for a while in recognition of his contribution to the Class. This award is given, from time to time by The Association, to members who have provided services to the Sprint 15 Fleet beyond the call of duty. Paul is a most worthy recipient of this prestigious award.

.....
If members would like to know the history of this Award, talk to Bob or Nick- Ed.



A recent view of Paul's favourite stre-e-e-e-etch of water!!!

The Sprint 15 Winter Series Roundup

Sprint 15 Winter Series

The Sprint 15 winter traveller series was concluded at Grafham on Sunday 11 March. All 5 events were sailed and 51 sailors took part and 9 qualified with 3 races completed. The events (and attendances) were at Stewartby (15), Beaver (16), Draycote (18), Queen Mary (13) and Grafham (25) in a variety of wind conditions. Queen Mary was a drifter, Stewartby was sailed in light winds (F2), Beaver was a little more testing with some tricky gusts (F2-3) Grafham was sailed in F3-5 with strong gusts and Draycote was sailed in survival conditions (5-7) and only half the competitors went out in the second race.

No one won 2 events so we had 5 different event winners each from a different Club. George Stephen from Queen Mary won Stewartby, John Postlethwaite of Beaver won on home territory, Charles Watson of Halifax won at Draycote, Howard Hawkes of Thorpe Bay won at Queen Mary and Stuart Snell of Grafham won at Grafham

It was a very tight finish in the series between Steve Sawford (2,2,3) and Charles Watson (1,2,5). Sawford did not attend the last event at Grafham but Watson (the clear favourite) threw it all away with his swim in the last race at Grafham. So Sawford took the Travellers Trophy (affectionately called "The Urn") in absentia.

Overall Results: 1st S Sawford 7 pts, 2nd C Watson (Halifax) 8 pts, 3rd P Tanner (Shanklin) 9pts, 4th R Carter (Grafham) 12pts, 5th G Stephen (Queen Mary) 15pts 6th H Hawkes (Thorpe Bay) 16pts.



Overall winner of the series
Steve Sawford
1733
-left

Charles Watson-
Winner at Dray-
cote
and second
overall-
below

Stuart Snell -
Winner at
Grafham-
below



George Stephen-
Winner at
Stewartby-below



John Postlethwaite -
Winner at Beaver-left

Note from Ed.
Apologies for no photo of
Howard Hawkes who
took the bullet at Queen
Mary. Send me one, How-
ard, and I'll include you
next time

All pics. Courtesy of Dart-
ful Codger's archive



The Sprint 15 Winter Series : Results Roundup

Sprint 15 Winter Series Results - 2006/7

Competitors		Event					Best 3 Results	
Name	Sail No	Stewartby	Beaver	Draycote	Queen Mary	Grafham	Points	Place
Steve Sawford	1733	2	5	2	3		7	1
Charles Watson	1237		2	1		5	8	2
Paul Tanner	1991	6	12	4	2	3	9	3
Bob Carter	2002	3	6	3		10	12	4
George Stephen	1594	1	9	13	5	19	15	5
Howard Hawkes	1643	5	10		1	12	16	6
Erling Holmberg	1959	8	7	8	6	4	17	7
Gordon Goldstone	2004			10	11	7	28	8
Paul Smith	1961	4	4				38	9
Mike Loxley	1683	15		13	12	16	40	10
Chris Black	2005			9		2	41	11
Ed Tuite-Dalton	1940			11		13	54	12
Keith Chidwick	1840				8	17	55	13
Stewart Pegham	1918				7	21	58	14
John Morrall	1879		8			20	58	15
John Postlethwaite	1761		1				61	16=
Stuart Snell	1982					1	61	16=
Phillip Howden	2003		13			18	61	16=
Matthew Smith	1900		3				63	19
Paul Craft	1977				4		64	20
Bob Rowntree	1958			5			65	21
Matt Isherwood	1344			6			66	22=
Andrew Chidwick	1946					6	66	22=
Graham Shrimpton	1595	7					67	24=
Jan Elfring	1913			7			67	24=
Steve Wakelam	1479	9					69	26=
Nick Thorpe-Beeson	1441				9		69	26=
Frank Sandells	1762					9	69	26=
Keith Bartlett	1962	10					70	29=
David Casale	1963				10		70	29=
Mark Rushton	1530	11					71	31=
Paul Roberts	1054		11				71	31=
Thomas Sandal	1957					11	71	31=
Robin Hall	1292	12					72	34=
Robert England	1351			12			72	34=
Dave Smith	1841	13					73	36=
Jeremy Doughty	1627			13			73	36=
Malcolm Lewin	1744			13			73	36=
Jon Stone	1839			13			73	36=
Jim Bryce	1811			13			73	36=
Ian Curd	1249				13		73	36=
Tony Skinner	527	14					74	42=
Steve Roberts	1910		14				74	42=
Eamonn Quigley	1715					14	74	42=
Barrie Hoggard	1815		15				75	45=
John Keyte	1805					15	75	45=

Thorpe Bay Yacht Club Teach-In 2007

Thorpe Bay Yacht Club Teach-in 21st April 2007 by Keith Persin

The Dart 15 training day was held at Thorpe Bay YC on 21st April.

The sun was out in full and the wind was very light, which for me at least was ideal as I'd just bought my Dart (1551) the Wednesday before, having never sailed a Dart.

The aim of the day according to Nick Dewhirst, our trainer, was to give us more confidence to compete, pick up some useful tips, and have fun! The day began leisurely enough with everyone chatting, enjoying the sunshine, whilst preparing their boats. Then we're called to line up the boats with military precision. Hrmm I thought, not sure about this. The boats and the trainees varied enormously in age, but whereas all the Darts were pretty similar the trainees came with varying degrees of experience, shapes and sizes.

With all the boats lined up we began one end and inspected each boat with Nick, Pete Sherwin and other experienced sailors pointing out any potential problems, and suggesting improvements. As it turned out the boats were lined up for a purpose other than to look pretty. This became apparent when we were asked to look along the line of the masts and one stuck out a mile from the others. This brought a few smiles, but the problem was quickly diagnosed as a bracket on the mast fitted upside down.

With the tide in after lunch, the plan was to race many one lap races around a very short course approx 300m between markers. Nick would be on the safety boat shouting instructions, whilst a number of experienced sailors helped on board. I was somewhat relieved when Duncan Ford came across and said he was there to help.

It wasn't long before the first race had started and the 16 boats were off. Well at least 4 or 5, the rest were spread around the vicinity. Good friends and keen competitors, Martyn Ellis and Gerald Sverloff collided, and as Gerald began to take on water he was forced to withdraw early. With the remaining boats beating up to the first mark, Duncan was instructing me how to sail backwards in order to recover from being in irons somewhere behind the start.

The format was excellent, with such a small course there was little hanging around before the next race was off, so we had plenty of practice starts. I was somewhat surprised to see Theresa Ryall taking an opportunity to practice capsizing procedure as she mentioned over lunch she would happily skip that part. But as the winds picked up a few others also joined in the practice.

As the day went on the boats started closer together, with Nick on the safety boat shouting tips. Whilst on a dead run he shouted over "move forward"... "let off the down haul", moving forward I found the tiller fully extended and hence difficult to steer. Attempting to let off the down haul, with boats around me, at risk of jibing, and approaching the next mark I can't print what I thought, but I'll practice that next time.

Towards the end of the day I actually managed to get into the thick of it, and after a good start was sandwiched between Elliot Fougman in the oldest boat (127) and Richard Harrison vying for the lead. The next thing I knew the boat suddenly started to lift and my instant reaction was to let go of the sheet, which fortunately, or unfortunately was cleated. With just one hull in the water and only the tiller in my hand I was lucky to come down again the right way, and was more than happy to finish 3rd.

The day was truly exciting especially on those broad reaches, and it was capped off with an excellent meal and debriefing session in the bar. I am now looking forward to getting out again and competing in my first race.

My thanks to Nick Dewhirst and Pete Sherwin who came over to give the training, and all the members at Thorpe Bay who helped out and made it such a great day.



Windsport Catparts TT Thorpe Bay YC 2007

28th - 29th April 2007

The Sprint 15 open meeting at Thorpe Bay was overshadowed by Bob Carter, the Sprint Association Events Secretary, being taken to hospital. Bob Carter is one of the most dynamic sailors in the world of catamaran sailing and we all wish him a speedy recovery.

The event was sponsored by Bluewater Strategies. There were twenty six entries including fourteen from the home TBYC which is now recognised as a major club for the Sprint class. The conditions for the first day were ideal for cat sailors, who generally prefer a brisk wind. The force 4-5 ENE wind, enabled Alan Willis the race officer to set a square course with a windward leg along the Southend shore. In the first race, the windward mark became separated from its ground tackle, which meant the inflatable buoy was drifting downwind towards the committee boat. Some of the sailors spotted this, whilst others sailed into the distance in vain.

The first day was dominated by Kevin Dutch (Seasalter SC), Howard Hawkes (Thorpe Bay), and Charles Watson (Halifax SC). After the initial problems with the windward mark, the fleet settled down to some of the most exhilarating sailing that can be had. The Sprints enjoy square courses with two scintillating close reaches.

The second day started with a pro-am race. This is a unique feature of the Sprints whereby the fleet leaders will each take a "novice" to give on-the-water tuition. The winner of this race was Nick Miller (Marconi SC).

After the pro-am race, the open meeting resumed. This time, the wind was less than on Saturday. There were still a few capsizes nonetheless. The Saturday leaders were made to struggle, whilst Peter Tovey (Marconi SC) and Chris Maloney, John Long, Martyn Ellis (all TBYC) showed they had a few tricks to play.

The Saturday entertainment was a meal in the clubhouse followed by a riotous singalong with Soggy Doggie and his guitar.

The winner of the Pro-Am race was Nick Miller (Marconi SC).

Final Placings: 1st Kevin Dutch (Seasalter), 2nd Charles Watson (Halifax), 3rd Peter Tovey (Marconi), 4th Howard Hawkes (Thorpe Bay), 5th Peter Richardson (Marconi), 6th John Long (Thorpe Bay) 7th James Tovey (Marconi), 8th Gordon Goldstone (Queen Mary), 9th Duncan Ford (Thorpe Bay), 10th Martyn Ellis (Thorpe Bay)

Windsport Vouchers: £15 Chris Jesse, £10 Peter Tovey, £5 Les Hurrell-Smith



Kevin Dutch (top) takes the bullet at Thorpe Bay from Charles Watson (above) both revelling in the perfect Sprint 15 conditions and sailing to the max.

The open water and windy conditions offer the chance of a bit of posing for the camera (left)

Windsport Catparts TT Halifax SC 2007

12-13 May 2007 : Report by Charles Watson

The weather forecast wasn't great: plenty of rain. Wind was forecast for a SW 3-4 on Saturday, backing to E 2-3 on Sunday. This seemed to have put travellers off; coupled with the previous traveller event being 2 weeks prior, sickness, holidays & prior engagements resulted in only 4 of our 8 home boats & 2 travellers attended.

Saturday

The Race Officers Chris Holden & Richard Readman laid a switchback course which worked well, giving 2 beats, 2 runs and 2 reaches per lap.

Race 1: Only Charles Watson & Kevin Dutch were on the line at the start. Dutch footed off below Watson up the first beat, but Watson had spotted a shift which meant that the first buoy could be laid. The wind was lively and kept the competitors on their toes. Steve Davison had a tough race taking 5 (we think) swims before retiring with a broken rudder bearing; a good effort for only his 5th sail in a cat. Down one of the quieter runs Dutch was seen to make the international signal for "I'm reeling you in" to Watson, who reacted by dropping a gear & stretching out his lead over the subsequent laps to take the gun from the "Young Pretender" Dutch with Steve Tunnacliffe in 3rd.

Race 2: Watson & Dutch tried port fliers but ended up weaving between the starboard starters, much to Ray Gall's delight who was first to the windward mark, with all boats rounding tightly together and much banter ensuing down the 1st reach. Dave Walker was having a great race in front of Dutch until on the tight lee shore beat he took a gust resulting in a swim in 2 feet of water & 2 feet of peat. Watson took the gun from Dutch, with Gall making the most of Walker's lapse in concentration.

Race 3: Watson & Dutch again started on port, this time to much greater effect & pulled out a good lead from the rest of the fleet. Watson lead for the first 3 laps, with Dutch pushing him all the time. While Watson tacked out into deeper water Dutch managed to claw up the lee shore beat & take the lead, only to tack out on the next round with Watson picking up a 10 degree wind shift seconds later & taking the lead to finish first from Dutch & Walker making a good run for third.

The fleet adjourned for the evening to the Delver's Public House, where sustenance (fairly liquid) was taken.

Sunday

The water was glassy as the competitors arrived & the windmills were motionless. The first race was postponed for 30 minutes to allow the wind to fill in to a respectable force 2 to 3. A similar course was laid to Saturday, but run the opposite way round.

Race 4: Gall tried a cheeky port start, Dutch was just about to call Starboard when the postponement rather than start gun was sounded, the Race Office Kevin Holmes' watch had gone on the blink. At the second attempt Dutch pushed through at Coffin Corner, with Gall making the sensible decision to avoid Dutch & the committee boat from becoming one. Dutch got up the first beat with a small lead, but Watson covered him down the run & took water at the leeward mark taking the gun & the event from Dutch & Walker.

Race 5: Gall & Davison were too keen to start & had to reach off down the line, while Dutch got the timing right, closely followed by Walker & Tunnacliffe. Gall took the only penalty of the event when touching the first windward mark & from then on could not get back in touch with the rest of the fleet. Dutch pulled out a lead of up to 2 minutes, but this was mostly clawed back by Walker, who was then taken by Tunnacliffe on the last lap, to give the finishing positions of Dutch from Tunnacliffe, then Walker.

Thanks go to Halifax Club Members for their efforts on & off the water & to the competitors for a good weekend's racing.

Final Placings: 1st Charles Watson (Halifax), 2nd Kevin Dutch (Seasalter), 3rd Steve Tunnacliffe (Halifax), 4th Ray Gall (Carsington), 5th Dave Walker (Halifax), 6th Steve Davison (Halifax)

Windsport Vouchers: £15 Steve Tunnacliffe, £10 Ray Gall, £5 Charles Watson



Brisk conditions at one the circuits highest venues.



Home sailor Tunnacliffe (1343) leads Carsington man Ray Gall (1914) at the wing mark

Sprint 15 Rout at 2007 East Coast Piers Race

East Coast Piers Race 2007– View from the Sprint 15s Report by Jenny Ball

A view from the Sprint 15s who took 1st, 2nd, 3rd, 4th and 7th place in the Colne Point Race. Now in its 20th year, the East Coast Piers Race 2007 provided its usual format of great racing, great sailing and all in aid of worthwhile causes – raising £1000s for the Cirdan Trust and Essex Air Ambulance.

2007 had the added advantage of bringing an outstanding set of results for the Sprint 15 fleet!

For those who are not familiar with the format – there are two Saturday races of “all-in” handicap racing from Tornado sports right down to me in the Sprint 15.

The big race itself takes place on the Sunday and is split into two races. The full ECPR course is from Osea Pier to Walton Pier and back which is 50 miles. The Colne Point Race turns at the half way mark and therefore makes a challenging but sensible option for those of us in slower handicap cats. The net result is that the ECPR and Colne Point competitors usually end up finishing within a similar timeframe which makes for good racing and good spectating!

Emphasis is on safety with “mother boats” (yachts) stationed every mile of the course “spotting” every competitor who passes as well as the usual support boat fleet. Personal safety equipment is mandatory. As a result, whilst it is a long distance race – it is suitable for everyone, not just very experienced sailors.

On the Sprint 15 front – in addition to taking part in the Colne Point Race – there is also a trophy for the first Sprint 15 – a beautiful glass decanter – donated by Colin Kidner, former Marconi Commodore and Dart 15 sailor

This year saw 5 Sprint 15 entries – myself, James Tovey, Kevin Dowley, Andy Chidwick and Keith Chidwick. I did note two other Sprint 15 “defectors” – Mr Dewhirst in his Hurricane and Mark Aldridge who was sailing his Shadow. We were among 24 entrants to the Colne Point Race.

The race started in zero wind for the first three hours. Both the ECPR and Colne Point fleets drifted (in the right direction) on the tide with no wind at all. With due respect to the Tornados and

Hurricanes – they had to watch whilst the Sprint 15s, Dart 16/18s all got past them during this period of time.

Thankfully, the wind filled in at Bradwell, just before the first gate of the course. It was slightly bemusing for us on the small boats to watch most of the Tornados, Hurricanes, F18s, Spitfires and Shadows have to overtake us after 3 hours.

The wind filled in as a light SE allowing a straight fetch from Bradwell to Colne Point, the turning mark – about an hour's sail. The fleet started to spread out as the Catapult pulled ahead, the Shadows finally disappeared into the distance and the Sprint 15s, Dart 16 and 18s started to fleet race amongst themselves. The Dart 16 and I had a good close battle as did Kevin Kirby and James Tovey just behind us with Andy and Keith not far behind them – even after four hours of sailing.

Following the turning mark – it was a straightforward broad reach back to Bradwell. As the wind had been so light – the usual lumpy seas over the Colne Bar were not there – so it was a pleasant sail back, allowing plenty of time to munch on a chocolate bar and enjoy watching the spectacle of the first “fast cat” – Tornado helmed by Adam Piggott sail past with full kite up – absolutely poetry in motion.

Once back in the River Blackwater – the wind died away a little but eventually returned to allow a good finish. Despite having been sailing for 5 ½ hours – the Sprint 15s and Dart 16 / 18s all finished remarkably close to each other (see results below).

The three hour “drift” at the start of the race gave us an undeniable advantage on handicap over the faster cats in our fleet and this was reflected in the final results, with the slower boats taking all top positions and Sprint 15s taking 1st, 2nd, 3rd, 4th and 7th place.

However, given we persisted for 5 ½ hours on a little boat with no trapeze and no kite – I think we all deserved our places!!!

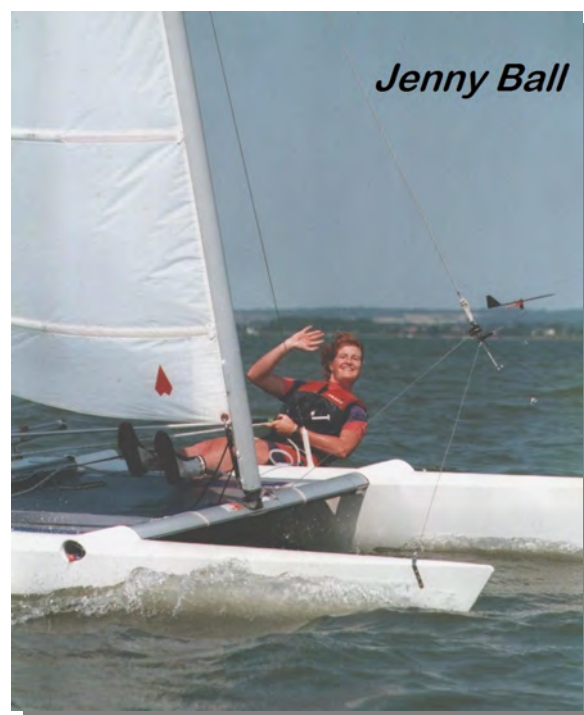
I have booked sunshine and a Force 4 reaching wind for next year (I wish) – I hope some of you will consider joining us. Don't want those Shadows thinking it was a one-off fluke on our part.

The date of next year's event is 12th/13th July 2008.

Jenny Ball : 1917 : Cathbert

Pos'n Helm Crew Club Class Sail No. H'Cap Corrected Time (secs)

- 1 Jenny Ball Marconi SC Sprint 15 1917 1.32 15326
- 2 James Tovey Marconi SC Sprint 15 1812 1.32 15641
- 3 Kevin Dowley Marconi SC Sprint 15 1759 1.32 15757
- 4 Andrew Chidwick Marconi SC Sprint 15 1946 1.32 15771
- 5 Paul Ellis Catapult 507 1.253 15864
- 6 Paul Metcalfe Marconi SC Dart 16 1778 1.274 15906
- 7 Keith Chidwick Queen Mary SC Sprint 15 1840 1.32 16355
- 8 John Bell & Darren Bell Island Yacht Club Dart 18 4703 1.181 17187
- 9 John Metson & Andrew Dobbs Island Yacht Club Dart 18 1576 1.181 17247
- 10 Ian Cuthbertson Island Yacht Club Shadow 26 1.069 17683
- 11 Olly Harris Weston SC Shadow 48 1.069 17712
- 12 Mark Aldridge Grafham Water SC Shadow 55 1.069 18065
- 13 Simon Hey Rebecca Hey Marconi SC Hobie Pacific 254 1.094 18097
- 14 Philip Neal Rutland SC Shadow 54 1.069 18343
- 15 David Brief Grafham Water SC Shadow 29 1.069 18514
- 16 Chris Pilgrim Rutland SC Shadow 30 1.069 18539
- 17 Chas Bedford Isle of Sheppey SC Shadow 31 1.069 18603
- 18 Brian Keenleyside Island Yacht Club Shadow 14 1.069 18728
- 19 Nick Dewhirst & Roger Fermer WYC Hurricane 440 0.997 18809
- 20 Tim Harry Marconi SC Hobie FX1 214 1.042 18892
- 21 Simon Plumb Ian Strong Marconi SC Hurricane 108 1.007 19819
- 24 Gregory Hodgkiss & Sebastian Hodgkiss Marconi SC Dart 16 2163 1.263 RTD
- 24 David Lowe Rutland SC Shadow 12 1.069 DNC



Archive photo

Windsport Catparts Southern Championships 2007

WINDSPORT CATPARTS SPRINT 15 SOUTHERN AREA CHAMPIONSHIPS THE OPEN DINGHY CLUB 23rd 24th June 2007

Making a welcome return to sample the unique charms of ODC, (no bar and no showers!) ten Sprint 15ers travelled to East Preston in Sussex, to join six boats from ODC to take part in the Windsport Catparts Sprint 15 travellers series, for a weekend of close racing. New to the event were Stuart Pegrum from Queen Mary SC sailing 1918 (Gordon Goldstone's old boat) and Cedric Clemerson from Pevensy SC, bravely getting to grips with his first outing at an open event in 1201.

The forecast for the event was F4-F5 winds interspersed with heavy rain showers.

Saturday morning saw the ten travellers well into unpacking and rigging before the ODC brigade sauntered down to the boat park. With low tide due at 11.56am, and a South-South Westerly wind, Race Officer Pete Roberts needed to take care that there would sufficient water behind the start line for a starboard tack start. With an F4 wind and some watery sunshine, Race 1 got underway, despite some strange sound signals from the committee boat, who later confirmed that they had "horn problems" – don't we all! Sport mode Kevin Dutch started right on the button and immediately punched his way to a small lead, closely followed by fellow trapezer Dave Casal, with Frank Sandells sniffing at their heels. Sadly Casal's race only lasted part way up the first beat before his port trapeze wire parted company at the top of the mast, and Dave took an unplanned swim. Meanwhile Dutch was reveling in the conditions, and was going round the diamond shaped course in a determined fashion. However he was having trouble shaking off Sandells who was tracking him about 300 yards behind-with the rest of the pack starting to get strung out. Newcomer Cedric Clemerson, having only his 3rd sail in a 15, was having problems tacking in the chop, whilst some of the ODC crowd were discovering that maybe some more time ought to be spent in getting fit in the gym, if they were going to keep up with the travelers over 5 laps. Despite finishing with a screaming, spray flying reach, Dutch hadn't done enough to keep out Sandells, who took first place by 8 seconds on handicap, with your Sprint 15 Treasurer, Gordon Goldstone, coming in third. First placed ODC helm was Chris Rickard coming in 5th.

Race 2 was sailed back to back, but in the period of waiting for all the fleet to finish the first race, both the wind and the chop increased. So it was blowing a pretty steady F5, when the horn went for the start. The first beat saw many helms having problems getting good boat speed in the chop, but that man Dutch trapezed his way to the front, and steadily increased his lead over each lap. Back on the water, having jettisoned his jib and redundant trapezing gear, Dave Casal was making up for his disappointment in Race 1, and was chasing Dutch all the way round, having established almost a leg's lead over the next pack of Sandells, Goldstone and Rickard. Sandells had already survived unscathed a T bone incident on the way to the windward mark, whereas ODC's Terry Nowell had a nice chunk missing from his bows and wisely decided to retire. Elsewhere on lap 1, Keith Bartlett was having problems with his rudder bar coming adrift twice, and dropped to last place whilst fixing it. However it was all in vain, as "FREDDIE" did a graceful snow plough close to the gybe mark, breaking two battens in the process- so another ODC helm was forced to retire. Meanwhile Dutch was keeping up a relentless pace, and lapping several of the other boats. At the gun, it was a victorious Dutch with over a 2 minute lead on handicap over second placed man Dave Casal, who was over 2 minutes in front of Frank Sandells in third place. A total of five boats retired, reflecting the conditions. So after two races, Sport mode and Sprint mode had each won a race.

During the lunch break, which was interspersed with showers and more wind, R/O Roberts and ODC's organizer Bartlett, conferred with the helms and decided that with a rising tide, and highly unpredictable weather, that the afternoon's race would be cancelled. Thus many competitors were well into several beers by the time the traditional ODC BBQ got underway around 5 pm. Chef and Sprint15 helm, Terry Nowell supervised the cooking in spirited style with the competitors and helpers almost cleaning Terry out of stock. Or was it just Kevin Dutch putting on some extra lbs in anticipation of Sunday's racing?!!

Sunday saw more wind, rain, plus some hung-over helms. With the forecast again uncertain, it was agreed to drop both the Pro Am and the 5th race, and just run a rapid 3 lapper around a diamond shaped course. There were only 6 starters, with several of the ODC boats deciding to sit this one out. Dutch once again had the measure of the conditions, and drew out a steadily increasing lead on each lap over Sandells, with Rickard and Goldstone battling it out for 3rd and 4th places. At the gun, Dutch had done enough to beat Sandells by over a 1 min 30 sec on handicap, with Rickard just pipping Goldstone on the final beat to take 3rd place.

The draw for Windsport Catparts vouchers saw George Woods win the £15 voucher, Chris Rickard the £10 voucher and Dave Murphy £5

OVERALL RESULTS

1st	Kevin Dutch	Seasalter	4pts.
2nd	Frank Sandells	Grafham	6pts.
3rd	Gordon Goldstone	Queen Mary	11pts.
4th	Chris Rickard	ODC	13pts.
5th	Martin Searle	Seasalter	24pts.
6th	Keith Bartlett	Queen Mary	25pts.

The competitors pose in the clubhouse with Winner Kevin Dutch bottom, third from left



Windsport Catparts TT Seasalter SC 2007



The Fleet go into battle : above

Kevin Dutch : right

The Sprint 15 TT fleet returned to Seasalter Sailing Club on the north Kent coast over the weekend of 14/15 July for the first time since 2000. Over the last few years the SSC Sprint 15 has increased steadily and now has one of the larger class fleets in the UK – with 17 boats amongst its fleet of dinghies and catamarans.

As the first boats arrived on the Friday afternoon the weather forecasts for the weekend continued to change. Nick Dewhirst was not going to be able to attend from Whitstable and he had kindly lent one of his boats to Steve Tunnacliffe so that son Ben could use his father's boat. The Halifax duo arrived just after midnight to find that Kevin Dutch and Joan Willis had collected the boat from Whitstable and that Martin Searle and Kevin had assembled it ready for the off.



On the Saturday morning the weather forecast changed nearly by the hour and the helms of 20 Sprint 15s gathered for the first briefing of the weekend. 12 had travelled and 8 of the SSC boats were to join them. With the winds predicted to shift from SW to NW and even NE and to gust to F7 what course were we going to have?

With the club facing north, winds from SE to NW give near flat water at Seasalter. The sea wall protects sailing inshore for about ½ a mile from the club westwards but then the open marshes and Swale estuary across to the Isle of Sheppey are wide open to the full force of the wind. The RRO, Frank Avery, chose to set a starboard rounding trapezoid course along the north facing shoreline using the club finishing pole as the inner starting mark with a long start line to an offshore buoy.

Progress on the windward leg was to include leaving both the club pole and two intermediate marks to starboard, forcing some good tactical sailing to stay within the bounds of the shoreline and the marks. The first reach was across the open water area then running eastwards and reaching back to the shore for rounding to make the windward leg again.

For the first race the winds stayed initially SW – W at F4-5 and at the start the majority chose a starboard start from the outer marker. 5 or 6 chose to stay close to the club pole on port. The tight beat offered little advantage but over the first lap Frank Sandells(1986) took a clear lead over Erling Holmberg(1959) and Stewart Pegum(1918) closely followed by Kevin Dutch(1938). The long beat and then the first fast reach in the main brunt of the wind took their toll on the rest of the fleet that split mainly into two groups.

Groups maintained their close action. However, Dutch continued his gain on the leader and in the final leg to the finish pole half way up the beat managed to pull away to make the line first by 15 seconds in front of Holmberg. Sandells led Pegum home to take third and fourth.

With a change in wind direction the offshore buoys were re-positioned and for the start of the second race more boats chose the port start. This time there was a clear advantage and the lead port boats passed well ahead of the starboard starters. Dutch got a flying start and led Holmberg, Sandells, Steve Willis(756) and James Hurst(565) to the windward mark. Meanwhile, further back Joan Willis(842) managed her first ever pitch-pole on a Sprint 15 right in front of Eric Sales(1868) and dropped several places just after the gybe mark. The second reach back to the leeward mark of the beat was also a fast one but towards its end the funnelling effect of the sea wall on the wind with the incoming tide made some have to bear away just before the mark and this was to provide the second capsize of the day, Cedric Clemerson(1201).

Choice of tacks to make the windward leg were to prove crucial with 3 marks to pass before the windward buoy. Tacking well inshore to make a close haul beat was hampered by the shadowing effect of the sea wall and those that chose to tack in and out of the marks began to find advantage. Over the second lap Holmberg overtook Sandells but Dutch, having kept offshore passed Pegum and Sandells to move up to second place. Meanwhile the second group saw Goldstone moving up to pass Hurst with Hurrell-Smith keeping the pressure on the pair, with only 15 seconds between them.

continued on Page 14

Windsport Catparts TT Seasalter SC 2007

This group was followed by another tight knit group comprising Pegum, Ben Tunnacliffe(1821), Steve Tunnacliffe(1343) Ben Saunders(252) and Gordon Goldstone (2004). Through the first lap positions changed and it was not until the second rounding of the windward mark that Willis tried to turn inside of Pegum and hit the mark – losing 3 places while doing his penalty. As the race progressed Dutch drew out a long lead and, having lapped the last two boats, finished nearly 3 minutes ahead of the chase.

Holmberg in close second broke the joint on his tiller extension in front of the club, came ashore and borrowed one from John Dutch and resumed the race. Ben Tunnacliffe took a capsize in front of the club letting father Steve and Pegum come through but nothing was stopping Holmberg and he came through, despite his pitstop, to finish a clear 3rd behind Dutch and Sandells.

In the early hours of Sunday morning a thunderstorm woke those camping but by morning the skies had cleared and the winds had moved a full 180 degrees to SSE and dropped to F2. The course chosen for the day was the same layout but sailed port rounding. From the start, sailing into the incoming tide, the light winds led to major problems in reaching the windward mark and gaining sufficient windward clearance to round it. Boats that sailed inshore reached out to the mark on starboard but struggled with the tide. Steve Willis dropped from 4th to 20th at this mark by getting totally in irons.

By the end of a long 30 minute first lap Dutch and Saunders had pulled out a substantial lead on Long followed by Goldstone, Ben Tunnacliffe, Holmberg and Alex Varnava (1800) well ahead of the rest. The second lap was not to prove any easier and Goldstone dropped out of the running to finish 8th. However Long managed to make better way and overtook Saunders to take 2nd. Holmberg and Ben Tunnacliffe had their own battle with Holmberg taking the lead and coming 4th with Ben 5th.

For the last race the course marks were drawn in, the intermediate buoys removed from the course and, as the race started, the wind began to fill in a bit. However, the majority of boats starting on starboard and sailing up across the line were confronted with a near stationary group of four boats on port that could not turn away. This completely re-arranged the order and by the windward mark a group of 7 boats had left a clear gap behind them. This included Dutch, Goldstone, Long, Pegum, Willis and the Tunnacliffe duo. By the downwind leg the gap had not widened and choice of course on that leg led to further changes within the first group with Dutch and Willis lagging. However onto the second reach and the strength of the now strong ebb tide was not noticed at first by the leaders who aimed too close to the mark.

By the end of the lap all seven boats were near together and Dutch, having sailed further downwind from the mark came through to finish the lap in 1st place but only just ahead of Pegum followed by Long. Steve Tunnacliffe led Goldstone and Ben with Willis trailing behind. The second lap saw Goldstone together with Ben Tunnacliffe moving up on Dutch but the group stayed tight. The rest of the fleet was in hot pursuit and Sandells was moving up to join the first group but was it close enough?

Then at the downwind mark Long touched the mark and the resultant penalty saw him lose ground to the leaders. On the run to the final mark before the beat to the finish, Goldstone held the lead over Ben Tunnacliffe with Dutch at his stern and they would finish in this order. Steve Tunnacliffe followed for 4th ahead of Long but in the final leg Long had to take his penalty and racing was so close that this let Willis, Sandells and Pegum through leaving Long in 8th place only yards from the finish line.

The event finished with Kevin Dutch(1938) 1st, Erling Holmberg(1959) 2nd and Frank Sandells (1986) 3rd. Martin Searle(1331) was the only Sport mode entry but had not found his form, especially missing the first race start line by over a minute due to mis-setting his stop watch, he finished 13th overall.

After the last race a stiff steady breeze came up and a number of boats enjoyed a half hour of high speed reaching before the water went away. At the prizegiving, the draw for the vouchers donated by The Association sponsors, Windsport International, was held and awarded to Martin Searle (£15), John Holmes (£10) and Frank Sandells (£5).

The highlight of the weekend, apart from the good sailing, was the visit paid by Bob Carter and George Stephen to watch Sunday's racing and meet with those present. Their dedicated work for the Association enables us to have such events and it is good to see Bob up and getting fitter again.

A great weekend and, hopefully, a venue to re-visited in 2008.



The Leaders of Race 3



Dutch with Holmberg in hot pursuit



Rookie Clemerson shows his paces



Steve Tunnacliffe & Gordon Goldstone

Minutes of the AGM held at The Nationals : Saundersfoot : August 2007

Last time at Saundersfoot, the Chairman achieved a new catamaran land speed record. This time he attempted a much tougher challenge (for him) – an AGM in under 5 minutes.

Each member of the committee was first showered with flattery in attempts to secure their co-operation voluntarily for another year. Apart from Chairman Nick himself, money-bags Treasurer Gordon, irrepressible Sailing Secretary Bob, internet guru Martin, and both our enthusiastic Regional Representatives, Erling and Ray, who were inexplicably lost for words, so accepted. Regrettably Secretary Andy begged for time off to do his headmaster thing and Newspinter, Paul was let off on health grounds. Fortunately George Love had unwisely offered his services as our Newspinter, so received a big round of applause in absentia.

As to the Officer's Report, Bob resisted the opportunity to real off turnout statistics that were only slightly less impressive than last year, but that was largely his own fault for not turning out himself, also on grounds of ill health. Andy had recently checked his database to confirm that we still had 320 or so members, much like last year's 320 or so. Gordon was a master of brevity, saying simply that we had plenty of money (see note below) and so, no he was not going to ruin his reputation by raising the subs – to more rapturous applause.

As to what members can anticipate in the future, thanks to Andrew Hannah, Thorpe Bay is already well advanced in preparing to exceed all expectations for holidays in Southend-on-Sea in 2008 and thanks to Ray Gall, our spiritual home Pentewen, is now lined up to receive us for possibly the sixth or seventh time in three decades in 2009.

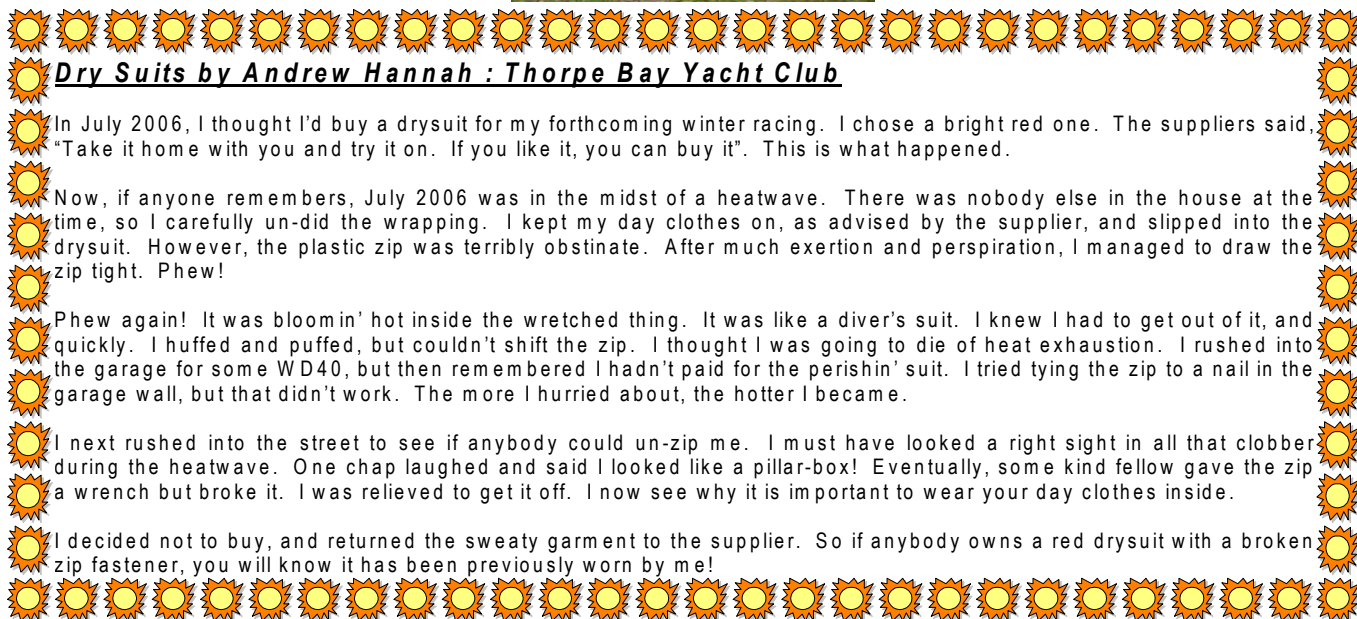
As no-one dared take on the chairman, there were no other issues raised. Any Other Business was met with a deafening silence, all motions were approved by a unanimous show of hands, and bar takings resumed after a hiccup which regrettably had lasted for 6.5 minutes.

If members would like more information on this year's accounts, please contact the treasurer – Ed.

So-Which is Which!?!?



Left: Treasurer, Gordon Goldstone, considers the current state of the finances of the Association and how he will present them at the forthcoming AGM, whilst limbering up for the next race.



Windsport Catparts Sprint Sport Nationals 2007

Windsport Catparts Sprint 15 Sport National Championship 2007 Gurnard Sailing Club, Isle of Wight

The 2007 Windsport Catparts Sprint 15 Sport National Championships were hosted by Gurnard Sailing Club on the Isle of Wight on the 15-17th June.

32 boats entered which was a bit down on past years, mainly due to the lack of the Bob Carter effect. The visiting competitors came from seven different clubs with the usual good turn out from North Devon and Carsington and a couple of new faces from Queen Mary's. Due to Bob's illness, his son and present champion George was not attending meaning that a new champion was to be crowned.

Racing started on the Friday in a fresh breeze, and Robin Leather made his intentions clear as he comfortably led the fleet around a choppy Solent. He was followed by experienced Dart 18 helm David Lloyd from Stokes Bay in second and Kevin Dutch from Seasalter in third.

Hobie Tiger Sailor, Dougie Wright, in a borrowed boat had his moment of glory in race 2 when, after a perfect start he found himself first at the windward mark. It didn't last and the same boats finished in the top two places but this time with Tom Gall from Carsington in third.

In similar conditions on Saturday the course included a wonderful reach across the Solent and back, and Gurnard's Carl Blenkinsop built a massive lead. However, his boat began to suffer gear failure and he was pipped on the line by Robin Leather with another local Ed Low in third.

The wind increased for race 4 and Race Officer Steve Cole reverted to a more inshore upwind downwind course. Once again Leather won, this time followed by Laurie Gustar and Kevin Dutch.

Whilst the fleet was ashore having lunch the wind increased to force six and the tide turned causing the Solent to become very interesting. The number of participants for race 5 was reduced but capsizing was inevitable making it a great spectator sport. Gustar and Blenkinsop led the way out into the rough stuff whilst other helms opted for the safer inshore route. Only fourteen boats crossed the finish line with Carl Blenkinsop taking line honours with Laurie Gustar second and Kevin Dutch again in third.



There were lighter winds for the last 2 races on Sunday and in a strong flooding tide the fleet beat up the shore. Laurie Gustar, Tom Gall and Robin Leather reached the windward mark ahead of the pack and after turning down tide they pulled away and kept their positions over the finish line.

For the final race Steve Cole set a longer beat and a fetch out to the middle of the Solent to allow room for the club racing. Laurie Gustar and Tom Gall again pulled away but were hunted down by Robin Leather who took them on the final mark to enable him to record an unbeatable five firsts.

The podium places were filled with Gurnard Sailors – with Robin Leather first, Laurie Gustar second and Carl Blenkinsop third.

At the prize giving the Class Association trophies were awarded along with four prints from a local artist of Gurnard beach scenes. WHIC Insurance man David Lloyd finished fourth overall and took home a picture.

The Pro-Am competition was won by Robert Way and Laurie Gustar. Laurie, wanted a cup so badly, he ensured that he had a DNF on the first race to make him an Amateur.

The Windsport vouchers went to Tom Gall and Robert England from Carsington and to the boat Borrower Dougie Wright.

At the Saturday evening meal, Robin's wife Boo arranged a raffle, with donations from local businesses and the unwanted present cupboard. This provided great entertainment and £90 for the RNLI.

All competitors agreed that the weekend was a huge success. Much praise was aimed at the GSC race officers, the hospitality of the newly opened Outlook Café at Gurnard Marsh and to Mother Nature for finally coming up with perfect sailing conditions.



Erling Holmberg cuts a dash, (amongst other things), at The Sport Nationals!!!

Action on the beat in strong tide and lumpy conditions



Robin Leather : Sprint Sport National Champion 2007. In top form and almost unbeatable this year.
Photo courtesy of Paul Wyeth photography



Gurnard Sailing Club : Isle of Wight - one of the trickiest and most technical venues on the circuit

Rank	Sail No	Helm	Club	R1	R2	R3	R4	R5	R6	R7	Nett
1	1952	R Leather	GSC	1	1	1	1	5	3	1	5
2	1990	L Guster	GSC	dnf	5	4	2	2	1	3	12
3	1974	C Blenkinsop	GSC	4	7	2	4	1	5	6	16
4	1905	D Lloyd	SBSC	2	2	5	6	4	4	4	16
5	1226	T Gall	CSC	5	3	9	dnf	6	2	2	18
6	1938	K Dutch	SSC	3	4	8	3	3	dnf	16	21
7	1923	E Low	GSC	11	9	3	5	10	6	5	28
8	2007	E Holmberg	ShSC	8	6	12	8	11	13	8	41
9	1914	R Gall	CSC	10	14	11	7	13	8	21	49
10	1458	D Wright	GSC	ocs	11	14	dnf	8	12	7	52
11	1220	M Scott	GSC	15	10	10	9	dnf	10	22	54
12	205	S Heaton	NDYC	7	17	15	13	7	26	14	56
13	1526	R Way	NDYC	13	12	7	dsq	dnf	15	13	60
14	1295	C Murphy	GSC	9	20	23	12	9	21	10	60
15	1963	D Casale	QMSC	dsq	19	6	10	dnf	11	24	70
16	1825	G Love	CSC	6	8	dnf	dnf	dnf	16	11	71
17	1441	P Jennings	GSC	dnf	16	16	17	14	17	9	72
18	1638	A Maddison	NDYC	16	15	24	dns	dns	9	12	76
19	1951	M Palmer-Head	NDYC	12	13	dns	dns	dns	7	15	77
20	1365	D Kingsland	GSC	17	18	20	dnf	12	14	20	81
21	1424	K Heason	NDYC	21	22	13	11	dnf	22	25	89
22	1357	M Fisher	GSC	19	25	21	16	dnf	18	19	93
23	1529	T Wyeth	GSC	18	21	18	14	dsq	25	26	96
24	1351	R England	CSC	14	dnf	dnf	dns	dns	23	17	114
25	1347	D Morris	GSC	dnf	24	19	dnf	dnf	20	23	116
26	1711	D Warren	NDYC	dsq	23	22	15	dnf	dnf	dnf	120
27	1908	G Wood	GWSC	20	dnf	17	dns	dns	24	dnf	121
28	1976	M Rainer	NDYC	dnf	dns	dns	dns	dns	19	18	127
29	1800	A Varnava	QMSC	dns	dns	dns	dnf	dns	dns	DNC	150

Young Guns and Secret Weapons

My no. 1 cruising crew Elenya (age 7yrs 2 months) today graduated on to racing.

I was just going to pop up to the club for 1 race to keep my hand in before the CSC TT, when Elenya said she'd like to go too. "But it's wet & cold & rainy" I said. "I don't mind." she said. "You won't be able to trapeeze, it's against the rules." I said. "Oh well never mind." she said

We got up there to find that it was actually the Halifax SC v Scammonden Water SC team event, but the Scammonden team had already been and gone because it was "too windy" & the event effectively turned into a Halifax Trophy day.

So I rigged up in the driving rain & a force 4 gusting, while Elenya sensibly stayed inside the car & got her wetsuit, woolly bear, waterproofs, wellies, hat, gloves & buoyancy aid on. The course was 3 beats & 3 reaches. I explained the starting signals & Elenya looked out for the flags & we were off, powering out through the lee of the monohulls. With ace crew onboard we were first to the first mark, closely chased by Dave Walker & Steve Tunnacliffe in their Sprints, the monohulls content to race amongst themselves & hope they didn't get lapped (they mostly did & had 7 year old abuse hurled at them "We're going to beat you. Naa, naa", etc.)

We soon settled into a rhythm of "tacking", small body slides / rolls down the tramp, boat tacks, dad releases old jib sheet, small person pulls on the green rope for dear life, dad powers up the mail, grabs small person & deposits them on the windward hull (not necessarily the right way up!). There was much laughing involved, along with a fair amount on getting tangled up & a bit of a lie down was necessary every so often when things got a bit much.

On one tack the main knocked Elenya's hat off, I grabbed it & stuck it in my mouth while sorting myself out on the new tack. Through a mouthful of hat I said "It's OK, I've got your hat." The immediate response came back "I don't care about my hat, as long as we win!" That's my girl!!!

Anyway we went on to win both races we entered, though there was much talk in the wet bar about being over canvassed &/or under weight !!

A good day's sail & Dad already thinking a pair of teeny sailing gloves need to be on the shopping list!

Charles Watson
Halifax SC
1237
Sticks & Stones

Elenya (centre) with Dad & cousins
learning the ropes in sunny climes





Preparing for Action

George Carter : Sprint National Champion 2007

Keith Ball –left centre

Start of Race 1 on Friday-bottom



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Reference NC on photos in this article are courtesy of Nick Champion copyright

WINDSPORT CATPARTS SPRINT 15 NATIONAL CHAMPIONSHIPS
Saundersfoot Sailing Club

The Windsport Catparts Sprint 15 National Championships were held at Saundersfoot Sailing Club on 15 -17 August in good sailing conditions, despite the poor weather forecasts for Wales and over 200 retirements from the Fastnet race. The racing was preceeded by several days of fun sailing by part of the fleet. The highlights were a sail by 18 boats to Tenby and then on to Caldy Island for lunch (courtesy of the Abbott) on Monday 13 August in bright sunshine and gusty F3 - 4 winds and a fiercely fought go-kart grand prix with 23 competitors. The go-karting is getting almost as serious as the sailing. The racing proper started on Wednesday 15 Aug when after a practice race and a quick pit stop the Race Officer, Rolf John, set a large rectangular course in an off shore Westerly F4-5 breeze for the 54 entrants. In the first race George Carter led from William Tusting from start to finish. Sprint 15 prodigal, Paul Berry, started well and was third at the windward mark but Steve Sawford & Erling Holmberg sailed through the fleet to take third and fourth respectively. Chris Black sustained a nasty cut on his hand at the final leeward mark, which was to cause him to retire from the subsequent race but he hung on to finish race 1. The next race was sailed using the same course and became a ding-dong between Carter & Kevin Dutch, who had found his boat speed and led at several points during the race but just missed out at the gun. These two were a huge distance ahead from Sawford, Carl Blenkinsop and Holmberg. After an exhilarating 2 races the fleet retired for a fleet BBQ to unwind and the AGM, which lasted some 6 minutes (not quite but almost a record for brevity). That evening the fleet were provided with the Pro-Am pairings where the experienced sailors are allocated an amateur to help for the rest of the championship – this is a regular feature of our championships which proves very popular with the novices.

On Thursday the wind was still from the West at about F3-4 with some tricky shifts plus quite a lot of sunshine and there were 3 races run, again using the rectangular course. In race 3 it made a big difference which side you went up the beat. Carter led the way from Sawford, Holmberg and Blenkinsop. As the race developed those that took the East side of the beat suffered from sailing into a header and lost out. From the leading pack, this included Holmberg, Les Horrell-Smith and Ben Saunders. In the end Carter prevailed from Sawford, Blenkinsop, Tusting and Dutch. Race 4 was sailed after a quick lunch break and class treasurer, Golden Goldstone, made no mistakes at the start after taking a port flyer and led the boats around the first lap. Many times past National Champion, John Postlethwaite, sailing a recently acquired (but unsailed by him before the Nationals) boat sailed by on the second beat and led for a lap until Carter put in a spurt and took the lead just in time to take the gun. Postlethwaite took second from Blenkinsop, Dutch, Goldstone and Class Chairman, Nick Dewhirst, who was revelling in the tactical conditions. The fifth race followed immediately and at the windward mark it was Carsington teenager, Robin Newbold, and Geoff Howlett close behind Carter. The conditions were still tricky and the gusts could be quite strong. A big cheer could be heard from the fleet when John Postlethwaite took his first swim of the event – a pitchpole on the leeward reach showing that he is human after all. Meanwhile at the front Carter extended his lead to win from Holmberg, Howlett, Newbold and Chris Black. This concluded a very pleasant days sailing – leaving the fleet bemused that Paul Berry missed all 3 races as he took the dog for a walk to Tenby! The fleet retired for the evening and 94 punters, family members and members of the organising club attended the fleet dinner at the Coppett Hall Hotel. A good time was had by all.

The last day turned out to be the lightest winds of the championship (about a F2 from the NW) – it was a pity that this was the day that our photographer, Nick Champion, attended. He had been at Weymouth getting blown away at the Laser Nationals on Wednesday & Thursday. Rolf John set an inverse P course with a downwind gate to provide some variety. In race 6, Kevin Morris, Nick Dewhirst and Berry followed Carter round the windward mark after the first beat. Kevin Morris had benefited enormously from the hints and tips provided by his Pro (Erling Holmberg) and proved a force to be reckoned with after he had taken these tips onboard. This order prevailed for much of the race and the sequence at the gun was Carter, Morris, Berry, Dewhirst and Dutch. In the final race of the championship, Sawford & Berry crossed the fleet on port tack from the line and led the proceedings until Holmberg took the lead on the downwind leg. Carter and the Queen Mary pair of George Stephen and Stewart Pegum worked their way up the fleet on the subsequent beat.

By the end of the race the top 2 places had a familiar look (Carter followed by Sawford) but the following places were taken by Stephen, Pegum, Berry and Duncan Macpherson – who was over from South Africa to take part in the proceedings.

Thus after the full 7 races had been sailed, George Carter (currently of the Moordale Sailing Club, Toronto) retained his championship crown with seven straight wins justifying his trip, but Steve Sawford and Kevin Dutch scaled new heights and took second and third respectively.

Youngsters, Charlie Pierce & Alex Cavacuiti won the two up competition, Robin Newbold was the first youth with an excellent 10th place and Michele Fisher from Gurnard won the Ladies Cup. Team Grafham won the team trophy and had 8 sailors in the top 20 – even though several of their top sailors could not take part this year. There were many other prizes awarded.

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The fleet now look forward to next year when it is the 30th anniversary National Championships at Thorpe Bay Yacht Club where we are expecting a record attendance.

Final Standings: *1st G Carter (Moordale) 5pts, 2nd S. Sawford 17pts, 3rd K Dutch (Seasalter) 22 pts, 4th C Blenkinsop (Gurnard) 25pts, 5th E Holmberg (Shanklin) 26pts, 6th W Tusting (Grafham) 31pts, 7th J Postlethwaite (Beaver) 36 pts, 8th G Howlett (Shanklin) 40 pts, 9th K Ball (Grafham) 43pts, 10th R Newbold (Carsington) 47pts.*

First Two-up: *C Pierce & A Cavatuiti (Shanklin)*

First Lady: *M Fisher (Gurnard)*

Youth Trophy (Under 19): *1st R Newbold (Carsington), 2nd B Saunders (Seasalter), 3rd C Pierce & A Cavatuiti (Shanklin), 4th W Baker (Shanklin)*

Over 50s *1st E Holmberg (Shanklin), 2nd G Howlett (Shanklin) 3rd N Dewhirst (Whitstable).*

Over 60s *1st E Holmberg (Shanklin), 2nd G Howlett (Shanklin), 3rd C Black (Grafham)*

Heavyweights *1st K Ball (Grafham), 2nd R Rowntree (Grafham) , 3rd G Wood (Grafham)*

Most Improved *1st K Morris (Grafham), 2nd Steve Sawford, 3rd K Ball (Grafham)*

Teams Standings *1st Grafham (129pts), 2nd Shanklin (166pts), 3rd Carsington (243pts), 4th Queen Mary (271pts) 5th Seasalter (361pts), 6th Thorpe Bay (423pts),*

Pro-Am Winners: *K Morris + E Holmberg*

Windsport-Catpart Vouchers: *£15 B Saunders; £10 J Long; £5 K Parvin.*

Go-Karts *1st K Dutch (Seasalter), 2nd M Smith (Beaver), 3rd M Ellis (Thorpe Bay), 4th W Baker (Shanklin)*

Treasure Hunt: *1st (joint) Isobella & Olivia Sandells 1st (joint) Shanklin Tractor Drivers Inc.*





Clockwise from top: John Shenton & Gordon Goldstone ; Michelle Fisher ; the start Race 2 Friday ; Derek James ; Kevin Dutch ;
Bob Rowntree (1958) & Erling Holmberg 2007
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Overall Results Round-up

Competitors		Races								
Name	Sail	Race 1	Race 2	Race 3	Race 4	Race 5	Race 6	Race 7	Points	Place
GEORGE CARTER	1818	1	1	1	1	1	1	1	5	1
STEVE SAWFORD	1733	3	3	2	15	7	7	2	17	2
KEVIN DUTCH	1938	7	2	5	4	6	5	6	22	3
CARL BLENKINSOP	1974	9	4	3	3	13	6	55	25	4
ERLING HOLMBERG	2007	4	5	7	8	2	11	55	26	5
WILLIAM TUSTING	1947	2	7	4	7	11	30	55	31	6
JOHN POSTLETHWAITE	1405	5	12	6	2	26	16	11	36	7
GEOFF HOWLETT	1953	16	6	12	10	3	12	9	40	8
KEITH BALL	1937	6	11	8	20	16	8	10	43	9
ROBIN NEWBOLD	991	17	8	20	9	4	10	16	47	10
NICK DEWHIRST	2006	11	13	55	6	20	4	18	52	11
GORDON GOLDSTONE	2004	15	14	13	5	9	13	12	52	12
CHRIS BLACK	2005	10	55	14	12	5	18	14	55	13
FRANK SANDELLS	1986	12	9	25	16	14	25	8	59	14
KEVIN MORRIS	1560	55	40	24	11	10	2	17	64	15
DUNCAN MACPHERSON	1705	21	26	11	27	8	20	5	65	16
GEORGE STEPHEN	1594	20	16	23	14	17	17	3	67	17
RICHARD WHITELOCK	1762	25	22	15	26	15	9	15	76	18
ED TUITE DALTON	1940	8	17	22	13	18	24	26	78	19
BOB ROWNTREE	1958	38	10	9	19	28	26	30	92	20
NORMAN GRUM	1300	18	21	17	17	25	38	20	93	21
HOWARD HAWKES	1643	55	23	10	22	55	19	23	97	22
JOHN SHENTON	1956	26	38	19	23	22	23	13	100	23
RAY GALL	1914	24	25	30	24	12	21	22	103	24
GEORGE WOOD	1908	22	27	16	30	19	22	28	106	25
ROBERT ENGLAND	1351	19	15	26	39	27	28	25	112	26
KEVIN PARVIN	1615	23	34	18	29	23	27	31	120	27
ANDY CHIDWICK	1946	13	19	31	18	49	45	40	121	28
STEVE PETTS	1934	34	18	28	40	30	15	32	123	29
MARTYN ELLIS	1981	39	24	32	32	29	14	34	131	30
STUART PIERCE	1813	55	20	41	21	21	29	55	132	31
PAUL BERRY	1748	14	55	55	55	55	3	7	134	32
MICHELE FISHER	1357	55	55	43	25	24	32	21	145	33
LES HURRELL-SMITH	1397	31	28	21	55	42	40	29	149	34
IDRIS DIBBLE	469	29	29	55	33	33	39	27	151	35
STEWART PEGUM	1918	27	42	42	43	37	47	4	152	36
BEN SAUNDERS	252	55	33	29	31	45	46	19	157	37
KEITH BARTLETT	1962	28	31	39	41	38	31	33	161	38
STEVE TUNNACLIFFE	1343	35	41	35	37	40	37	24	168	39
DEREK JAMES	1744	33	29	47	36	34	50	37	169	40
RICHARD HARRISON	2001	55	36	36	35	31	34	44	172	41
CHRIS READ	642	36	43	33	38	32	36	36	173	42
ANDY PHILLIPS	602	30	32	38	45	44	33	55	177	43
MARTIN SEARLE	1331	32	37	34	43	43	41	38	182	44
GERALD SVERDLOFF	1642	55	55	37	34	39	42	43	195	45
ALEX VARNAVA	1800	55	55	27	28	36	55	55	201	46
ELLIOTT FOUGMAN	127	42	55	46	47	46	35	35	204	47
CHARLIE PIERCE & ALEX CAVACUITI	1863	37	39	49	46	35	55	55	206	48
BOB BAKER	1926	43	35	44	55	55	49	42	213	49
WILLIAM BAKER	1704	41	55	45	55	48	44	41	219	50
KEITH CHIDWICK	1840	55	55	40	42	41	52	47	222	51
CEDRIC CLEMERSON	1201	40	55	50	48	47	51	46	231	52
JOHN LONG	1133	55	55	48	55	55	43	39	240	53
IAN JAMES	378	55	55	55	55	55	48	45	258	54

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Results Round-up

Heavyweight Championship

SAIL	COMPETITOR		1	2	3	4	5	6	7	POINTS	PLACE
1937	BALL	KEITH	6	11	8	20	16	8	10	43	1
2006	DEWHIRST	NICK	11	13	55	6	20	4	18	52	2
1958	ROWNTREE	BOB	38	10	9	19	28	26	30	92	3
1908	WOOD	GEORGE	22	27	16	30	19	22	28	106	4
1946	CHIDWICK	ANDY	13	19	31	18	49	45	40	121	5
1813	PIERCE	STUART	55	20	41	21	21	29	55	132	6
1642	SVERDLOFF	GERALD	55	55	37	34	39	42	43	195	7
1926	BAKER	BOB	43	35	44	55	55	49	42	213	8
1840	CHIDWICK	KEITH	55	55	40	42	41	52	47	222	9
378	JAMES	IAN	55	55	55	55	55	48	45	258	10

Pro—Am Championship

COMPETITOR (PRO)		SAIL	COMPETITOR (AM)		SAIL	PRO	AM	TOTAL	PLACE
HOLMBERG	ERLING	2007	MORRIS	KEVIN	1560	26	64	90	1
POSTLETHWAITE	JOHN	1405	HAWKES	HOWARD	1643	36	97	133	2
CHIDWICK	ANDY	1946	BLACK	CHRIS	2005	121	55	176	3
DUTCH	KEVIN	1938	SAUNDERS	BEN	252	22	157	179	4
DEWHIRST	NICK	2006	PIERCE	STUART	1813	52	132	184	5
GOLDSTONE	GORDON	2004	BERRY	PAUL	1748	52	134	186	6
BLENKINSOP	CARL	1974	READ	CHRIS	642	25	173	198	7
STEPHEN	GEORGE	1594	ELLIS	MARTYN	1981	67	131	198	8
CARTER	GEORGE	1818	FOUGMAN	ELLIOTT	127	5	204	209	9
BALL	KEITH	1937	TUN-NACLIFFE	STEVE	1343	43	168	211	10
HOWLETT	GEOFF	1953	HARRISON	RICHARD	2001	40	172	212	11
ENGLAND	ROBERT	1351	SHENTON	JOHN	1956	112	100	212	12
ROWNTREE	BOB	1958	PARVIN	KEVIN	1615	92	120	212	13
NEWBOLD	ROBIN	991	SEARLE	MARTIN	1331	47	182	229	14
TUITE DALTON	ED	1940	PEGUM	STEWART	1918	78	152	230	15
MACPHERSON	DUNCAN	1705	JAMES	DEREK	1744	65	169	234	16
SAWFORD	STEVE	1733	BAKER	WILLIAM	1704	17	219	236	17
WHITELOCK	RICHARD	1762	BARTLETT	KEITH	1962	76	161	237	18
GALL	RAY	1914	DIBBLE	IDRIS	469	103	151	254	19
WOOD	GEORGE	1908	HURRELL-SMITH	LES	1397	106	149	255	20
TUSTING	WILLIAM	1947	CLEMERSON	CEDRIC	1201	31	231	262	21
SANDELLS	FRANK	1986	PIERCE & CAVACUITI	CHARLIE & ALEX	1863	59	206	265	22
GRUM	NORMAN	1300	PHILLIPS	ANDY	602	93	177	270	23
BAKER	BOB	1926	PETTS	STEVE	1934	213	123	336	24

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Results Round-up

Most Improved

SAIL	COMPETITOR		RACE NUMBER		3	4	5	6	7	POINTS	2007	2006	IMPROVEMENT	PLACE
			1	2							PLACE	PLACE		
1560	MORRIS	KEVIN	55	40	24	11	10	2	17	64	15	55	72.73%	1
1733	SAWFORD	STEVE	3	3	2	15	7	7	2	17	2	7	71.43%	2
1937	BALL	KEITH	6	11	8	20	16	8	10	43	9	25	64.00%	3
1938	DUTCH	KEVIN	7	2	5	4	6	5	6	22	3	8	62.50%	4
991	NEWBOLD	ROBIN	17	8	20	9	4	10	16	47	10	24	58.33%	5
2004	GOLDSTONE	GORDON	15	14	13	5	9	13	12	52	12	28	57.14%	6
1947	TUSTING	WILLIAM	2	7	4	7	11	30	55	31	6	13	53.85%	7
1351	ENGLAND	ROBERT	19	15	26	39	27	28	25	112	26	50	48.00%	8
1300	GRUM	NORMAN	18	21	17	17	25	38	20	93	21	39	46.15%	9
2007	HOLMBERG	ERLING	4	5	7	8	2	11	55	26	5	9	44.44%	10
1958	ROWNTREE	BOB	38	10	9	19	28	26	30	92	20	34	41.18%	11
1956	SHENTON	JOHN	26	38	19	23	22	23	13	100	23	32	28.13%	12
2006	DEWHIRST	NICK	11	13	55	6	20	4	18	52	11	14	21.43%	13
1863	PIERCE & CAVACUITI	CHARLIE & ALEX	37	39	49	46	35	55	55	206	48	60	20.00%	14
1934	PETTS	STEVE	34	18	28	40	30	15	32	123	29	36	19.44%	15
1594	STEPHEN	GEORGE	20	16	23	14	17	17	3	67	17	21	19.05%	16
1986	SANDELLS	FRANK	12	9	25	16	14	25	8	59	14	17	17.65%	17
1813	PIERCE	STUART	55	20	41	21	21	29	55	132	31	37	16.22%	18
1926	BAKER	BOB	43	35	44	55	55	49	42	213	49	58	15.52%	19
1946	CHIDWICK	ANDY	13	19	31	18	49	45	40	121	28	33	15.15%	20
1642	SVERDLOFF	GERALD	55	55	37	34	39	42	43	195	45	52	13.46%	21
2001	HARRISON	RICHARD	55	36	36	35	31	34	44	172	41	47	12.77%	22
469	DIBBLE	IDRIS	29	29	55	33	33	39	27	151	35	40	12.50%	23
1615	PARVIN	KEVIN	23	34	18	29	23	27	31	120	27	30	10.00%	24
1914	GALL	RAY	24	25	30	24	12	21	22	103	24	26	7.69%	25
1962	BARTLETT	KEITH	28	31	39	41	38	31	34	162	38	41	7.32%	26
1762	WHITELOCK	RICHARD	25	22	15	26	15	9	15	76	18	19	5.26%	27
602	PHILLIPS	ANDY	30	32	38	45	44	33	55	177	43	44	2.27%	28
1331	SEARLE	MARTIN	32	37	34	43	43	41	38	182	44	45	2.22%	29
1818	CARTER	GEORGE	1	1	1	1	1	1	1	5	1	1	0.00%	30
1840	CHIDWICK	KEITH	55	55	40	42	41	52	47	222	51	51	0.00%	31
1133	LONG	JOHN	55	55	48	55	55	43	39	240	53	53	0.00%	32
2005	BLACK	CHRIS	10	55	14	12	5	18	14	55	13	12	-8.33%	33
642	READ	CHRIS	36	43	33	38	32	36	36	173	42	38	-10.53%	34

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Results Round-up

Over 50's Championship

SAIL	COMPETITOR		1	2	3	4	5	6	7	POINTS	PLACE
2007	HOLMBERG	ERLING	4	5	7	8	2	11	55	26	1
1953	HOWLETT	GEOFF	16	6	12	10	3	12	9	40	2
2006	DEWHIRST	NICK	11	13	55	6	20	4	18	52	3
2004	GOLDSTONE	GORDON	15	14	13	5	9	13	12	52	4
2005	BLACK	CHRIS	10	55	14	12	5	18	14	55	5
1986	SANDELLS	FRANK	12	9	25	16	14	25	8	59	6
1594	STEPHEN	GEORGE	20	16	23	14	17	17	3	67	7
1958	ROWNTREE	BOB	38	10	9	19	28	26	30	92	8
1300	GRUM	NORMAN	18	21	17	17	25	38	20	93	9
1643	HAWKES	HOWARD	55	23	10	22	55	19	23	97	10
1956	SHENTON	JOHN	26	38	19	23	22	23	13	100	11
1914	GALL	RAY	24	25	30	24	12	21	22	103	12
1908	WOOD	GEORGE	22	27	16	30	19	22	28	106	13
1351	ENGLAND	ROBERT	19	15	26	39	27	28	25	112	14
1748	BERRY	PAUL	14	55	55	55	55	3	7	134	15
1397	HURRELL-SMITH	LES	31	28	21	55	42	40	29	149	16
469	DIBBLE	IDRIS	29	29	55	33	33	39	27	151	17
1962	BARTLETT	KEITH	28	31	39	41	38	31	34	162	18
2001	HARRISON	RICHARD	55	36	36	35	31	34	44	172	19
642	READ	CHRIS	36	43	33	38	32	36	36	173	20
602	PHILLIPS	ANDY	30	32	38	45	44	33	55	177	21
1201	CLEMERSON	CEDRIC	40	55	50	48	47	51	46	231	22
1133	LONG	JOHN	55	55	48	55	55	43	39	240	23

Over 60's Championship

					RACE NUMBER						
SAIL	COMPETITOR		1	2	3	4	5	6	7	POINTS	PLACE
2007	HOLMBERG	ERLING	4	5	7	8	2	11	55	26	1
1953	HOWLETT	GEOFF	16	6	12	10	3	12	9	40	2
2005	BLACK	CHRIS	10	55	14	12	5	18	14	55	3
1594	STEPHEN	GEORGE	20	16	23	14	17	17	3	67	4
1956	SHENTON	JOHN	26	38	19	23	22	23	13	100	5
1133	LONG	JOHN	55	55	48	55	55	43	39	240	6

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Results Round-up

Two Up Championship

SAIL	COMPETITOR		RACE NUMBER							POINTS	PLACE
			1	2	3	4	5	6	7		
1863	PIERCE & CAVACUITI	CHARLIE & ALEX	37	39	49	46	35	55	55	206	1

Youth Championship

SAIL	COMPETITOR		RACE NUMBER							POINTS	PLACE
			1	2	3	4	5	6	7		
991	NEWBOLD	ROBIN	17	8	20	9	4	10	16	47	1
252	SAUNDERS	BEN	55	33	29	31	45	46	19	157	2
1863	PIERCE & CAVACUITI	CHARLIE & ALEX	37	39	49	46	35	55	55	206	3
1704	BAKER	WILLIAM	41	55	45	55	48	44	41	219	4

Ladies Championship

SAIL	COMPETITOR		RACE NUMBER							POINTS	PLACE
			1	2	3	4	5	6	7		
1357	FISHER	MICHELE	55	55	43	25	24	32	21		



Team Shanklin (above) who took second place honours in the Team Trophy behind, (right), the personification of sartorial elegance as displayed by winning team from Grafham



Team Trophy

SAIL	COMPETITOR		RACE	NO.						INDVL	INDVL.	TOTAL	TEAM	
			1	2	3	4	5	6	7	POINTS	PLACE	POINTS	PLACE	TEAM
1947	TUSTING	WILLIAM	2	7	4	7	11	30	55	31	6			
1937	BALL	KEITH	6	11	8	20	16	8	10	43	9	129	1	GRAFHAM
2005	BLACK	CHRIS	10	55	14	12	5	18	14	55	13			
2007	HOLMBERG	ERLING	4	5	7	8	2	11	55	26	5			
1953	HOWLETT	GEOFF	16	6	12	10	3	12	9	40	8	166	2	SHANKLIN
1956	SHENTON	JOHN	26	38	19	23	22	23	13	100	23			
991	NEWBOLD	ROBIN	17	8	20	9	4	10	16	47	10			
1300	GRUM	NORMAN	18	21	17	17	25	38	20	93	21	243	3	CARSINGTON
1914	GALL	RAY	24	25	30	24	12	21	22	103	24			
2004	GOLD-STONE	GORDON	15	14	13	5	9	13	12	52	12			
1594	STEPHEN	GEORGE	20	16	23	14	17	17	3	67	17	271	4	QUEEN MARY
1918	PEGUM	STEWART	27	42	42	43	37	47	4	152	36			
1938	DUTCH	KEVIN	7	2	5	4	6	5	6	22	3			
252	SAUNDERS	BEN	55	33	29	31	45	46	19	157	37	361	5	SEASALTER
1331	SEARLE	MARTIN	32	37	34	43	43	41	38	182	44			
1643	HAWKES	HOWARD	55	23	10	22	55	19	23	97	22			
1981	ELLIS	MARTYN	39	24	32	32	29	14	34	131	30	423	6	THORPE BAY
1642	SVERDLOFF	GERALD	55	55	37	34	39	42	43	195	45			



This article appeared in the local press shortly after the event and was written by the commodore of Saundersfoot SC—Ed.

Saundersfoot Sailing Club

The Darts in action at Saundersfoot last week.

Club Racing

There was an extra-special turnout of 22 boats for the club racing on Sunday, August 12. Fine weather brought out 11 local members: 11 early arrivals for the Dart 15 National Championships joined in for some extra practice. They were very much in evidence, one of these 15-foot catamarans travelling fast takes up a lot of sea room, 11 of them filled the bay with no trouble at all, making a fine spectacle for the many visitors as they circled the sailing club's inshore course. On corrected time, the first five Darts were faster than the leading Saundersfoot sailor, but this can be regarded only as a consolation prize when seen in context of their overall championship result reported below. In the local club race, which counted towards the Club Championship series, Paul Griffiths (Laser) beat Mark Tissiman (Fireball) by only 17 seconds on corrected time, with A. N. Other (Laser 2000) third and Junior Champion Ben Dancer (Topper) again taking a creditable fourth place.

Dart 15 Sprint National Championships -

Over the week (Monday, August 13 - Friday, August 17), Saundersfoot Sailing Club played host to the annual championship of the Dart 15 class - a versatile catamaran which will make a £5,500 hole in your bank balance should you be unable to resist the lure of such a desirable way of going to sea. At least 54 sailors have not only failed to resist, but also invested more time and money in transporting them from all over the country to a week's sailing in the far west - the list of runners shows members of sailing clubs in Kent, Isle of Wight and Yorkshire, among others, and many of them were here when the Dart 15s last came to Saundersfoot nine years ago. They started the week with a series of 'fun' days, one of which took the fleet to Caldey Island, and another day on to go-karts, before they got down to serious racing Wednesday to Friday. One of the attractions of Saundersfoot as a venue for dinghy regattas is the facility to accommodate visiting boats on the beach - that is the theory. The theory works very well until a visiting championship coincides with spring tides. Plan B is to migrate to Coppet Hall beach hauling the boats up and down to the field in front of the hotel. Great idea, but Dart 15s are so big they require a four-man haulage team and their masts tangle with the overhanging trees unless they follow a tortuous route up the bank. Every day's sailing started and finished with a major haulage exercise, but Dart 15 Class members are invariably of the most equable temperament and indifferent to these irritations. The almost perfect sailing weather laid on by Saundersfoot Sailing Club in total defiance of a doom-laden weather forecast also contributed to the general goodwill. Their equable temperament was evident in other ways. For the final day's racing, they chose a P-shaped course which involved the usual triangular course, but which then gave competitors the option of rounding either a port mark or starboard mark before converging on opposite tacks, not once, but twice, before returning to Indian file. The opportunities for violent collision, oaths, fisticuffs and general bad blood must have been legion, but somehow they didn't happen. As a final demonstration of affability, their championship was won by George Carter, son of the longtime Class secretary Bob Carter, and whose winning score was 1-1-1-1-1-1, but nobody seemed to mind at all. This is a class which specialises in prizes for everybody - fastest, oldest, youngest, not to mention generous libations for the club officials in recognition of the work involved - all very civilised and an enjoyable week for all concerned.

Sprint 15 National Championships held at Saundersfoot Sailing Club on 15 -17 August.

Being new, Bob Carter has asked me to do a short write up of my experience of the Nationals at Saundersfoot last week...so here goes.

After recently returning from a week in Kefalonia where temperatures were reaching 47° most days with the Island's fire brigade being the most busy they have been since Captain Correlli was filmed, with fires breaking out all over (and still are listening to the news today), I was sceptical as to what to expect at Saundersfoot given the weather forecast and it being my first Nationals. Also worrying was the fact that the wife wanted to come camping (She doesn't do camping!).

Monday 13th August

Due to other commitments we could not leave until Monday morning. The journey to Saundersfoot proved to be a trial in itself. We left Thorpe Bay at the same time as Gerald Sverdloff (dart 1642) and family at 4am on Monday morning with boats in tow. The journey took a little longer than expected. Gerald managed to cover himself in diesel whilst filling up his bus and had to get changed in the filling station forecourt. He then found that he needed to replace two tyres and arrange a small mortgage to get across the Severn Bridge (£10). I think he had similar luck at Netley last year, breaking down and being towed for the remainder of the journey.

We eventually arrived in Saundersfoot at about 11am, dropped off the boats and went to find the camp site. We set up the tents on the flattest ground we could find, although this had about a 20° incline back to front. While erecting the tent, I noticed the wife coming towards me looking as if she had been sucking a lemon. "It's raining, the toilets look like something out of "Tenko" and you have to pay 20p for a 4 min shower!" she said. However, we eventually made ourselves comfortable and later walked to Saundersfoot SC where we were made most welcome by the Commodore, John Hollies, the bar staff, Bob, Nick and other Sprinters. Having missed the trip to Caldey Island we were disappointed that the sailing had been cancelled for Tuesday due to the severe weather forecast. It seemed a shame the decision could not have been made on the day as the predicted foul weather did not arrive.

Tuesday 14th August

After the first night we found ourselves shivering, damp and piled in the bottom of the tent (after trying to sleep on a hill) suffering from water torture, sleep deprivation with sailing cancelled. The good news is that by the 2nd night I had re-discovered a cure for all these, and the lack of sleep...Cider!! We had a very nice trip to Tenby and arrived at the Go-karting - fantastic value with great racing. I also had my best result of the week with a 3rd place (shame it wasn't for sailing).

Wednesday/Friday 15th - 17th August

After negotiating our way through the trees on the access to the beach, at last we're on the water! The practice race went OK. I think I found the amount of other boats the most daunting part of the week and tended to be too careful on the start line as there seemed to be boats everywhere! After the practice race, Gerald went missing. He eventually arrived on the beach with the boat full of water, a broken tramp and looking very down in the dumps and not having a good week so far. My first race was no better with a pitchpole, righting the boat only for it to go straight over the other way with the mast appearing to attach itself to the bottom and boat being difficult to right. From then on the conditions and racing throughout Wednesday and Thursday continued to improve (absolutely fantastic!).

Friday brought lighter winds. I gained a little more confidence on the start line and was, at one point (I think) 9th in the first race, but nearing the finish line Nick Dewhirst and a Shanklin member performed a pincer movement and I ended up 14th, the skills of the other sailors showing I've still a lot to learn.

Howard (1643 TBYC) was also getting desperate for a better placing and decided to change tactics and torpedo other competitors. This backfired, leaving a nasty hole in the bows of 1643, but achieving a good 2nd in the Gaffa tape competition. Howard also had the best overall TBYC result.

The week continued to improve for all, the rain let off so the family were happier, the wind stayed so sailing remained excellent.

The meal at Coppett Hall hotel on Thursday night was also excellent. We had a table with the Seasalter lads, with Kevin Dutch offering some good advice and tips, the best of which I seem to remember being something about giving up my job to work in a boat yard - but by this time the Cider was starting to kick-in.

All in all the week was fantastic, the organisation by both the Saundersfoot SC and the Sprint Committee was excellent as was Nick's presentation. People were friendly and a great crowd, the venue excellent. I'm already looking forward to the next one. So I have to say thanks to all those involved for an excellent event, thanks also to (I think it was) George Stephen for his helpful advice in the Pro-Am as he sailed past me shouting "you need to let your main out further".

Monday 20th August

24th Wedding Anniversary, I treated the wife to a coffee and tea cake at the new B&Q store in Southend, while discussing plans for next year on our 25th - "New Zealand or a cruise in the Caribbean" she says, "Nationals at Thorpe Bay" I'm thinking, no contest!!

Martyn Ellis - Dart 1981 TBYC.

by Kevin Morris : Sail 1560

I thought I'd write a small piece to share my thoughts and feelings about the 07 Sprint15 Nationals event recently held at Saundersfoot in Wales. .

I hope to encourage anyone who did not enter the event this year, for whatever reason, to give it a bash next year. This year was my first complete Nationals after my own disastrous start to the 2006 nationals at Netley.

As I was driving down to Wales, I remember having butterflies in my stomach and had mixed feelings of both excitement and nerves. First impressions when I arrived in Saundersfoot at 9pm on the Tuesday evening? Lets just say "a bit soggy".

First thing I had to do was put up my tent in the piss...istent rain.

I clearly remember thinking to myself -What the heck am I doing here?

Just as well really, the rain kept my nerves at bay.

In the morning the sun came out and things started looking up.

Everyone slowly made their way down to start rigging their boats.

All around the boat park there were warm 'hello's' and friendly banter.

It also was, somewhat of an annual reunion for many sailors who make the migration to the Nationals each year.

It was then that it first occurred to me that Sprint 15 sailors were very much part of a sailing community rather than serious individual competitors.

The event was really well organised by the host club Saundersfoot and all credit to them for putting on a really enjoyable event.

We had 3 great days racing in conditions that ranged from very choppy seas and strong breeze to light air and lake like conditions.

I can honestly say that I have learned more about sailing a Sprint 15 in these 3 days than I did over the last year.

At the end of each day's sailing, there was plenty of time to socialise and swap war stories over a few pints.

I think that the free exchange of knowledge between sailors is the thing that makes the Sprint 15 Class a pleasure to sail in.

In the Sprint 15 fleet there are sailors with skills that range from "World class" to the weekend sailor up for a laugh.

Another great feature of the National event is the Pro-Am competition that runs with in the event itself.

The way it works is, after the first day of racing, every sailor is paired up with another of opposite strengths and abilities. i.e the strongest is paired with the weakest and so on. The stronger sailors provide advice and encouragement to their team mate and their combined scores count to the Pro-Am competition.

So, to any of you who did not enter this year, you missed a great event. I hope to see many of you next year.

To all the new friends I made. See you next time.



By Derek James : 1744

As a new boy to the Sprint 15 owners club I wasn't sure that jumping in at the deep end (Nationals) was the most sensible decision for a new helm. Would I be wiped off the water, black flagged and protested? How would the wife and teenage kids take to Dad's latest sailing toy? Well as it turned out, it wasn't too bad!

Firstly the sailing; I found the sailing ability and competitiveness of the fleet excellent. Having no idea about my level of competence, I was pleased to find some company in the section of the fleet that offers maximum room for improvement (rear half). I was pushed off the start line and straddled an immovable buoy but race by race became more and more confident at the starts. Unfortunately so did everyone else! Good news is that if I eliminate the mistakes I could improve my overall position!

Secondly the family friendly factor (most important for wife and children); I am pleased to report that as strangers to the fleet we couldn't have been made more welcome. My daughters demonstrated a previously unseen competitiveness at the go-karting and enjoyed the adventure of the trip to Caldey Island. The AGM was a great hit and I am still trying to explain to them what an AGM is (thanks Nick). The evening meal on the Thursday was relaxed and an opportunity for wife and kids to catch up with the other WAGS and kids.

Finally it was great to have my friend Ed and his family from Draycote with us. Thanks for encouraging us to attend the Nationals, Ed .

Would we do it again? Oh go on, it was a great week's sailing!!

Report by Martin Searle

On the morning of Monday 13th the assembled fun events fleet were attempting to exit the boat park without getting their rig entangled in the trees when I arrived with Kevin and Ben, the rest of the Seasalter crowd. After watching the shenanigans for a little while and working out what to do, pull halyard over to the starboard side and go up the bank, I duly put the bits onto the boat and exited the boat park without trouble. The next obstacle in getting to the beach was the slipway. It was overhung by a few trees which only allowed the passage of a boat with mast up by weaving it this way and that to go under some specific points in the branches! All part of the fun.

We managed to arrive at the beach, I rigged the sail and put the rudders on. After a briefing by Nick, in which I heard the term 'Race' being used (I thought this was a cruise!), we launched and prepared to set off. Whilst waiting for everyone to get afloat Ben Saunders from Seasalter managed to break his connector bar. It had been looking a little disconnected in the middle (either end moved independently) the previous evening and it had finally given up the ghost. He returned to shore without incident on one rudder which ended Ben's cruise there and then.

We set off en-masse down the coast for Tenby a few miles distant and after a short, if windy sail, we arrived on the South Beach, having learnt about the wind eddies near the cliffs on the way. They are really weird. You can be sailing in no wind one minute and the next it's a run and then it's a beat! After a short break at the beach for the distribution of Mars bars to the 'winners' and to pretty much everyone else (thanks Nick!), we set off for the 'race', I mean cruise, to Caldey Island. Unfortunately, we had to leave Norman & Ros Grum behind to repair a broken rudder lock- they borrowed a spanner from the harbour master and fixed it. We picked them up on the return trip from the island.

Caldey lies a couple miles off shore from Tenby and this was a great sail in flat water with a good breeze. The passage took about 20 minutes or so. After arriving at the beach we needed to lift the boats up the beach a good distance to prevent them floating off whilst we were having lunch in the Abbey grounds. A few members of the party toured the Abbey. Since it was my 6th or 7th visit to the Island I decided to just concentrate on the lunch. Thanks go to the Abbott of Caldey Island Monastery for allowing us to land on the Island.

The 'race' back to Saundersfoot was a run all the way to the headland at Monkton. The start was set off the island and I began in my customary last position since I was just 'cruising'. There was a gate near the fortress at Tenby to pass through and many cut in way too close to the cliffs whilst I stayed out much further and dipped through the gate. I was about 8th of 15 or so on the water (I wasn't counting that much). By staying out away from the cliffs I found much cleaner wind and managed to keep moving. Kevin Dutch had also done the same and was in the 'lead'. By the time we reached the headland I was just behind Nick D. in around 6th place and, by staying mid channel on the approach to Saundersfoot, had comfortably overtaken him by the time I reached the shore. George Carter 'won' followed by Kevin a few seconds later. Pity I couldn't replicate my cruising performance during the main races!



Briefing & ACTION!!!



The annual Go-Kart Competition was staged on Tuesday 14 August at the Heatherton Activity Park just a few miles from Saundersfoot. They would not close the track until 6pm so we booked it for 2 hours (6-8) just hours before the championship races commenced the next day. Now the go-karting has become a really serious competition in our fleet and people take it almost as seriously as the sailing. This year was even more so with 23 entrants. Shanklin have won it the last 2 years and they turned up in force and this year Stuart Pierce thought he would show the (3) Shanklin youths (Charlie, Alex & William) how it really should be done, being an experienced tractor driver and all. Team Draycote turned up in force and we had 3 members from each of the James (Derek, Nicola & Melony) and the Tuite Dalton (Ed, Harriot & William) families taking part making them the biggest club team. There were also high calibre teams from Carsington (Ray Gall, Norman Grum, Robin Newbold), Seasalter (Kevin Dutch, Martin Searle, Ben Saunders), Grafham (Steve Petts, Christine Petts, George Carter), Thorpe Bay (Gerald Sverdloff, Martyn Ellis, Elliott Fougman) and the other individual stars such as Matt Smith (Beaver), etc. A large group of spectators turned up to cheer on the teams. The Heatherton staff set up a huge Grand Prix matrix of 28 heats in which after a few laps practice each competitor raced against every other competitor in a different go-kart and starting from a different position on the grid. The heats were too many to report on in detail. Some of the more entertaining moments were provided when one particular kart took its rider through the bank of tyres and up the mud bank at the hairpin bend – one of the drivers explained that the kart was prone to the throttle sticking on full power. Another came when Stuart Pierce spun and subsequently, to the horror of the others racing, progressed to continue the wrong way around the race track.

Much to the delight of the spectators (?) it got dark, it rained, it got cold, 8pm came and went but the competitors were having a whale of a time – even though there were no wet weather tyres and the delinquent kart kept coating the track in mud from the bank. By about 8.30 the heats were over. The stars of the heats were Gerald Sverdloff (37), Charlie Pierce and Matt Smith (both 34), Norman Grum and Elliott Fougman (both 29) and Martyn Ellis, Robin Newbold and George Carter (each 28). Most good drivers had a bad result or 2 to count caused by the bad kart or the difficulty in passing on this very tight track.

Anyway with the heats over we moved on to the quarter-finals which reduced the competitors to the last 10. It was at this point they warmed up another kart and turned them all around – to the amusement of the spectators. The semi-finals were raced in 5 carts going round the track the other way. This reduced the competitors down to the four finalists. In the final they went back to the normal way round. It looked like Matt Smith (driver #7) was going to win as he led for much of the race but finally Kevin Dutch (driver #9) squeezed by to take the title and to leave Matt as the runner up. Martyn Ellis took third and William Baker (the winner 2 years ago) was fourth. The proceedings finished nearly an hour late in the dark and the drizzle at 8.55pm but no one minded too much and everyone agreed that it was great fun and fantastic value. Next year maybe our fleet racing driver, Jerry Hampshire, will join us and see if he can show us the way it should be done!

Final Standings: 1st Kevin Dutch (Seasalter), 2nd Matt Smith (Beaver) 3rd Martyn Ellis (Thorpe Bay) 4th William Baker (Shanklin)

Beaten Semi-finalists: Stuart Pierce, Nicola James, Norman Grum, Charlie Pierce, Gerald Sverdloff, Robin Newbold



Breifing & ACTION!!!





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News from Windsport

Sprint 15 sailing action at Windsport

Catamaran action with Windsport in Falmouth over the summer has seen the Windsport Sprint 15 out on the water most days with a variety of sailors enjoying the boat at its best. The Windsport's "Cat Clinic" sailing school is firmly back in the business of getting people into cats with a great instructor team offering a range of teaching skills from "new to catamaran" sailing courses, to advanced race coaching and any where in between. Once hooked on cats students soon appreciated what a versatile little cat the Sprint 15 is with single handed trapezing, family fun and around the estuary cruising all wrapped up in one boat. For those of you who have never visited our Cornish shore, you are missing a treat! We have some of the flattest water in the country in the "roads" and the best swells from the Atlantic out in the bay, great launch area and lovely green grass!!

On the boats and spares front.

Working with manufacturers "Collins" South Africa and the class association we have been continuing to make minor adjustments to the manufacturing process to ensure the product is supplied in the best way and most affordable price. We now have replacement masts in stock along with every other replacement part you may need so visit the www.catparts.windsport.co.uk website for the latest offers and specials. We will be expecting a new batch of boats for sale over the winter, so interested parties should start making enquiries now for next season. The cat parts website continues to add items that Sprint 15 sailors need or ask for and monitor the best source for parts and service to keep you all on the water.

The catparts Sprint 15 dinghy park cover has proven that quality not price is the best advice and we have dispatched more covers this season, so the word must be getting around both Sprint 15 and Dart 18 sailors.

Boat repairs and coaching

We repair and service all catamarans but of course we look after our own when it comes to fast turn around. On the coaching front a number of Sprint 15 sailors have visited Windsport for some personal coaching and I will be traveling out to Hong Kong in November to carry out some coaching for a group of Sprint 15 sailors who race there.

Tips and advice

As some of you may know, I was asked to write a number of short articles for Dinghy Magazine on some of the general aspects of catamaran sailing / racing. Boat specific skills techniques are best left to individual class mags so if over the next few issues you would like me to cover something specific to the Sprint 15 drop me a line and I will see what I can do.

Tip of the day.

For those sailors who find replacing a rudder blade in the stock a bit frustrating, here is our tip.

When you come to re-fit the blade, make life easier by removing the tiller arm completely, assemble the lock roller mechanism and slide it forward so the wire extends out the top of the casting. Clamp the lock rollers forward using a set of mole grips- see pic. That way, you can fiddle around with the rudder washers and bolt without having a fight on your hands!. Once the blade is all bolted up, remove the mole grips, keep the rollers on the cam and replace the tiller arm at the slider end first, complete with rudder wire hook and then bolt up the back end. Hope that helps.

Brian



Fitting New Tramp Tracks

Step 1 : Fitting the track in place

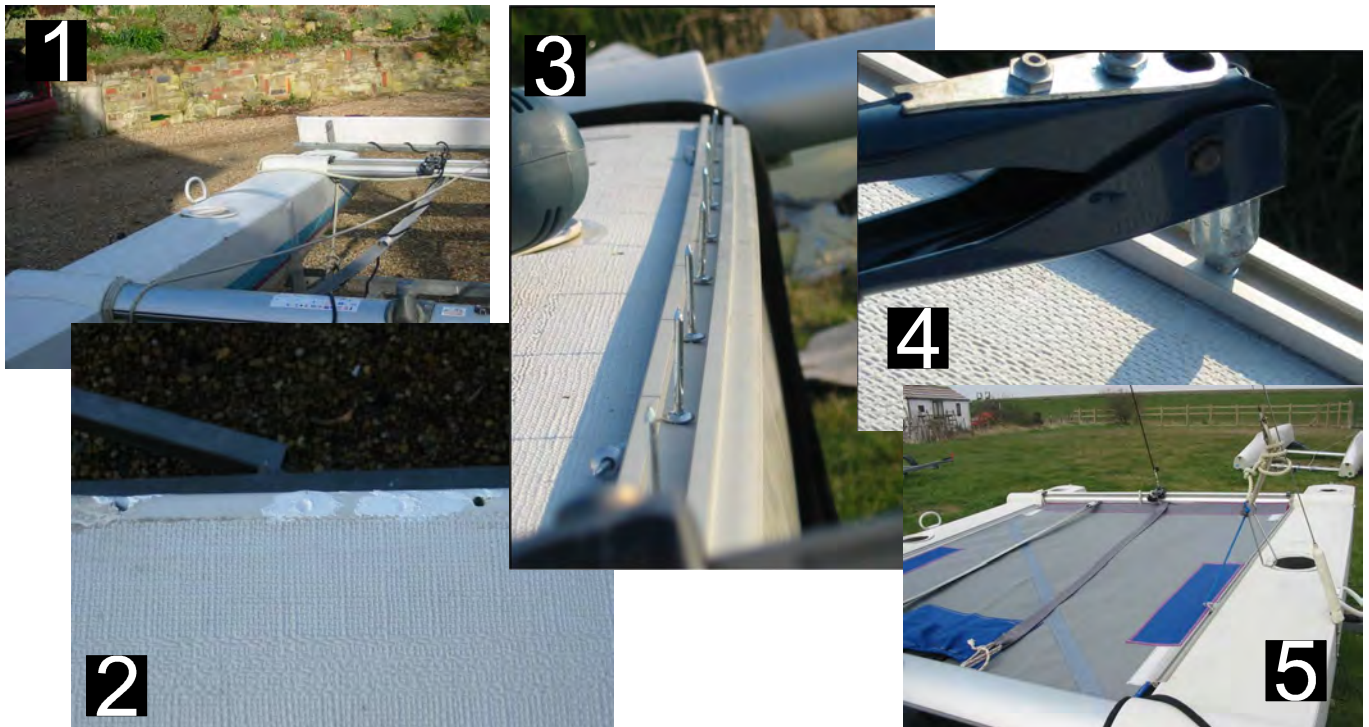
Once the areas where the tracks are to sit is smooth you can now fit the new track in place. I first did a dry fit to make sure that all the rivets could be inserted into their respective holes in the track and hull. I found that I had to slightly widen the holes in the track to match my rivets, the holes in the deck were of the correct diameter, but make any adjustments to the track and not the hull! The last thing you want to do is widen the holes in the deck. Once happy with this fit, remove it and apply a bead of silicone sealant to the deck where the track sits, this will apply a watertight seal and also it will provide some extra stickiness to ensure that the track stays where it's put!! Also put some tape opposite where the standard jibsheet positions are, this allows you set a base level position for the jib fairlead adjusters. Photo No.3 below shows the port track in place with the sealant applied and ready for riveting. Note the slight curve in the track. This is correct but it does make the end rivets fairly awkward to secure in place. I used 17mm rivets but I would advise perhaps using 20mm rivets for extra security.

Step 2 : Riveting

This step is pretty simple. I worked from the stern to the bow riveting each one in turn. One thing to watch for is that occasionally the rivet gun head gets stuck in the rail at the top of the track so be careful not to damage the rail when this occurs.

Step 3 : Finishing off

Insert the Jib Fairlead Adjusters into the rail and set them to the position you marked with tape. This gives you a good starting point. Finish off the track by riveting in place the track end pieces (use 20mm rivets for this). You will have to drill a new hole in the deck and track for the end piece so ensure that you mark everything up properly. Once done you can then install the trampoline and get ready for some sailing!!! Just to satisfy myself I stood up on the trampoline and did a few test bounces and shock loads since the last thing I wanted was for something to give way whilst out on the water!! Photo No.5 is the finished article on my boat. Good Luck if you try this and remember, if you get stuck call in a professional (not me!).



Ratchet Block Cam Cleats give years of good service and I suspect receive very little inspection / maintenance. However the action of main sheet rubbing against the cleat causes friction and ultimately the cleat wears and the teeth eventually loose their bite. First signs of the fault can be recognised when sailing in strong winds, symptoms will tend to be that the main sheet fails to hold in the cam cleat leaving the helm to hold the main sheet whilst trying to trim the boat, ok if you have forearms arms like “Popeye”. A worn cam cleat can be repaired by using a small V shaped file and with a little care the teeth can be restored. Although this repair can be done several times, eventually you will need to replace the cam cleat.



The main sheet block assembly is an expensive part and it is possible to loose the top block and S hook which attaches to the main sail. The end of the main sheet is secured in place on the top block by means of two bolts which tensions and traps the main sheet. However, the main sheet when under load can pull out of the top block with the result that the main sheet runs through top and bottom blocks and you loose top block and S hook over the side. To prevent this from happening if you add a little whipping to the end of the main sheet where it fits into top block this will give more purchase when tensioned. In addition, by putting a knot in the main sheet just below where the end of main sheet attaches to the top main block, if failure occurs then the knot will jam and wedge in the lower block thereby saving top section of block and allowing you to sail back to shore to make quick and easy repair.



Ray Gall 1914 YaHoo!

Stop Press: Windsport Catparts TT Northern Champs.: Carsington SC

A record entry of 22 boats from nine different clubs turned out for the Northern Championships at Carsington SC on 15th –16th September. A full report will be contained in the next issue. For now, congratulations go to Tom Gall, this year's Northern Champion, for a hard fought victory on almost home territory. As we go to press, we publish a selection of the weekend's gallery—are you there??? Apologies to those caught in compromising situations!!



A Storm's Brewing

by Andrew Hannah TBYC

The photos here show what can happen when hurricane force winds happen to pay a visit to a boat park in your area. The park in this case was Thorpe Bay last February. Whilst events such as this are more common during the winter months, extreme weather can quite easily occur at any time - viz. our summer floods this year!!

Some of the boats pictured had been tied down to pins set in concrete about a foot deep which were pulled out, nonetheless. Mercifully, the Sprints suffered no damage as they had all been tied to a wire hawser along the rows. This seemed to work.



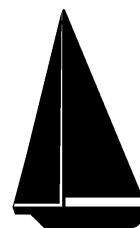
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Sprint 15 Events Programme for 2007/8

Events Secretary: Bob Carter 01438 354367

Winter 2007/8 Events

Date	Venue	Contact	Phone
Sat 3 Nov	Stewartby Water Sports Club, near Bedford (A421)	Graham Shrimpton	01582 664329
Sat 8 Dec	Carsington Water Sailing Club, near Ashbourne	Ray Gall	01332 671016
Sat 12 Jan	Draycote Water Sailing Club, near Rugby	Peter Slater	01926 512129
Sat 16 Feb	Queen Mary Sailing Club, near Staines	Gordon Goldstone	01784 248634
Sun16 Mar	Grafham Water Sailing Club, near St Neots	Bob Carter	01438 354367

Winter Traveller Series is for all sailing formats. Five one-day events with three to count (or 2/3 or 2/2). First race at 11am unless otherwise stated.

Summer 2008 Events

Watch www.sprint15.com/events for details of events not yet finalized.

Date	Event	Venue	Contact	Phone
19-20 April	Traveller	Marconi Sailing Club, Essex	Jenny Ball	01277 633762
April TBC	Training	Teach-in and Race Training (South), TBD –		
May TBD	Training	Teach-in and Race Training (North),		
17-18 May	Traveller	Seasalter, N Kent	Steve Willis	07980 416422
14-15 June	Traveller	Swanage Sailing Club Southern Championships	Mike Gemm	01929 481586
27-29 June	Nationals	Sport National Championship, NDYC, Instow, North Devon - Fri, Sat, Sun	Keith Heason	01271 861047
12-13 July	Traveller	Filey, E Yorkshire	Bridget Cockerill	01723 376628
16-18 Aug	Nationals	National Championships. Thorpe Bay Yacht Club - Note: Sat, Sun, Mon. (2,3,2 races/day respectively)	Bob Carter	01438 354367
19-21 Aug	Fun Events	Cruising & Fun sailing. Thorpe Bay Yacht Club (Wed, Thurs, Fri)	Bob Carter	01438 354367
20-21 Sept TBC	Traveller	Northern Championships, Carsington Cat Open	Ray Gall	01332 671016
18-19 Oct	Traveller	Grafham Cat Open / Inland Championships, Cambridgeshire	Bob Carter	01438 354367

Traveller Series is for all sailing formats (Standard PY916 and Sport PY882). Six events with three to count. First race Saturday at 12 Noon unless otherwise stated.

National Championships at Thorpe Bay is for PY916 formats.

Sport National Championships at Instow is for PY882 format

