

NEWS SPRINT

The Official Magazine of the U.K. Sprint 15 Association
spring2018www.sprint15.com

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...underway for our 40th anniversary



A bit of Dart history
The Dreadnought Diaries
TT Round-ups
RWYC's Youth Academy Nationals



2018 NATIONALS PREVIEW TIPS CLASS NEWS WINDSPORT CARTOON FUN

COMMENTS

from the ED



The majority of readership of this Spring edition has doubtlessly turned the front page to wonder who on earth is this new person, and how did she find herself pictured here, at the helm of the official Sprint newsletter. I will be honest - I am not entirely sure myself. A new year does strange things to many people - dieting or dry-January perhaps - but to take on an editor's role? Well, I do relish a challenge. George Love contacted me in early January, and here we are!

I must confess to being a late starter to the sport of sailing - an adult course on a pico in 2012 at Shanklin (SSC) began the journey (on the basis that it is a statutory requirement to at least know one end of a boat from the other if you live on the Isle of Wight). It was not too long before I became the proud owner of a Dart 15 who apparently had quite a time in her heyday, but was discovered in a field with a couple of ponies in the north Wight. In something akin to a Herbie movie she set about getting me up to speed in return for some new wires and pretty string, and after a tentative start we were soon racing regularly alongside the stalwarts of the SSC (well, maybe a couple of hundred yards behind but you get the point).

And so, Spring is here, and a fantastic season of sailing beckons to our exciting class, celebrating forty wonderful years on the water. The broad range of articles in this edition are testament to the longevity of the Sprint, and its enduring appeal, and I look forward to learning more as we progress through the year.

Huge thanks to everyone who helped to get me up and running, (particularly George & Liam), and to all who have contributed. I hope you enjoy the read, as much as I have enjoyed putting it together. Please send me your articles for the next edition, or any suggestions for future content. It's great to find out what is happening far and wide.

See you on the water!

Yvonne Pike (aka "Tiddles" 1220)

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Front cover: Day 2 of the Sprint Nationals Yaverland, by Mary Howie-Wood (SSC)

Your chairman writes...

As I take on the role of Chair in our 40th anniversary year, I feel very optimistic about the future of the class and the boat. I would like to thank Chris Tillyer for stepping up at short notice and being our acting Chair last year; steering us through some difficult waters. Chris continues as our Events secretary.

There have been a few other changes on the committee. We welcome Yvonne Pike to the role of Magazine editor, taking over from George Love who is now Vice Chair; Howard Hawkes has decided to retire from the committee after many years of valuable service as Treasurer and Dinghy Show organiser. Latterly he took on responsibility for training: giving support to new Sprint 15 sailors, both on and off the water, and sharing his knowledge, expertise and enthusiasm. We wish Howard well and hope to still see him out on the water.

For those of you who may not know me, I started sailing cats nearly eighteen years ago when I bought my first Dart 15 for the family in 2000. We had seen one when we were on holiday in Brittany and thought it looked much more fun than the Topper we had with us. (I subsequently discovered it was George Love's boat!).

Over the next six years I sailed the Dart for pleasure on holiday, and at Draycote Water, as there were very few other Darts at the club, while continuing to regularly race my Laser. In 2006, Bob Carter asked me if Draycote would like to host a TT, which we duly did and that was my

introduction to cat racing. The friendliness, competitiveness and spirit of fun in the fleet persuaded me to sell my Laser and focus on the Sprint 15. I was hooked, and have competed in the winter TTs and one or other of our Nationals ever since. Last year I was able to do the summer TTs, and I am planning to do the same this year, so hopefully I will get the opportunity to meet more of you.

At the end of last year I took up the Windsport boat offer, and am now the proud owner of 2023. My wife Sarah and I went to collect her from Mylor, just outside Falmouth, the home of Windsport. Brian Phipps and his wife Cookie were very welcoming and hospitable, and I was fortunate enough to also meet Ian Fraser, one of the original design team behind the Sprint 15 and co-owner of Panthercraft, the original manufacturer. It was great to meet him and see that he is still very passionate about the boat and extremely knowledgeable, as one might expect.

So far this year there have been five new boat orders, that join the other eight boats bought since the manufacture returned from South Africa. This is great news for the class and puts production and spares on a more secure footing, showing confidence in our fleet for the future.

Congratulations to our Winter series champion Paul Grattage, and thank you to all the fleet organisers at the host clubs, and our Events team of

Chris and Jenny for making them happen. There have been a few weather challenges this winter, however there has been great support in general and I must give a special mention to the Shanklin fleet

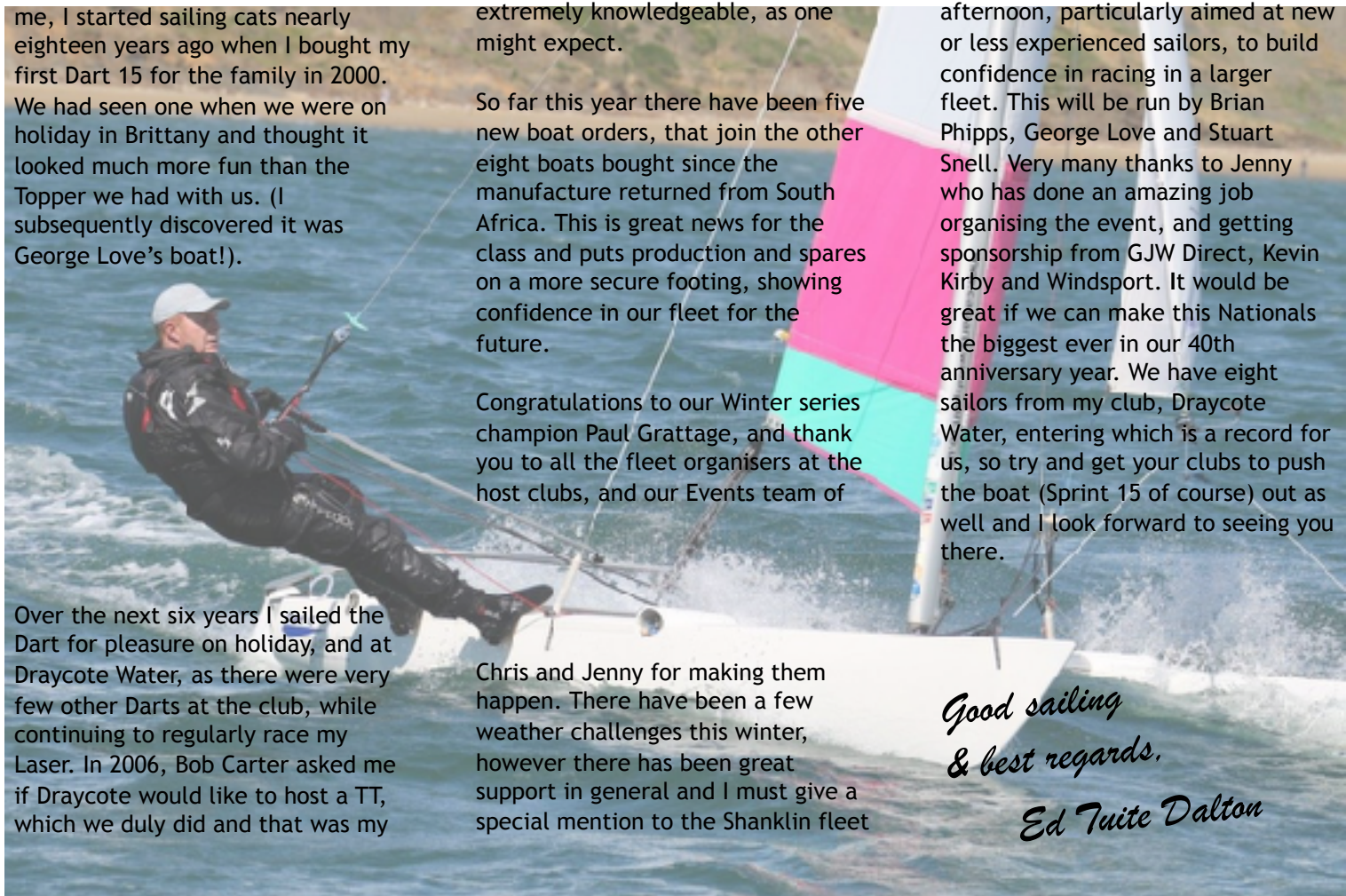
who not only travelled from the IoW for nearly all of these

events, but also brought along two new members: Heather Knowles and Yvonne Pike. We now have three women sailors competing in both our summer and winter TTs and it would be great to get more sailing and racing. We need to watch out for Jenny who was fourth overall in last year's summer TT series in her old boat, Catbert, and see if she becomes unbeatable in her new one!

Our Nationals at Weymouth this year is a brilliant location for Sprint 15 sailing and promises to be a fantastic event. I hope those of you who are considering entering will do so. Please don't feel at all apprehensive! There will be many people there to help and support you, and we are planning to hold a familiarisation session on the Friday afternoon, particularly aimed at new or less experienced sailors, to build confidence in racing in a larger fleet. This will be run by Brian Phipps, George Love and Stuart Snell. Very many thanks to Jenny who has done an amazing job organising the event, and getting sponsorship from GJW Direct, Kevin Kirby and Windsport. It would be great if we can make this Nationals the biggest ever in our 40th anniversary year. We have eight sailors from my club, Draycote Water, entering which is a record for us, so try and get your clubs to push the boat (Sprint 15 of course) out as well and I look forward to seeing you there.

*Good sailing
& best regards,*

Ed Tuite Dalton



A bit of Dart manufacturing history

Hi, I am Brian Phipps, part of the Windsport Team who manufacture Dart and Sprint 15 for worldwide distribution, along with technical and replacement parts, support and class coaching.

I have been involved on the inside, outside and in the middle of Dart 15 sailing since "The Three Wise Men of Dart" realised the need for a catamaran to reach a broad spectrum of sailors known as "The Family of Dart". This is my pocket story of Dart involvement.

a 'demonstrator' at his local sailing club Restronguet SC. In late 1968 he persuaded six friends to join him in building six boats: John Pitt, David Stonehouse, Brian Bishop, John Cooke, and Graham Parkin. Ian encouraged them to pool their resources, and in the summer of 1969 established Tornado racing around Falmouth harbour, where Windsport now operate and run their catamaran training centre.

Kim and Ian had the desire to 'build boats': Kim gave up his surveyor's job with local company Ronnie Prior, and together they applied for a licence from the IYRU (ISAF/ World Sailing) to build Tornado catamarans - not in plywood, which was the method at the time, but in GRP to Rodney March's specification. By using the most high-tech laminates and materials available at the time, that had to date only been used in the aircraft industries, Panthercraft built the world's first "All Glass" Tornado, which Ian sailed to third place in the 1970

European championships in Copenhagen. By proving the design and construction was capable of winning major events, orders for the boats started coming in from all over the world. With the advent of shipping container transport, it was then possible to build boats and ship them internationally. The business

started at Kim's house in his garage, then moved to an old clothing factory at Ponsanooth near Falmouth. Containers were loaded in a nearby field opposite Ian's house, and shipped all over the world to places as far reaching as Hawaii, Los Angeles and Hong Kong. A thriving export business was established.

Panthercraft boats won all the major international events, and Ian won the World Championship in 1971 and the Europeans in 1972. At the peak of production, the firm was building some 100 Tornados a year. At this point I entered the world of catamaran manufacturing as a laminator, producing the GRP hulls, fit out and quality control. With the adoption of the Tornado for the 1976 Olympics, both of the Panthercraft partners realised that the days of making a living out of just one high-level catamaran product were numbered. There were approximately thirty licensed builders around the world chasing a very select market. To survive, Panthercraft needed a more universally popular design.

Terry Pearce had worked alongside Rodney March to engineer the building of the original Tornado for its trials in 1966, and this time he joined Ian and Kim to pool their experiences and produce an outline of the catamaran they would wish to sail at club and championship level. The original design parameters were drafted and given to Rodney March whilst they sat on a park bench opposite Marble Arch, London! Technically, that could be considered the true birth place of the Dart.



A youngish Phipps off on one of his road trips. The Triumph Bonneville stills exists in the garage, yet to return to the road.

The Dart manufacturing company "Panthercraft" was formed in 1969 by two friends - Ian Fraser and Kim Stephens - who had a lifetime's interest in sailing strange craft for those times in the early 1960s. Kim sailed the International Canoe and Ian the Shearwater Catamaran, recording personal success at National level.

When the Tornado catamaran was chosen for prospective Olympic status in 1966, Ian obtained one of the original Tornados from the designer, Rodney March, as





The team were determined to ensure the catamaran they built would survive and prosper and form the basis of a successful class and commercial venture. At the time the IYRU Multihull committee were proposing to hold trials in Los Angeles during 1976 for the adoption of a new two-man catamaran of about eighteen feet in length. Thus the Dart was born out of necessity, a bit of luck and some blue sky thinking.

The first pre-production boat was launched in the summer of 1975 - in great secrecy - from Restronguet Weir, the site of the original Restronguet SC clubhouse, made available to the club by Kim's mother. The boat was launched into the water with covers on the hulls - the team were paranoid that there were spies everywhere and this revolutionary hull form would be copied! This was not far from the truth as a year later, one of their distributors did just that, causing considerable damage to Dart sales and progress in Germany.

The boat was thoroughly tested in Falmouth harbour sailing waters during the summer of 1975, sailed against a Hobie 16, the most popular catamaran in Europe at the time. It is true to say that very little was changed on the prototype and the first production boat was produced in 1976.

Dart Sail No. 1 was built in the autumn and was still being sailing regularly by Ian Fraser at Restronguet in the early 2000s

(crewed by Cookie Phipps from the Windsport Team). Dart No. 1 is now displayed in the National Maritime Museum in Falmouth. The Dart was a success from the very beginning: the right cat, at the right time and for the right market. It combined good looks with simplicity, no dagger boards or boom and a simple performance rig. It could be righted from a capsize by one person, light and fast, combining all the modern thinking of catamaran sailing and classes at the time with the important bonus of racing single-handed on equal terms against a two person crew - you just left your jib ashore.

Two boats were shipped to Los Angeles in March 1976, and were pitted against a dozen other cats from around the world. It is interesting to note that Hobie Alter, the father of the Hobie range of cats, deemed it unnecessary to attend the trials even though the Hobie Cats were built 'just down the road'. Ian Fraser visited the Hobie factory and took home some valuable points on small boat production which he used to set up the Dart production line. Hobie felt that these trials were an unnecessary diversion, but what he did not fully appreciate was that in Europe most inland countries at the time only allowed National and International recognised classes to sail on inland waters. To gain that international recognition was

very important if Dart was to become a successful racing class. Ian sailed the crewed boat with Carol Rodgers, an old friend from San Francisco, and Terry sailed the single-handed version.

The whole campaign was a great success as the exercise was planned to the last detail, including the final text of the class rules to promote "Production One design racing". It took another four years of negotiations with the IYRU to finally gain International status - mainly because the team were not prepared to relinquish the copyright and allow the authorities (IYRU) to licence other builders world-wide. The ownership, and the rights, to the Dart still resides in Cornwall with Ian Fraser, and retain a very strong Cornish connection via Windsport.

By the time the first National Championships was staged at Restronguet SC in 1977, there were about 600 boats sailing in National fleets formed throughout Europe. The first European championship was held at Carnac in France in 1978 which attracted over 65 boats and France, through Lucien Gourmez, became one of the leading European Dart fleets. The boat was now being exhibited at all the major boat shows in Europe and attracting fleets in excess of 150 boats at various meetings on the continent.



Left: The beach close to Windsport where the very first Dart was launched - under covers - in 1975

Right: Dart catamaran sail No. 1 on display at the National Maritime Museum, Falmouth, Cornwall. Come and see it!



A bit of Dart manufacturing history

The recession in the late 1970s slowed things down for a while, and Panthercraft slimmed down from fifty employees to eighteen in the space of three months (I had left and was teaching at this point). The directors went back to making rigging and fitting out the boats themselves. Ian went to Australia for a year to try to establish the class in a different region, but that failed as the recession followed him out and he discovered that the only thing worse than a 'whingeing Pom' was a 'whingeing Pom' who had seen it all before.

In the late 1980s the business picked up, as did the British economy, and Panthercraft flourished. I returned to Panthercraft on the sales team (as the link between technical and sales) and Panthercraft were now producing a 15ft version of the Dart called the Spark, and a 20ft version called the Stampede.

The Spark was billed as "Just for Fun" - uni-rigged with some added features. At the time the Spark specification fit the market perfectly as the family car-topping cat and production could not keep up with demand. The first Spark Rally took place in 1979 near Itchinor near Chichester; the first national championships took place at Sheppy Catamaran Club; and the first Class Chairman was Dr. Tim Shepherd.

More recently the Sprint 15 (formerly Spark) has developed into

its own very successful racing class, still fun but also race-competitive. The Stampede (Dart 20) was built for heavy-weight teams with a massive sail area for its time. Like many racing catamarans of that size, things were developing fast and production of the Dart 20 was stopped in the early 90s.

After much soul searching, Kim and Ian accepted an offer from the builders of the Laser dinghy, Performance Sailcraft of Banbury, for the purchase of Panthercraft. They decided that after twenty years of building small catamarans, not many people came away with something to show for it, so decided to make good their success and hand over the production to a highly respected small boat manufacturer.

Laser delivered the first Dart 18 World championships at Abersoch, Wales in 1991, when 200 boats turned up and the longest starting line ever known was masterminded by Kim



Stephens as race officer. It was all a great success, and high profile, even though at the time (due to weather and the sheer number of boats) it was a bit of a nightmare.

The Dart class continues to thrive today with 100 plus fleets at World and European Championships, and National Championships in numerous countries. The Sprint 15 continues to be the most successful single-handed catamaran racing in the UK.



Brian Phipps at the very home of the Dart, where it all began in 1975, and still going strong with Windsport.

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Teams through the years...



The picture gallery on sprint15.com holds a treasure-trove of memories. How many faces do you recognise? Email in your own archive photos to NewSprint and we will compile for the next edition, as we celebrate our anniversary year.



Dart 15s at the Tedey Regatta

by Keith Thomas



The Tedey Regatta took place in July last year at Camping Le Tedey, a campsite at Lac de Lacanau, about 50km west of Bordeaux. The lake is home in the summer to several Dart 15s, some of whom spend their whole life in France, coming out of nearby storage for July and August. The lake is about two miles long and a mile wide, and has a fairly reliable afternoon wind which is ideal for recreational sailors.

Once again Wilfred, a Dutchman who sails a Hobie 18, and his friends, organised another informal regatta for catamarans and dinghies; a fun event for all. This time a shorter course was sailed, intended to be more spectator-friendly. Starting from the campsite beach near the bar it kept to the northern part of the lake, with a broadly triangular course northward to the top end of the lake, then east towards Lacanau Ville and back to the campsite where a marker buoy for the shallows off the beach had to be rounded and the course followed again for a second lap. All of this was visible

from the campsite (with the help of binoculars). The course used various navigational buoys around the lake which mark shallows and entries to marinas. They are quite small and difficult to spot from a distance, so the event generally favours regular sailors on the lake.

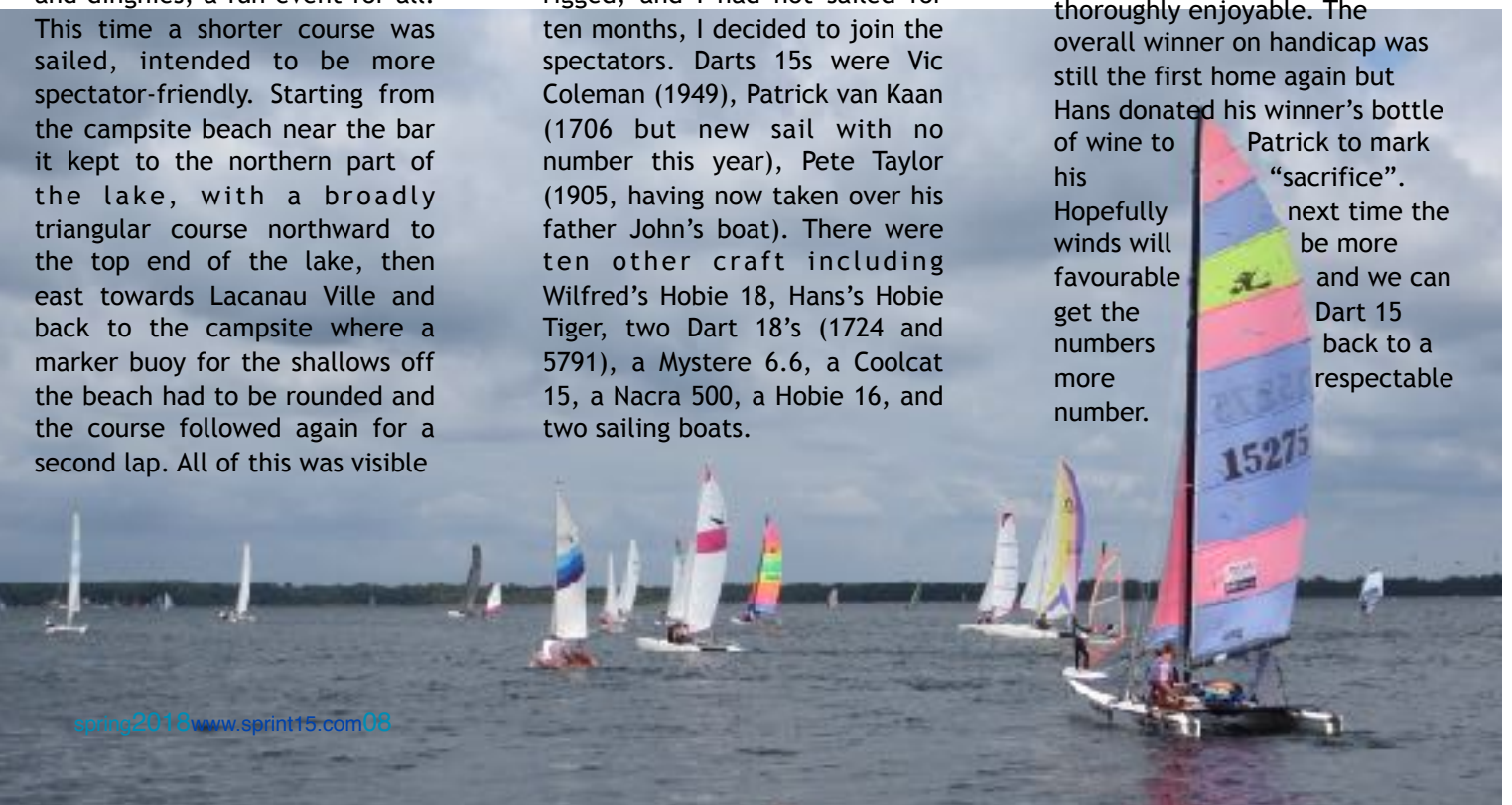
This year the weather forecast was for F2 winds, but with gusts of F4 to F6. It was therefore decided that all entries had to be crewed. Several of us leisure sailors decided it was beyond our capabilities and hence only three of the six Dart 15s there took part. As mine had only just been rigged, and I had not sailed for ten months, I decided to join the spectators. Darts 15s were Vic Coleman (1949), Patrick van Kaan (1706 but new sail with no number this year), Pete Taylor (1905, having now taken over his father John's boat). There were ten other craft including Wilfred's Hobie 18, Hans's Hobie Tiger, two Dart 18's (1724 and 5791), a Mystere 6.6, a Coolcat 15, a Nacra 500, a Hobie 16, and two sailing boats.

This year all started together from the beach, handicaps to be applied to the finishing times.

There was some good-humoured discussion as to which national handicap system should be used: French, German, Dutch or British (and whether post Brexit we would be allowed to take part at all).

First home was, unsurprisingly, the Hobie Tiger, arriving at the final mark in forty minutes at high speed on one hull with both crew fully trapeezing. As usual, Vic Coleman was the first Dart 15 home and came fourth on handicap. Only two Dart 15s completed the course: Patrick and daughter stopped on the first lap to rescue a sailor (not one of ours) who had lost contact with his boat. After re-uniting them too much time had been lost and Patrick retired at the end of the first circuit. Pete Taylor made the mistake of choosing for his crew his friend Ed, and their combined weight gave them a significant handicap. Although they completed the course they were last!

As usual the afternoon was thoroughly enjoyable. The overall winner on handicap was still the first home again but Hans donated his winner's bottle of wine to Patrick to mark his "sacrifice". Hopefully next time the winds will be more favourable and we can get the Dart 15 numbers back to a more respectable number.



Dear Fellow Sprinters...

by Andrew Hannah



Having raced boats for over 50 years, I have decided to retire from the scene to pursue other interests whilst still young enough to start. Without doubt, **the Sprints have given me enormous pleasure**. I have spent longer in this class than in any other.

As many of you will know, I am based at Thorpe Bay YC. It was a Sprint club long before I joined the fleet. But in my time, the class has grown to 35 boats. Whilst this is not a record, it illustrates **the attractiveness of one-design racing**. This is what we should be aiming for. Not just at Thorpe Bay, but all clubs. This is something that is close to my heart. So how do we go about it?

Assuming you have a Sprint of your own, try to get a companion to sail with you. If he/she shows interest, pop the question and suggest he buys a Sprint of their

own. You will instantly double the size of your fleet! If it doesn't work, find another companion. Don't give up.

Be active. You don't need to be charismatic. I never was. But you do need to **be seen on the water**. Get yourself onto your club sailing committee. Offer to tidy-up the club notice board. This is so easy, I'm surprised nobody thinks of it. Discard all non sailing material and anything out of date. Next, **prominently display your Sprint stuff**. Eg a photograph of yourself and anything you can pick up at the Dinghy Show at Alex Palace. Try to display at eye level. Periodically, freshen it with new material.

When you have finished with your NewSprint mag, leave it near the club bar. And check that it is always at the top of the pile!

If someone shows an inkling of interest, get their email address immediately and keep in

contact. Offer to take them out in a decent breeze. Give them excitement. Draw their attention to any boats for sale in your area.

Keep a watchful eye for new or prospective members. Very often, they are unsure what to buy. Make sure Sprints are on their shortlist.

If someone is thinking of buying a two-man dinghy, ask him if he's got a crew. If he hasn't, a Sprint might be the answer. Explain the winning formula of the parent-child option that Sprints have.

Don't be put off if others don't share your zeal.

Above all, don't leave things to someone else. **Take a lead and do it yourself.**

If we remain keen, we'll have a long future. I wish the class every success.

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2017 Summer Series Roundup

A total of 61 competitors took part in the Sprint 15 Summer TT series of five events at Marconi, Seasalter, Draycote, Newhaven/Seaford and Grafham. By way of a change we experimented with two one-day events at Draycote and Newhaven/Seaford and both succeeded in getting in four races and were well attended.

The Series kicked off at Marconi on the uncharacteristically warm and sunny weekend of 8/9 April. There were 29 boats taking part with the home team fielding a fantastic fourteen home boats. Both days started still and postponements were required to allow the wind to fill. On the Saturday there were three round-the-cans races in the afternoon and each was won by a different helm. George Love won the first, Jenny Ball the second and Paul Grattage the third, so all was tight when the fleet retired to the bar. On the Sunday there was one further round-the-cans race followed by the traditional long distance race, which had to be shortened to a circumnavigation of Osea Island as a result of time lost waiting for the wind to appear. Liam Thom made no mistakes on Sunday winning both races and thus winning the event from Grattage, Love, D. Ball and J. Ball.

Next came the Southern Championships at Seasalter on the windy weekend of 24/25 June when seven locals joined sixteen travellers. Grattage and Kevin Dutch both sailed in Sport mode encouraged by the fresh wind forecast. Grattage made no mistakes on the Saturday in the Force 4

gusting 6 SW wind with two guns. Dutch followed a second place in the first race with a capsize and gear failure in the second race thus leaving Ed Tuite Dalton to take second. Thom was third in both races. On the Sunday the wind was similar (i.e. windy) and a further two races were run. Grattage won the first, from Thom thus taking an unassailable lead for the Southern Championships. In the second race of the day there was a pile-up on the line which left Grattage and John Bainbridge doing penalty turns while J Ball was righting her boat which capsized as a consequence of the pile-up. This left Tuite Dalton storming away to take his first win of the weekend from Dutch and Grattage. Grattage retained the Southern Championships with Tuite Dalton and Thom taking second and third places respectively.

On 9 September the Northern Championship was held at Draycote Water which was the first of our one day events. The 19 boat entry included nine from the local club and four aces were run in a shifty 9-11 knot Westerly breeze. The racing was tight but Grattage made no mistakes and won the event with 4 straight wins. Thom was second with three second places, Snell was third (2,3,3) and J Ball fourth (3,4,4). Tuite Dalton was the top local in fifth place.

On 23 September we visited the Newhaven and Seaford Sailing Club for the first time and it was the second of our one day Summer Travellers. Erling Holmberg and Thom, remarkably, attended by sailing over from the Isle of Wight

the day before. Four races were run back to back in a shifty breeze which declined during the last two races and by the end of proceedings it was hard to make progress against the tide. Class Chairman Chris Tillyer (1,2,2) won his first traveller (narrowly) from Thom (1,1,4) and J Ball (2,2,3) and Tuite Dalton was fourth. Top placed local was Jamie Lynch.

The last event of the Summer Series was the Inland Championships at the Grafham Cat Open on 21/22 October but Storm Brian caused the Cat Open to be postponed. Fortunately we negotiated to hold the Inlands on the Sunday should the winds abate enough to make sailing possible. It transpired that sailing was possible and four races were run back to back in a stiff Westerly breeze with gusts to 25 knots. The forecast had put many off making the trip and in the event nine helms of the sixteen or so present signed on. The racing was keen and it looked as if D. Ball was on course to take the event until he suffered a capsize and gear failure a few feet from the finish line of race two. He subsequently missed the next race whilst he went ashore to borrow a con-bar so he chalked up two DNFs. This left local Thomas Sandal (2,1,2) to win the event from Tillyer (1,2,4) and J Ball (2,3,3).

So, at the end of the series Grattage retained the overall Traveller Champion Title but Thom was top Standard Mode Traveller Champion as Grattage had sailed Sport mode at Seasalter. Marconi were the Traveller Team champions from Shanklin.

Final Results Summary:

Overall TT Series Top Places: 1st Paul Grattage (Shanklin) 4 pts, 2nd Liam Thom (Shanklin) 5 pts, 3rd Chris Tillyer (Marconi) 9 pts, 4th Jenny Ball (Marconi) 10 pts, 5th Ed Tuite Dalton (Draycote) 11 pts, 6th John Pearse (Marconi) 19 pts, 7th Eamonn Brown (Marconi) 32pts, 8th Erling Holmberg (Shanklin) 34 pts,.

Traveller Overall Champion: Paul Grattage (Shanklin)

Traveller Standard Mode Champion: Liam Thom (Shanklin)

Traveller Team Champions: Marconi (ChrisTillyer, Jenny Ball, Jon Pearse)

Southern Champion: Paul Grattage (Shanklin)

Northern Champion: Paul Grattage (Shanklin)

Inland Champion: Thomas Sandal (Grafham)

Long Distance Trophy: Liam Thom (Shanklin)



by Bob Carter



Sprint 15 Association AGM 2018

Sprint 15 Class Association Notice of 2018 Annual General Meeting

Date & Time: Saturday, June 23rd, 2018 at 17.30 (may be subject to change due to racing schedule but not earlier than 16.00)

Venue: Rooms 5 and 6, Weymouth and Portland National Sailing Academy (WPNSA)

Agenda

- I. Minutes of the previous meeting
- II. Matters arising
- III. Chairman's report
- IV. Secretary's report
- V. Treasurer's report and presentation of accounts
- VI. Election of officers and committee
- VII. Proposal on changing the Rules of the Association
- VIII. Windsport update on new boats and support
- IX. Cost of the annual membership of the Association
- X. Proposals of which notice has been received by the secretary 21 days prior to the AGM, who will advise the membership 14 days prior to the committee meeting
- XI. Discussion of the venue for the 2019 National Championships and report by the Events team
- XII. Any other business

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

Class Association Rule Change Proposal (to be voted on at the 2018 AGM)

AGM Proposal No. 1

It is proposed that the following should be added to **"Amendments to section 10 – all are optional"** of the Sprint 15 Class rules.

za). A boat shall be allowed to have any form of buoyancy fitted or attached to the mast or to the top section of sails. The buoyancy may not be shaped so that it may be used for propulsion.

Rationale:

This rule change will encourage novices and light-weight helms, who might have difficulty in righting the boat from a capsize, to take part in our events. No unfair performance benefit will result.

Proposer: Liam Thom
 Secoder: Yvonne Pike

The Dreadnought Diaries

The Round the Island Race takes place in the height of summer each year, starting in Cowes and sailing anti-clockwise. It is the fourth largest participation sporting event in the country. In 2017 the race started at 0-six hundred hours on the first of July.

Unfortunately they consider Sprint 15s to be too short and unsafe to take part. Erling has made a habit of sailing out to the south of the Island to meet them, and take pleasure in watching the boats gybe their spinnakers, but this was the first time I had joined him. We watched the massive Concise 10 trimaran shoot across Sandown Bay as we rigged up. The boat went on to finish just after 8am in a time of 2 hours 22 minutes.

As we set off there was a small handful of boats coming round



In Reeth Bay there is a small fishing harbour called Castle Haven and a café with half a dozen static caravans. It is the perfect place to sit and eat a sandwich and watch hundreds of yachts sail past with their coloured spinnakers mostly under control.

We launched our boats and joined the fleet as they headed north east towards the Bembridge Ledge Buoy - the only mark of the course apart from the Isle of Wight. Many of the yachts were giving it everything and were struggling to keep their masts facing upwards. We saw a couple of decent broaches but I wasn't quick enough to record them with the camera. We stayed with the yachts, sailing faster than them on a broad reach, most of the way across Sandown Bay before beating back to Shanklin.



Dunnose and we tacked up the coast towards Bonchurch and Ventnor inside the oncoming fleet. We did sail outside a few boats including the Volvo Ocean boat Mapfre but mostly we kept out of their way, short tacking on the shore side of the fleet.

Our target was Reeth Bay which is just to the east of St Catherine's Point. I headed onto the beach but spotted lots of rocks under the water so decided to let the more experienced sailor lead the way on his much older boat. Erling found us a soft sandy spot to park our boats and took the mickey out of me for not going first. I said I thought it best to follow somebody who had been there before. He said it was his first time there...but he had looked at it from the land...once.

“ Erling...took the mickey out of me for not going first...





Erling and I were determined to use wind power to get us to the new TT location of Newhaven and Seaford and despite some forecasts of light winds we set off before 7am on the morning of the 22nd September. Newhaven is 48 nautical miles from Shanklin so in good conditions you could expect to be there in under five hours.

There are two ways of getting past Selsey Bill. You can go two miles away from the coast and go down a narrow channel called the Looe. The charts and cruising guides warn of dragons either side in big winds but we were in benign conditions. The alternative is going 6 miles out to the Owers buoy and not seeing much of Sussex on the journey. Erling wanted to go further out and I wanted to stay in. The toss of a coin sent us through the Looe Channel.

We passed by the Nab Tower heading for the Looe but the light wind was veering north east and our course followed the rising sun out to sea. At half ten, just short of the Owers cardinal we tacked onto starboard. There is not a lot to see 10 miles off the Sussex coast. Almost nobody sails east of Selsey and there certainly wasn't anybody out that day. The coast is very visible but at that distance and at the speed we were going it changed very slowly. Straight ahead of us was the unfinished Rampion Wind Farm. It looked a couple of miles away but we sailed towards it for hours and hours and it barely got any bigger. Once we eventually got up close to it, it took a couple more hours to sail to the northern edge of it. The wind farm is 17 miles from end to end.

The wind was eventually picking up to a decent force 4 from the south west as we left the turbines behind us and pointed to the left of the Seven Sisters. There was a bit of adverse tide but we gybed our way into the bay at a good pace.

The beach at Newhaven and Seaford is not ideal. It is a steep, shingle slope and we had the wind behind us. I did a perfect RYA turn into the wind, lifted my rudders and Dreadnought crashed violently onto



the beach sideways as a wave broke over her. If Heather and Yvonne were not there to help me the boat might have died there. Erling has not done any training in how to land a boat on a lee shore so he just pointed up the slope and landed at full speed with a graunch and no drama.

We cheated on the way back the next day and used Erling's car and trailer.

Our last outing to West Wittering was slightly spoiled by the café not being open so I rang the estate office to find out if it was open this time. It was.

“ He got an almighty hard stare...

They do have some estate rules prohibiting the launching of motor boats and dinghies, but since a catamaran is neither I didn't think they would mind too much.

Six boats and seven people set off on the morning of Sunday the 3rd of December with a decent north westerly on our beams.

As ever there was myself and Erling, but we were joined by Yvonne Pike, Ian Wilkinson, Andy Jefferies and new boy Mick McLaughlin. Heather Knowles crewed for Ian. Dreadnought was having a rest for the winter and I was on my spare craft Biscuit.

The wind built as we crossed Sandown Bay and we were in double figure speeds pretty well all the way. Not surprisingly, there wasn't much traffic out there apart from the anchored ships off Bembridge. We kept together mostly, but once past the Nab shipping channel Andy and I put our feet down and led the way onto the most immaculate beach at West Wittering.

The beach café was staffed by lots of friendly young people who started cooking as we arrived. Thankfully they let us eat our burgers indoors as it was not overly warm outside. Ian is not fully house trained and he rang his gloves out on the floor leaving a small pond below his seat. He got an almighty hard stare from the people next to us but the people running the café were quite relaxed and refused to let us clear up after him.

The return journey was as rapid as the outward trip and we were back in an hour and twenty minutes with a top speed of 16 knots. 28 nautical miles covered and back by 10'clock.



The Dreadnought Diaries



Before Christmas, Mark Pritchard asked me which day he should take off work for an expedition. I consulted the Guru and decided it would be excellent conditions for a jaunt to Langstone on Wednesday 20th with a force 4 westerly on the port beam. I rang the Ship Inn and the Langstone Yacht Club and made arrangements for fried breakfasts and somewhere to park a few boats.

Seven boats left the beach at Shanklin with not a lot of wind. If it stayed light it looked more sensible to go to Bembridge or even stay in the Bay. However, as we got to Culver the wind picked up nicely and we made excellent progress north despite having to wait for Richard Beasley who had mislaid his testicles again.

We were flat out across the Solent and well on target for the all-day breakfast. As we entered the Langstone Harbour entrance between Portsmouth and Hayling Island the wind dropped considerably and the further north we went the less wind we had. We started paddling, but wiser people than me suggested we give up

or we would run out of daylight. I rang the pub to apologise and turned around. Mark Pritchard made better progress than some and I told him to head back and get the

we were not concerned about night descending on us. The lights of Shanklin made navigating easy and I sailed the last four miles in very little wind, sat on the windward hull with my back leaning on the shroud and my feet up. The tell-tales were invisible in the darkness but I could see when the jib was collapsing so I knew when to bear away.

It was a most enjoyable, relaxing sail in the dark and something we don't get to do very often. We all landed safely by 5.30pm.

Next time we are likely to be out late we will have head-torches so we can see each other.

Still haven't sailed to Dorset.




safety boat out if we were miles behind. Tony Murrant went with him while I stopped at the café by the Portsmouth ferry on Hayling Island for a bit of refreshment and a comfort break.

I relaunched as the back markers were coming past. This was nearly two o'clock and we had less than two hours' daylight left.

There was a bit more wind in the Solent and we managed 5 or 6 knots to Foreland where we knew the tide was favourable. It was still light as we got to the West Princessa cardinal where we got out of the way of the ferry returning from St Malo.

Once into Sandown Bay we were pretty well safe from all traffic and

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Demise of a Sailing Club

by Keith Bartlett



This is the once thriving home to some plus a host of monos. The club no longer has any physical site for members' boats, so exists in name only - The Open Dinghy Club.

How did this all come about you might well ask? To answer that you have to go back to when the Club was started, way back in 1972, (i.e. well before my time as a member) and the Club was able to lease some land adjacent to the shingle beach at East Preston (Angmering on Sea, if you are a bit posher). It was never anything fancy: a small wooden shack to start with, then in 1996 a larger wooden clubhouse which served as changing rooms, sail storage, bit of a kitchen etc., but never with anything so grand as warm showers. There was enough space in a securely-fenced boat compound for somewhere in the region of eighty boats, plus undercover rescue boat storage.

In our heyday, the Club hosted a number of Sprint 15 TT events, and was the venue for the Sprint 15 Southern Area Championships for several years. One of the original founding members, 15 sailor, Alan Welman, was key in getting me to join ODC back in 2000. It was at the 2000 TT at ODC that I first met Gordon Goldstone, emerging from the back of his car, fit and ready for a Sunday sail despite the previous evening's hospitality at ODC.

Everything kind of bobbed along. Leases got renewed, the rent went up, boat club fees went up, we gained or lost a few boats, but it was fairly stable. In my time as ODC Secretary (just how did I get talked into that as I was Sprint 15 Membership secretary at the same time?!) we saw, with hindsight, an event which we should have acted on sooner. Our landlords wanted to restrict some of our boat compound area, to develop it for leisure use (right next to the beach so very attractive to holiday punters). We lost twenty boat spaces. It was somewhat unpleasant at the time, but it did result in getting rid of the 'dead boats' that you find in every sailing club compound.

We ended up with about sixty boat spaces, and just enough members (around 80-90) to run a rescue boat rota for the season. Around this time we gained a few younger Sprint 15 sailors (i.e. less than 60-70 years old), and out of the blue we had an active 15 fleet. Sadly, we didn't have enough compound space to host visitors for any more TT events, so our active fleet competed with each other. Apart from the solo efforts of 15 stalwart Alan Welman, and myself, we didn't manage to muster a 'team' at the Nationals until Netley in 2015 and at Pwllheli in 2016. This looked as if it would be a growing trend, as everyone who went, came back much improved and filled with 15 enthusiasm.

Then we hit the brick wall. A legal letter, giving notice of termination of our lease, arrived at the end of 2015. We had just twelve months to find somewhere else for our boats, completely clear the land (getting rid of our HQ), and even dig up concreted-in boat ties etc.

What followed over 2016 were various approaches to our local council; help and advice from the RYA, and lots of hard work and advice from Members. Sadly it all came to nothing. The Council did not see sailing from East Preston as anything to get excited about, and various offers of Council land being made available were about as realistic and well thought through as a quick Brexit. Possible purchase of suitable building plots within reach of the beach failed through the exorbitant price of land in this part of the South Coast (a bargain at half a million quid!). Although everyone likes to use photos of boats on a beach in their local publicity, it's a different matter when they might be based next door, and you contemplate flapping rigging and riotous noise from drunken sailors and their cohorts.

The inevitable soon happened: members were told to vacate the compound by October 2016. Various working parties set to work to either remove valuable kit (we had invested in an expensive new winch in 2015) and to return the boat compound back to its original state. Any hopes of being able to find an

ongoing use for our lovely, old wooden clubhouse soon faded with the recognition that no-one was willing to dismantle and remove a fifty year-old structure. So come 31st December 2016, we left behind an empty clubhouse filled with lots of memories.

And what became of the boats and members? Well, most of the bigger Cats moved down the coast to Worthing, with an existing Dart 18 fleet. Most of the Dart 16s went there too, and began to gather interest from Worthing members. And where did the 15s go? Pretty much scattered to the four winds. I thought long and hard about joining Worthing, but without there being any 15s already there, plus a longer journey time, I decided to rejoin Bognor Regis SC, where I had started my Dart 15 sailing back in 1990. There weren't any 15s there either, but one fellow 15 and a Dart 16 did come too from ODC. Some of our other 15s have moved on via the Association's website, and may now be getting new use over on the IOW. A few others are still homeless, and we will see if any of them can be persuaded to Bognor SC. This club has warm, even hot showers, a bar and superb food. It's even got an almost new, custom-made wooden ramp running down from the Promenade to the water's edge. What more can you ask?

So, if there are any former ODC members reading this article who fancy getting on the water in 2018, or indeed any other 15 sailors looking for a place to sail, then Bognor is for you. It is indeed strange that established venues for 15 sailing along the south coast are few and far between. If you go eastwards, I think it's the guys at Newhaven and Seaford SC, who are the nearest active 15 club. Going westwards, if you discount the IOW with its horrendous ferry charges, then it's Netley on Southampton Water, or Highcliffe, followed by a hell of a long drive to places like Swanage. So ODC really did fill a need for Sprint 15 sailors. **RIP.**

Heyday photos page 21.

Plymouth's Royal Western YC Youth Academy

305 Miles, 4 Cars, 6 Boats, and 1 Group of Smiling Faces...

Plymouth's Royal Western Yacht Club Youth Academy set out to Thorpe Bay for the nationals with five out of their six boats, having lost a boat in a collision a few weeks earlier. A Laser 3000 'triple



stacker' and a Sprint 15 trailer were their weapons of choice, and after a long night and an even longer morning they were finally ready to set out on their 305-mile journey to Thorpe Bay Yacht Club.

Within two minutes of setting off the Laser 3000 trailer took on a Volkswagen Beetle. To the delight of both parties there was minimal damage, and the trip began... again. Thankfully, this was the only incident that occurred on the journey, and so eight hours later, with a few pit stops, the RWYC Youth Academy made it to Thorpe Bay. The next challenge for the Plymothians was to pitch their tents and set up their boats. With the help of Brain Phipps of Windsport and George Love (and a



few car headlights) the five boats were unloaded, re-assembled and ready to begin racing the next day, or so they thought... Andy Sinclair had left his boat's bridle all the way back in Plymouth... thankfully his partner Hannah drove all the way down to drop it off for him (thanks Hannah!)

So, Andy, Dan, Joe, Aaron, Tom, and I rushed to the club, ate our food (thanks to the kitchen for staying open after hours to feed the Plymouth gang) and with a quick de-brief from Andy (the team leader) went off to bed ready for racing to begin on Saturday.

The RWYC Youth Academy was up at the crack of dawn on Saturday morning doing the final checks on their boats, or in Dan Drew's case, doing the final checks on Gary Burrows' boat (a huge thanks to Gary for letting Dan use his boat). With all six boats ready to roll (pun not intended), breakfast was had and briefings were heard (Andy insisted on having his own briefing to give us even less time!). With only thirty minutes to spare before the start of the practice lap, the team was changed and out on the water, team shirts and all.

All team members crossed the start line on time, and began the practice lap (all Plymothian racers had been warned by Andy that finishing the practice lap was bad luck). I ignored the warnings and finished the practice lap in the top end of the fleet. The majority of the team completed the course and then sailed off, avoiding the finish line. The next race began and all seemed to be going well until the team suffered its first incident: I ended up impaled on the bow of another boat. I should never have finished that practice race...



Day 1 ended successfully with only one capsize by Andy on a downwind leg. The team's results for day 1 were once again somewhat successful with Tom Gurney in 58th, myself in 59th, Dan in 54th, Aaron Kirby in 43rd, Josef Spencer in 37th, and the team leader Andy leading the team in 18th. Now they just had to make sure six boats were on the water for Sunday. Gaffa tape should solve that issue.

The fleet was ready once again for another day of racing: holes patched up, ropes replaced, protests done, what could go wrong? The answer came once again to me in the last lap of the second race: my top mainsheet block exploded ending in me once again retiring (bearings flew everywhere and the remnants disappeared over-board). The team capsizes for Sunday came from both Aaron and Dan at the reach mark, and so Day Two ended with me



having completed one out of five races and the rest of the team finishing all races. I definitely shouldn't have finished that practice race...

Sadly, due to family issues (a holiday to Majorca), Tom Gurney and his Mum Ali had to leave at the end of Day Two (a huge thanks to Ali for towing the 3000 trailer up as Andy's car couldn't take the weight!). Now a member and a mother down the Western team dismantled Tom's boat and scavenged spare parts to fix their own boats. The team, dressed in their least smelly clothes, made their way up to the club for the sit-down meal, a bit of socialising before bed, and then a good night's sleep ready for Monday.

The results for Day Two were a delight for Andy as he was now in 10th place, Tom was still in 58th, I was now in 57th after having to retire in the second race, Dan was in 52nd, Aaron wasn't far ahead in 45th, and Joe was in 41st. Aaron soon made plans to chase Joe down the next day, and Joe had

Racing was finished, and while results were being sorted the boats were dismantled and put back on their trailers ready for towing. Only one more issue to solve - a little bit of maths: two trailers, two cars, one tow hook, 305-miles... the solution left Plymouth after a night shift and a half day at work at around 12:30 on Monday (thanks Mum!).

The prize-giving was had and Royal Western came out with an admirable set of results;

- Josef Spencer winning the Youth Cup and finishing in 38th, beating Hector by two places.

• Aaron Kirby being named the 3rd place for the Youth Cup finishing in 52nd and winning a spot prize for his interesting capsized earlier that day.

• I came out with 4th place for the Youth Cup, despite a hole in my boat and a busted block, finishing in 58th.

- Tom Gurney won a prize for the youngest sailor, and came 5th in the youth cup, finishing in 59th.
- Andy Sinclair had his wish of finishing in the top ten, with a position of 9th, and quite rightly got a thanks for organising the Plymothians.
- Dan Drew finished



in 50th, re-arranging the current order for the event, overtaking Aaron Kirby by two places.

And so, the team departed at 17:00 with one of the trailers, leaving me sat on top of the remaining 3000 trailer, watching the sun set over Thorpe Bay, waiting for my parents to arrive. They arrived to my delight at 18:30 that evening, thus we made it back to Plymouth at 2am, along with three boats and a car full of kit!

The Royal Western team now looks to increase their fleet size, and to compete in events all over the country, and maybe even host a Nationals. A huge thanks goes out from the Plymothian gang to all who organised the event and to all those at Thorpe Bay. Thanks to Brian Phipps from Windsport for fixing all the issues we threw at him and Gary Burrows for lending us a boat. We hope to see the Sprint 15 fleet again soon!

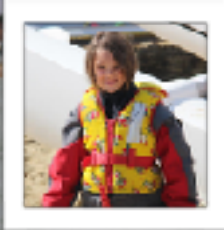


his eyes on overtaking Hector Bunclark for the Youth Cup.

Only four boats from the RWYC launched on Monday, as I decided to listen to the fates and not risk breaking my boat again, having only bought it three weeks prior to the event. So I dropped my rig and dismantled the boat ready for the journey home. Josef Spencer raced exceptionally well on the final day getting no results below 30th, Andy held his own finishing in 9th. Aaron and Dan both decided to go for a swim, with Aaron getting a tad tangled with another capsized boat.



Nationals action...





The 2017 Nationals at Thorpe Bay did not lack for wind! Shortly after the start of Race 3 on Day Two a squall barged its way through the fleet; shortening the race to one lap but not before hurtling out Sophia McKenna for an impromptu dip and leaving the rest of the fleet resembling flotsam and jetsam on the Southend shore-line.



Opposite page: some of the action captured at the Nationals by Pauline Love and Nick Champion.



Tiddles at the Nationals

by Yvonne Pike



Photo: Pauline Love/Nick Champion

"Would you write an article for our next issue" asked George Love, "the experience of being at the Nationals for the first time...and on being one of the few ladies on the water...?" "Absolutely!" said I, "but in the interests of not putting anyone to sleep I'd better keep it short and sweet".

So here goes... in the hope of inspiring anyone who is unsure about whether or not to enter the next series... please find below, in not necessarily the right order, my experiences at the Sprint 15 Nationals at Thorpe Bay:

"Erling and I will look after you" said Liam Thom as he was trying to drum up numbers from SSC (a hard task...we were enjoying a balmy summer with idyllic sailing at Shanklin, and several members suspected a passport was required). They were true to their word - from transporting, loading and rebuilding Tiddles (my beloved boat), to advice on the water and in the clubhouse afterwards. I arrived at the Nationals knowing only the handful who travelled with me from the Isle of Wight, but quickly met Sprint sailors from across the country, all sharing a love for the Class and happy to help anyone who looked in

need of assistance. In fact everyone was so amenable that after the final race on the last day I was firmly rebuked by the aforementioned Mr. Holmberg for spending too much time chatting rather than getting the boats sorted out.

I had decided to keep costs down by camping on site, and a large number of others did the same. As I was camping by myself I found this reassuring, and also quite entertaining that we all seemed to need to stretch our legs at 4am.

My biggest concern in advance of the Nationals was simply not being good enough to compete. I am new to the sport, my ideal wind was a F3 and I am a tactical novice so the prospect of lining up with sixty other boats in a decent blow was daunting. The most anxious moments were as we were preparing to leave the beach - thinking that if the white caps were like that at Shanklin I'd be watching the racing from the clubhouse instead with a mug of coffee and a bacon butty. But with some words of encouragement, and an offer to help launch, the challenge became irresistible and before I knew it I was on the water and focused on the job in hand. I am amazed to say that I started 6 of the 7 races, capsized once (frustratingly right in front of the finish line but it did earn me a Spot Prize for being a muppet so not all bad!) and only once landed Tiddles on the wrong beach when a squall of 30knots+ went through the fleet and I was pretty sure that gybing would result in a circus performance. In both instances support crew were quick to arrive in a safety boat to provide assistance - both physically and mentally - as they cheerfully informed me of other calamities taking place all over the course so I didn't feel quite so bad!

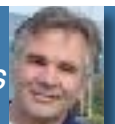
The Nationals fleet is certainly dominated by men, but although Jenny Ball and I were the only female helms (and only three ladies in total were on the water when including the young but fearless Sophia McKenna), the diversity of the age range makes the class in general feel very inclusive. Teenagers to septuagenarians were taking part and it was quickly apparent that whilst in the windier conditions the strength of the helmsman was an advantage, those who performed best were those with the skill and experience to negotiate a course in tricky conditions. As such Jenny, finishing in the top ten, quickly became my hero and I will be attempting to use her example of seamanship in races to come.

I finished the 3-day event near the bottom of the leader-board, but felt that the intense racing experience in strong conditions significantly improved my overall sailing ability. Now, back at Shanklin, I feel more confident on the water and am able to push myself a little further than before.

The more I learn the more I realise how little I know, but how much I want to keep improving. Someone once asked me when I had last done something that took me out of my comfort zone: sailing constantly pushes me to the limits of my ability - hiking out a little further, pulling the mainsheet a little tighter, trying to work out the best route to the next mark...each outing is different, and exhilarating when it all comes together.

Thorpe Bay was my first experience of taking Tiddles away from home, and it was a thoroughly enjoyable one. Jenny very generously awarded me her Ladies' trophy, and Sophia rewarded me with her strawberry Quality Street - a sailing cup and chocolate, my Nationals was complete. Roll on Weymouth!

Sprint 15 future meets Sprint 15 past *by Brian Phipps*



Current Sprint 15 chairman Ed Tuite-Dalton collected his new Sprint 15 this spring, and met with Ian Fraser, one of the original Spark design team.

A trip to Windsport, home of Sprint 15, is on the list of things-to-do of some Sprint 15 sailors, and no

better time than when collecting your brand new boat! The Windsport team welcomed Ed, and wife Sarah, to collect Ed's new Sprint 15 in preparation for the first event of the Sprint 15 sailing season at Marconi Sailing Club.

As is always the case at Windsport (!) the sun shone and the wind speed was just perfect for Sprint 15 sailing; but loading a new boat carefully takes precious time and other than a healthy walk along the beach from Windsport, and the chance to chat with Ian Fraser, it was all work before heading back up country for some racing at home club Draycote Water.

Windsport will be hosting the only "Multihull Regatta Week" at the start of June with a mixture of round-the-cans racing, harbour raids and coastal trips; perfect for sailors and their partners to enjoy and meet up at various coastal locations. For more information on the Windsport Multihull Regatta Week please contact the Windsport team.

The Windsport team wish Ed every success sailing his new boat. Sprint 15's 40 years young just got even better!

The Open Dinghy Club in its heyday (continued from page 15)



Paul Craft checks how long till the start, but Commodore Vic Smith has everything under control.



Some of the competitors at the 2009 Sprint 15 TT at ODC



Hog Roast after the annual regatta 2006



Sprint 15 Winter Series

The winter series got off to a good start at Stewartby Water Sports Club in November where eleven travellers joined seven locals for three races back-to-back. Boats were rigged in torrential rain and little wind, but as the start of the first race approached the rain eased and the wind picked up to a steady F2 -F3. After a short briefing from the race officer for the day Nigel Denchfield (who is quite a regular at our open meetings these days), proceedings got underway. Paul Grattage dominated the event with three first places. Ed Tuite Dalton took the runner up spot with two good second places. George Love was third and Steve Sawford was fourth. Simon Miles was the top placed local and in the third race Liam Thom demonstrated excellent technique in the rapid recovery from a capsize, right in front of the committee boat.

The second event was scheduled to be at Rutland on 10 December but an amber snow warning caused the event to be postponed until February. The next event was held at Draycote Water on 13

January on a cold grey day with an 8-10 knot South Easterly breeze. There were ten entries from the growing local fleet, and eight travellers, making another good attendance of eighteen who shared the water with a Feva open meeting. Once again Grattage took three guns and Thom was back in form taking second. Stuart Snell took third from Tuite Dalton and Paul Craft made a welcome return to the traveller series in fifth place. Top lady was Yvonne Pike in ninth place.

Thorpe Bay was the next event on Saturday 3 February and a decent attendance was in evidence on a cold damp day. Sadly the wind failed to materialise and the event had to be abandoned. The Club agreed to put on some special races on Sunday by way of some consolation but most of the travellers could not stay. As it happens, the Sunday racing took part in a fresh breeze, but the races were not part of the winter traveller series.



The rescheduled Rutland Water traveller took place on Sunday 25 February and once again the forecast was for strong Easterly winds followed by snow (*The Beast from the East*). Unsurprisingly many were put off by the forecast but five brave travellers made the trip and took part in three races. It was a bright sunny day but bitterly cold in the biting wind and ice was forming around the edges of the lake. Grattage (1,2,1) won from Jenny Ball (2,1,2) and Jon Pearse (3,3,3) and Heather Knowles, our newest member on the circuit, sailed blindingly well and completed all races.



Top: Paul Grattage wraps up the series with a win at Rutland Water, and receives trophy from Matthew Lea, RWSC Manager.

Below: A good turnout to the first winter event at Stewartby SC.

Inset: Close racing at Stewartby (photos: Alan Howie-Wood, Nigel Denchfield, Derek James, Heather Knowles)





The final event was held at Grafham on Sunday 25 March but it followed yet another snow emergency the previous weekend which had caused the Grafham Cat Open rerun to be cancelled. The extended cold period, together with the weather interruptions of the Winter Series, had clearly reduced the fleet's enthusiasm to travel and just six attended (the lowest ever entry at the Grafham Icicle in 25 years of running this event). Grattage had already wrapped up the series but the runner up was still to be decided. The racing took part in a light and patchy NW breeze and Snell (1,1,1) dominated with a perfect

score. Sawford (3,2,4) was second from Tuite Dalton (2,4,5) who just beat George Love on count back.

So at the end of the weather-disrupted series Grattage retained the Winter Traveller Trophy from Tuite Dalton, who just did enough at Grafham to take second place. See below for the other places.

Overall Winter Series Results:

1st P Grattage (Shanklin) 3 pts,
2nd E Tuite Dalton (Draycote) 9pts,
3rd G Love (Carsington) 11pts,
4th J Pearse (Marconi) 17pts,
5th G Goldstone (Queen Mary) 21 pts, 6th H Knowles (Shanklin)

The Summer Traveller Series began at Marconi on 14/15 April.



Top and Right: Paul, Jon, Heather, Jenny and George brave the elements to compete at Rutland Water
Above: Light conditions at Grafham Water

The Windsport Page

How it's made:

A Sprint 15 Mast Story

You may have seen the "How it's Made" program on the telly. Well, now it's in the Sprint 15 Mag!

The original Sprint 15 mast section was carefully considered when the boat was first conceived. The challenge was to deliver a section that provided the structural strength required in the strongest of breeze, yet still easily stepped into position by one person and suitable for split mast construction. Various sections were experimented upon, with the final Sprint 15 section wall thickness and web construction being decided before the first tooling and die were put into place. Since then, the Sprint 15 class has added a jib and a trapeze option (increasing the mast loading) and the design has responded by outperforming its original requirements.

Note: The original sleeve of the split mast Sprint 15 option was not designed with the loading of Jib and trapeze sailing in mind, which later versions were.

How the Sprint 15 mast is made.

Stage 1

The Sprint 15 mast starts as a billet (a block) of marine aluminium minimum billet size 500kg. The specialist Sprint 15 mast extrusion die is carefully positioned in the extruder press while the billet and tooling is pre-heated. When the billet becomes a consistency similar to plasticine, a powerful ram forces the billet forward and through the mast die. As the soft aluminium is pushed through the die it separates and then reforms as it passes the thin webs holding the centre core of the die in place. The first drawn sections are normally discarded, while small adjustments are made followed by sections that meet the required specification. As each section is drawn off, it is still very malleable, requiring each section to be tensioned to make it straight whilst allowing it to cool. The sections are then artificially hardened and finally cut to length, inspected and made ready for delivery to our mast supplier. Up to 40 x sections can be received from each billet depending on set up and wastage, approximately eight years of stock.

Stage 2

The shipment arrives at our mast supplier by articulated lorry in "stillage": a metal frame used to pack and protect the consignment. A material handler is brought in to off-load the stillage ready for our

own inspection and storage in a dehumidified room to protect the aluminium surface. Each section is individually removed from its protective wrapping and inspected for correct wall thickness, straightness of section, any sail luff wobble, dents, scratches, burrs and the correct material hardness, before being replaced in the wrapping for storage. Any sections that are not accepted are rejected, pictures taken and returned to the extruder.

The fit-out is carried out in two steps: pre-anodising and post-anodising.

Stage 3

Pre-anodising requires numerous openings and welding work to be carried out.

Using various bespoke mast jigs and tooling the top, bottom and sail entry luff grooves are opened using various degrees of heat and techniques. With the sheave boxes pinned in position the mast head plate is welded into place, and the sheave boxes welded into position.

To weld the hound track in position on the front of the mast a special jig clamps the mast section firmly in place, to reduce distortion caused by the heat generated in the weld area.

Stage 4

In batches of ten, the masts are repacked, loaded and shipped ready for the 300 mile round trip to the nearest anodisers with a facility long enough to do the job. A week later a second 300 mile trip to the anodisers is made to collect the now anodised masts and return them to the workshop for final fitting out.

Stage 5

With the mast back in the workshop the final fit-out takes place.

The top of the mast is already almost sealed by the welded plate, although sealed rivet plugs are inserted to seal the air holes used when anodising. The bottom of the mast requires an internal plug positioned above the mast heel to make the mast section water tight.

Halyard sheaves and axles are fitted (the new mast axle sheaves now allow quick sheave replacement and can be retro fitted to older masts. See picture)



Pictures:

Top: Typical machine for extruding mast sections ready to go.

Middle: Some of the parts that need to be added to the mast extrusion and manufacture process.

Bottom: Sample openings required before anodising and new lower halyard sheave box fixing (retro-fitable)

Below: the finished product ready to go into stock.





The down-haul anchor is sprung into place and the mast heel casting sealed and riveted into position.

When all done each mast has a final inspection, a unique ID number stamped on the mast plate, mast information recorded and the finished product packed ready for collection by the Windsport trailer.

On arrival at Windsport random quality control checks are carried out on all supplied equipment before being placed into stock or being allocated to your new boat.

OK, so that about sums up the journey of a mast from a lump of aluminium to the mast Windsport supply for your boat, and on which you hoist your sails.

That is your mast journey and how it is made in processes, labour, miles, skills and time.

From the team at Windsport: manufacturing and supporting Sprint 15 class sailing.

Brian Phipps

Windsport Sprint 15 Cat Action

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

Just want to chat about cats!!

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

Contact :-

Windsport International

Tel: 01326 376191

Fax: 01326 376192

Email: catparts@windsport.co.uk

Website: www.catparts.windsport.co.uk

Home page: www.windsport.co.uk



"Boats may have any form of buoyancy fitted or attached to the mast or to the top section of sails."

The buoyancy may not be shaped so that it may be used for propulsion."

Please see the AGM information on page 11 for proposal details.

Sail Floats

by Liam Thom



Around a third of the fleet at Shanklin now sails with some form of buoyancy on their boats to help minimise the chance of inversion.

The positives of using buoyancy far outweigh the negative aspects and these include:

- Minimising the risk of entrapment
- Reducing time spent by patrol boats attending capsized boats
- Allowing lighter or weaker helms to right their boats without assistance

The only negative side is one of a slight loss of performance. We have minimised this speed loss by developing a sail float in conjunction with a local sail maker.

Sailcare in Cowes have been making pockets for the top sections of Sprint 15 sails, to allow buoyant foam to be

inserted to both sides of the sail. The foam is tied in with string or cable ties and can be removed if not required.

The cost is £70 plus VAT from Sailcare - sailcare.co.uk but other sail makers should be able to modify sails to add the pockets and foam.

The sail floats have enough buoyancy to prevent an inversion. The only time they have failed was when an old mast was allowed to be on its side for a long time and it filled with water. Eight stone sailors have managed to right capsized boats with no assistance, where previously they would have needed assistance.

Thus far, the Sprint 15 committee has turned a blind eye to the use of sail floats, I believe we need to get the rules changed to make them fully class legal. I would like to add the following to the class rules at the AGM:



2018 Dinghy Show Report

The Sprint 15 Association stand at the Show was top quality, as befits the status of our 40th Anniversary Year.

Jenny B's new boat looked superb (and funnily enough she would not agree to a binding public vote on a name for it, fearing names such as Boaty McBert Face or Cat Bart together with a yellow vinyl rap).

The photos and images provided by George Love were superb, and fully reflected the scope and scale of the Class featuring young, old and in-between who had taken part in recent events, the different types of Sprint sailing from racing to rallying and cruising both the right way up and upside down (it was, of course, sad to see a picture of Liam Thom's boat on its side). Our anniversary logo looked particularly good on the display boards, the boat and the t-shirts.

Similarly, the videos, provided by Liam and Windsport, were equally excellent and again showed the diversity of our offer; as did that used by Dave Warnock when he gave his address (supported by Jenny Ball) to the assembled multitude on the Class Association Stage on the Sunday. Many compliments were received over the quality and interest of the

videos and it was notable how many people stopped to watch them. The T shirts were a great addition, albeit worn over other garments to combat the cold, and they clearly identified those manning the stand and when they wandered around the exhibition, all helping make our presence known.

Under Show regulations we were only allowed to make limited reference to commercial sponsors, but a bit on the t-shirts, on the sail of Jenny's boat and on the numerous logoed plastic bags we handed out helped make reference to the sponsorship we have received from GJW. We also had subtle references to Windsport available to those who looked carefully and benefitted from the presence of Brian when he was not off giving talks, attending meetings and selling books.

Talking of Windsport, full praise to Brian who risked marital harmony by laughing in the face of Storm Emma and getting himself, half our stand and the new boat up from Cornwall on the Friday, involving a very early start and a nine hour drive.

The set up went smoothly on Friday, although the normal issues re power supply, carpets and display stands raised their ugly heads, requiring reference back to the guy who had done all the pre-event liaison and ordering (or me for want of another name). Ed Tuite-Dalton and his team did a brilliant job, including assembling the new boat - closely supervised by David Ball who resisted the temptation to sneak lead into hidden places and brush a hacksaw against key metal components in an attempt to slow his sister down.

On the Saturday attendance was, due to Emma and the Beast from the East, not surprisingly low as compared to recent years but interest in

the stand and the Class was apparent. I am told that the meetings with UKCRA and Windsport went well and it is clear we are all in for an outstanding year of events and entertainments culminating of course in the two Nationals at Weymouth and North Instow.

Brian's Multi Hull Regatta Week down at Restronguet (June 3rd to the 8th) also seems well worth considering, giving the chance to mix sailing with a family holiday at a superb location. Luckily it does not clash with any of our events. On Sunday the show was more buzzing and as I was there I can comment more on what happened! The first competition (for a catamaran conversion day) was well appreciated with many entries and we will have many test sails to arrange. There was great interest in the Sprint 15, with notable levels of interest from youths and those seeking to return to the Class.

We made much use of the varied photos on display that showed we are not just a fleet of old male gits, especially given the sex and age of our current two-time national champion crew. What was disappointing (albeit testimony to the strength and interest in the Class) is we could only point to two second hand boats available on our website.

One advantage of being near the Class Association stage was that we are now all experts on trivia regarding many well-known dinghy classes. Our fifteen minutes of glory were very well done and, unlike most sessions, actually had a sprinkling of people not from the fleet concerned actually listening in. (If anyone wants a good after dinner speaker Dave Warnock is your man!).

The post show stand break down was rather chaotic, but all in all it was a cracking show and well worth the cost and effort in terms of Class promotion. We were surprised by the relative lack of association members in attendance, but this could be down to the weather. Next year we will try to get a better-trafficked spot in the smaller hall which will be cheaper - and warmer! - and likely to be more visible to the sailing fraternity at large.





And finally, and because you all want to know...

We had **30** entries for the Catamaran Conversion Day, which was won by **Richard Malden**.

We had **10** specific requests for a demo sail.

We had **30** entries to the Association Members Competition which was won by **Simon Hare**.

Congratulations Simon and Richard - see you on the water soon!

Thank you very much to our fantastic sponsors - GJW Direct Insurance, Kevin Kirby Limited and Fernhurst Books - who were of great assistance over the whole weekend.



2018 Meeting with Windsport

by Andrew Berisford



Sprint 15 Class Association Committee Meeting with Windsport
Saturday 3rd March 2018 - Alexandra Palace, London

Present
Windsport:
Brian Phipps

Sprint 15 Association Committee:
Edward Tuite Dalton - Chair
George Love - Vice Chair
Jenny Ball - Events Assistant
Andrew Berisford - Secretary
Gordon Deuce

Matters discussed:

1. Events Support

The committee thanked Brian for his efforts to get the new boat onto the stand for the show, despite the weather across the UK. Brian then opened the meeting to discuss the support that Windsport can offer the Sprint 15 Class in the year 2018. Brian confirmed that Windsport intended to provide primary event support with the trailer at the Weymouth, Marconi and North Devon (Instow) as a Sprint 15 Primary event. It is also their intention to support the TT events at Rutland, Draycote Water, Grafham and Plymouth (RWY 18-19 Aug) as secondary events, subject to staff availability and logistics at the time.

Brian asked if the Association could inform Windsport of the planned dates of the Summer TT events as early as possible, so that they can plan their resources and put them into their schedule.

2. New boat sales / Commercial considerations:

Brian advised that Windsport have been pleased with the new boat sales and thanked the committee for the support in these sales, and hopes that the class can deliver three new boats in 2018.

Parts for the boat are now secure with both masts and mast heels being manufactured.

Windsport wishes to work closely with the Class to promote further new boat sales; widening the awareness of the class and catamaran sailing.

Suggestions discussed were as follows:

- Joint catamaran advertising.
- Review the Dinghy show and the PR activity before the event, starting six months beforehand to maximise effect.
- Training: to encourage sailors in clubs to convert to Cat sailing.

- Promotions in Y&Y as a Class or as a Cat community.

George volunteered to take this activity on with the support of other members to maximise activity, especially this year with the 40th celebration.

3. General

Brian advised that Windsport and Restronguet Sailing Club are holding a Multi Hull event for a week in June, and more activities along these lines will be arranged. Windsport advised they could do an event for the Class, (max 40 boats). The format would be racing, cruising, fun activities on and off the water, for a week of family-orientated cat sailing.

Windsport were asked if they would hold a training/ coaching day on the Friday before the Nationals for new or less experienced members.

Carnac was proposed for 2019, and Paul Craft is to be consulted on this. First week in May.

Gordon mentioned the CatFest (was the Reg Fest) at Brighlingsea that is open to all Cats - 29,30 Sept

Meeting closed

spring2018www.sprint15.com27



As the new sailing season gets underway, we can be forgiven for getting so excited about getting back on the water that we forget to perform some simple checks in the boat park that can make the difference between success and disaster when afloat.

Hulls & Beams

Every so often check the skegs for dents, dings and chunks missing. It is a good idea to fill with gel coat as soon as possible to stop water ingress.

Check the shroud plates - they wear. In particular, car-topping can damage them.

Check the pintails and gudgeons to make sure they are tight. It's another good place for water to get in.

The hatch covers need inspecting from time to time - the "o" rings and the rivets. Also check the rivets on the trampoline track, especially on older tracks, as they can pull out. Most important is to keep the trampoline as tight as you can: it stops movement in the hulls.

Keep an eye on the slugs that the trampoline rope passes through; they tend to harden in the elements and break when you are tightening the tramp. I always have a few extra threaded on to the beam to save having to take the boat to bits if one breaks. Newer boats have a cut-out in the back beam for this purpose.

Rudders & Tiller bar

Check the rudders for movement, and for any cracking. Similarly check the tiller bar for any splits along the flexible joints. Don't forget the nylon string through the middle. Always store the rudders either fully locked or fully unlocked, to release the tension when not in use.

Mast and Sails

Check that the mast hook runs parallel to the mast. Check sheath blocks top and bottom and replace if necessary.

Have a look at the sails for damage and get repaired as soon as possible.

If you are using batten ends use them properly!

At Shanklin during bad weather we take our masts down and store them on mast racks. During that period the luff groove can get fouled up with salt, sand and all sorts. What I do is tie a knot in a rag, spray it with WD40 and then run it up and down the luff groove. That clears out all the rubbish. I also do this during the season to keep as clean as possible. The mast heel plate at the bottom of the mast needs checking occasionally. We found one that you could literally see through the other day (won't tell you whose it was but Erling couldn't believe it...). When the mast is down, check that the inside plate sits nicely on the pin.

Rigging

Always have a quick look round to make sure nothing is missing prior to going sailing, especially the shackle pin from the mast halyard lock ring. Replace the small shackles that hold the bridle wires on to the forward chain plates every 1 to 2 years. Over the 2017 season we had at least four break at Shanklin. Check that all the shackle pins are tight. It doesn't take long and can save disasters. Tape is great to help secure pins, but can also hide damage occurring underneath, so check regularly.

Every so often check the shroud plates for cracking and wear, and replace if necessary. Steve Sawford has written a good article on how to replace these.

After sailing, give the boat a good wash, especially if you sail on the sea. Sand and salt play havoc with the blocks, traveller etc.

And don't forget the trolley! Give it a good wash, especially if you have one of the very expensive large-wheel ones. The little plastic bearings wear out very quickly and cost a lot to replace.

Another place to check for wear is between the black locking-ring and the wheel. An idea is to make some plastic washers to go between the locking



Rigging should be thoroughly checked at the start of the season for wear and tear, with replacement of the main wires every 1-2 years.

ring and the wheel.

A good idea is to tie a rope, or main halyard, from the mast to a shroud. This will slow down the rotation of the mast when it isn't in use.

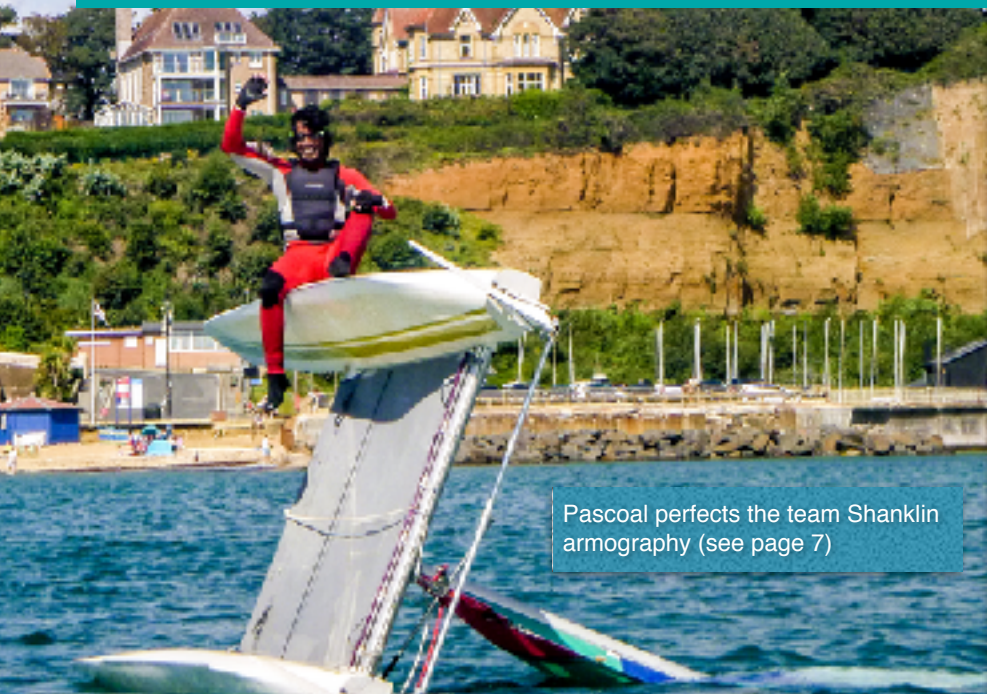
And finally - and especially if you're returning to base on the crest of a wave - jump off your boat just before you hit the beach. There's nothing worse than bouncing along on the shingle. Serious damage to the skegs can be done by even very small pebbles hitting them at just the right angle.

Please now feel free to leave the boat park!



Commodore Chris Read presenting an excellent fettling class, despite the assistance of former rear-commodore Ian Wilkinson.

Curious goings-on at...Shanklin



Pascoal perfects the team Shanklin armography (see page 7)



The house that Jack built was nothing compared to the shed that Chris and Dave built.



Ian and Liam model the latest in designer headgear for the discerning sailor-about-town.



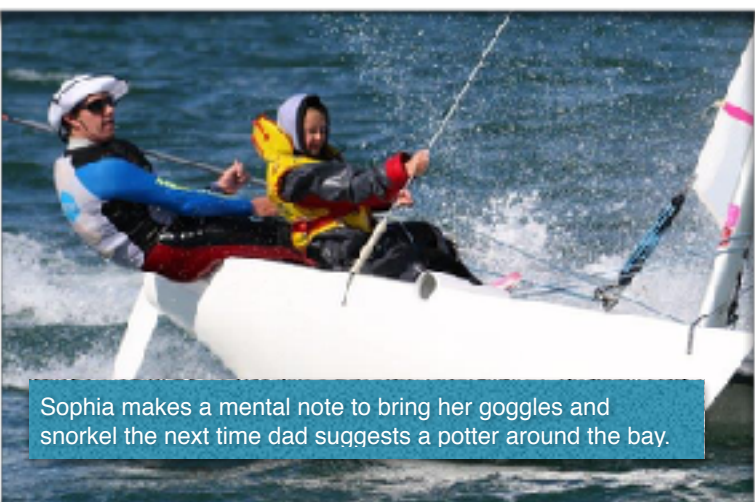
A demonstration as to why cafe owners on the island politely request we eat outside.



Erling chooses his words with care as he addresses Chris Murphy...



...whilst Alan just about manages to prevent Chris and Keith from being blown away by the force of Erling's redress.



Sophia makes a mental note to bring her goggles and snorkel the next time dad suggests a potter around the bay.



Biscuit (1709) not looking wholly innocent on a midweek sojourn to Ventnor.

2018 Nationals Welcome & Information



We plan to make our 40th Anniversary Nationals the best ever! Please find here all the information you need to plan your participation to make this a fantastic event.

The Venue: Weymouth and Portland Sailing Academy, Osprey Quay, Portland, Dorset, DT5 1SA.
www.wpnsa.org.uk

As you will all know, Weymouth and Portland Sailing Academy is the home of the 2012 Olympics Sailing and numerous other highly prestigious sailing events. All of which are about to be eclipsed by the most important sailing event of them all - the Sprint 15 40th Anniversary National Championships!

We have selected this venue for its great sailing waters, on-shore facilities and race management expertise - plus easily being able to manage a fleet of our size. They have an excellent website about the centre, but facilities include:

- Extensive changing facilities with toilets, showers/ changing rooms and a drying room
- WPNsa Cafeteria opens every day serving hot and cold snacks and drinks
- Function rooms with bar and catering facilities and a substantial balcony giving great views of the site and overlooking Portland Harbour and the Jurassic coast
- 2 dinghy slipways accessible at all states of the tide
- 260 dinghy park spaces and parking for up to 700 cars
- Electronically-controlled access gates and extensive CCTV system in operation

Calling all Sprint 15 Alumni:

As it is our 40th Anniversary, we would love all Sprint 15 friends past

and present to join us for some or all of the nationals - whether on the water or shore based. If you have not been to one of our events in a while - why not come and join us?

If you have contact details for anyone who used to be part of the Sprint 15 fraternity - do get in touch with them and see if they would like to join us. In particular, we would love to welcome guests to the Class Association Dinner which will be the focal point for the 40th Anniversary celebrations.

Where to stay:

Booking your accommodation early is highly recommended. Although the event is not taking place in the school holidays, Weymouth and the surrounding area are popular destinations. Here are a few options for you to consider:

Campervans / Motorhomes onsite:

There are onsite facilities for these at the Academy including hook up and access to shower/toilet facilities - prices are currently £18 per night. Please book in advance to ensure you get a space!

www.wpnsa.org.uk/campervans-and-caravans or call 01305 866000

Portland House:

RYA owned and run Portland House is located near to the sailing centre - we have provisionally reserved it for Sprint 15 competitors to book rooms for the Nationals. There are 12 twin and 12 triple rooms which are en-suite and have a small kitchenette. They are currently £60 per night. (This is an RYA discounted rate as the Sprint 15 Association is RYA Affiliated). For more information about Portland House - please visit the RYA website.

To reserve a room, please contact Debbie.Woof@rya.org.uk at the RYA directly.

Other Accommodation Options:

As well as assisting with local accommodation, the following websites also have lots of information on local attractions, eating out, events and activities in the area:

[Visit Weymouth](#)

[Visit Dorset](#)

[Love Weymouth](#)

[Portland Tourism](#)

If anyone has any other recommendations, please share them on the website forum.

Entry process and fees:

We are operating an online entry and payment process again this year. However, a paper-based entry form can be requested from jenny@sprint15.com with payment via cheque for those that wish to do so.

Given the extensive facilities at Weymouth, it may not surprise you to learn that the per boat fee we will pay for the nationals is slightly higher than the fees we have generally paid to other host club venues. This has resulted in a modest increase to entry fees vs last year but we feel the event will be well worth it, both on and off the water.

And finally, a word on sponsorship:

We are delighted to be supported by GJW Direct Insurance and Kevin Kirby Ltd as our Headline Partners for the Nationals. Windsport International will be supporting the event as our manufacturer and supplier, and Fernhurst Books are supporting our Chair Award (spot prizes) for each race.

To find out more about this exciting event - please read the Notice of Race and Programme of Events!

2018 Nationals: On and off the water

Programme of Events

National Championship Races - Saturday 23rd to Monday 25th June 2018.

There will be a series of nine races across the three days. **Note:** The NOR allows the Race Officer to vary the number of races each day depending on weather conditions / forecast - to maximise the opportunity complete the full series.

Friday 22nd June:

18:00 - 20:00 Registration Open
18:00 - 20:00 Evening meal (**must be booked in advance of the event**, see next page for details)
23:00 Bar Closes

Saturday 23rd June: GJW Direct Insurance Race Day

08:00 - 10:00 Registration Open - First floor of clubhouse
08:00 Cafeteria open for Breakfast
10:00 Briefing - Rooms 5 & 6, WPNSA
12:00 Scheduled start of Race 1
17:00 Annual General Meeting - Rooms 5 & 6, WPNSA
18:30 Informal Reception
19:00 Evening meal (pre-booking required, see next page for details)
23:00 Bar Closes

Sunday 24th June: Suppliers' Race Day

08:00 Cafeteria open for Breakfast
11:00 Scheduled start of first race of the day
19:00 Class Association 40th Anniversary Dinner - Spinnakers
One ticket included in entry fee (see next page for details)

Additional tickets can be pre-booked with your entry or at registration.

20:00 Light musical entertainment.
23:00 Bar Closes

Monday 25th June: Kevin Kirby Ltd. Race Day

08:00 Cafeteria open for Breakfast
11:00 Scheduled start of first race of the day
16:00 Prize giving - Spinnakers. (Exact timing may vary)
20:00 Bar Closes

Evening Meals and Menus

Friday Evening meal - served 6pm to 8pm

£9 a head, £6 children under 12. Pre-book in advance with entry.

Menu: *Chilli or Vegetarian Chilli,
Served with Rice and Tortilla Chips
Vanilla Ice Cream and Caramel Sauce*

Saturday Evening meal - served from 7pm

£9 a head, £6 children under 12. Pre-book with entry or registration

Menu: *Lasagne or Vegetarian Lasagne,
Served with Garlic Bread & Salad
Tiramisu*

Sunday - Class Association 40th Anniversary Dinner - 7pm

One dinner included in entry fee. Additional tickets: £20 for adults £12 for children under 12

Pre-book with entry or registration.

Main Course - choice of:

Green Thai Vegetable Curry (V&GF)
Seared Chicken Supreme stuffed with a Ricotta, Basil & Sun-dried Tomato filling accompanied with a Rich Tomato Sauce (GF)

Dessert - choice of:

Baked White Chocolate Cheesecake
Lemon Posset with Shortbread (GF version available)

Tea/Coffee

Vegetarian and Gluten Free options are available.

You will be asked for your menu choices for Saturday evening meal and Class Association Dinner at Registration. Friday evening menu choices will be collected in advance via email.



2018 Nationals : Notice of Race



Sprint 15 40th Anniversary National Championship 23rd - 25th June 2018



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

The notation '[DP]' in a rule in the NoR means that the penalty for a breach of that rule may, at the discretion of the protest committee, be less than disqualification.

1. RULES

- 1.1. The regatta will be governed by the rules as defined in *The Racing Rules of Sailing 2017 - 2020 (RRS)*.
- 1.2. The Sprint 15 Class Rules will apply.
- 1.3. Competitors will be required to sail to the RYA Racing Charter.
- 1.4. Competitors will be required to wear adequate personal buoyancy at all times whilst afloat, except for a short period whilst changing clothing. Flag 'Y' will not be displayed; this changes RRS 40 and Race Signals 'Y'.
- 1.5. In the event of a conflict between the Notice of Race and the Sailing Instructions, the Sailing Instructions shall prevail.

2. ADVERTISING

Boats may be required to display advertising chosen and supplied by the Organising Authority. If this rule is broken, World Sailing Regulation 20.9.2 applies. [DP].

3. ELIGIBILITY AND ENTRY

- 3.1. The Championship is open to all boats of the Sprint 15 class which comply with the rules of the Sprint 15 Class Association and are sailed either single-handed in unrig mode or alternatively two-up with the mainsail and jib. The use of the trapeze and fittings will not be permitted in the championship races.
- 3.2. Boats must sail every race of the Championship in the mode used in the first race (either unrig or two-up with mainsail and jib). Boats may not change modes during the Championships.
- 3.3. Each boat must have at least one competitor that is a member of the UK Sprint 15 Class Association. Evidence of this may be required at registration.
- 3.4. Entries should be submitted online via the Sprint 15 website with payment made via BACS. To submit your entry online - please go to: www.sprint15.com/entries. Payment should be made via BACS as follows:
Reference: Your Sail No. followed by "WPNSA" (e.g. 1917 WPNSA)
Bank: Santander Sort Code: 09 01 53
Account No: 5952 3285

Alternatively, entry forms may be sent with a cheque for the total fee made payable to 'The Sprint 15 Association' to: Jenny Ball, Events Assistant, 52 Passingham Avenue, Billericay, Essex, CM11 2TD.

- 3.5. A WPNSA Parent/Guardian Consent and Supervision Form must be completed and signed by the Parent or Guardian of any competitor under the age of 18 on the first day of the event and emailed to sally.reynoldson@wpnsa.org.uk before Friday 22nd June 2018 or handed in at registration. Forms may be downloaded from: <http://www.wpnsa.org.uk/events/sprint-15-national-championship>.

4. FEES

- 4.1 'Early Bird Entries' received with full payment by end of Friday 8th June 2018 will be at a discounted rate of £115. Early Bird Entries will also receive a free 2018 Nationals T-shirt for helm and crew.
- 4.2 Entries can be accepted from 9th June 2018 and at the event itself with an entry fee of £140.
- 4.3 Association members entering the Nationals for the first time will receive a further discount of £20.
- 4.4 Non-Association members entering the Sprint 15 Nationals for the first time will be granted one year's Association Membership for free (value of £20).
- 4.5 All entries include one ticket for the Sprint 15 Association Dinner on Sunday 24th June. Further tickets are available for £20 per person and £12 for under 12-year olds.

5. SCHEDULE

- 5.1 The Race Committee reserve the right to modify the programme due to weather conditions or other causes. This may include bringing scheduled races forward.
- 5.2 On the last scheduled day of racing no warning signal will be made after 15:00.



2018 Nationals: Notice of Race

5.3 The proposed schedule of racing is as follows:

Day	Date	Event	Where	Time
Friday	22 nd June	Registration	Spinnakers	18:00 - 20:00
		Sailors' supper	Spinnakers	18:00 - 20:00
Saturday	23 rd June	Registration	Room 4	08:00 - 10:00
		Competitors' briefing	Spinnakers	10:00
		Warning signal for race one		11:55
		Warning signal for race two		ASAP after race one
		Warning signal for race three		ASAP after race two
		AGM	Rooms 5 & 6	Not before 16:00, depending on racing
		Sailors' supper	Cafeteria	19:00 onwards
Sunday	24 th June	Warning signal for race four		10:55
		Warning signal for race five		ASAP after race four
		Warning signal for race six		ASAP after race five
		Warning signal for race seven		ASAP after race six
		Class dinner	Spinnakers	From 19:00
Monday	25 th June	Warning signal for race eight		10:55
		Warning signal for race nine		ASAP after race eight
		Prize giving	Spinnakers	ASAP after racing

6. MEASUREMENT

- 6.1. No formal measurement process is required for this event; however, the race committee reserves the right to inspect any competing boat during the course of the event.

7. SAILING INSTRUCTIONS

The Sailing Instructions will be posted on a notice board at the regatta and will be published on the Sprint 15 website in advance.

8. VENUE

- 8.1. The venue is the Weymouth and Portland National Sailing Academy, Osprey Quay, Portland, Dorset, DT5 1SA, UK.
- 8.2. The race area will be in either Portland Harbour or Weymouth Bay.

9. THE COURSES

The course to be sailed will be detailed in the Sailing Instructions.

10. PENALTY SYSTEM

RRS 44.1 is changed so that the Two-Turns Penalty is Replaced by the One-Turn Penalty.

11. SCORING

- 11.1. The Low Point System of Appendix A4 will apply.

- 11.2. Three races are required to be completed to constitute a series.

- 11.3. When fewer than four races have been completed, a boat's series score will be the total of her race scores.

- 11.4. When from four to seven races have been completed, a boat's series score will be the total of her race scores excluding her worst score.

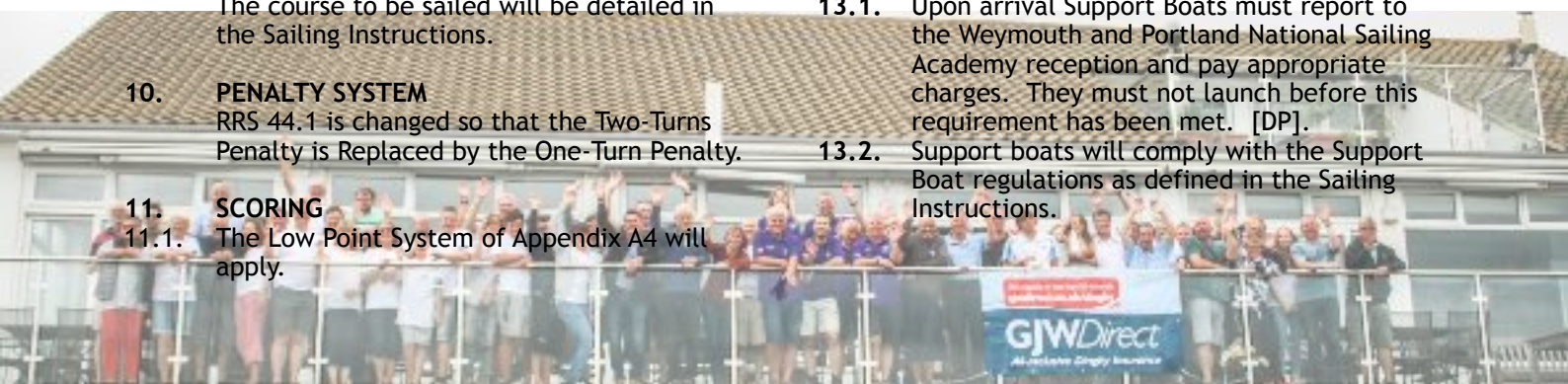
- 11.5. When eight or more races have been completed, a boat's series score will be the total of her race scores excluding her two worst scores.

12. **REPLACEMENT OF CREWS** Substitution of competitors will not be allowed without prior written approval of the race committee. [DP].

13. SUPPORT BOATS

- 13.1. Upon arrival Support Boats must report to the Weymouth and Portland National Sailing Academy reception and pay appropriate charges. They must not launch before this requirement has been met. [DP].

- 13.2. Support boats will comply with the Support Boat regulations as defined in the Sailing Instructions.



2018 Nationals: Notice of Race

14. BERTHING

Boats shall be kept in their assigned spaces while they are in the dinghy park. [DP].

15. RADIO COMMUNICATION

Except in an emergency, a boat that is racing shall not make voice or data transmissions and shall not receive voice or data communication that is not available to all boats. [DP].

16. PRIZES

Prizes will be awarded to the first 12 places.

There are additional prizes for the following:

- The first two boats sailed double-handed
- The first lady helm
- The first helm aged 18 or under on the first day of the event
- The first helm over 50 years old on the first day of the event
- The first helm over 60 years old on the first day of the event
- The first helm over 70 years old on the first day of the event
- The first heavyweight competitor (over 95kg / 14st 13lb)
- The most improved helm since 2017 Nationals
- Most persistent helm - for the lowest placed competitor who completes all sailed races.
- The oldest boat

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

17. RISK STATEMENT

Rule 4 of the RRS states "The responsibility for a boat's decision to participate in a race or to continue racing is hers alone".

Sailing is by its nature an unpredictable sport and therefore inherently involves an element of risk. By taking part in the event, each competitor agrees and acknowledges that:

- (a) They are aware of the inherent element of risk involved in the sport and accept

responsibility for the exposure of themselves, their crew and their boat to such inherent risk while taking part in the event;

- (b) They are responsible for the safety of themselves, their crew, their boat and other property whether afloat or ashore;
- (c) They accept responsibility for any injury, damage or loss caused by their own actions or omissions;
- (d) Their boat is in good order, equipped to sail in the event and they are fit to participate;
- (e) The provision of a race management team, patrol boats and other officials and volunteers by the event organiser does not relieve them of their own responsibilities;
- (f) The provision of patrol boat cover is limited to such assistance, particularly in extreme weather conditions, as can be practically provided in the circumstances;
- (g) It is their responsibility to familiarise themselves with any risks specific to this venue or this event drawn to their attention in any rules and information produced for the venue or event and to attend any competitors briefing held for the event.

18. INSURANCE

Each boat shall be insured with valid third-party liability insurance with a minimum cover of £2,000,000 per incident or equivalent.

19. FURTHER INFORMATION AND KEY CONTACTS

Further information is available from the event website: <https://www.sprint15.com/events/EMS/event.php?id=165>

For further information about the event please contact:

Jenny Ball, Sprint 15 Events Assistant:

jenny@sprint15.com, or;

Sally Reynoldson, Events Coordinator, WPNSA:

sally.reynoldson@wpnsa.org.uk



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Chair Award Partners: Fernhurst Books



2018 Nationals: What else to do in Weymouth

Weymouth is a seaside town in Dorset, situated on a sheltered bay at the mouth of the river Wey. It is a tourist resort, with its economy depending on its harbour and visitor attractions. The A354 road bridge connects the borough of Weymouth and Portland, and the history of this borough stretches back to the 12th century when it was dubiously recognised as the first port at which the Black Death came to England in 1348 - thankfully things have improved much since then! The architect Sir Christopher Wren was the member of Parliament for Weymouth in 1702, and controlled Portland's quarries. When he designed St. Paul's cathedral, Wren had it built out of Portland stone. Later, in 1780 King George III made Weymouth his summer holiday residence and ventured into the sea in a bathing machine. A painted statue of the king stands on the seafront, and a mounted white horse representing the King is carved into the nearby chalk hills of Osmington.

We too have been lured to the south coast, by the promise of stunning beaches and thrilling sailing held at Weymouth's much-prized Olympic venue. But we will not be on the water the whole time, so what else is there on offer when we are not otherwise engrossed with our nationals...

Sandworld Sculpture Park



If you love sculpture this is the place for you! In it's eighth season, Sandworld is a unique art gallery showcasing enormous, frankly breath-taking, life-size works of art, created entirely out of sand and water, by visiting world-class sculptors. This year's theme is "TV & Film" and will feature an enormous Star Wars scene, Game of Thrones, The Jungle Book, Superheroes and

X-Factor to name but a few. If this brings out your creative-side you can even have a go at your own masterpiece! Price: £6.95 adult, £4.95 kids.

Jurassic Skyline

Located in Weymouth on the edge of the Jurassic Coast (a UNESCO World Heritage site), Jurassic Skyline offers unrivalled views of this breath-taking natural phenomenon. The viewing capsule boasts floor to ceiling windows, and slowly rotates a full 360 degrees, offering uninterrupted panoramic views up to 26km away - including Portland, Lulworth and beyond. The gondola performs two full rotations at a relaxed pace, so don't forget your camera! Price: £6.50 adults/kids (on-line price)



The Esplanade, Weymouth Seafront

This is a section of the Legacy Trail that joins wildlife sites in the Lorton Valley Nature Park to Radipole Lake reserve, boasting fabulous views across the Jurassic Coast where cliffs of darker Jurassic rocks give way to a stunning chalk coastline. Out in Weymouth Bay, grey seals and bottlenose dolphins occasionally venture into the harbour.

Nothe Fort

Built by the Victorians to protect Portland harbour, Nothe Fort is one of the best preserved forts of its kind. The advances in technology that affected the fort are explained through many exhibits and audio-visual displays located on the ramparts,

gun decks and maze of underground passageways. Providing one of the best vantage points on the south coast, the fort offers far reaching views of the Jurassic Coast. Price: £8 adults, £1 kids.

Rodwell Trail and Sandsfoot Castle



Built by Henry VIII in 1539 to protect his kingdom from foreign invasion, Sandsfoot Castle has become an iconic ruin overlooking Portland Harbour. It is half-way along the Rodwell Trail - a 3.4km green link for walkers and cyclists, and a haven for wildlife between Weymouth and Ferrybridge. Price: Free access.

Portland Bill Lighthouse

Newly opened in 2015, Trinity House has renovated its visitor centre with impressive new exhibits, allowing us to learn about the lighthouse and its keepers that have safeguarded the mariner for over 500 years. Interactive displays enable the opportunity to encounter a stormy sea journey in the exhilarating zone "into the dark". Visitors can also climb the lighthouse and see for miles along the beautiful Dorset coastline, and out to the treacherous Portland Race (caused by the meeting of the tides between the Bill and the Shambles sandbank; strong currents break the sea so fiercely that from the shore a continuous disturbance can be seen). Price: £3 adults, £2 kids.





Sprint 15 **Summer 2018 Nationals & TT Events** **Programme**

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

Date	Event	Venue	Contact	Phone
14-15 Apr	TT	Marconi Sailing Club	Jenny Ball	07941 884508
19-20 May	TT	Rutland Water Sailing Club	Jenny Ball	07941 884508
23-25 Jun	Nationals	Weymouth & Portland Sailing Academy Training (time TBC) Friday Racing Sat, Sun, Mon	Jenny Ball	07941 884508
14 Jul	TT	Draycote Water Sailing Club	Ed Tuite-Dalton	01788 816116
18-19 Aug	TT	Royal Western Yacht Club	Andrew Sinclair	01752 262334
14-16 Sep	Sport Nationals	North Devon Yacht Club	Wayne Silver	07985 278210
20-21 Oct	TT	Grafham Water Sailing Club	Bob Carter	01438 354367

National Championships at Weymouth is for PY927 format
Sport Nationals at NDYC: Instow is for PY894 format
Summer Traveller Series is for all sailing formats (Standard PY927 and Sport PY894).
 Five events with three to count.



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

Top: Jason Clarke (Marconi training day). Above and below: Sport Nationals' competitors at Yaverland SC

