

# NEW 15 SPRINT

The Official Magazine of the U.K. Sprint 15 Association  
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**THE DREADNOUGHT DIARIES**

**2015 EUROCAT**

**WINTER TT ROUNDUP**

**SAILING ODDYSEY**

**2015 DINGHY SHOW REPORT   TIPS   CLASS NEWS   TT HISTORY   CARTOON FUN**



# COMMENTS

## from the ED



I'm heels over head again! Here it is at last - the Spring 2015 edition. "Spring 2015!", I hear you cry, "it's long past the summer solstice. Spring was ages ago!" And you'd be right. I was kinda hoping that you wouldn't notice given that the temperature, certainly around these northern parts, hasn't been too summery let alone spring-like in recent weeks. Truth is that, back in April, when I should have been in the thick of putting this edition together, I had very little material to make it a worthwhile prospect. Things didn't look good. And then I disappeared "Down Under" for a few weeks after posting a plea for articles to publish. When I returned the said material had been duly produced. What a relief. So, a big "Thank You" from me to all those wordsmiths, both regular and new, that put pen to paper. And you, the readers, should similarly show your appreciation when next you are in the company of the authors who have contributed in style to the following pages. They deserve your applause. And maybe your support in the way of an article from yourself for a future edition? Spread the load and all that? Do give it some thought.

The future of this magazine is in your hands. If there's nothing to publish, it won't happen. That might seem like the obvious, but it's the fact. And I, for one, would be so disappointed if that were the case.

My decision a year or so ago to not publish event reports, save for Nationals and TT round-ups, has meant that reliance for a meaningful edition is placed on a sufficient supply other articles which have more broad appeal. I think that makes a better magazine. I hope you agree - and, frankly, I got bored with publishing stuff weeks after it had appeared on various websites which you had probably already read. Articles need to be fresh and new - not an historical record already digested.

This Class has such a vibrant prospect and I feel privileged to be part of its family. I'm looking forward to my first visit to Netley and the chance to compete and spend time with friends - old friends and those yet to meet. The time off the water is as enjoyable as that on the water. See you there, I hope.

In the meantime, howsoever you enjoy sailing your boat, may I wish you a great summer season - What's left of it, by now!

Cheers (&Laughter)

**George Love : 1825 : "Fly-by-Wire"**

Cover Photo :

Tom Beasley and Henry Giles at the 2015 Sport Nationals  
by Alan Howie-Wood

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# IN THIS ISSUE



YOUR CHAIRMAN WRITES.....

3

## EVENT REPORTS

2014-15 Winter TT Roundup 10

2015 Eurocat 18-19

## NEWS & ANNOUNCEMENTS

News & Announcements 9

2015 RYA Dinghy Show Report 11

2015 Meeting with Windsport 20

Membership Matters (Paid up & Legal?) 20

## TRAINING, TIPS & REGULAR FEATURES

Cartoon Fun with Phil 12-13

Trolley Dolly Heaven 16-17

Window on Windsport 22-23

Draycote Training Day 24-25

Hoisting your Mainsail 25

## FEATURES

My Sailing Odyssey 4-5

Rules of Engagement 6-7

Club Corner 8

Dreadnought Diaries - Volume 2 14-15

Letter from Canada (part 2) 17

Abersoch Dinghy Week 21

History of the TT 26-27

Caption Competition 27

2014-15 Events Calendar 28

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## Netley Nationals

By the time you read this there will only be a few weeks to go before our annual get-together at the 2015 Sprint 15 Nationals.

This year we're lucky to be at Netley Sailing Club in Southampton that is a fantastic location right on Southampton Water. Set within the Victoria Country Park, it's just along from the Hamble River and the Solent. You don't get many better scenic spots. The club even has its own private free camping area. A real bonus in this part of the world.

And if the racing's not going so well, your family can always watch the cruise liners and dream of the next holiday! The entry forms have all been posted out, so please get your entries in as soon as possible - every one's welcome. Here's looking forward to a good event. See you there.

## Smaller Clubs

Changing things completely. One of the privileges that comes with this job is I get to write this bit at the beginning of the magazine. I've always considered it a sort of editorial comment. So, with a successful winter traveller series behind us and the summer traveller race series now in full swing, please excuse me if I express a personal opinion here. I like visiting the smaller sailing clubs on our traveller circuit.

Not that I don't like bigger clubs. Their appeal is just different. I sail at Queen Mary which is definitely one of the bigger clubs and fully appreciate the way the staff handle things and just make things work and I don't have to do anything. Providing I pay my fee, I can pretty much just turn up and sail with no further responsibilities. Probably, the truth is this is the way many of us, with our busy lives, like our sailing. And I suppose it's the modern way. But when the time comes to visit to a smaller club, as we sometimes do on our traveller series, it's a real pleasure.

After coming back from the recent two-day event at Seasalter, I have been reflecting on how it had all gone as one does. Fairly usual Seasalter conditions - extremely windy one day, fantastic rolling waves, on the edge all the time, and then it largely disappeared on the second day and was a bit light. Typical really and just what I've come to expect over the years - a full range of conditions, but great to sail on some coastal water instead of my reservoir. And of course, how I should have done better. The mistakes, the near capsizes, but also the good bits, the scary reaches in 20 knots when I managed to not fall in despite hardly being able to see for all the spray.

Good starts (for me) and not a bad result at the end of it. And as usual after

a visit to Seasalter, the customary conclusion - I really enjoyed it! Then, in the evening following the racing we have a chance to catch up with everyone over a good meal and a drink. A superb event combined with a good social evening - brilliant! We're lucky when we can do this, and talking to Erling Holmberg and others during the evening turns out this is a fairly consistent opinion. Judging by the 25 strong entry and despite the challenging conditions that were accurately forecast, this combination of a good day's competitive sailing followed by a pleasant social evening in a relaxed venue is a popular winning combination. I'd recommend it to everyone.

No question, these days' the financial pressures make times harder for smaller clubs and I don't just mean Seasalter. It usually means most of the members are pressed into being volunteers with multiple tasks and if it wasn't for them the club probably wouldn't keep going. But it is a wonderful thing to see everyone pulling together and not just being a "sailing facility". It's almost like you've visited a family and been shown their hospitality. We should be grateful and, especially in this busy world, long may it continue.



## Rutland Reflections

In contrast, we've also just had an event at Rutland Water. We haven't been there for a few years, since we lost a few members there, but thought we'd give it a try. Rutland is definitely a big club and a great venue for an event. This was a catamaran open event, so a chance to mix with many of the other catamaran classes, which holds its own special appeal. And there's fantastic water, scenery and organisation in the heart of the country. And it's also very close to other big sailing clubs with

Sprint 15 members. It's a lovely place to visit even if you're not sailing. So that was all good, and there was certainly plenty of wind all weekend. So it had all the ingredients for a great event. This was also our Northern championship as well and we'd high hopes for a good attendance.

But unfortunately there was one disappointment. We only had 11 entries. I suppose the question is why? What's going on? How can we go from being so successful in one event to half as successful in the next?

Does this simply mean small clubs are more popular to visit than big clubs? Without a home fleet, as in this case, to boost the entry numbers, that was obviously a factor. But it also means that you don't have your old friends to visit. And that's probably an even bigger factor in our fleet. The loyalty to your friends to support their event is even more important. They come to your party and you go to theirs. It's what friends do.

And I guess we have also become the victim of today's busy lifestyle. When people have busy schedules and alternative choices and they can just pick and choose. Going to a big club has a special appeal often in the form of easy to use convenience and better facilities, but it also makes it easier to do something else when the mood takes because you can be fairly confident that things will carry on without you.

We're in a busy modern world these days, and because people do lead busy lives, it's a difficult issue to resolve. It's a fact. Maybe we need to change a few things? Maybe this is just the modern way and we just accept it?

Hopefully not. We've always been a class where we support each other which has always one of our best features and I'm sure we have enough enthusiastic members to satisfy both schools of thought.

But we're certainly open to new ideas and we're happy to give them a try.

*Good sailing -  
Regards,  
Gordon*



# My Sailing Odyssey



## Introduction

Let me introduce myself. My name is Paul Shields and I'm a sailing newbie. I've been connected with the sea and ships since the age of 12, involved with youth groups on the River Tyne and had a full career at sea. But like many who sail the Seven Seas, I'd never really had much opportunity to sail yachts or dinghies. Unfortunately some of the small boat sailing fraternity are not held in the highest regard by the deep sea fleet, mainly due to many yachties insistence that they have right of way over power and that fully laden vlcc's or aircraft carriers should jolly well keep out of their way even though the tanker is following her only available track into harbour and any diversion will result in depositing 300,000 tonnes of crude oil into the seas and make a bit of a mess on the pristine hull of their Sunseeker yacht!

My small boat sailing experience was mainly limited to pre-sea Naval training but as this was a compulsory activity overseen by bellowing instructors, we didn't really take to it. Anyway, we quickly graduated into zooming around in rigid raiders or RIBs where we earned extra brownie points if we were able to swamp dinghies with our wake!

## My Journey begins

Fast forward thirty years and I'm still involved in shipping but now controlling a

large ocean going fleet from behind a desk in London.

A recent house move to the Seasalter area revived my interest in sailing and it turned out that one of my neighbours was the Rear Commodore Sailing from Seasalter Sailing Club. At the time he seemed quite normal. Little did I know that he is in fact a sailing adrenalin junkie.

I joined the club, bought my Dart 15 (1644) and got stuck straight into the club racing circuit. That's when the problems began! I've been active in various sports throughout my life and it's fair to say that I've been able to perform at a reasonably high standard at each of them. So, thought I, this sailing lark should be a breeze – Wrong! I became a regular feature, limping over the finish line long after the rest of the fleet had finished, tidied their boats away, gone home and taken the dog out for a walk. Fortunately I kept quiet about my previous seagoing experience. It wouldn't look good for a Master Mariner to be so obviously inept. I consoled myself with the thought that it's a bit like expecting Eddie Stobbard to jump into Lewis Hamilton's Mercedes and win the Formula 1 title!

## The Nationals

After a few weeks of this routine embarrassment, the previously mentioned Rear Commodore Sailing

(very impressive title!) thought it would be a great idea for me to enter the Nationals at Thorpe Bay. I've never turned down challenges so I stupidly agreed. His words of wisdom were "look, there will be loads of sailors there and I can guarantee you will not be last." Well he was right – I think I was fourth from last. The three people below me had either not turned up or gone home after the first day!!

I have memories of spending hour after hour drifting aimlessly off Thorpe Bay wishing I still had the sea-wolf missile system from one of my previous vessels so I could shoot down that bloody drone which seemed to be purposely hovering above me recording my pathetic efforts for posterity!

Seasalter Sailing Club competitors had not set the sailing world alight on that first day. Our pre-competition bravado had been brought down to reality. In the evening we were given a rousing address by our Vice Commodore, "Seasalter.... I'm disappointed. We are better than this...we are better than this" It was hardly reminiscent of King Henry V speech before Agincourt but the circumstances were slightly different. The Vice Commodore was slumped in the corner of the bar 'tired and emotional' after downing copious amounts of the local brew and I'm still not sure if he was really talking to us or just blubbering to himself!



Paul ( pictured back row centre) with Seasalter team mates and support crew at the 2015 National Championships at Thorpe Bay Yacht Club





### A Cunning Plan

2015 came around quickly and thoughts turned to the new sailing season. Very early in the season Seasalter was to hold the first TT race – what could I do to try to avoid more humiliation?

After much research there was really only one option – Windsport International.

I loaded the boat onto the trailer, plus wife, plus dogs (wife and dogs in the car with me, not on the trailer in case that's not clear) and off we set. It was the first time I'd ever towed anything. I really should have checked out the available parking area for my boat at the hotel in Falmouth – driving around those very narrow streets in the town centre pulling that trailer was not a good experience! Another new sailing lesson.

I had booked a two day, one-to-one instruction at Windsport and this started with my instructor Alex Metcalf going over my boat and rigging, checking hull and rudder alignments etc. I stood back confidently expecting that he would find a whole host of problems: wrong type of rigging, rudders not working, 10kg of cement in each hull, anything that would explain my poor performance. After all, it must be my boat causing the problem, not me. But ...No, everything was fine and in good order....Damn!

Some classroom instruction with Alex kicked off the day and then it was out on the water practicing gybes and tacking over and over again. How does he make it look so easy and relaxed? By the end of the day my technique had definitely improved, less flailing of the arms and much smoother, faster turns. At the end of the first day we carried out some alterations to my boat using the

extensive spares and workshops on site overseen by Brian. (It was only changing the hatch covers but I managed to convince myself that this was the reason my boat was not performing!)

On the first morning at Windsport I'd said that one of the things I wanted to learn was going out on the wire. Most of the second day was spent doing this but before we went out Brian kindly loaned me a new sail to try – it was like the brakes suddenly coming off! – really exhilarating. What a buzz darting around Falmouth harbour out on the wire trying to catch Alex in his boat sailing under clear blue skies and through the clearest, bluest water I've seen for a long time - (sorry Seasalter but our muddy brown water can't really compete). All of a sudden my boat seemed to have a life of it's own, skimming over the water – this is what my idea of sailing had been all about!! A great experience.

As soon as I got ashore I wanted to buy a new sail but Alex advised to keep my present one for a while longer and practice my new skills.

I guess most people reading this will be familiar with the set up at Windsport but if you are not, you should be. It's the perfect centre for anyone wanting to improve their sailing and all carried out by first class instructors in an idyllic location.

### Seasalter TT

The scene was set. I rose early and started to get into 'race mode'. I did my meditation in front of my copy of "The Catamaran Book" and made my way down to the club. A strong breeze from the North East, a heavy chop, storm clouds overhead. This would be where,

in a good Hollywood script, I would leap into my boat and destroy the rest of the competition with my new-found skills. Unfortunately, real life rarely copies Hollywood. The races began and I resumed my normal position at the back of the fleet!

The first day was mainly a case of hanging on for survival due to the conditions. One of the highlights, however, was when I sailed past one of the capsized boats and saw it was our distraught Vice Commodore blubbing to himself - "Seasalter, I'm disappointed.....we are better than this" - as he drifted off towards Sheppey!

### The Future

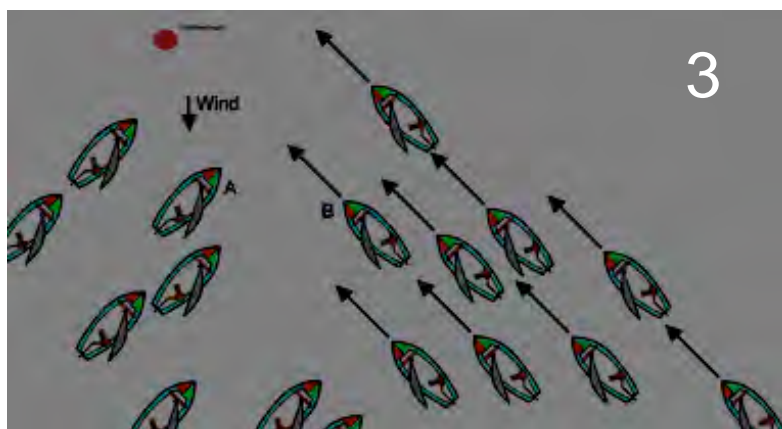
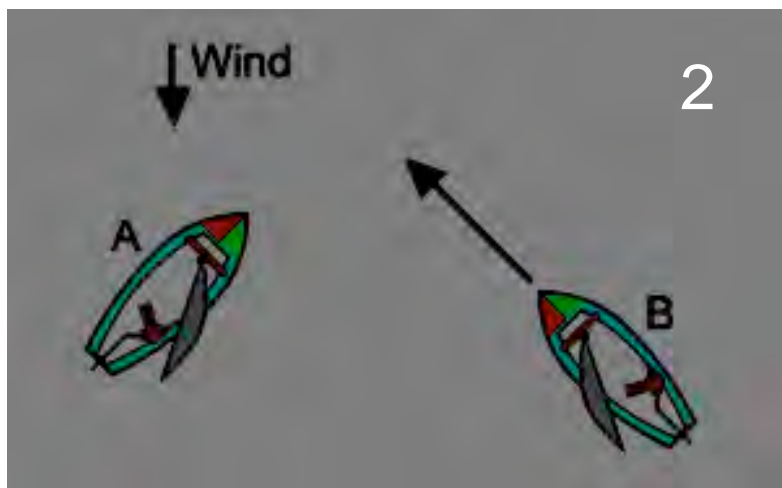
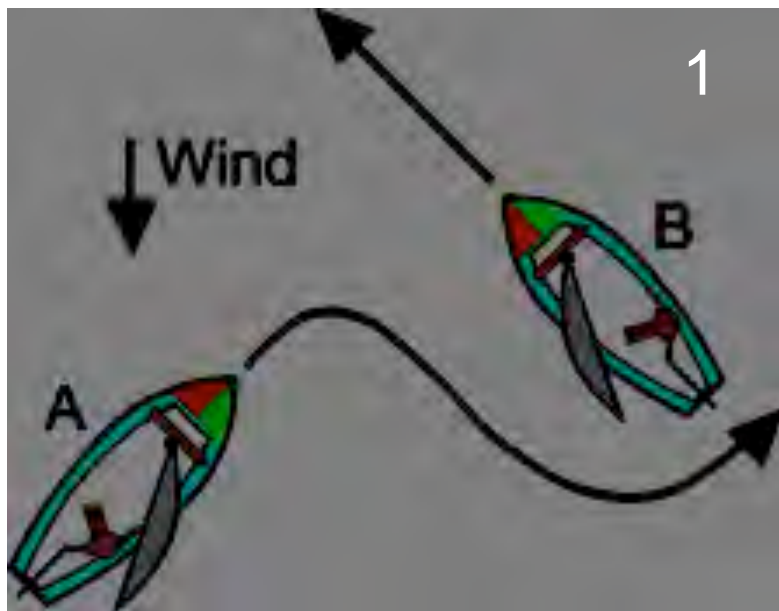
So, no fairytale ending. I've come to realise and accept that this is going to take some time. However, I've got 'the bug' and I'm determined to climb from bottom place eventually. There is surely no better place to do this other than Seasalter Sailing Club. It may not be the most fancy or the best located due to the tide limitation but it does just fine for me. A good group of like minded people from all backgrounds who are more than willing to help, advise and encourage - and take the mick out of you when required!

I'll be at Netley for the Nationals again this year and I'll be more than happy to receive your advice as you speed past me. In the unlikely event that I speed past you, you had better book some time down at Windsport International!!

**P.S. After writing this I've gone and ordered a new sail....shh! - don't tell anyone!**



# Rules of Engagement



**Some of you will know** that I have been taking part in the Nationals for around 30 years now and, although my results do not improve much, I do get time to observe what is happening, particularly in the middle of the fleet. Some of what I saw at last year's Nationals could be defined as lack of sportsmanship, some is blatant rule "bending" or disregard for the rules and some is all of these **and** dangerous.

I understand that we all get excited when the wind conditions improve but particularly in the first race on day 3, I saw numerous examples of a complete disregard of the port v starboard rule. Port boats tacking in the water so close to the front of the fetching starboard boat that avoiding action needed to be taken and boats being "taken out" by another boat sailing nowhere near a "proper course". Hitting marks or/and other boats was ignored. On numerous occasions port tack boats "piled" into a fleet of starboard boats relying on the starboard boats giving way to avoid a collision. I have a hole in my boat as evidence and I know of at least two other collisions at the windward mark. With a fleet this size and stronger winds over the whole 3 days the tally would have been a lot higher!

**I must emphasize that most people are more courteous than they need to be and of course accidents always happen.** However, the minority seems to be growing and will one day result in serious damage or/and injury. It also means that the aggressive and dangerous potentially gain advantage over other sailors who keep to the rules, and to the spirit of the rules.

We all have a duty to avoid collisions and the recent emphasis on safety and avoiding collisions in the racing rules, is evidence that there is a growing concern in the sport.

I have explored below two of the main issues I witnessed at the Nationals:

## **1. PORT V STARBOARD**

Rule 13 WHILE TACKING - "After a boat passes head to wind, she shall keep clear of other boats until she is on a close-hauled course. During that time rules 10, 11 and 12 do not apply. If two boats are subject to this rule at the same time, the one on the other's port side shall keep clear."

The situation in diagram 1 is clear – B is the starboard boat and therefore has right of way. If A continues on its present course it will either collide with B or force B to tack to avoid a collision.

In diagram 2, the position is not quite so clear-cut. A may have the speed to pass in front of B. But it may also choose to tack in front of B. This is where rule 13 applies. A must tack through head to wind AND be on a close-hauled course before B has to take an avoiding action. If not A, will have broken rule 1.

Now imagine a similar situation (diagram 3) but with many more boats approaching the windward mark as in the Nationals last year:

A has the same problem now as in diagram 2 – but the situation is much more complex being surrounded with other port tack boats and very little room to duck under the starboard fleet. The trick is do not get yourself into this situation! Either tack for the mark earlier and join the starboard fleet earlier or wait for a gap.

At the Nationals even the port boats closest to the mark tried to force their way through close to the mark resulting in numerous collisions.

Of course this situation can happen at any time on the course – but is much more pronounced and dangerous approaching the windward mark, especially with a large fast moving fleet like ours.

Windward marks may be rounded to port or starboard, depending on the course. Whichever it is, it will pay to approach the mark on starboard tack. So, get onto starboard in plenty of time. Do not get caught on port as in diagram 3.





## 2. SAILING A PROPER COURSE

Rule 17 - "If you catch up with another boat and you want to pass it to leeward, you may not sail above your proper course".

There are in fact very few occasions when this rule need be a concern.

But again at the Nationals last year I saw at least two occasions where boats were deliberately "taken out" by boats having establishing an overlap FROM ASTERN and then staying in the same position far past their proper course to the mark.

In the diagram 4 opposite, B has established an overlap from astern, when that happens Rule 17 kicks in and B must then sail its proper course if the two boats stay in the same relative position. Here B has obviously not sailed its proper course as it should have/would have tacked for the mark much earlier. It has to be said that B could exclude itself from Rule 17 by distancing itself from A (bearing away). But of course that then allows A to take remedial action.

**So, in conclusion -** avoid getting into these situations – think ahead and sail safely given respective conditions.

Remember:

1. You have an obligation to avoid a collision - safety first. With a catamaran the potential collision speeds make this is even more important.
2. A starboard boat has right of way.
3. When a boat is tacking it must keep clear of boats that are not tacking (Rule 13).
4. You must follow a proper course that allows you to get to the next mark as quickly as possible (Rule 17)
5. If you hit someone and it is clearly your fault acknowledge it and do a 360.
6. If you hit a mark do a 360.

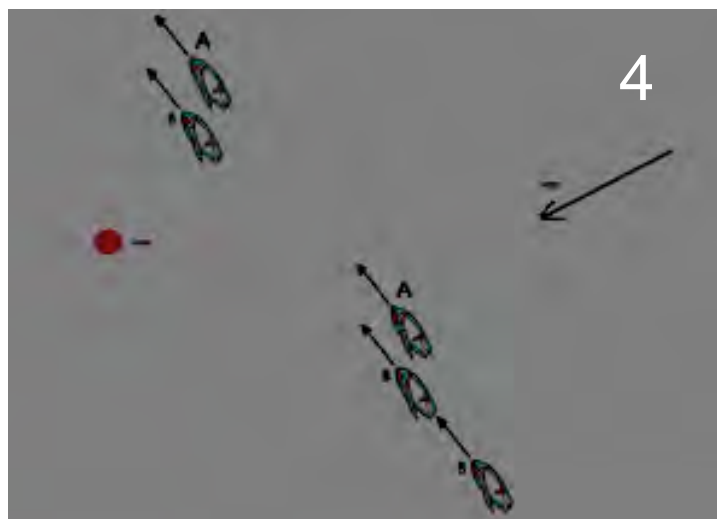
All these very basic rules are being ignored and some people are taking advantage of our history of tolerance.

I daresay that at the front of the fleet these things do not happen - so I guess if this continues I will be forced to start sailing at the front of the fleet!

In general we are a very polite and safe fleet with relatively few serious collisions. Lets keep it that way.

As an old friend (John Rolf) once said " I didn't know I had been luffed-up till the rash developed!"

**See you at the Nationals!**





# Club Corner - Open Dinghy Club

by Keith Bartlett



## Open Dinghy Club (ODC) Angmering/East Preston West Sussex

Most of you will not have heard of us, as we are a small club, tucked away right on the beach on the South Coast, between the larger towns of Littlehampton and Worthing. We have an active fleet of some 16 Sprint 15's, who fight it out una-rig mode with various other cats such as Dart 18's, Hurricanes and a gaggle of Dart 16's. In our Club racing we can pretty much hold our own. In light winds, up to about F3/4, our 15's are pretty unbeatable on the una-rig handicap, unless the course favours the gennicker equipped boats. We tend to find, that as the wind increases beyond F4, the two man cats claw back a distinct advantage on handicap. Whether this is because us oldsters are unfit, or the wave pattern favours longer boats with more ground clearance, I do not know.

Strictly speaking ODC is not an ideal place for GRP Cats as the combination of a steep shingle beach, some vicious rocks at low water and an offshore rocky reef always means that there is plenty of end of season repair work to skegs and the rest of the underneath of the hulls. This is why the Dart 16's are here. Most

of their owners had 15's at some time and got fed up with the gel coating etc. However, our lightweight comes into its own for manoeuvrability up and down the beach.

I guess our longest serving 15 helm is Alan Welman who one of the founder members of the club way back in 1975. Alan was responsible for getting ODC on to the TT circuit for a few years and also for attracting me to ODC in 2000, (the year before we went to live in Hong Kong for 3 years). Alan is regarded as the wise man of the fleet and is still an active competitor. Our space problems (see below) mean that we can no longer run TT's, which is a real shame as the arrival of the 15 "circus" was always a boost to our 15 helms who could only marvel at these fit younger types and who really did know how to make things fly. (See the photos of the 2009 TT & Southern Area Championship.)

Last year, at the start of the season, we had four new 15's join our ranks and their arrival has given our 15 racing a shot in the arm. Two helms came from a Hurricane and have taken very quickly to sailing 15's. The other two new helms gave up their Dart 16's, as they were fed up of losing out to the 15's. All the new

helms are pretty experienced sailors and, importantly, are younger and fitter than the old sods brigade, (like yours truly), who make up the rest of the 15's at ODC. We ran a Sprint 15 Race Training and Cat set up workshop last May which must have been successful as, all of a sudden, there was lots of new competition at the front of the fleet. We are about to start our new season (things tend to happen quite slowly and late at ODC !) with the intention of getting 4 boats to Netley for the Nationals at the end of July.

If you like the sound of what we are doing at ODC and fancy joining us, there is a small snag. And that's SPACE, or rather the lack of it. We do not own the land on which the club is based and 3 years ago we lost 25% of our compound space. Despite quite a lot of Cad Cam trialing by Alan Welman we couldn't find any way of squeezing back in the lost boat spaces, so we subsequently lost 25% of our membership. So new members sometimes have to be patient and wait for boat spaces to become vacant. Oh, I forgot to mention, we don't have any showers or a bar- we are the archetypal "beach club"!

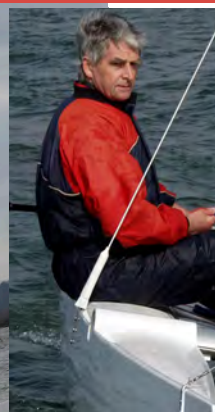






## In memory of Chris Black - The Grafham Icicle Trophy

We have a new elegant perpetual trophy for the Grafham Icicle event which takes place in March each year. The Chris Black Grafham Icicle Trophy was donated by Judith Black in memory of husband Chris who sailed catamarans at Grafham for many years. In addition to the trophy Judith has acted on Chris's wishes to encourage junior catamaran sailing by buying the Grafham Water Sailing Club a Dart 16 to use for training catamaran sailing at the Club (the more durable Dart 16 was preferred by the Club as they consider a Sprint 15 less robust for training). The picture (right) shows Judith and family with the new trophy at the Grafham Winter TT.



The Association was delighted to welcome Judith and family to the prize giving at the 2015 Grafham Icicle Event when they were presented with the new perpetual trophy donated by Judith in memory of Chris. Chris was a stalwart of the Sprint 15 fleet, a fierce competitor on the water and a source of advice and encouragement off the water.

It is fitting we have such a magnificent trophy by which he will always be remembered.

## Sign up your club with UKCRA

### Calling ALL Sprint 15 Sailing Club Fleets.

Make sure you sign YOUR home club up as a "catamaran friendly" sailing club / fleet on the UKCRA map for 2015.

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

UKCRA will be exhibiting at the dinghy show with a large map pin pointing all UKCRA affiliated

catamaran friendly sailing clubs , along with support information on your sailing club, cat fleets and contact details.

For your home club to be part of this initiative pre the RYA Dinghy Show complete the online form @ [www.catamaran.co.uk](http://www.catamaran.co.uk) .

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

1) So make the most of this opportunity sign up now @

[www.catamaran.co.uk](http://www.catamaran.co.uk)

2) Visit the UKCRA team at the Dinghy Show, stand C28, and share information on how UKCRA can work to promote your club in the future.

3) For more information about UKCRA and the "Cat Friendly Sailing Club" (CFSC) programme contact:- Brian Phipps. 07974 194308.

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# 2014-15 Winter TT Roundup

by Bob Carter



## The Sprint 15 Winter Traveller Series

was dominated by new boats. The series was sailed almost entirely in light winds and there is no one in the fleet who is better at these conditions than National Champion, Stuart Snell. Stuart won three events and was second in the fourth. Paul Grattage (sailing his brand new boat, #2018) was second with a score line of 1,2,3 and Steve Sawford took third place with a score line of 2,2,4. The series kicked off at Stewartby on 1 November with 7 locals and 10 travellers on a bright sunny day with winds up to 15 knots (the best wind of the series as it transpired). In the first race Snell led the whole race from start to finish. Paul Craft and George Love gave chase and despite having to do turns Craft took second from Jon Finch, Sawford and Love. Race 2 was sailed back to back with race 1 and Simon Farthing was in front for the first lap. But, as the wind dropped, Snell wound him in to take the gun after 2 laps. Sawford took second but Farthing hung on to take third from Jon and Robert Finch. Sadly Craft was not able to capitalise on his excellent second place in the first race because he got involved in two collisions and retired (embarrassed) from race 2. Snell won the regatta from Sawford and the top place locals were Jon Finch (third) and Robert Finch (fifth).

Next came Oxford on 6 December where 13 travellers joined 2 locals to race on the Farmoor Reservoir in light winds. Team Shanklin fielded a team of 4 boats - impressive when you consider the logistics of travel from the south of the Isle of Wight and back in a day. The wind picked up enough to enable 4 laps of a square course in race 1 and at the gun it was Snell from Grattage followed by Stuart Pierce and Craft. In race 2 Snell was over the line at the start and had to go back which gave others a chance. This left Liam Thom and Stuart Pegum to lead the fleet - a new experience for them both! Snell recovered composure and the lead over the three lap race but Thom hung on to claim second from Grattage and Sawford. Thus, once again, the regatta was won by Snell with

Grattage and Thom taking second and third respectively. In fact, all of Team Shanklin was in the top 6 places as Pierce was fifth and Erling Holmberg sixth. (note: Erling the anchor man! ☺). In the following days Thom was eagerly chasing the early publication of the results so "he could show his mum" The Draycote event was next on 10 January but the forecast was horrendous. Despite this, 6 travellers and 8 locals turned up anyway. Sadly they just drank tea and chatted as 30 knots of wind prevented any chance of sailing. The event was canned. On 7 February the fleet returned to Datchet for the first time in more than 20 years. There is no home fleet but 15 travellers turned up to try out the waters at this conveniently placed Cat-friendly club. The forecasted 20knot wind failed to show and the fleet waited around until 12.30 before there was enough wind to race. Once racing got underway the results had a familiar look. Snell won with 2 first places, Sawford was second with two second places and Grattage was third.

George Stephen made a rare outing and showed that he has not lost his mojo by taking 4<sup>th</sup> place on countback as he had the same points as Grattage who was sailing his new boat for the first time. Team Shanklin once again fielded a team of 4 boats but their places were more distributed through the fleet this time.

The last event of the series was at Grafham on 22 March and once again the forecast was for little wind dying to no wind by early afternoon. This forecast undoubtedly deterred the punters as we got just 9 travellers and 2 locals. The weather was hot and sunny and as there were a few knots of wind here and there on the lake, it was decided to give it a go and try and get both races in if we could. In the first race Grattage was first to get to the windward mark but a number of the chasing fleet of the Club Flying 15s overtook him by avoiding the hole that the Sprint 15s had sailed into on the beat. This made the run particularly tricky as a line of FFs sailing abreast

downwind flying their spinnakers made a big obstruction for those behind and a big wind shadow for those ahead. Progress was slow and ominously the nearby wind turbines stopped so the race was shortened to one 40 minute lap. Grattage kept his nerve and held on to his lead to the finish but Howard Hawkes stole second on the line from Snell who just held off Craft who was trying the same trick. Farthing was cursing his problems rounding the leeward mark which cost him three places from 2<sup>nd</sup> to 5<sup>th</sup>. For the second race the course area fortuitously got a more uniform bit of wind - other areas of the lake looked much worse. This enabled 2 laps to be sailed just before a flat calm spread across the whole lake. In the race Grattage led from start finish with a huge lead. Snell followed in second somewhat behind Grattage but likewise a long way ahead of the chasing pack. Craft took 3<sup>rd</sup> and Love 4<sup>th</sup>. Thus Grattage won his first event of the winter series but he could do nothing to prevent Snell winning the (unpolished) Dewhurst Cup for the Winter Series. The organisers decided that next year they would substitute any bottle of wine that Grattage might win with a bottle of silver polish. The top 10 series results are listed below. Sadly the winds for this Winter Series were generally so light that the heavy weather boys (the Finch brothers) were not tempted to travel to a single event ☺.

The Fleet have now moved on to the Summer Traveller Series which started at Seasalter on 18/19 April

## Overall Series Results:

- 1<sup>st</sup> S Snell (Grafham) 3 pts,
- 2<sup>nd</sup> P Grattage (Shanklin) 6pts,
- 3<sup>rd</sup> S Sawford (Grafham) 8 pts,
- 4<sup>th</sup> P Craft (Worthing) 15pts,
- 5<sup>th</sup> L Thom (Shanklin) 17 pts,
- 6<sup>th</sup> H Hawkes (Snettisham) 20 pts,
- 7<sup>th</sup> S Farthing (Grafham),
- 8<sup>th</sup> G Love (Carsington),
- 9<sup>th</sup> E Holmberg (Shanklin) (S),
- 10<sup>th</sup> G Goldstone (Queen Mary).



## 2014-15 Winter Winners-

Stuart Snell (left) receives the Winter TT overall winner's trophy from Class chairman, Gordon Goldstone.

Paul Grattage (right), winner of the Grafham TT and runner-up in the Winter Series is presented with the new Icicle Trophy by Judith Black.

Steve Sawford, a solid third in the series overall, is not pictured - he was still competing on the water when the prizegiving took place!







**A worthy group** of Sprint 15 sailors set up the stand, manned it during the exhibition and then dismantled it returning the boat, tv, dvd and carpet etc. from whence they had come. The stand looked really good even after I had spilt coffee all over the carpet (whoops) on Saturday morning containing as it did a very shiny demo boat supplied by Windsport (thanks Brian et al), a large screen TV showing wall to wall Sprint sailing and George Love's wonderful Boat Show Special Edition magazine and a variety of posters and other goodies to hand out. Not to be outdone, Erling Holmberg had brought with him some photos and updated video (technical bit done by Liam Thom) showing all aspects of Sprint 15 sailing. Shame the IT skills of those present failed to make it all work properly but what we saw looked very good.

The Show overall appeared busy if not packed and a regular flow of visitors found the Sprint 15 stand and had a chat leading to the renewal of old friendships and requests for information, boat availability and a number of trial sails (6 in total) that will be followed up shortly. The level of activity on our stand seemed to be the same if not more than other class association stands but it does seem more and more that we are all a supporting act for the main chandlery and clothing stands which were packed 9 to 5 with people desperate to throw cash at the exhibitors or load up the plastic given the bargains galore to be had. Whilst for all the associations no business case would exist that balances the effort and costs against any tangible returns the message is clear:

**"any class with life in it just has to be there"**

So we were and will continue to be so. The Sprint 15 stand was opposite a display showing a very traditional and beautifully built wooden boat that would not have looked out of place in a country house dining room and was in between the Buzz stand and that of the Vortex (a sort of multihull) whose spinnaker did its best to hide the Sprint stand containing, of course, the real catamaran from public

view. The Dart 18's were to the rear near the foiling Whisper catamaran stand and, the A class and Hurricanes and Spitfires were in a corner nearby. The very impressive looking UKCRA stand was somewhat isolated in the adjoining room which was a shame given the pivotal role it will have in terms of cat sailing and racing development in the next few years.

A foiling Nacra 20 dominated the far end of the main hall and deservedly won the Boat of the Show award to the total surprise of the exhibitor and probably the first time a "non half" boat has ever done so.

In general the multi hull element of the show was strong especially when the significant BAR Americas Cup presence was taken on board - all indicating a healthy future for this branch of sailing. The talk on the Sprint stand reflected this as it was all positive amongst the Team as were comments received from visitors. It looks like this year's Sprint events will be deservedly well attended as will the various training courses Howard Hawkes intends to lead on let alone the Windsport training. Highlight of the year will be the Netley Nationals which looks like it will be particularly popular meaning non camping accommodation should be booked up fast.

Roll on the 2015 season and next year's show and let's hope the RYA agrees to a catamaran island for next year.

As the strap line in our advert in the Boat Show magazine said- **"SPRINT 15 - ALL THINGS TO ALL PEOPLE"** - and this was the message we reflected well on the day.

**P.S.** All in all time flew for those manning the stand so it is not all work and no pleasure but still a big thanks to, in varying degrees and in no particular order - Howard Hawkes, Gary Burrows, Gordon Goldstone, George Love, Stuart Snell, Erling Holmberg, Ed Tuite Dalton, Martin Searle, Simon Hare, David Groom and Stuart Pegum. Apologies if I left anyone out and yes I will chase up the membership enquiry I had.

## P.P.S ANONYMISED SPRINT 15 SAILOR COMMENTS OVERHEARD ON OR NEAR THE STAND

-*"Another boat driving the foiling future of sailing that I would love to be involved with if I was richer and 30 years younger" (or called Steve Sawford?)*

-*"I find my weight (athletic build and muscle of course) an advantage in light winds as I can keep momentum up when the wind drops"*

-*"Brian is here somewhere but he is trying to be in three places at once"*

-*"Have you paid subs in the last 12 months and have you changed your Standing Order to £20.00?"*

-*"I really must amend/update my text in next years show special magazine which I must admit was actually written by a certain Mr Dewhurst"*

-*"I told Liam not to come"*

-*"Just a few!!!!!!!!!!!!!! extra magazines, show specials posters and fliers I brought with me"*

-*"I am really looking forward to all the training I plan to do at various clubs this year"*

-*"Who made that mess on the carpet?????"*

-*"I wish Liam was here to do the clever techy stuff"*

-*"Great new cheap café available for exhibitors doing mega breakfasts"*

-*"The new Sprint 15's are great especially as you can store your paddle upright if you take the bag out of one of the central hatch covers"*

-*"Simple single handed foiling catamarans are the future"*

-*"Do I really have to go to all these meetings?"*

-*"Why did I not get a magazine?"*

-*"If I do the text for the show write up will you take the photos?"*

-*"@@@@@@@@ has reserved the demo boat but he'd better be quick"*

-*"Trouble is with Paul's new boat is that it takes too long to pack it carefully away"*

-*"In Sprint terms the youth prize means over 40 but under 50"*

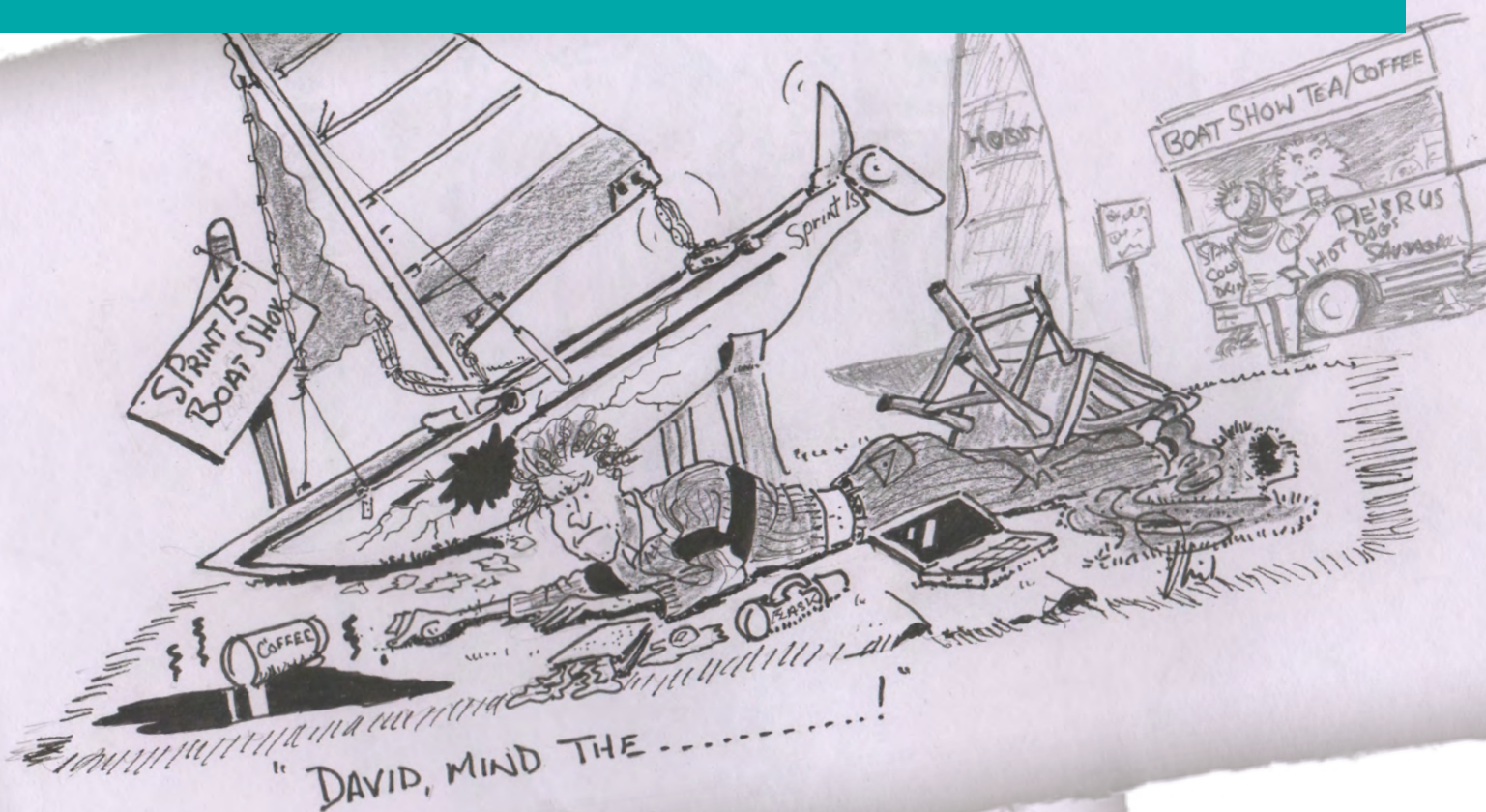
-*"Where do I go to get my nice shiny new sail?"*

-*"See Cookie on the UKCRA stand"*





## Cartoon Fun



Yet again, Phil reminds us of the lighter side of Sprint 15 sailing, The eclectic mix of its members, some of their more esoteric moments and peccadillos provides a wealth of raw material!!

Above -  
David Groom makes  
an entrance to the  
Sprint 15 stand at the  
2015 RYA Dinghy  
Show

Left - George Stephen debuts a new launch technique in windy conditions at the Seasalter TT - not quite a joined up approach!

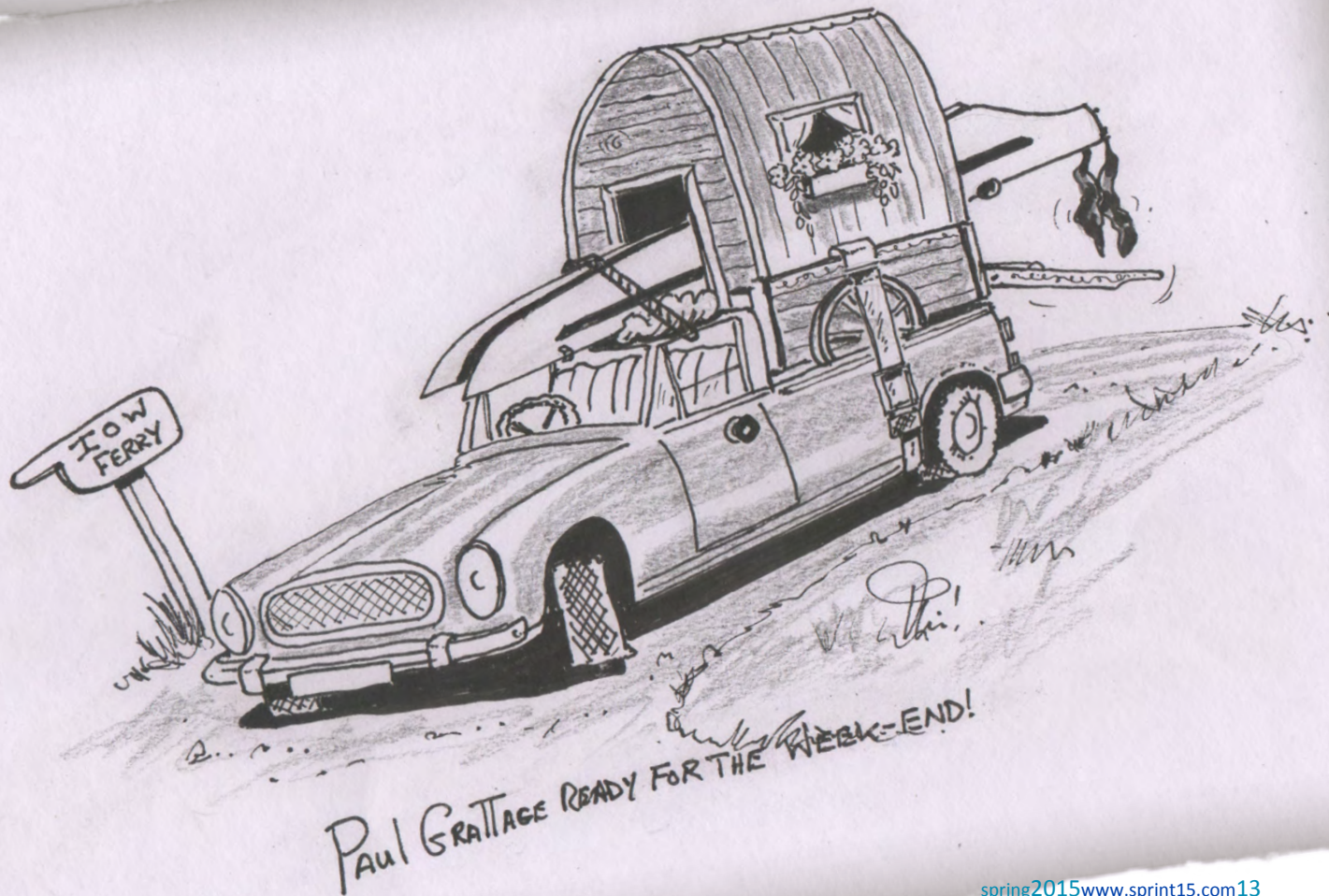




"I SEE GORDON IS AFTER THE OTT CUP THIS YEAR!"

Left -  
Class Chairman, Gordon Goldstone travels home from Eurocat incognito. Perhaps a new business venture beckons back in Blighty?

Below -  
Paul Grattage in usual weekend transport mode. It's one way to save on ferry fares and accommodation!



PAUL GRATTAGE READY FOR THE WEEK-END!



# The Dreadnought Diaries (volume 2)



## The Shanklin Sailing Club

Sprint 15 fleet has grown from 27 boats in 2013 to 35 at the start of the 2015 season. Most of the new owners have been fairly new to sailing catamarans and some completely new to sailing altogether. All of them, however, have been as keen as mustard to get out on the water regardless of the cold and we have had good numbers sailing throughout the winter. The lack of experience from some of the sailors has kept us in Sandown Bay a bit more than previous years but it has meant there was always somebody to go out with any day of the week if the weather was clement. So although we got out much more than last year, we possibly did fewer miles. The Yaverland post was the full extent of our endeavours on many days, followed by some excellent breakfasts and lunches at the newly refurbished Sundial Café in Sandown. Eight of us landed at the beach next to the Sundial one day and after taking lunch we set off. One of our young sailors had rudder problems so I sailed

back to the beach to offer him the Dreadnought. He wasn't keen to risk such a valuable craft so Erling gave him one of his rudders and we pushed him out to sea. Unfortunately the wind had died and the surf had got right up so it was a bit challenging and the boat managed to pull a wheelie and summersault backwards. Erling and I were there to catch the mast so there was no damage but the boat was left on the beach to await a car and trailer. Because of the number of new sailors, Erling was unable to focus in on one individual with his charming and quiet sailing instructions and nobody has left the club in tears this year. However one new sailor was told to "go home, or you'll die" when he was struggling to make progress up wind to Ventnor. The grown-ups did manage to get out a few times without the kids. Erling and I had been plotting a trip to Swanage or Lulworth Cove all year but never got round to it. The intention was to sail over and stay the night. However with his work commitments getting in the way, Erling suggested we try and get to

Swanage and back in the day. We set off early on the 19<sup>th</sup> August 2014 with a decent north-westerly, calm seas and a bit of sun. We made good progress past Ventnor with both of us out on the trapeze. We were close-hauled but the GPS was telling us we were just a few degrees off our destination. However the further we went, the more the wind backed westerly so that we were pointing well out to sea when we had passed the Island. We stood little chance of making Swanage before lunch time so we decided to go about and head back and sail round the Island.

Going round the Isle of Wight is not uncommon, but I wonder how many people have pleasure-cruised round the Island without planning to do so. We were about 8 miles south west of the Needles when we tacked. The ride back to the Island was absolutely classic sailing with a decent swell following us and the apparent wind on the beam. The sun had also come out completely and Alum Bay and the Needles looked glorious.



Above:  
The Needles looked glorious

Left:  
Bembridge

Bellow:  
Ventnor pit-stop







The tide was slightly against us going past the Needles so we went onto the stony beach at Totland Bay for some lunch and to wait for the tide to turn. The café on the pier had been refurbished since I was last there, along with refurbished prices, but they were very welcoming of people in dripping dry suits and didn't make us sit outside. We relaunched and set off clockwise round the Isle of Wight, through the tidal race between Hurst Castle and Fort Albert and back up the Solent to Cowes. We are not really used to sailing amongst yachts at Shanklin and it is good to get in amongst some expensive slow boats and show them how good our little boats are. I have not sailed past Seaview in August before: Seaview is an annexe of Kensington which is largely deserted outside of public school holidays. But in the middle of August all the DFLs\* park their motor boats out in the sea in their hundreds. The tide was a bit against us after Bembridge but we were not having to beat so made good progress back to Shanklin. We were out

for about 10 hours and covered nearly 70 miles.

Another trip that was planned for a long time was a sail to Bosham in West Sussex. We were all set to go in February 2014 when the cliff slid onto the sailing club garden and boat park. It took us until the start of the racing season to get that all cleared up. Erling, Paul Grattage and I finally set off on September 9<sup>th</sup> with a force 4 north easterly. We had to beat across the Bay to Culver then we could fetch Foreland Point at Bembridge. Erling and I made good progress to the mouth of Chichester Harbour where we waited for Paul to catch up. Once into the harbour, Erling's cunning and guile made him faster than me in the more shifty winds. Unfortunately for Erling, I had the GPS and he was lost, so he had to keep waiting for me. We turned up the Bosham Channel (turn right then second on the left) and looked for the moorings that I had arranged with the Harbour Master. Erling was greatly relieved that the moorings had clips on them so he didn't have to tie four granny knots to

secure his boat. Paul picked Erling and me up on his craft and took us ashore to the slipway. We walked round the corner to the Anchor Bleu pub and had three excellent, reasonably priced meals, sat outside in the sun.

Unlike the last time we came to Chichester Harbour, this was mid-week and most of the yachts were on their moorings instead of sailing around. They made interesting obstacles all the same as we sailed down the rivers into the open sea.

We did manage several trips outside of the Bay throughout the Winter including 10 of us going to Bembridge on 8 boats on the 25<sup>th</sup> January 2015. Some of the new sailors were extremely fast until the wind got up to a force five and then the swimming started. We left one of the boats at Yaverland for Erling to sail back later and sailed two-up back to Shanklin to try to avoid further capsizes. We also had three or four trips to Ventnor in the winter but fortunately nobody tried to emulate Erling's spectacular arrival last year. (\*DFL: Down From London)

Above:  
Bembridge

Right:  
Ventnor

Below:  
Leaving for Bembridge





# Trolley Dolly Heaven (aka My Big Wheel Trolley Conversion)



## **Trolley Matters (and they do. Without one the boat is hard to launch and move around on land and suffers damage if you try!)**

Some while ago, after a particularly unpleasant incident with soft sand at North Instow, I decided my old small wheel trolley had to go. I began by using my Dart 18 EuroTrax trolley but I found this to be a bit big and heavy for a Sprint 15.

So I went and spoke to Ambrow Trailers, run by Andy Brown an ex Dart 18 sailor, who has looked after me trailer and trolley wise for years and explained my woes. Andy did some research and advised he could get wider and taller nobbly tyres, nominally 22 inch high by 11 inch wide, that would fit on the 8 inch wide red plastic hubs with hard black plastic bearers they stock which fit on the standard trolleys supplied with the boats. He felt that if they fitted an inner tube these much wider and taller tyres could be used with a health warning that the tyres may come off if knocked around too much. He advised they also do wider painted metal hubs designed for these tyres which would not need an inner tube, would be robust and would also fit our trolleys albeit that these would rust. I said "Go for it with plastic hubs", so I had to work out what to do next. I laid the new tyres and hubs out in the garden in front of

the small wheeled trailer and came up with a plan of attack.

**PLEASE NOTE I AM INTENTIONALLY NOT SUPPLYING EXACT MEASUREMENTS AS I DID THE CONVERSION SOME WHILE AGO AND DID NOT KEEP THE OFFCUTS SO CANNOT CONFIRM THEM.**

Common sense told me that if I amended the trolley in a way that the holes in the shafts on which the v cups are attached and the holes in the axle remained the same, (the holes which the nuts and bolts that hold the three pieces together go), the width of the trolley would remain spot on. I assumed this meant that all I had to do was to shorten the axle by the difference between the width of the old and new hubs and add correspondingly wider spacers and I would be ok. I then worked out that the axle actually had to be reduced further so that the new wider tyres, which extend beyond the hubs, would not rub on the v cups. To achieve this, something in the order of 4 inches had to be removed from each end of the axle and two five inch spacers made up. Following best practice from the original trolley, I made up the new spacers from some old white plastic waste pipe and then glued four old black red plastic wheel bearings into each end of the spacers. Rubbing plastic hubs against a metal axle end seemed a bad idea so I added two large penny washers over the shaft that extended beyond the width of

the spacers. I decided any rubbing between the other end of the spacer and the fibreglass v cup would not be an issue. Once the glue was dry, I slipped the washers, spacers and hubs/tyres over the shafts, slipped the shafts inside the axle and bolted the three assemblies back together using the existing bolt holes. *(At this point I will mention that, at each end of the original axle, there was an internal sleeve reducing the diameter of the inner face of the axle to that of the outer width of the shaft to which the v cups are attached. On mine sufficient remained post cutting to stop the shaft wobbling. If this was not the case my guess would be some wobble could be mitigated by drilling a further hole through the axle and shaft at right angles to the existing nut and bolt hole for a further nut and bolt to go through or by cutting a lengthwise strip out of the white plastic pipe used as a spacer and gluing this inside each end of the axle to make up the difference between the internal width and the width of the shaft. It also occurs to me that if you cut twice the length off one end of the axle you would have one end with the original sleeve and one end with nothing making it easy to insert cut down bits of the plastic tubing in the vacant end. I suggest this approach as I am told you cannot get tubing of the correct internal and external diameter. If you can so much the better)*





The other issue following fitting of the new wheels was the weight of the trolley so I decided to make a handle. From my spare parts collection I found a bit of an old dinghy trolley that had on it a connector that, I believe, is made by the EuroTrax supplier ([cadKat.com](http://cadKat.com)) and is designed to join two tubes together at right angles. I also found a length of aluminium tubing of the correct width to fit the EuroTrax fitting that was the right length for a handle and a stainless nut and bolt to lock it all together. The connector was just the right size for the tube and was the right size to slip over the axle after I cut it in half. *(They do sell different sized connectors and I believe a purpose built connector is available that would fit both tube and axle)*

I have used this Frankenstein creation for over a year and it has worked well and the tyres and hubs have stayed together. It is easy to use when launching and store on the boat when towing even with the handle

in place. It is more 15 sized than a EuroTrax and I consider is much better than the small wheel trolleys. However, it is harder to push around than the small-wheeled version or the bearing enhanced Eurotrax trolleys. It has an annoying squeak and care has to be taken when pumping the tyres up to stop the valves trying to disappear inside the tyre.

All in all I think this is a simple way of getting decent sized wheels on an old small wheel trolley at a reasonable cost.

So in true Blue Peter fashion you will need:

One old small wheeled launching trolley

Two new 22 by 11 by 8 inch size tyres with

inner tubes set on 8 inch wide plastic hubs

One length of white plastic waste pipe

Four black red hub bearings

Two large penny washers

Two additional nuts and bolts long enough to go through the original axle tube (in case they are needed)

Araldite or similar

Spanner and screwdriver

A tape measure

A hacksaw

A drill in case further boltholes are required.

Sticky back plastic and

About an hour of free time

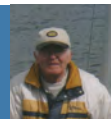
(Just to clarify viz. the 'Blue Peter' reference. You will not need any old 'Squeazy' bottles or a pair of Val's old knickers!)

The hubs, inner tubes, black bearings and washers can be supplied with the tyres fitted by Ambrow Trailers at a special overall price to Association Members of £100.00. If you want a set, phone them on 01202 479259 or e mail them on [www.ambrowtrailers.co.uk/](http://www.ambrowtrailers.co.uk/) mentioning Sprint 15. Delivery would be extra but if you speak to me nicely I could collect and deliver to most of our events.



## Letter from Canada (part 2)

from Derek Innes



Dear George,

Do I ever enjoy our Sprint/Dart 15! It is so simple to sail and it's fast, stable and has beautiful lines. And getting the mast up and down each time I go out sailing is so simple. The boat even fits in our 2-car garage when it's not being used. With our two motorcycles in one bay and the catamaran in the other our car sits outside on the driveway.

Every time I launch at either freshwater Elk Lake, where the Canadian Olympic team practises their rowing skills or on the ocean near Sydney, British Columbia, there are usually a few people that come up to me with so many questions or positive comments about the 15.

In 2014, I was able to sail 68 times. This includes our Dart 18 that we have at our cottage in the 1000 Islands of Eastern Ontario. So each summer that makes for a 4,800 km drive from

our home near Victoria, BC to close to Kingston, Ontario. Then we return home in late September.

When my wife, Marj and I, with partner Ken Giles, were in the business (1984-1996) of importing Darts into Canada, we were able to sell many of them through the Toronto Boat Show. The 150 boats we imported were made up of approximately 140 Dart 18's, 7 Dart 15's and 3 Dart 20's. Our big regret now is that we should have brought in way more Spark/Dart 15's. It's such an awesome small catamaran and we are both so glad that the Sprint 15 is doing so well in the United Kingdom.

Ironically, the '15' we now have came to North America via the US dealer in Connecticut. We purchased it in mint condition from a family in New York State. It's being sailed a lot!

Best Regards,  
Derek





# eurcat 2015

## YACHT CLUB CARNAC

### Eurocat 2015

was held by Yacht Club de Carnac in Brittany, France over three days from the 1 May to 3 May this year instead of four in 2014 due to the day 1 May falls on in 2015.

This year 10 Sprint 15 sailors from the UK made the trip and one French Sprint 15 Roger Veaux.

Six sailors returned this year - Brian Phipps, Jon Pearce, Stewart Pegum, Paul Craft, Simon Hare, Steve Sawford and Ray Gall who unfortunately did not sail. They were joined by four new sailors - Howard Hawkes, John Manning, Richard Mole, Fraser Manning and Roger Veaux.

The fleet arrived at the Yacht Club on 30 April to wind and rain. Boats were rigged and adjusted ready for three days of racing. Brian Phipps and Paul Craft attended a meeting with a representative from FF Voile to try and understand the reason the Sprint 15 una-rig had been moved to Class C3 from last year's C4 category.

The meeting was very productive and the representative was extremely friendly and very helpful. The full handicap system was gone through, which is similar to the SCHRS system, to explain the change in handicap. It became apparent that, although the Sprint 15 and the Hobie 14 have the same handicap, FF Voile had made a ruling that boats over 4.8 meters (Sprint 15) would be classed in C3. The Hobie 14 is under 4.8m so remains in C4.

Registration took place on the same day between 18.00 and 22.00hrs and was as usual a very relaxed process with

everyone from the club and other competitors being very friendly. Fraser and Richard decide to sail Sport mode and Steve DX with the remaining sailors electing to sail una-rig. 56 boats entered C3 ranging from Hobie 16, SL16, Dart 18, Hobie Max twin trapeze and us along with a few other designs.

**Day 1:** The day arrived wet and windy - 18 MPH gusting 23 MPH. The briefing was at midday and with three races scheduled, the race officer for C3 and C4 set a square course with separate starts for C3 and C4 with inner or outer windward-leeward legs meaning that the C3 sailed the inner and C4 the outer so the fleets did not clash.

**Race 1** got under way and with 56 boats on the start line of varying speed and helms ability made for an interesting start but all the Sprint 15's got away cleanly.

The course was large and seeing the marks could be quite difficult. Brian led but changed places up the beat with Paul and then again on the run. On the final reach Brian sailed to the wrong buoy which allowed Paul to get the lead on the run and take the win. All the while Howard was chasing and closing the gap and took third. John Pearce sailed really well in very tricky conditions and took fourth closely followed by John Manning who seemed to be really enjoying the condition. Fraser was the first Sport boat home - third on the water but seventh on handicap, with Steve ninth on handicap.

**Race 2** and the wind still had not dropped and the swell had increased with the rising tide so everyone was again in for a very bumpy ride. Brian led up the beat and was eventually

overhauled by Paul. Howard was even closer and Fraser was chasing hard but the swell seemed to stop the Sport boat driving as it should. Stewart had a very close race with John Manning to take his best result of the event finishing fifth followed by John Pearce closely followed by a much improved Simon.

Unfortunately Steve sailed the wrong course and only realised after he was so far ahead and was wondering where everyone else was. So he retired from the race.

**Race 3.** Brian stalled Paul on the line and Howard was off up the beat like a rocket chasing Brian hard and getting away from the rest of the fleet. Simon was now getting the hang of the conditions and started to catch up with Howard who had slipped back behind Paul and Brian. They raced very closely until unfortunately Howard went the wrong side of the finish line which allowed Simon to take fourth over the line behind Fraser. Richard who later admitted he had only sailed the Sprint 15 a few times and only once in Sport mode was getting the hang of it with his best result of eighth in very tricky conditions. John Manning and Stewart were racing very closely and it could have been either one of them towards the finish.

John Pearce was wondering why he was slowing down. This became evident when he returned to shore and found a hull full of water caused by a Hobie 16 cutting him up and holing him. Repairs were required that evening to get his boat ready for the next day as the sun had come out for a short time.

Roger Veaux had his mast come down and had to retire but a quick repair meant he was ready for the next day.







**Day 2:** The day arrived again very wet and windy 28 MPH gusting 40MPH. This was supposed to be the day of the long distance race but at the briefing with the high winds and poor visibility, the race organisers decided that it was not safe to run the race.

However, they decided they would hold normal racing and kept everyone ready on shore. The F18's departed at around 12.00 and shortly afterwards the organisers cancelled all racing for all other fleets due to the high winds and big swells.

The day was not over as Cookie had organised a meal at the local pizza restaurant for 20 people. So good food, company and drink made up for a day of no sailing.

**Day 3:** The dawn of day was yet again very windy but not as wet. It was thought that there would be no racing due to the high winds but at the briefing the organisers advised there would be two races and held the fleets ashore until the wind dropped. At midday the wind had started to drop and by the time of the start of the first race the wind had dropped to 24 MPH.

**Race 1** was again very close between Brian and Paul and Lord Howard (ask him in the bar) who was now sailing back in his rhythm and chasing very hard. John Pearce's boat was repaired and he was building confidence in the repair. Fraser really had got to grips with the conditions

and was getting away up the front. Stewart was having a battle with John Manning followed by Simon and Richard who got ninth on handicap.

**Race 2** the final race of the event and all the sailors in all the classes seemed to be getting more confident making the start line more compacted. Roger Veaux was being consistent in each race when his boat stayed together. Richard was starting and getting around the course with more confidence now and chasing hard. The tide had turned and this changed the swell into quite a big chop on the way out to the windward mark.

At the finish Howard managed to get third although he was chased hard by John Pearce who was fourth. John Manning sailed well to fifth with Fraser taking sixth on handicap and Simon again doing well in seventh. Stewart brought his new found speed with him from Seasalter and was eighth which was his worst result and was chasing hard throughout all the races. Steve was 17 overall on handicap, Roger ninth and Richard tenth. Paul finished second and Brian took the win.

**At the end of the event** out of 56 boats in Class C3, the Sprint 15 again showed what a competitive and versatile boat it is, beating a lot of Dart 18,s, Hobie 16, SL16 and twin wire boasts not only on handicap but also on the water. The look on their faces as we overtook them as some were twin wiring was great.

All agreed that they had had a great time and look forward to next year.



#### Overall Eurocat C3 results based on FF Voile handicap.

Red is the discard.

Rig	Helm	Sail No	1	2	3	4	5	Points	C3 Position
Una	Paul Craft	1928	8	7	7	5	9	27	8
Una	Brian Phipps	2015	11	14	6	6	8	31	9
Una	Howard Hawkes	1267	16	18	57	16	18	68	15
Sport	Fraser Manning	955	23	19	18	23	23	83	21
Una	John Pearce	1339	18	26	27	29	19	90	23
Una	John Manning	1955	20	24	25	25	22	91	24
Una	Stewart Pegum	1918	21	23	29	27	27	98	26
Una	Simon Hare	1970	24	31	22	30	24	100	27
DX	Steve Sawford	1733	9	57	26	57	17	109	29
Sport	Richard Mole	1929	28	34	35	34	37	131	33
Una FRA	Roger Veaux	1233	26	32	57	57	34	149	39

Eurocat 2015 will be remembered as a wet, windy and wild affair - but the sun did come out just in time to pack away for the journey home!

Well done all who braved the testing conditions to fly the flag for The Class for only the second time in the history of the event. And well done to Paul, our new European Champ.



# 2015 Meeting with Windsport

by David Groom



## 2015 Sprint 15 Association Meeting with Windsport

**Held at 12pm in Downstairs Dining Room at Alexandra Palace. London**

**Declarations of Interest:** Brian bought coffee for all and a cake for George!

### Those present :

Windsport : Brian Phipps (minus his pre-prepared notes!)

Sprint 15 Association : Gordon Goldstone, Stuart Snell, George Love, Erling Holmberg, Howard Hawkes and David Groom.

**Windsport Update (by Brian):** Sales of new boats still slow but potential sales on the horizon. Trade in spare parts sales still brisk. However, the nature of these is sales changing as sailors keeping their boats maintained much more than in the past. Still a lot of parts to stock and inventory of large quantities of spares, especially beams, an ongoing expense added to which is supply problems for some parts but no panics yet. May have to increase boat prices in view of increases in price from key suppliers. Some potential development and changes are underway to reflect problems of sourcing parts and to allow non-performance enhancing changes to certain areas such as rudders. Could the Class look at more joint events with the 18's to maximise the benefits and effectiveness of Windsport support? Big urge to join in with UKCRA and cat-fest being organised for 2016. (Direct clash with Nationals unfortunately).

Windsport supports Class initiative to promote itself more at events and at other times (Follow Dart 18 initiative of regular attendees double stacking with non-traveller to encourage participation).

**New Boat Sales:** If the Association can organise a group buy of say 3 to 6 boats in the autumn (like it did for sails), there may be some potential for a deal in terms of price of boat or kit bought at time of purchase. However, Windsport not able to make any firm commitments as dependent on numbers etc. Need to be a deal done through Association with meaningful deposit and collection in the Spring 2016.

**Sail Sales Bulk Purchase:** This went well and well received by fleet. Sails being collected as we speak. Could run deal again if sufficient interest.

**Event Support:** Brian will support many events including Carnac, Stokes Bay, Seasalter and Yaverland in full. However cannot do the Netley Nationals in person given late moving of the date that now clashes with Dart 18 Europeans and same will apply for other events. Limited support will however be available at all except Grafham where not allowed.

**Windsport Training:** Brian proposes to run a free two day event down at Restronguet and suggests that tickets raffled or distributed at events to select six lucky attendees. Likely weekend 19<sup>th</sup> and 20<sup>th</sup> September. Tickets once won cannot be sold and only re-allocated via the Association

**Association Training :** Howard Hawkes willing to undertake training at cost and will be contacting clubs in this respect. Hopefully he will provide training on the day before the Netley Nationals.

**Boat Prices:** Issue debated as to whether the Sprint price data on the website actually keeps prices down and whether it should be removed. Should we up values and show a range dependent on condition and level of kit?

**Sprint Promotion:** Key need for Association to promote itself at events and through an involvement with UKCRA (The resurgent United Kingdom Catamaran Racing Association) and to encourage attendance at Sprint events through reduced price or free entry for juniors and first timers. Also need to use all available media and website to publicise who we are, what we do, etc.

**Fleet Captains List:** Do we have an up to date list of fleet captains at key clubs to allow circulation of information and dissemination of ideas from the fleets to the Committee?

**AOB:** None tabled

**Meeting ended 1:05pm**

**ACTIONS:** The Committee will identify interest in new boats or sails, will decide how to assign training tickets for the Windsport weekend, will discuss the price list issue with Bob Carter and will further consider promotion point providing an update on all to the next AGM.

# Are You Paid Up & Legal?

by David Groom



## Membership Matters

**(It does you know, as no main event entry and even worse no magazines if you are not)**

Membership remains fairly static although the number of new members joining is, I suspect, slightly on the decline (maybe due to the lack of good or even any second hand boats!!!!). Good news is there has been no real decline in existing members hence we remain static.

However some people out there still need to get their SO's sorted out especially with regard to the use of the unique SP numbers you have all been sent. Sometimes I have to guess who particular payments are for and, believe it or not, sometimes my guess is wrong so I subsequently have an approach from someone who thinks they are a member saying they have not had a magazine. Funnily enough the person who may have had a

magazine by default or even had the cheek to attend a main event, appears to be less likely to complain!! We also have people regularly paying odd amounts, particularly to our old TSB account, that do not give them any membership or membership rights. In total these just about pay the printing costs for one run of the magazine so the class benefits as a whole rather than the individuals who get nothing. So, please - check, your SO's to the Association (and in fact in general) to make sure you are not paying too much or too little and that the amounts you pay to us can be clearly linked to you.

Any problems?

-please e mail me at:  
[membership@sprint15.com](mailto:membership@sprint15.com)  
or phone me on:  
01202 429594.

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## Sprint 15 sailors

familiar with competing at the Pwllheli National Championships know what a great place the North West corner of Cardigan Bay is to sail. If you stayed on to take part in the fun events you may have sailed up the coast to the seaside village of Abersoch. For much of the year Abersoch is a quiet place but during July and August the population swells with tourists and South Caernarvonshire Yacht Club play host to local, national and international sailing events.

Abersoch dinghy week takes place during the last week in July and has gained huge popularity with families from all over the UK. They claim to cater for all classes of dinghy from Optimists to 49ers. Despite sailing in North Wales from the age of seven I'd never competed at Abersoch but decided to give it a go along with a group of friends from Llandudno Sailing Club.

The event runs from Sunday to Friday so we travelled down on the Saturday morning prior to the event allowing plenty of time to rig the boats and pitch tents. You're instructed to drive straight onto the sand where the beach patrol team help unhook trailers and push your boat above the high tide mark. Registration takes place at the sailing club that sits on top of a promontory at the Eastern end of

the beach. The Sprint 15 was the only catamaran entered and was placed in the fast mixed single hander fleet along with RS300s, RS600s, Finns, Blaze, Supernova, a Devoti D-One and a Foiling Moth. Racing is split with singlehanded fleets sailing in the morning and the two-up dinghies out in the afternoon. It would be possible to sail the Sprint single handed in the morning then grab some lunch, rig the jib, find your crew and be out again for the afternoon race. At registration you're given a laminated chart of the bay with the position of the racing marks indicated, then when you sign on to race each day you can plot the course on the chart or write down the order of the marks with the chinagraph pencil also provided. The A4 chart fitted nicely in the tramp-bag with the front edge jammed up against the front beam. To be honest unless the wind really blew up I didn't think the Sprint 15 would be entirely suited to racing in a mixed fleet of monohulls. But that missed the point of taking part which was to sail at a new event with my friends and have plenty of time between races to relax, watch the other fleets competing and enjoy the area. It took a couple of races to work out the scale of the bay and the position and distance between marks. Races lasted about two hours using the more offshore marks if the wind permitted. As it turned out the RS300s were very difficult

to beat in the mostly light winds. My one moment of glory happened on the Thursday of the first year I entered the event. The wind was blowing a steady 15 knots South West into the bay making conditions choppy, but the cat picked up her hull and blasted round the course, sailing through all the Solos and Lasers whose races start before the mixed single handers. The RS300s found the long downwind leg from the St. Tudwal's Islands to Llanbedrog challenging with several rolling over in the rough following sea. The Devoti D-One put in a challenge helped by the genneker it flies off-wind but I could sail much deeper toward the bottom mark and once heading back upwind to the finish had much more power to sail through the waves. I took line honours and was the first boat home, second on corrected time. That D-One should have been in the A-symmetric fleet!

I've completed Abersoch Dinghy Week twice now, 2014 being very hot with very little wind but I would strongly recommend it for families after some competitive but not too serious racing with plenty of down time to enjoy pottering about the Llyn Peninsula. What about 2015? Well, a group of us are travelling up to Cumbria to take part in Bass Week...look out for the next report.





# Window on **windsport**<sup>TM</sup>



## A day in the “Life of Brian” and the Windsport Team.

Those in the small boat business or in any small (micro) business like Windsport, i.e. a 4 to 5 member team will know what I mean when I say: “the day plan is a moving target”

Life at Windsport starts officially at 8.30 am with the day's team briefing but the mental planning starts at 6.15am with the local weather forecast (wake up hour). The team briefing outlines everything that affects the Windsport Team's day:- weather, tide, on-site activity i.e. training, coaching, maintenance, boat repairs, boat parking, etc. plus operational start-up and finally the day's action plan with a few potential additions. It takes about 20

minutes before the team move off to carry out their individual responsibilities. By then things have started to happen in the office. The Windsport Catparts order system is printing out the on-line orders, the overnight emails have been identified for attention and the phone has started to ring. Cookie and Liz are on the case managing that side of the activity. Alex M makes sure the Catparts orders get picked correctly and packed ready for office processing then collection by the carrier around midday. Any stock issues or Catparts queries are first dealt with by Alex or passed on to me (Brian) for attention.

By then it is around 9.30ish and we are in full Windsport flow. Tuition/coaching activity kicks off at 10.00am with clients, so there are things to prepare such as catamarans, RIBs and training plans.

Clients arrive and the office team swing into action with a warm welcome, issue of a car parking pass and the offer of a cuppa before the on-water team sit down with their students and build a plan around the client's expectations. With the on-water team now in action, the workshop will be carrying out hull or boat repairs for customers or insurance companies, manufacturing or assembling Dart /Sprint parts, maintaining the centre equipment, be it boats, tractors, cars or trailers. Most Thursdays we start loading the event support trailer from the stock list including the now famous “Milk bottle” storage racks and other class specific parts along with pre-event orders for delivery to sailors at the event. Come Monday it will all get checked back into stock.



Pics:  
Left :  
Liz & Cookie keeps things on an even keel in the office  
Below:  
Matt prepares an order from stock  
Right:  
Alex gets serious in the workshop







With about 6 acres of boat, car/trailer parking and storage to look after there is always grass to cut, hedges to maintain and buildings to keep watertight. Hence the need for tractors, trailers and a hands-on practical attitude. Little and often is the Windsport thinking, that way we keep on top of it all – hopefully! By the end of the day everyone in the team has been involved directly or indirectly with everything that has been going such as courses, Catparts, hire, enquires, online technical support, maintenance, stock deliveries/dispatch and anything else. So being a sailing instructor or coach is useful but only a part of the Windsport skill set. The ability to multi-task is just as important. So what do I (Brian) do? Well I attempt to keep everything on the road working alongside Cookie who has her finger on the office pulse and guides me when I need it! Like the rest of the team I may be involved in any of the jobs during the day, offer advice or share expertise to deliver the best result. As the team saying goes: “we do not do sick, only dying!” Do I get sailing? We live and work right next door to some great sailing water and I love the location. But if I get to sail once every two weeks I am lucky. Restranguet Club racing is Wednesday evening and Sunday with

some other racing on Friday evening. Wednesday is my only real chance as Fridays I am more often travelling to support events or coaching. So that is a day in the life of Brian and Windsport. It is not all a bed of roses. We have our challenges like every business but we have a great team who are always looking for a solution to a problem. Working at Windsport is not just fiddling with Darts and Sprints, maintaining the production checking class specification and Catparts orders. It's about keeping all the elements on the road that contribute to making our small business viable. For a free working holiday application form contact the Windsport office (joke)! But as you may have read, do not apply if you think it will be sailing and chilling out around catamarans all day!! Better still bring your own boat for a holiday or short break, keep it at Windsport and enjoy some great sailing as a customer on some great sailing water. All the best from me and The Team. You know where to find us.

**The Windsport Team-  
Alex, Matt, Cookie, Liz, Brian  
and Tom P (when he is at  
home!).**



## **Windsport Sprint 15 Cat Action**

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

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Pics.:

Top:

Brian in training mode

Far left:

Brian in repair mode

Near left:

Brian in admin. mode

No multi-tasking for Brian - just multi-modal!



# Draycote Training Day



**Forecast**, Saturday 6<sup>th</sup> June: bright and breezy from the south and west. Breezy enough to instil a degree of trepidation into the hearts and minds of some?

Saturday arrived and cresting the rise on the walk up from the car park it was easy to see that 'breezy' had translated into a lot of 'white' on the water, a good force 4. Clearly, the Bracknell computer was on form. I was very glad to be a mere junior pilot in waiting, without boat. Howard Hawkes, our trainer, had made the long trek from Dereham in Norfolk to run the day's activities. He was assisted by our organiser, Ed Tuite-Dalton. Howard arrived fresh and ready for the off, apparently unmoved by his journey along the A14 and through the Cathorpe 'dig'. Were the Draycote stalwarts ready, that was the question?

**Howard's Plan for the Day** was simple:

1. Discuss the boat's setup on the slipway.
2. Launch and sail until lunch, taking the opportunity to look at everyone from the coach boat. Attention was given to the different points of sailing with emphasis on the mainsheet and traveller with a walk-on part given to the cuningham.
3. Lunch followed by a de-brief in the training room.
4. More sailing in the afternoon, with Howard seeking video evidence of sins

and successes on his GoPro. General sailing would be followed by some one-lap races on a triangular course.

5. Removal of neoprene or drysuit and a final de-brief.

## **The Boat Tour**

Howard's advice supplemented by others went very well. The detail is given in the short appendix.

We began by looking at the tramp and the need to get it really tight. We moved on to rig tension, followed by the settings for the mainsheet and the traveller with advice on where to sit on the boat. Tacking obviously came in for some serious attention. (What were you thinking about Rodney when you fixed the tiller extension behind the traveller track?)

## **On the Water**

Right, time to sail. I joined Howard and Ed in the coach boat. This was the first time I had seen a Sprint 15 close up in a blow. Ed really had to gun the RIB to catch each helm for a detailed look and offer advice.

Amazingly, there were only two swimmers in the morning session. (Hat tip to everyone.) Den pitch-poled, and as I recall, threw in a half-cartwheel that would have put Tom Daley to shame. 11 out of 10 Den! (Extra mark for the manic grin.). Steve also took to the water and was probably grateful for his drysuit. I remember thinking, 'There but for the grace of God...'

## **Lunch and the Afternoon**

Off the water for lunch and then into the Training Room for a debrief. There was lots of frivolous cross-fire, but Howard wasn't fazed. Perhaps he'd done this sort of thing before?

Then off to launch for the afternoon session and this time to collect hard evidence, using Howard's GoPro. Jan and Derek joined in too. More blindingly quick reaches and more tacking all recorded on the GoPro.

Some one-lap races were planned as grand finale. The wind made communication very difficult and, inevitably, some missed the first start. Racing continued for another two one-lap races, but by then fatigue and cold were beginning to set in. So it was off to the shore, change and then a final debrief enriched by GoPro footage and an abundance of frivolous exchanges. Not from Howard you understand. He played a straight bat throughout.

Time to let Howard head east along the A14. Ed thanked Howard for a truly great day and compensated him for putting up with us by giving him a carrier bag which clinked suspiciously. For me, with a whole ten minutes on type in light conditions, it had been a great day. I learnt a lot and thoroughly enjoyed the entertainment, both on and off the water.

Same again next week Howard?



Right-Howard checks out the sail setting

All photos courtesy of Malcolm Lewin





**Cast:**

Howard Hawkes - Class trainer.

Ed Tuite-Dalton - Organiser.

Principal actors, in no particular order: Ant Clay, Bill Hurr, Richard Knight, Dave Rowe, Steve Pell, Den Badman. With guest appearances from Jan Elfring and Derek James.

Roger Pratt : Sail no. TBD

**Appendix****1. Tramp**

Tighten one section at time, working from the starboard hull. Use a piece of wood to gain some mechanical advantage and lock in your gains with molegrips before moving on to the next section. Consider using bowlines on the last section (port side) to make tying off easier and a gain some extra purchase.

**2. Rigging**

Tension: Slack for light conditions to allow the mast to rotate more easily and tight in a stronger breeze.

*Rake: I think this was 'more rake for windy conditions'. Rake is adjusted by the lanyard on the forestay. I don't think there was any guidance on how to measure rake.?????*

**3. Beating**

Block-to-block with the traveller 4 inches down from mid-position until over-powered and the eased as necessary with traveller position conceded before the mainsheet. (??) *Comments about playing the traveller. Didn't*

*understand this??*

Sit by the shroud with body twisted round to face forward. As necessary, move back to prevent burying the leeward bow.

**4. Tacking**

Ensure/pull traveller to 4-inch position and take mainsheet to block-to-block.

Move back to lift bows (giving a shorter water line length and reduced lateral resistance). Smooth entry into the tack.

Ideally, delay crossing the boat until the sail starts to come across. Windier conditions will necessitate an earlier crossing.

Once through the wind, ease the main and bear away enough to accelerate. Sheet progressively as the boat accelerates.

**5. Starting**

Allow 10 seconds to accelerate. Aim for speed when crossing the line and clear air. Good time-and-distance judgement is very useful.

**6. Gybing**

*Not covered due to time(??)*

**7. Capsizing**

*Other than involuntary capsizes for effect or otherwise, this was not covered due to lack of time.*

**Useful Data: recommended lengths**

(reference: Bob Carter, Class website)

Mainsheet: 9.5 m of 8mm

Traveller: 8mm. 4M is too long, use 2m.

Jib strop: 1.3m. 3mm - 6mm)



Guest appearances from  
Draycote hotshots -  
Ed Tuite Dalton (above) and  
Derek James (below)

**Having difficulty in hoisting your mainsail? Bob Carter has an easy fix.**

Most of the friction comes from the mainsail near the bolt rope. I found that the best solution was aerosol silicon lubricant. You can buy expensive stuff from a chandler but I just buy the regular cheap stuff from the local hardware shop at about £3 per can. Lay your sail out on the ground flat and spray all along the bolt rope (spray in the direction from the sail so the lubricant gets in the corner between the bolt rope and the sail - where the friction occurs). Turn the sail over and repeat from the other side. At first I was concerned it might mark the sail or show but it does not seem to. Generally this is enough but an additional measure is to silicone lubricant the mast slot on the inside. When the mast is down cut a short length (~70mm) of 7-8mm diameter rope. Tear a strip of rag ~ 50 mm wide and 300mm

long. Fold the rag in half lengthwise and put the bit of rope in the bottom of the fold at right angles to the rag and pince the rag together so it forms a small section like the sail with a bolt rope. Engage the section of rag in the mast slot with the bolt rope section inside the mast slot. Now squirt the rag with aerosol silicon lubricant on both sides so it is sodden. Now slide it up and down the mast slot resquirting the lubricant from time to time. That's it.

Use the aerosol silicon lubricant on the sheaves at both ends too.

Shoot anyone who suggests using wax - it is absolutely useless.

Keep the silicone lubricant away from the top of the boat or the trampoline - otherwise you will find yourself sliding all over the place. So best to take the mast off the boat to lube it.



# History of the TT (part 2)



*In the second part of article on the History of the TT, first published in the last edition, Bob Carter recounts his personal memories of some of the less well known venues visited in the past.*

**Pagham** – The Dart 15s visited Pagham on the South coast in 1988. At that time there was a number of Dart 15s at the Club including Mike Cemm and George Wood who were soon to move to Grafham for the next season. There were just 5 competitors and a local 2-up boat won. The beach at Pagham is a large shingle beach that can be harsh on the hulls and the class never returned as the local fleet diminished.

**Lake Bala** in North Wales was visited in 1988 and 1989 when the attendances were 5 and 7 respectively. It was the first 'Northern' TT venue and John Adamson and Peter Richardson were among our first Northern travellers. John was the first Northern Champion but I'm not sure we had a trophy back then. Some strong winds were experienced and the scenery is impressive but Lake Bala dropped out of the regular traveller list mostly due to the absence of a local fleet.

**Sandwich Bay** (near Deal in Kent) was a favourite venue for many years. It

was the home of a fleet of about 8 Dart 15s and Jim Jeffery and Tony Drake were the leading lights of the club (in fact I think Jim still is). The club is situated beyond a private access road which runs by the Royal St George's Golf Club where the UK Open is held every few years. It is surrounded by very affluent private houses and at one event we saw Maggie Thatcher walking on the common land near by – she had been spending the weekend with Jonathan Aitkin (before he fell from grace) who owned one of the large houses nearby. The Clubhouse is a bungalow set back about 100 yards from the sea but it has a small dinghy park along the side and at the back was a very irregular field of hay (often uncut) in which we could camp but care had to be taken when driving into it because it was easy to strand your car by dropping a wheel down a rabbit burrow. The beach is a very steep affair made of large stones but as the tide went out there was a flat sandy bit. The only way up past the stones was up a steep iron and sleeper ramp which rose at places some 5 feet above the beach. Races were run from a race hut which could hardly be seen when you were sailing on the sea. Races were started by a system of lights on top of the race hut which baffled the travellers especially on bright sunny days when you could

hardly see them. On one occasion we were just starting the first race into tide and into a light wind along the shore, the start gun had gone but we were making very little progress into the tide when an old VW Passat turned up with a Dart 15 on top – Nick had arrived a little late, as usual. Well after 5 minutes no one had managed to cross the line and the race was abandoned until the wind increased so Nick casually assembled his boat just in time for the wind to fill in so he made the first race after all! Evenings at Sandwich Bay were great fun. After the Saturday races we would have the usual BBQ and then Jim would organise drinking games – he had a great repertoire of them – Dam Busters, pass the orange, the spoon on a string, and many more. Sadly the membership of the club reduced as people got older and few new members joined, so eventually the club had insufficient members to run an open meeting.

**Weston** on Southampton Water was visited once in 1989 and it was also the venue for the second Dart 15 Sprint mode (now Sprint 15 Sport mode) championship the following year. For the traveller event there were just 5 entries and the venue never really caught on as there was not much of a local fleet.



Left:  
Pagham Sailing Club

Right:  
Stokes Bay Sailing Club

Above opposite:  
Bala Sailing Club







**Snettisham Sailing Club** is on the North Coast of Norfolk on the eastern side of the Wash. It had a big Dart 18 fleet and a few Dart 15s, including our then events secretary, Bob Todd. We went there a few times and it was usually in conjunction with the Dart 18s. The Dart 18s tend to party hard on the Saturday night at their events so the Club House was heaving in the evening. It is a club where you can walk the course a few hours before high tide so you have to get a couple of quick races in before the water disappears again, so you get plenty of time to do sightseeing before and after races. The shallow water results in you getting a particular sort of short chop which is interesting. In one race we got a storm blow through in the middle of the race. It came down very quickly the wind went up to force 7+ and the rain bucketed down. The visibility dropped and we could only see about 100yards. Luckily we were on the beat when the eye of the storm passed through. George and I were sailing 2-up and Mike Cemm was sailing Sprint (now Sport) mode nearby. Mike was the only other boat we could see – it was spooky. We continued sailing into wind and happily the storm passed by before we completed the beat so we were able to complete the race. When we got back to the club it was carnage. Many of the Dart 18s had been on the downwind legs and there were bent masts, torn sails and many capsizes – we realized how lucky we had been.

**Stokes Bay** is a big catamaran club on the South Coast near Portsmouth. It has a huge fleet of catamarans and has always been a particularly strong Dart 18 club. The trouble with Stokes Bay is it is on the Solent and they will not set courses which involve buoys half way across the channel. This means that the courses are either small near to the coast at the Club or are huge and take you to the Isle of Wight coast. The first time we went we tagged our open onto a Dart 18 open and got a taste of both types of course. On one day it was close to the coast by Portsmouth and we spent a day dodging the Dart 18s and sailing through this horrible brown and smelly patch of water where the sewage outfall was (I doubt it is allowed these days). The next day we were set a course that involved a 3+ mile beat westwards to a buoy just off the coast of the Isle of Wight. The Dart 18s started first and disappeared over the horizon and we started 5 minutes later and set off after them. Now it was a huge course and there are a series of buoys along the Isle of Wight coast. By the time we got over the other side there were none of the 18s in view so we rounded a buoy and then proceeded to turn port round the next buoy along the coast and then to return to the finish by the club. Now it turns out we had rounded the wrong 2 buoys but we had all sailed the same course but the race officer (Dave Winroe) disqualified our entire fleet. Nick was having none of this, so he reinstated the race and we worked out our own results.

Being a big club we tend to get little influence over the event and what happens. In 2002 we decided to try another event there. We wrote and requested our own start and expressed a desire not to have a windward-leeward course as long runs do not suit our boat. When we got there we found that we were on a windward-leeward course with a load of spinnaker boats, so we have little desire to return.

**Blackpool** was a venue for a couple of years. Steve Littlejohn (of Swanage fame) was working during the weekdays in the aircraft industry and took his Dart 15 North and put it at Blackpool Light Craft Club. Steve's an enthusiastic fella and he convinced us we should hold opens there while he was up North. The club is at the southern end of the promenade and so we were in walking distance to the attractions like the Tower and Pleasure Beach. We got good attendances of about 15 and had some strong onshore winds. A number of us slept in our cars at the sailing club but Bob Hancock from Beaver had just built a large box on his trailer, so he slept in that! He was not called Dracular for nothing. There was a land yachting club which raced on the sands just South of Blackpool and one evening Steve arranged that we went and had a go at land yachting. It was fast and furious but my how shaken-up you get at 40mph over the ripples on the beach. Eventually Steve returned south to Swanage so we did not go back after 2 visits.

*Caption  
Competition*



Can you come up with a witticism to compliment this picture of your Event's Secretary, Erling Holmberg, caught on camera following a gybe in a big gust. He was lying in third place, 100 metres from the line, in a recent club race at Shanklin. The 21 points he gained as a result of a DNF has massacred his points average for the season!

Send your entries to:

[newsletter@sprint15.com](mailto:newsletter@sprint15.com)

The winning entry, as judged by your editor, will receive a 'fabulous' prize.





## Sprint 15 Summer TT Events Programme

**Events Secretary: Erling Holmberg 01983 865012**

Watch [www.sprint15.com/events](http://www.sprint15.com/events) for details of events and updates.

### Summer 2015 Nationals & TT Events

Date	Event	Venue	Contact	Phone
18-19 Apr	TT	Seasalter Sailing Club: Southern Championship	Steve Willis	07980 416422
16-17 May	TT	Rutland Sailing Club: Northern Championship	Erling Holmberg	01983 865012
26-28 Jun	Sport Nationals	Yaverland Sailing Club IOW	Erling Holmberg	01983 865012
31 Jul- 02 Aug	Nationals	Netley Sailing Club (2,3,2 races/day respectively) (Fri., Sat., Sun.)	Erling Holmberg	01983 865012
5-6 Sep.	TT	Stokes Bay Sailing Club	Erling Holmberg	01983 865012
26-27 Sep	TT	Marconi Sailing Club	Fenalla Miller	01621 741671
17-18 Oct	TT	Grafham Sailing Club: Inland Championship	Bob Carter	01438 354367

**National Championships** at Netley is for PY933 format

**Sport Nationals** at Yaverland is for PY897 format

**Summer Traveller Series** is for all sailing formats (Standard PY933 and Sport PY897).

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



### Long Distance Event

1-3 May	Eurocat	Carnac Yacht Club: Brittany, France	Paul Craft	07736 081709
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*The U.K.'s most popular single-handed catamaran*

2014 Nationals competitors with families & friends on the balcony at Thorpe Bay YC