

# NEWS SPRINT

The Official Magazine of the UK Sprint 15 Association  
Winter 2020

## Off Piste...

...on a Spark in Sweden

### Nationals Ahoy!

Sports and Unarig enjoy  
great support from the fleet



### Season on a Sprint at Seasalter

David Cramphorn gets to grips with his new boat

### Fun in Falmouth

Sam Wood heads west with a motley crew

**Plus:** The return of the Undercover Investigator  
Windsport Start-line tips - Cartoon fun with Phil Breeze - **and more!**



# COMMENTS

## from the ED



As this crazy year rushes headlong towards its conclusion, and our greatest collective wish is just to get the heck out of 2020, I send you all my best compliments of the Season and hope you are able to get out on the water in some way, shape or form before the Easter bunny arrives.

For sure it has been a most unusual season, and havoc has been wreaked with our TT series, but despite it all two fantastic clubs manage to safely hold both of our National Championships and bring us together - appropriately self-distanced and hand-sanitised — on both the North Devon beaches and Grafham millpond...sorry, Water.

And as the focus this year has been less on the racing and more on the individual sailor just being able to leave his or her house to get on the water by whatever means possible, this Newsprint is a celebration of all of those small victories around our shores where we have triumphed over adversity and just gone out for a sail.

A huge thanks to everyone who has contributed to this edition with fun and informative articles and fantastic photos. I've thoroughly enjoyed putting them all together and I hope you enjoy the read.

Happy New Year, keep safe and see you in 2021!

Yvonne (aka Sootica 1965)

# IN THIS ISSUE



Your Chairman writes...	Page 3
Season on a Sprint at Seasalter	Page 4
My Week @ Windsport	Page 8
Sport Nationals 2020 (NDYC)	Page 12
Windsport Tips	Page 18
The Swedish Factor	Page 20
Nationals 2020 (Grafham Water)	Page 24
The Undercover Investigator	Page 28
Cartoon fun with Phil Breeze	Page 30
Nationals Stats	Page 31
2019-2020 Season Round-up	Page 32
Around and About	Page 35
Sport Nationals Results	Page 36
Nationals Results	Page 37
Avast! - What's in a name?	Page 38
Banking Update	Page 39
Events programme 2021	Page 40

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Page 2 inset: Sootica off Shanklin, photo by Liam Thom

# Your Chairman writes...



As I write this article, we are halfway through the second lockdown and we are shortly to hold our first virtual AGM.

With our summer season starting late this year, everyone tried to make the most of their sailing, with lots of activity on the water. As single-handers, we were lucky enough to be able to sail sooner than other classes and it looks as if this may have also triggered a new demand for the Sprint. Certainly, at the height of the summer, we had no second-hand boats on our website, so if you know of any that aren't being used, can you try and persuade the owner to sell them on and give them a new lease of life.

We have had a number of new members join us this year which is great news and hopefully you are all enjoying sailing your Sprint 15s and I'd like to welcome you to the Class. We always like to think of ourselves as a friendly Class, so please don't hesitate to get in touch with us if you need any help or advice.

We would like to re-introduce some training/ coaching sessions to support members who want to improve their

Training rep (contact details on inside front cover).

Although sailing has now come to a temporary halt, we were extremely fortunate to be able to hold both our two National events, thanks to the hard work and professionalism of both North Devon Yacht Club and Grafham Water Sailing Club who ensured that we had some excellent racing, and kept us safe. Both events had great turnouts of 42 and 46 entrants respectively. A big thank you to everyone involved in making it happen and to all the sailors who participated.

Congratulations to Chris Tillyer who is our new Sprint National champion and to Fraser Manning (NDYC) for winning the Sports Nationals at NDYC, Instow for the second year running.

## 'Stig' lap

With the lockdown potentially curtailing racing for a while, it might be worth considering introducing the 'Stig' lap at your local club, if you are allowed to access the water.

Earlier this year, just after the first lockdown, it was great to be back out sailing, but we had no organised racing at our club, Draycote. The Club Manager, Dave Rowe and his team came

up with the idea of a 'Stig' lap. For our water-based version, the aim is to sail around all the outer markers of the lake as fast as you can, recording the time on GPS. You can choose to sail around the course in either a clockwise or anti-clockwise direction. You use your GPS tracking device such as a watch or phone, or borrow a GPS tracker from the Club, to record your course and time, and this is subsequently used to calculate your corrected time against your PY. It didn't take long for the competitive sailors at the Club to start studying the wind forecast for strength and direction, working out which day, direction and time would be optimal for their boat. It has proved very successful so far with many of the Club sailors having a go. Jan Elfring is our fastest Sprint 15 sailor to date and he currently stands 7<sup>th</sup> on the leader board. Hopefully we will all be able to get out racing again after the lockdown, but I would recommend this idea for those of us who like competition but may not be able to have organised racing. Or who want a challenge for a day when there is no racing.

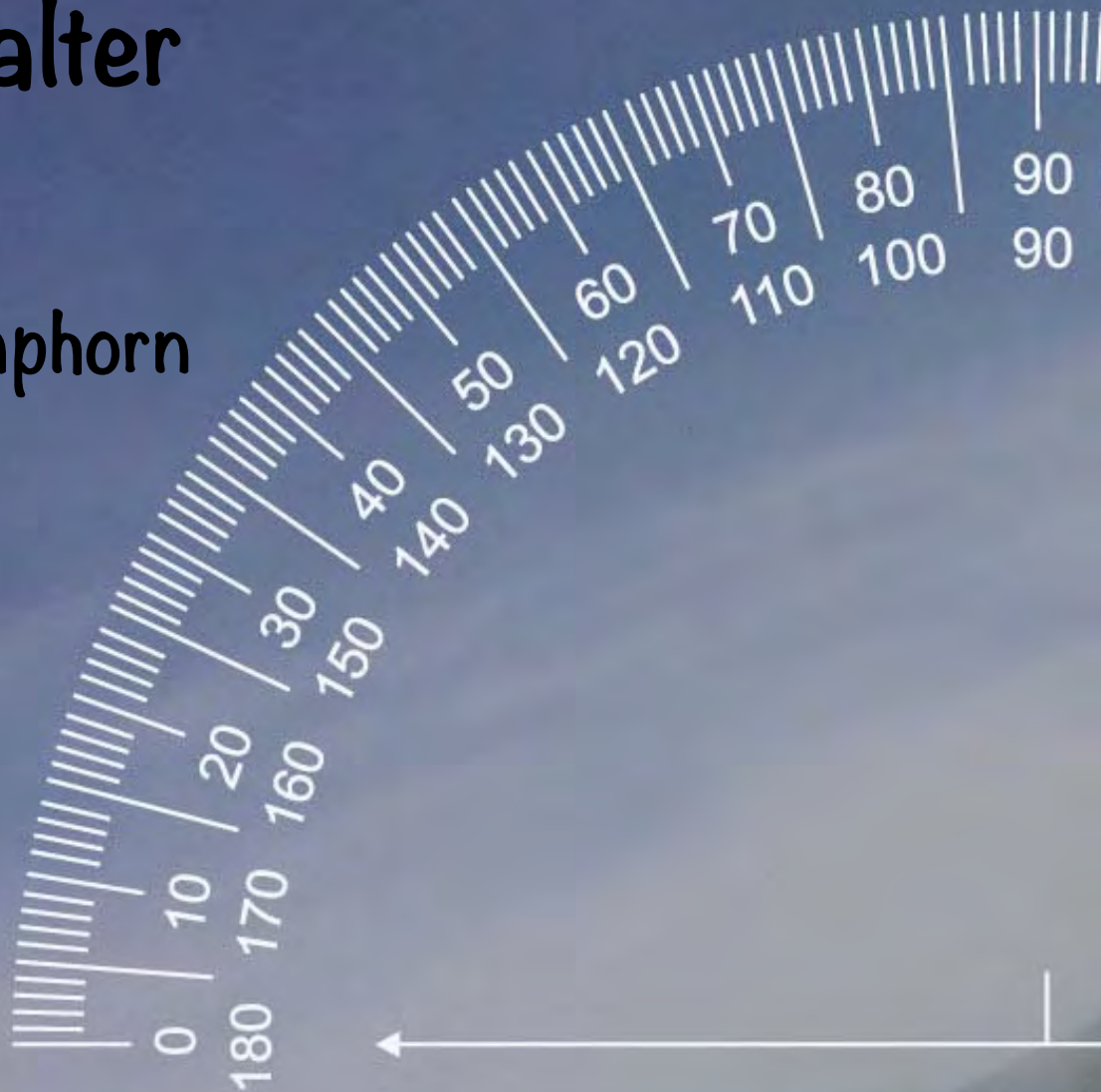
Keep safe and well.

*Good sailing  
& best regards,  
Ed Tuite Dalton*



# Season on a Sprint at Seasalter

By  
David Cramphorn



What a strange year it's been - off and on the water!  
But one of the best things about this year was a  
spur of the moment decision to upgrade to a  
Sprint 15 and the fun and good times that  
I've had with it, despite the restrictions  
placed upon us all.





For the last few years I'd been sailing a very sensible, beginners' cat - a Topper Topaz 14CX, which had served me well in getting to grips with the basics of cat sailing, and the differences between them and my original impulse eBay buy - a good old 1970's Mirror dinghy which got me onto the water in the first place around six years ago.

One fine day, early in the season, and early into the Covid restrictions, a lightbulb in my head lit up and suggested I look for a Sprint 15. I'd then be on the same playing field and class as most of the other cats at my club - Seasalter SC. There were a few sorry looking ones around the boat park that I thought might make for a project and get me cheaply into the S15 fleet...that was until I was reminded that 1409 was up for sale by an existing club member. I'd seen her on the water previously and knew she floated and she looked glorious with her original 'Monaco' cyan and magenta sails. She had to be mine.

In the nick of time I made a deal to buy her, just days after the owners had started advertising her around other local clubs and they were starting to get interest from others. I've never really believed in fate, but was glad my lightbulb moment came when it did and not a week later, otherwise I'd have missed out on what's turned out to be a fantastic boat.



# Season on a Sprint at Seasalter (Cont'd)

With the (much appreciated) help of Steve Willis, our club commodore, S15 guru, and all round nice guy, I got a crash course in rigging the S15, along with tips and advice thrown in too - all whilst we socially distanced in the boat park.

With sailing allowed once more, but racing off the cards due to the pandemic restrictions, I had to wait a few weeks to get her on the water. By now the weather was good, really good, and with half the nation furloughed Seasalter beach was packed. But finally the day arrived when the winds were favourable, the tide was right and I had a rare day off. I gathered up my sailing gear and got to the beach early to bag a space before the sun seekers and DFL's (Down From London) arrived.

Wow, what a day! I had a fantastic sail with no problems or issues and I couldn't believe how

nice the S15 is to sail (I know I probably should have tried one before, but... never mind). Unarigged, she was easy to sail, responsive, fast and even forgiving. I knew my decision to switch to a S15 was rather quick and impulsive, but I knew straight away I'd never regret it.

My introduction to S15s was the start of a season that none of us could have ever predicted. With racing still off, and for multiple reasons never getting going this year, it meant that it was to be a summer of free-sailing fun on the water.

As a club we set up a Whatsapp group for people wishing to regularly sail - of which there were around 20-25 people/boats involved. If someone was planning on sailing, a quick message went out, the communications started and generally four or five boats (from mixed classes) made it out on to

the water each time. At Seasalter SC, we have a relatively small window of sailing time due to the tide, but boy is there a lot you can squeeze into a good few hours on the water when you have a reasonably fast and capable boat to sail.

There were regular trips down the Swale to go Seal spotting around Horseshoe Sands, sailing across to the Isle of Sheppey, family outings (of which I managed to get my wife and 2 children out on 1409 for a slow and heavy family sail!) and plenty of local free sailing fun.

Through the Whatsapp group we even started a 'just for fun' speed competition using the GPS tracking on phones and watches - it all added to making the best out of a situation that none of us had control over, whilst also providing escapism during the restrictions of the later part of lockdown.

Sheppey Cruise: On Shellness beach at the old WW2 gun emplacement







As the year moves on, with seasonal weather now thrown in the mix (a N or NW wind makes launching from the shingle beach nigh on impossible) and with shorter, colder days there can't be many more sailing days left of this season. But as I hurriedly write this, as I promised I would, I'm aware of a small window of opportunity (again tides, wind and a rare midweek day off) this lunchtime that might allow for a quick blast around Seasalter and Whitstable bay.

So all in all, a very strange year to join the S15 fleet and family, but what a year it turned out to be - and from the size of smile

on face after every sail, there's definitely no going back!

Follow me on all the usual social channels for regular updates - @iamdaveyc

Factfile: Seasalter Sailing Club is on the North Kent coast: two miles west of Whitstable and five miles from the end of the M2 motorway. Our focus is on club racing and leisure sailing, of dinghies and catamarans, in a relaxed atmosphere suitable for single and family members. The Club is open for new members.

The clubhouse is adjacent to the sea wall with panoramic views from the first-floor clubroom

across Whitstable Bay, the main sailing area. There is free public car parking adjacent and the club has its own boat storage and camping field on the other side of the road. The field is only 70 meters from the ramp over the sea wall leading to the gently sloping sand and pebble beach which is less than 10 meters from the high water mark.

There are currently a wide variety of boats regularly in use, which includes 21 Sprint 15's (ranging from number 525 to 1980!) and 13 Dart 18's, and used to be a regular venue on the TT series.

Top: Seals on the sandbank. The horseshoe sandbank in The Swale is home to a relatively large seal community. When the sun is out they are as keen as humans to bask in the warmth on the beach!

Below left: Taking the kids for a spin. Emma (left) and Amy are all smiles as they test dad's new boat

Below middle: Sailing is all about relaxing - isn't it?

Below right: After-sailing brew. With the clubhouse out-of-bounds due to Covid restrictions, you must adapt and overcome - especially when it comes to the after-sailing brew.





# My week @ Windsport

By  
Sam Wood



Photo this page: Lunch landfall at St. Mawes' beach

Page 10: Sailing on the Carrick Roads (estuary of the River Fal)  
Ed and Sam up the creek in light wind

Page 11: Lunch at the Ferryboat Inn, Helford passage  
Ray canoes at Mylor Creek  
Ray, Pauline and Laura at Mylor Creek  
Motorhome heaven at Windsport



Having recently learned to sail last year, it was with some trepidation that I agreed to travel down for a week this summer to Windsport, at Mylor...



I had only recently purchased a Sprint 15, and although I'd learned the basics at Carsington Sailing Club, I hadn't even thought about dismantling, transporting and reassembling the boat somewhere else. Learning to keep the boat moving and upright on the water had been a big enough challenge to this point, so taking it apart did fill me with a little apprehension. It has been pointed out to me on a number of occasions that the 15 is a true 'car-topper' but this was of little comfort when armed with absolutely zero knowledge and a crinkled, water-stained, instruction manual that had presumably come with the boat in 1993! However, with a great deal of (much appreciated) help and support from George Love and Ray Gall

at Carsington and the extremely kind lend of a trailer by Ed Tuite Dalton at Draycote, we packed down the boat and I was ready to go.

I was really looking forward to the trip. Like everyone, my opportunities for travel this year have been seriously limited, so the chance to combine a holiday with some sail training seemed like the perfect match. On arrival I was blown away by the beauty of the Windsport setting, overlooking the bay at Mylor. The sun was shining off the water and the camper-van we had hired looked down the hill and out across the water with boats moored beyond. Our hosts at Windsport - Brian Phipps, Cookie, Tom and Alex - were all immediately welcoming.



# My week at Windsport (cont'd)

The thing that sticks in my mind, more than anything else from the first day on the water at Mylor was the consistency of the wind blowing across the bay. Sailing as a novice, on an inland reservoir at Carsington, presents its own challenges, not least of which can be the rapidly changing wind direction and speed due in part - I'm told - to the surrounding Peak District hills. The conditions at Mylor were very different; the consistent breeze blowing in from the mouth of the bay was fantastic for a beginner, allowing me that little extra time to think about sail setting, boat trim and course. This also really helped later in the week when I had my first go at trapezing on a Dart 18 with some coaching from Ed (and many thanks to Sarah Tuite Dalton also for sailing my Sprint back to Mylor). Later in the week, having built up some confidence, I managed to get out on the trapeze on my own Sprint for the first time too.

There were so many great one-day destinations for leisure sailing from the Windsport site. Across the bay to St Mawes, navigating into the walled harbour to fuel up on a crab sandwich or Cornish pasty, or both! Food rewards were a massive part of the week, along with a ridiculous increase in appetite from sailing all day. Sailing down the coast from Mylor to Helford Passage tested a lot of



my new skills particularly out in the open sea, beating to wind with oncoming waves - there's not many of those in Derbyshire! It was noted that I was being 'a little showy' by doing a victory roll in the English Channel along the way but once righted again I made it into Helford, where more ballast was loaded aboard in the form of seafood chowder... sailing back with the tide and wind this time being a much more stable affair. On another day we sailed up one of the creeks, eerily quiet as we passed huge ships moored up for shelter, and then I had to try to get out from the river before the rushing return of the tide. All this in light winds both taught and tested a lot of new skills.

It is important to say that the whole week was done with a lot of support from the Windsport team which was fantastic for me as a newcomer. Brian was on hand with a rib when needed, and all of the team answered my (many!) questions concerning my boat set up, the conditions or best-practice, all of which really propelled me along my learning curve - after all, I'm still only a year in. I had a rudder repair

done at lightning speed, battens were quickly replaced, and everything was on hand to keep me on the water and enjoying my sailing. Having enjoyed it all so much towards the end of the week I decided to also have a dedicated one-on-one training session with Brian. This was an optional extra for me as the week was a great chance to sail, relax and meet other Sprint sailors, but as I was there it seemed crazy not to take the opportunity. The training certainly helped me to cement some of the knowledge gained from the week, and gave me the chance to glean information from Brian about some finer details to help me get the most from my Sprint.

I finished the week aching, refreshed, extremely well fed and definitely keen to go back down to Cornwall again. But, most of all, I had lots of new information and skills to practice and try out back home at Carsington Sailing Club, which is what I had hoped for. During all this my partner Laura - who doesn't sail at all - enjoyed the hospitality, kayaked, met new people, trekked the headlands with our dog (and Pauline Love when she wasn't sailing with George!), and took lots of photographs to remember the trip by. So all in all it was a fantastic trip, and we definitely hope to get back to do it all again next year!







*Postscript by George Love:*

*When Brian at Windsport said we'd be welcome to spend a week at their base at Mylor for a spot of social sailing and cruising, Sam and wife Laura were joined by George & Pauline Love, Ed & Sarah Tuite Dalton and Ray Gall. One proviso was that we should be self-contained to be Covid safe and camping wasn't an option. Four motorhomes were rented from Truro based Coast2Coast Motorhomes. They were all delivered for us to the top field at Windsport and all set up upon our arrival. They were immaculately presented, spotlessly clean and kitted out with everything needed. Each vehicle came with a welcome hamper containing essential perishables, fruit and a bottle of wine – fabulous! Mary Wilton and partner David at Coast2Coast were on hand to give us all a briefing and even provided generators so we had mains power. As every Sprint 15 sailor will empathise, it's good to know that your curling tongs will work whilst enjoying a well iced G&T after a hard day on the water! They provided full back up support during our stay and at the end of the week, Mary, David and team came back and took them away. How easy was that! So, if you're planning a trip to Windsport or Cornwall in general, I recommend you give Coast2Coast a call. You won't be disappointed with the quality and service.*





# SPORT NATIONALS 2020

## NDYC Instow

Report by Liam Bunclark, photos by Martin Penny

Forty two Sprint 15 sailors gathered, in a socially distanced manner, at North Devon Yacht Club (NDYC) at Instow on Thursday, September 24th for the Sprint 15 Sport Nationals – a three day regatta for single-handed Sprint 15 catamarans with main, jib and trapeze.

Three sailors could not attend owing to Covid 19 concerns,

but the excellent and efficient Covid 19 Management plan adopted by NDYC put both the local community and the sailors at ease. This was a higher number of entries than 2018 (when NDYC last played hosts) with 45 signed up competitors, including 5 youth sailors amongst a strong fleet. East coasters Marconi SC turned out in force with their current Una Rig National Champion David Ball and his

sister Jenny Ball leading their challenge for the team title.

Owing to force 6-8 winds and the practicalities of managing Covid-19 safely, the race team decided to cancel racing on Friday, giving sailors a chance to snap up much needed parts from Tom Phipps in the Windsport van and pursue other activities such as cycling up the Tarka Trail and taking advantage of the beautiful location in dazzling sunshine [and a whipping wind].





On Saturday, the first race was set off on an incoming tide at 11am by Race Officer Jonathan Miles in a force 5 gusting a full 6 northerly wind, with a modern Olympic upwind / down course in challenging tides and gusts. Local NDYC youth sailor, Hector Bunclark, set off like a rocket but took a swim on both lap one and lap two, leaving Paul Grattage (Shanklin SC) to blast away to take the bullet, with Fraser Manning (NYDC) 2nd and Liam Thom 3rd (Shanklin SC) all laying down markers with

Sam Heaton (NDYC) 4th and Steve Sawford (Rutland) 5th. This year, the association had re-introduced the new Sport Mode Team Trophy and early on it was clear that Shanklin SC and NDYC were on for a battle.

Liam Thom got the best of the starts in the second race (which was now a triangular 2 lap course), in marginally lighter than the earlier race, but was eventually passed by Fraser Manning who took the honours on the line. Paul Grattage battled through the fleet after a poor first beat to take 3rd place from David Ball in 4th and Hector Bunclark in 5th.

The third race of the day was sailed on a triangular course with a downwind finish.

Three-time runner-up Steve Sawford (Rutland SC) and Jon Pearce (Marconi SC) flew off the start line and, after the windward mark, were several hundred yards ahead. A special mention goes to Ben Penny (NDYC) who at 17 years old, stormed up the first beat to round in 4th place. For over a lap Jon was ahead but Steve was waiting for an opportunity to pounce. Paul Grattage again transformed a poor start to sail through the fleet and, by the end of the race, had nearly caught Jon Pearce. The race was easily taken by Steve Sawford from Jon Pearce and Paul Grattage, with Chris Murphy (Shanklin SC) in 4th. Meanwhile, local favourite Fraser Manning had dropped back to fifth place having been beached by a wave on Crow Point whilst trying to get out of the tide in the shallower water.





To catch up from Friday's cancellation, a fourth race was held on Saturday with a different triangle course as the wind had backed some 30 degrees, in an outgoing tide, in conditions that had some full F6 gusts along the top of the course. Paul Grattage flew off the line but wildly over-stood the lay-line leaving Hector Bunclark, who came through the fleet on the first beat (after a poor start) as if he had a motor hidden away in a hull. Fraser also sneaked past Paul. Hector was at ease at the front and blasted away to take line honours, with Fraser finished 2nd and Paul 3rd.

Sprint 15 legend Mark Aldridge (Grafham SC) had his best result of the series finishing 4th, to ensure honours were well spread around the fleet at the end of the first day with Sam Heaton in 5th place.

Sunday arrived with less wind than was forecast - a north-westerly F3-4. Race 5 was an Olympic "triangle-sausage-triangle" course set in a strong incoming tide which caused some confusion amongst the fleet as to which side of the course to take. Grattage got away well - opting to go right up the beat - and led from start to finish ahead of a flying Jenny Ball and Hector Bunclark. Fraser Manning was 4th and Scott Wilcox (Stewartby WSC) was 5th.





With one more race and one more discard Paul and Fraser were in a duel for the title. Hector, Liam and Steve were all able to win the third place on the podium. Paul knew either a win would give him the title or making sure Fraser was outside the top 2 in the last race would also give Paul the win.

In the final race, the beat was stretched to create a long windward-leeward course. Fraser Manning went for broke and went to the left of the start line, whilst the majority, including Paul Grattage, went right up the beat. Steve Sawford sailed up the middle and rounded the mark first. Fraser's gamble paid off and he rounded second,

just ahead of Paul who had to put in an extra tack to get round the mark in third.

Steve never lost the lead, and with it secured 3rd place. Paul knew he had to pull out all the stops on the last downwind leg and to the finish line but in doing so, allowed Liam Thom to squeeze past him into 3rd position in the race, enabling Liam to be 4th overall. Despite Fraser having to do turns for a port/starboard penalty, he finished in 2nd and took the Championship for the second year running. Paul Grattage was 2nd overall, and Steve Sawford 3rd.

Hector Bunclark (5th) won the Youth National title, Jenny Ball was first lady and George Love (Carsington SC), was the first over-sixty helmsman. Scott Wilcox and Ian Mounce (NDYC) took the Pro-Am trophy and Sam Heaton the Heavyweight trophy. NDYC won the Team Trophy with Shanklin SC 2nd and Marconi SC 3rd.

The event was supported by several sponsors, including the Commodore Hotel, Windsport, The Quay Inn and Johns of Instow.







Main page: Fraser Manning (1977) leads the fleet, ahead of Steve Sawford (1989) whilst Hector Bunclark (1951) switches tack.

Insert above: Port & Starboard - Richard Chidwick (2004) has the upper hand over Mark Aldridge (2027) at the windward mark.

Insert right: David Grant (1943) enjoying "Serious Playtime" on the course.







# Windsport Tips: The Pre-Start Routine



While I understand racing isn't for everyone, it's a big part of our sport and, as this year has shown, the Sprint 15 is one of the most popular one-design racing fleets in the UK. As I have explained in a lot of my coaching there are three main pillars to a good result: Boat Speed, Boat Handling and Race Craft. Of course, all of these can be broken down, but I wanted to use this article to talk a little around one of the race-craft elements that I think has a big effect over a race result.

For me race-craft begins before the race has even started, gathering information and using to put together a good race plan is a key part of having consistent, strong results. I'm sure it is no surprise to you to hear that the start is, without a doubt, the most critical part of a race. Until that moment everyone is equal, so getting the jump on boats at that time will make a huge difference to your position. Gaining ten boat lengths near the start might be

the difference between first and last, whereas further into the race you will be lucky to gain a few places. So, let's have a think about how to get the best out of the race start.

Ultimately a good start means being in the right place on the line and being able to get up to speed efficiently. There are a number of factors that affect those things, and here are my pre-start checks to try and get on top of them.

Positioning on the line, this comes down to a few things:

## Line Bias

It's unlikely the start line will have been set exactly perpendicular to the wind direction, and this creates an advantage to starting at one end rather than the other; effectively positioning one end of the line closer to the wind. On top of that it also makes it easier to cross the line on one tack rather than the other. When the committee boat is positioned closer to the wind that end becomes biased, and it is easier to cross the line on starboard. Equally when the pin end is closer, that end has an advantage and it is easier to cross the line on port.

NB. starting on port is very high risk due to any starboard boats having right of way, so that might

not be a sensible option however this does imply that getting on to port as soon as possible will be a more efficient tack, so look for that early tack!

The simplest way to check the line bias, is to position yourself in the middle of the line and point your boat directly into the wind, if at that stage you notice you are pointing more towards the committee boat that is the favoured end, equally if you are pointing more towards the pin that end is biased.

## Course Skew

Similar to line bias only this time it's the relationship between the windward mark and the start line. If the RO has laid the windward mark offset from the wind direction that will mean you will have longer to sail on one tack than the other. From a general strategic perspective, it's normally better to sail the long tack first, so that you can take better advantage of any wind shifts/changes. More often than not the skew on a racecourse isn't noticeable, but occasionally - particularly when you are club-racing around fixed marks - it can play a part in the race.

## Drift check

For me this is a measure of how fast the boat slips sideways to leeward when holding position. It will vary every single day, depending on the tide, sea state, wind strength, holding ability (boat handling). It is important to know because it will influence where to position yourself before the start so that you are in the right place when you come to accelerate for the gun. Lots of leeward drift will mean needing to set yourself further to windward to take into account the extra sideways movement. Less drift means you can be closer to your final acceleration spot. It also has an effect on how the fleet behaves: when there is lots of leeward drift you often find bunching at the pin end and more space to windward, less drift has the opposite effect.





### Transit

I'm sure most people have heard the word "transit", but I bet there are a lot fewer who actually use one. I accept the fact that a transit isn't always possible, but for a lot for the time it is. A transit is a visual fixed reference point that will help you judge how close to the start line you are. The first thing I would mention on this point is to take a realistic transit, by that I mean accepting the fact that there is a good chunk of boat in front of where you are referencing from. When you sight down the line for your transit make sure your bow is on or just behind the line (not your body). The simplest way to do this is to set up right at either end and approach slowly until your bow reaches the starting mast on the committee boat or the pin end mark - take your transit reference at that point. On top of that, another thing to be aware of is how close you are when you are taking the transit because the further away you get from where you took the transit, the less accurate it becomes. By that I mean if you sighted through the pin from the committee boat, the closer to the pin you move the bigger factor of safety you will want to build into your transit.

Once you know where you want to position yourself it is all about the getaway: clean air and the space to sail your boat as freely as possible is everything off the line.

### Trigger Pull

The trigger pull refers to the amount of time it's going to take you to go from a parked state on the line (pre-start) to fully up to speed at the time of the gun. This is a really important manoeuvre to get right; if you can gain even a metre at this stage in the race it will reward you ten-fold as things progress. Conversely, a bad trigger pull and you will be fighting for clean air before you even begin.

For this reason I suggest practicing a few times just before the race, over and above your normal trigger routine of moving the bow off the wind and sheeting in, knowledge of where to put your downhaul or whether or not to trapeze and getting the adjuster set correctly are just a few of the simple things that will come out of this exercise. By knowing these things, it will enable you to more efficiently get the boat set up and sailing fast. The quicker you can be in your normal upwind mode and settled the better. If you are sailing fast, and someone else is still trying to get their trapeze height sorted, you will be past them before you know it and they will be stuck in your wake.

Before my race I make a point of meticulously checking these five variables,

- Line Bias
- Course Skew
- Drift Check
- Transit
- Trigger

They all go towards creating your race plan. But be sure to keep an eye on things and be prepared to check and recheck. Race officers have a habit of moving marks around and the wind tends to shift a bit too so things can change very quickly.

So, before your next start, have a look at all these variables, and begin to build a picture of what you want your start to look like. It might not pan out like that exactly but, as your starting develops, your plan execution will begin to go up and I can assure you that will lead to better results.

For any further questions on anything to do with your Sprint 15 sailing, please get in touch with Windsport.

Cheers,  
Windsport Team



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SPRINT 15 SPECIALISTS



# *The Swedish factor...*

## *...off piste on a Spark on Lake Svegssjön*

Earlier this summer, amongst the usual joviality, photos and updates that comprise the Sprint 15 Facebook page, there was a video post from Jenny who had been contacted by a very new member to the fleet - Mikael Andersson- with his recent purchase: a Spark 323. At first glance, nothing too unusual about this. There has been somewhat of a renaissance in the second-hand boat market this year

(evidenced by the empty "for sale" pages on the Association website and my bill to the treasurer for umpteen postage receipts for mags to new members). But Mikael did not hail from the North Devon riviera, Thames Estuary or even the south coast. Rather unexpectedly he was sailing his Spark on beautiful lake Svegssjon in Sweden. I contacted Mikael to find out more...



Photos this page and overleaf: the Spark's main-sail is a striking splash of colour on the dark water and snow-dusted landscape beyond.

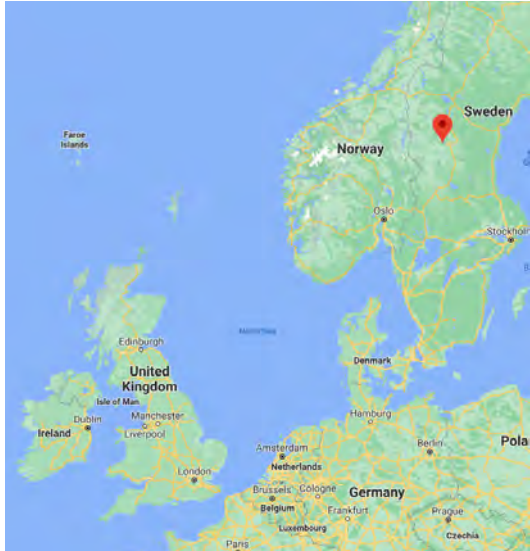
Map (overleaf) courtesy of Googlemaps







# The Swedish Factor (Cont'd)



fan of sailing and followed current sailing events happening around the globe.

I had thought about buying a boat for many years and began to look around a bit more seriously for something appropriate to where I live. Lake Svegsjön is a shallow, man-made lake very close to where I live so I began to look for a catamaran – something not too expensive.

Serendipitously, I mentioned my idea to own a Cat to a work colleague. He just happened to know an elderly gentleman who actually had one but had not sailed it for many years. I contacted him and bought it. He showed me how to put it together and I took it home. I am not an

experienced sailor at all, but I do a lot of outdoor activities with my teenage son, so together we took our new Spark to the lake and tried to figure out how to rig her....which was easier said than done! Finally we found some instructions on the internet. The first time we went out we had a hard time raising the sail, and then struggled to get her off the shoreline. The Westerly prevailing wind from the Atlantic can be very gusty and bounces around the mountain and surrounding hills. The second time though, we decided to paddle out and then raise the sail, and this worked much better.

"I bought this catamaran from someone in Sveg about a year ago (who had bought it at a boat exhibition in Stockholm some thirty years earlier). It's the first boat I've ever owned but I have always wanted to learn how to sail. When I was ten years' old I did a dinghy-sailing course in the summer and since then have always been a

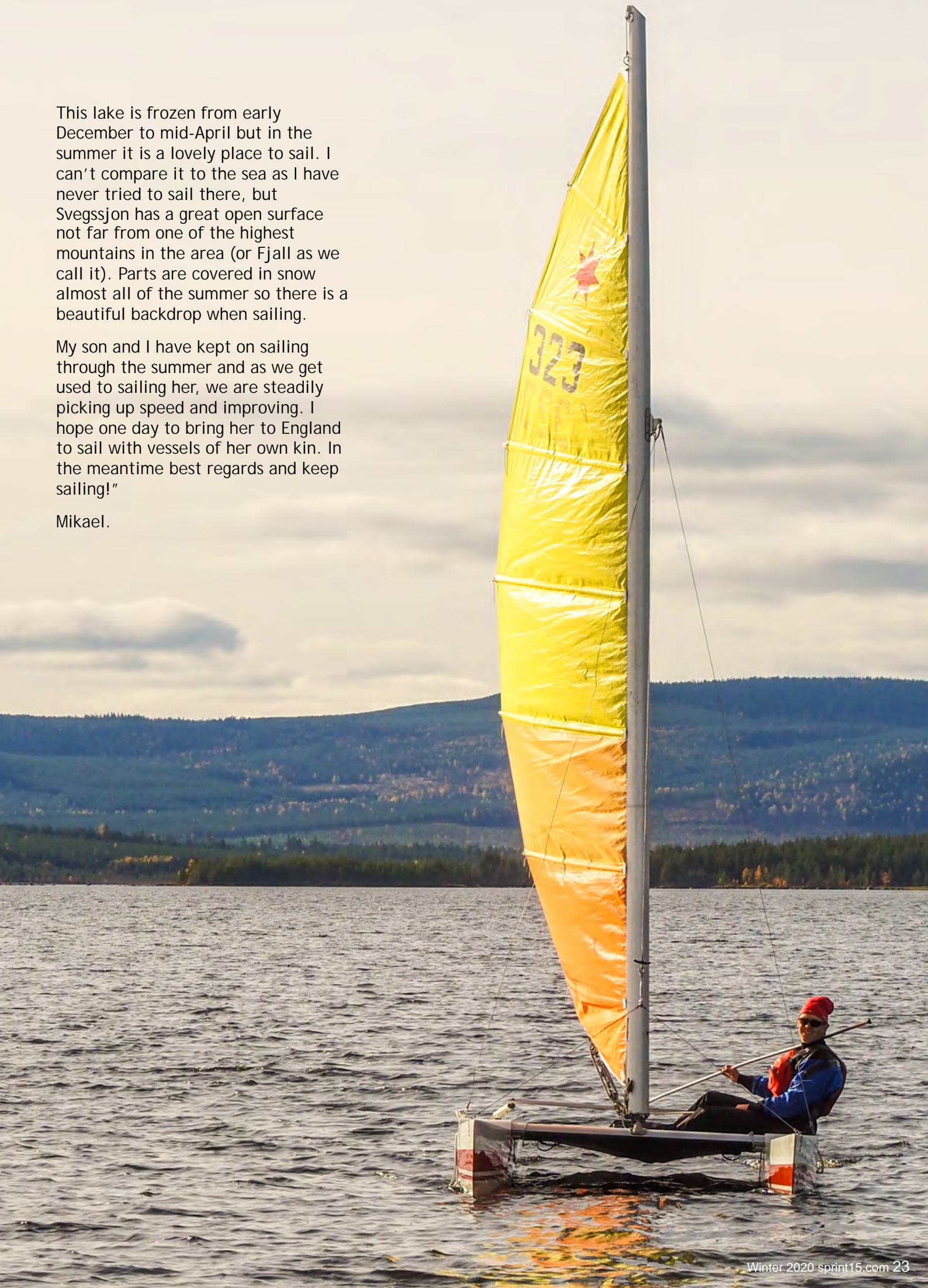




This lake is frozen from early December to mid-April but in the summer it is a lovely place to sail. I can't compare it to the sea as I have never tried to sail there, but Svegssjon has a great open surface not far from one of the highest mountains in the area (or Fjall as we call it). Parts are covered in snow almost all of the summer so there is a beautiful backdrop when sailing.

My son and I have kept on sailing through the summer and as we get used to sailing her, we are steadily picking up speed and improving. I hope one day to bring her to England to sail with vessels of her own kin. In the meantime best regards and keep sailing!"

Mikael.





# NATIONALS 2020

## Grafham Water Sailing Club

Report by Jenny Ball

Photos by Nigel Denchfield & George Love



The Sprint 15 fleet likes to be different and each year, we hold not one, but two National Championships - one in Sport mode format and one in Una Rig/Two Up format.

We have been extremely fortunate to have held both National Championships in 2020 and with strong turnouts at both. As with many fleets, our first planned Nationals in August could not take place but we always head to the Grafham Cat Open in October for our final Summer TT and Inland Championships. So we asked Grafham Water Sailing Club if we could convert that event to our National Championships - and they very kindly agreed.

So, three weeks after a very successful Sport Mode Nationals at North Devon Yacht Club with 42 competitors - we were set up for a National Championships at Grafham with 49 entries. It was fantastic to receive such strong support from the fleet for both events, particularly given the effort required by the two host clubs and the Association to make it happen. At Grafham, we

[Winter 2020 sprint15.com](http://Winter2020.sprint15.com) 24

welcomed six nationals first-timers and a number of people making a return to the circuit which was great to see.

The week before the Nationals was slightly nerve racking as we waited to see if the latest round of Covid regulations might prevent the event going ahead or competitors not being able to take part. Fortunately this was not the case. Instead, it was the wind that took a good run at trying to thwart the event. Everyone knows that the Grafham Cat Open is always cold and windy. As yet another new experience this year, the winds were very light. But we are a determined and resourceful bunch and we were not going to miss out on our Nationals.

The original format was for three back-to-back races each on Saturday and Sunday. However, with a forecast of around 5 - 7 knots on the Saturday and even less on the Sunday - it was decided to aim for four races on day one - the minimum required for the Championship. The fleet set off to the middle of the lake, where Race Officers

Nigel and Fiona Denchfield had set a trapezoid course in the normal manner. We had our own fleet start - but were sharing the course with the Medium Cat fleet made up primarily of Dart 18s and Catapults.

For Race One, there was the inevitable bunching at the Committee Boat end but more of the fleet spread down the line to get clearer air - a must-have in a cat in light wind. Unfortunately, the breeze on the left hand side of the lake got softer and softer - so those at the Committee Boat end fared much better, particularly if they then tacked off to head up the middle of the race track. By the first mark, Chris Tillyer had established a solid lead with a small group chasing some way behind him and the rest of the pack bunched further back. Chris held on to the lead with Liam Thom coming second, Stuart Pierce third and Jim Bowie in fourth.

For Race Two, and based on the experience of the previous race, the concentration of boats at the Committee Boat end was far greater.





Many competitors found out just why it is called Coffin Corner. The situation was alleviated slightly as other competitors were further back from the line - partly being wary of the U flag and partly because the light winds did not carry them to the line as quickly as they planned. As the fleet sorted itself out, local sailor Christian Mash pulled out a solid lead but by the second lap he had others snapping at his heels. Christian held on to take the win closely followed by Chris Tillyer, Liam Thom and Stuart Snell.

For Race Three, many of the fleet took another go at the Committee Boat end. Sean and Sophia McKenna, sailing two up, went further down towards the pin end and managed to make it pay to take the lead at the windward mark. Behind them, a group of Sprint 15s and probably the odd Dart 18 had created an interesting road block with various port/starboard entanglements at the windward mark - boats coming in on starboard were obliged to avoid them and either tack back off or gybe round in order get round the mark. Even for experienced

sailors, swift manoeuvres are not a forte of the Sprint 15 in such light winds, so it was not easy to pick a way out of trouble in the middle of a pack. But it's all good experience... Sean and Sophia went on to take the race win, with Fraser Manning in second and Chris Tillyer and Liam Thom in third and fourth.

For the final race of the day, the Committee Boat end was more crowded (if that is even possible). This was much to the bemusement of the race management team who had thoughtfully provided a nice long line all day but only 10% of it ever seemed to get used. Sean and Sophia picked their own personal lane again further down towards the pin end. Meanwhile, Stuart Snell emerged from the melee up at the Committee Boat end. The wind had become progressively more variable in strength across the course with the previously favoured right-hand side less assured. Sean and Sophia went on to take their second win, with Stuart Snell in second, Chris Tillyer in third. Hector Bunclark took a well deserved fourth place having unfortunately been UFD in the previous race.

The fleet headed in happy to have got all four races in, even if the conditions had been challenging at times. It was definitely a day for finding strong clear starts, good technical sailing, choosing the right path through the variable wind strengths and occasionally a bit of good or bad fortune.

Of course, the usual evening arrangements of AGM, Class Association Dinner and chewing over race events and tactics in the bar could not take place. But everyone spent a very pleasant evening at various local venues in their separate groups - with much talk and speculation about the wind forecast for the next day.

On Sunday morning, forecasts were consulted over breakfast, the wind turbines were closely scrutinised for movement and the lake surface was scanned for signs of breeze. In fact, there was a light but sailable breeze so the decision was made to proceed with racing. The fleet rigged up early and headed out for a 10:30am start. Almost inevitably, the wind fell away as the fleet headed out.



# Nationals at Grafham Water (cont'd)

The Race Officer postponed the start and we settled down for a wait to see what the wind might do. There were lots of radio communications with the PRO on the Fast Cat course at the other end of the lake and with the safety boats out across the course to observe changes in wind direction and wind speed. In the meantime, the fleet did what it does best when not banging round the cans - chatted. The delay provided an opportunity for people to catch up with old friends safely outdoors and with absolute certainty of social distancing as the Sprint 15 is conveniently 2.1m wide and 5m long.

At about 11:15, a light breeze appeared, the wind shifted to the east and a fifth race looked to be possible after all. But as soon as the windward mark was laid, the breeze disappeared and so we called it a day. Absolutely the right call as the lake was a mill pond by the time the fleet drifted and paddled ashore.

Once ashore, our webmaster Liam Thom made short work of calculating some of the final specially awarded trophies alongside the normal results from Grafham. The Events Assistant, Jenny Ball, then endeavoured to manage distribution of prizes

from the back of a transit van. Jenny had previously decided that if the Nationals went ahead - it would be done properly and with our usual full range of trophies and glassware to be awarded for both the Nationals and also the Grafham Cat Open Sprint 15 event. She may have regretted this as the area around her van turned into a slightly odd looking boot-sale.

With the assistance of our Chair, Ed Tuite-Dalton and Vice Chair, George Love - winning competitors were individually invited across and "presented" with their trophy and glassware. Presenting this year involved picking up a bag with the trophy and glass from outside the van and standing for an oddly posed photograph two metres away from the Chair or Vice Chair.

But, we got to award our very personal, yet highly coveted, special category prizes - including Heavyweight (Jon Pearse, Marconi), Over 50 (Chris Tillyer, Thorpe Bay), Over 60 (George Love, Carsington) and Over 70 (Stuart Snell, Grafham). The Erling Holmberg Youth Champion trophy was presented to Hector Bunclark, North Devon Yacht Club alongside the Grafham Cat Open Sprint 15 Youth Trophy. The Most Improved Trophy went

to Peter Richardson, Marconi whose boat "Bandit" truly lived up to its name.

The Paul Smith Most Persistent Trophy went to Lee Garton, Marconi - particularly well deserved as Lee only started sailing four years ago and stepped on a Sprint 15 for the first time this season. It was great to see him at the Nationals in his first year. The Team trophy was awarded to Shanklin - and it was great to also see teams from Thorpe Bay, Grafham Water, Stone and North Devon Yacht Club as well as eleven entries from Marconi.

Then it was time to present the more usual prize categories culminating in Stuart Snell - 5th place and 70 plus cup, Christian Mash 4th Place, winner of Race 2 and winner of highest placed Grafham entry at the Cat Open. Liam Thom was presented with 3rd place and Sean and Sophia McKenna were presented with 2nd Place, the 2 Up Cup and winner of Races 3 and 4. And finally, Chris Tillyer was presented with the National Champion, first Single Hander, Inland Championship, Grafham Cat Open Sprint 15 winner, Over 50 trophy and winner of Race 1. (Fortunately, Chris also has a transit so we knew he could get the trophies home).

Every competitor received a Sprint 15 Nationals branded hand sanitizer - this year's must-have accessory for a Covid Nationals. A fitting memento for everyone who had turned out to support the Nationals that could so easily never have happened.

Thank you to all who attended and made it a special event, despite the challenges. A special thank you to Nigel and Fiona Denchfield for Race Management and everyone who supported them. And a thank you to everyone at Grafham for agreeing to host the Cat Open/our Nationals and who put together an excellent package to ensure this could be done safely.







Photos above left and inset right: Chris Tillyer (2020) triumphs in the light airs and receives the Championship trophy from Chairman Ed Tuite-Dalton

Insert middle: Team Shanklin with the much-coveted Team Trophy. Simon Giles: "This one's for Erling". Pictured alongside Simon are Sean & Sophia McKenna (left) and Liam Thom (middle).







# Carsington Cats and Banter Boys

An Undercover Report by our Undercover Investigator

Our undercover investigator has been on his travels and at great personal medical risk to himself has discovered the name of the first Chinese person to have contracted Coronavirus. His name? - Arr Ach Chu!

Further investigation around the globe and using his own well-developed algorithms and fool-proof track/trace systems, he has discovered that the pandemic was brought into Germany by one Gunther Zheit, an industrialist from the little-known Bavarian town of Badkhof, following a business trip he took to Wuhan. As a consequence of these startling revelations, backed up with incontrovertible and

empirically-based evidence, the WHO are courting him in the hope he will accept a position as their "Diagnostic Ectromelia Allergen Director" shortened for everyone's sake to - DEAD.

Closer to home, and following a spate of criminal activity, he has been assisting police and financial institutions in apprehending people brazenly walking into banks with masks on and requesting money! Despite the doom and gloom of lockdown, our intrepid investigator heard of green shoots of activity and recovery at one of the Sprint 15's northern outposts. This was clearly a lead that

needed to be followed up. His global investigations would need to take a back seat whilst this more important matters received his full attention. Armed with his bottle of medicinal disinfectant, recommended to him by a good friend and former client from the other side of the pond as an essential aural elixir against an inadvertent stray into a Covid hotspot, he set out. This is what he found at Carsington Sailing Club when a shadowy masked go-between set up a meeting for him with the Sprint 15 Fleet...





Life for many of them over the past few months has, at best, been an existence in limbo. A sort of suspended animation if you will. It's been a bit like "Tea break over, lads - back on your heads!" (One of their number seems to have taken to it quite well!) Lots of their best laid plans have had to be put on hold. And as with most people, they like to plan ahead whether that be a holiday, a family celebration, a day trip to the zoo, a show or rock concert or, for them as Sprint 15 sailors, what events they can attend for some competition and camaraderie with their fellow protagonists. Planning ahead this year has been something of a pointless exercise. A lot of the last year's activities haven't been able to be repeated and any firm plans for the foreseeable future seem to be firmly buried at the end of an elusive rainbow.

Just as an aside, did you know that 2020 is a special leap year? 29 days in February, 300 days in March & 5 years in April! Did you also know that the pandemic has badly affected vehicle fuel usage in 2020 with many cars now doing an average of only three weeks to the gallon!

"Oh, woe, Oh woe!", has been the cry on the wind. But, enough of these spurious and pessimistic statistics. Back to Carsington. Before they all sank into mental meltdown and became madder than a box of frogs, they decided it might be worth taking stock of any silver linings that the dark and stormy Covid clouds could deliver. Their attentions turned closer to home and, like many, they've had to learn to live more for the moment.

As soon as the lockdown restrictions were eased (thanks Boris!) and sailing clubs opened up, they were desperate to get back on the water.

Which got them thinking. (Yes, I know - I could smell the burning too!)

At Carsington, they have around 13 Sprint 15s. Some of them sail fairly regularly, some go out now and again and some regularly do not. Few of the helms often mix with each other. One or two club-race, most do not.

George Love and Ray Gall felt it was time to muster the fleet. Lockdown easing seemed to be the perfect moment to try and get more of them on the water at the same time.

And it's happening - whilst respecting the social distancing rules!

So far, they've had two days of what's been termed "Social/ Training/Banter days". The emphasis is on the social side but with the opportunity for some of the more experienced sailors to pass on tips and tricks with the associated banter being a key ingredient.

A couple of boats belonging to Paul Brass and Martin Evans have been brought out of hibernation after some serious gardening work more closely associated with the skills of a lumberjack. Three year old trees are quite big!

Martin's boat is sail no. 130, an original Spark from 1979 with original certification documentation from Panthercraft and in great condition for its age. It was clear when the cover came off that it had drawn the attention of a local squirrel as evidenced by the huge stash of nuts in the tramp bag. Martin was considering selling the boat but is now thinking that maybe he won't. At least he's got some nuts to chew on while he mulls things over!

They've spent some happy hours on boat tuning and doing the 'dinghy park shuffle' on a day when conditions were too windy to sail in a relaxed way. They've sailed in different modes - Sport for George, Ray, Dave Blagg and newcomer Sam Wood (see Sam's article on a week of sea sailing at Windsport), two-up for the father and daughter pairing of Phil Ottewell and Lucy and Unarig mode for Russ Briggs.

They've raced around the lake on a variety of courses and focussed on some exercises to test and hone the boat handling skills of rookies and old pros alike. Some have tested their boat washing - sorry,

swimming skills - and capsize recovery. Clearly, Sam has his eyes firmly set on the best pitchpole prize. And they've all learnt a lot from each other and had some great fun into the bargain.

They've got some more days planned with plenty to focus on such as trapezing and racing skills which will be a first for some but will hopefully mean they all get more out of lockdown sailing on home waters. And the banter over a chilled beer fresh out of the car cooler box is the finale to an enjoyable day on the water.

Their little fleet is seeing a rejuvenation and that's a silver lining if nothing else.

Back in the day the only time panic buying took place was when the landlord shouted "Last Orders Gentlemen Please!". Who said, "I'm only here for the beer?!"

(Disclaimer: no names have been changed in this report to protect the guilty)

*Some say that whilst investigating an internecine clan war when on a sailing vacation in the Outer Hebrides, he strayed into the line of fire and had his taste buds shot off and thus may never know if he contracts Covid-19. All we know is he's our Undercover Investigator!*







"The Wind has dropped so we are having the AGM now!"



"Yvonne gave me a lovely map! I wonder if she is trying to tell me something?"

It's been a long while since Phil started to do these amazing cartoons of us all on the water and there is quite a large back catalogue! If you have a particular favourite Phil will be able to reproduce in water-colour or ink for a better print that you can frame for your wall. For further details please email Phil at [p\\_breeze@sky.com](mailto:p_breeze@sky.com)



# Nationals Stats

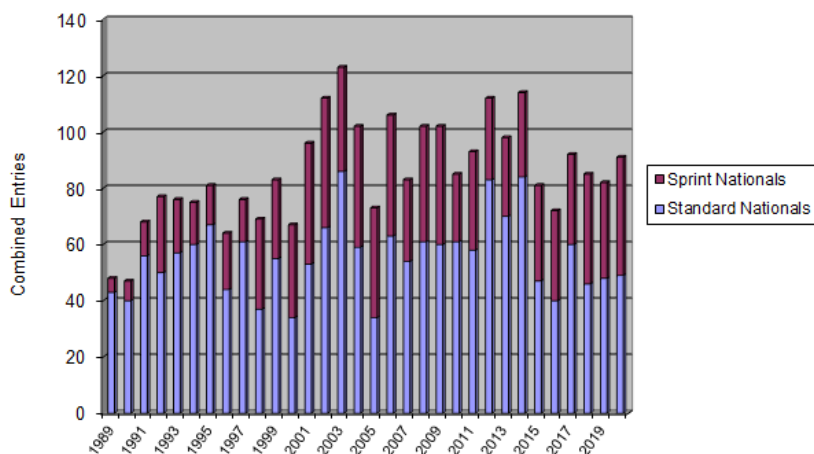
Bob Carter has input the latest data from our recent Nationals which shows a small improvement in entries this year (over last), despite all of the difficulties in organising and attending a national event during a global pandemic. The trend line for both of our Nationals continues to show a steady incline which bodes well for the future.

Across all classes this year, both the Sprint 15 and Sprint 15 Sport-mode continue to hold their own when compared with other classes across the country - in 6th and 7th place respectively for attendance.

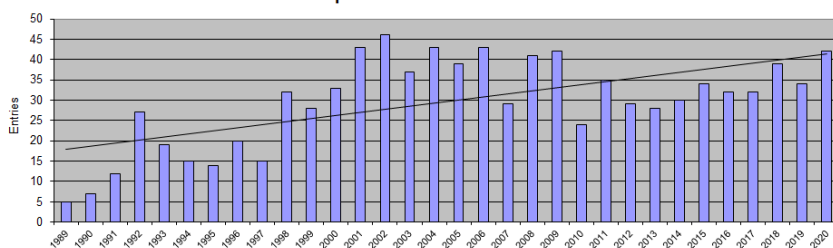


Championship Attendance (top ten) chart by kind permission of Yachtsandyachting.com

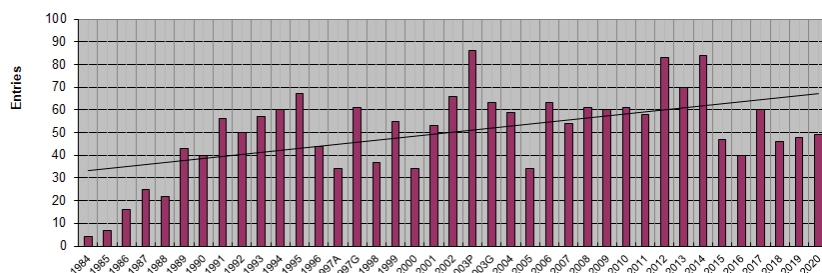
**Sprint 15 Combined Nationals Attendance**



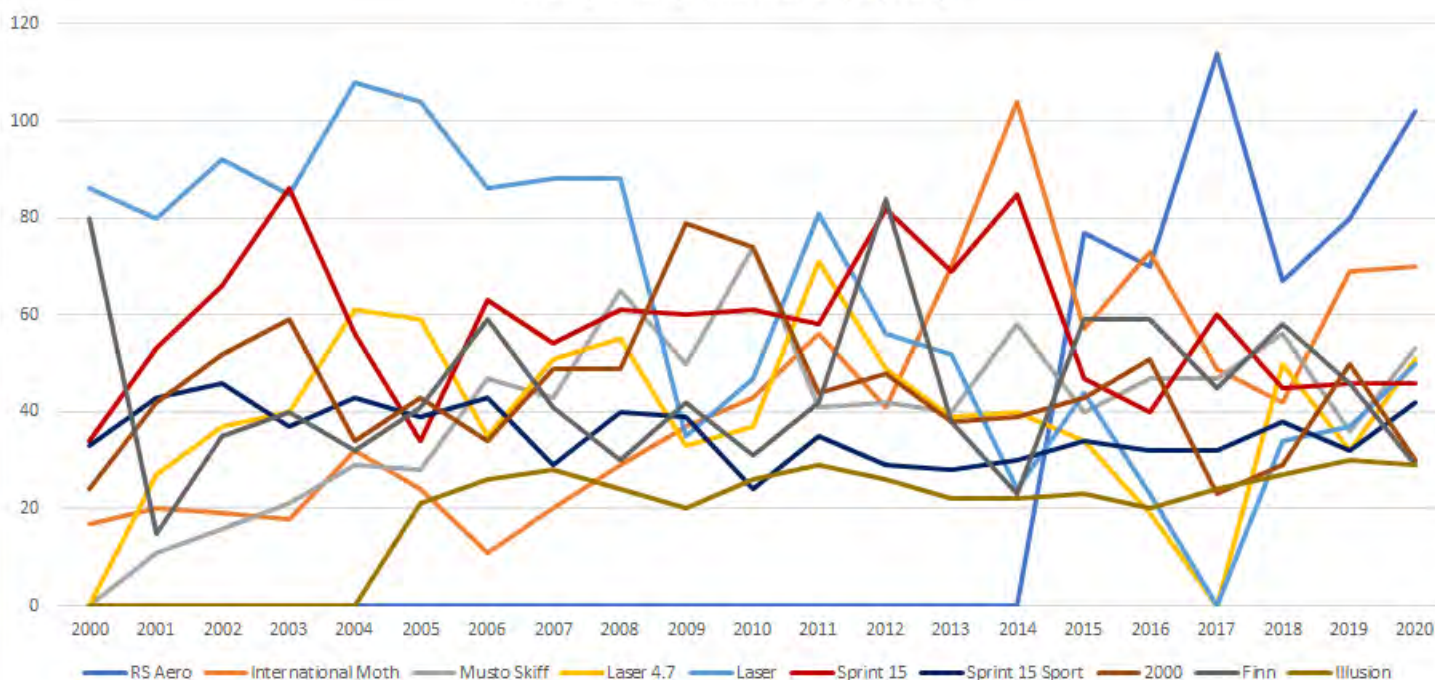
**Sport Mode Nationals Attendance**



**Sprint 15 Standard Format National Championship Attendance History**



**Championship Attendance (top ten)**





# 2019-2020 Season RoundUP

By Jenny Ball -  
Events Secretary



In a year where it feels that much has fallen by the wayside, it's good to focus on just how much sailing activity we have managed as a fleet. And despite the cancellation of so many events and activities in general, the Sprint 15 Class has seen a lot of action both pre and post lockdown.

In September 2019, our Sport Nationals were held at Shanklin and Yaverland on the Isle of Wight. Thirty-five entrants competed across three days in some challenging conditions. Aside from the closely fought racing, the wave conditions were such that the Race Officers insisted on staying on the shore for day one. Paul Grattage sailed his yacht round to be the Committee Boat - only to learn that it does not glow in the dark and he could not find his way back after an evening ashore. And without doubt - THE BEST Sprint 15 picture ever captured was when Anthony Gray's boat pointed its bows firmly at the sky and threw him into the surf. In amongst all these diversions,

Fraser Manning took the National Championship title.

In October, we headed to Grafham Cat Open for our final Summer TT and Inland Championships. Uncharacteristically mild and medium breezes greeted a fleet of twenty-five entries - with Stuart Snell taking the Championship.

Grafham closed the 2019 Summer TT series which comprised events at Marconi, Isle of Sheppey, Draycote, Royal Western YC & Grafham. Forty-nine sailors competed in the series with ten entrants completing the necessary three events to qualify. Paul Grattage won the overall series with Jenny Ball in second and Liam Thom in third.

A November TT at Stewartby heralded the start of the Winter Series. The original date was re-scheduled due to the strong wind forecast - and the change of

date did impact attendance with ten entries (well, that - and possibly the rugby). Paul Grattage took the win.

December saw a return to Rutland for the second Winter TT. A biting cold start to the day but a decent breeze resulted in some good sailing for the nine competitors with Jenny Ball coming first.

In January we headed to Draycote with very strong winds/gusts forecast which marked most of the winter. Ten boats started but only three finished the first race, let alone the event. Paul Grattage won with Ed Tuite Dalton second and Nigel James third.

February's TT was due to be at Grafham but we were struck again by strong winds which led to the event being cancelled. A quick survey amongst competitor diaries resulted in us being able to reschedule the event for 22<sup>nd</sup> March.

Left: Paul Grattage speeds off the line at Draycote. Photo by Tim Case

Right: Competitors at Grafham Water for the winter TT. Photo by Nigel Denchfield





On 14<sup>th</sup> March we made a welcome return to Oxford for our next Winter TT. An incessantly windy winter and the growing concerns about Covid-19 had an impact with only six competitors taking part. As it turns out, we were barely a week away from a full lockdown, although we did not know that at the time. Another good day of sailing with Ed Tuite Dalton winning the event.

Despite our best efforts to run all five Winter TTs (in a winter full of gale-force winds and storms) - our rescheduled Grafham Winter

let alone any events taking place. Unfortunately, TTs planned at Stone, Draycote, Shanklin and Thorpe Bay were unable to take place. However, by mid/late May, many of us were able to return to our clubs again and get back out on the water - albeit without organised racing to start with, or usual shore-based facilities. The Sprint 15 fleets were out in force and, over the summer, we had lots of reports and pictures of Sprint 15 sailing from various clubs including Marconi, Stone, Thorpe Bay, Shanklin, North Devon, Minnis Bay, Carsington, Seasalter and Tankerton. We were

newcomer Sam Wood) were joined by Ed Tuite Dalton from Draycote with respective partners for a week of fun sailing and cruising around Falmouth courtesy of hosts Windsport. See Sam's article on a great week on and off the water in this issue. We hope to do it again next summer. So, if you'd like to take part, please register your interest with George.

Whilst we were unable to go ahead with our originally-planned Nationals at Whitstable in August, we were hoping to keep plans for the Sport Nationals in September.



Fraser Manning (1977) flies past Liam Thom (1957) to retain the Sport Nationals title.  
Photo: Martin Penny

TT had to be cancelled due to Covid-19.

Whilst we still had twenty-four individual entries to the Winter series, only four competitors sailed the qualifying number of three events. The series was won by Ed Tuite-Dalton with Jenny Ball second and George Love third.

When the UK went into lockdown on 23<sup>rd</sup> March this meant no sailing at all for the vast majority,

also delighted to hear reports of strong fleet growth whilst secondhand Sprint 15s were literally being snapped up as soon as (and sometimes before) they were put up for sale. We enjoyed hearing from lots of new people including the new fleet at Minnis Bay, the surge of activity at Newhaven and Seaford and also fellow sailors in Italy and Sweden too!

Three sailors from Carsington (George Love, Ray Gall and

With a lot of innovative planning from hosts North Devon Yacht Club, the event went ahead with a fantastic turn out of forty-two boats. Wind stopped play on the first day, but six races were completed over the remaining weekend and Fraser Manning retained his Sport National Championship title in a closely fought battle with Paul Grattage. For the full details see separate report in this issue.



# Season Round-up (Cont'd)

In October, we were able to reschedule our 2020 National Championships to the Grafham Cat Open. This event is normally our final Summer TT and Inland Championships so it was a perfect alternative Nationals venue and one that we have used on two occasions in the past. Things looked touch-and-go with new Covid regulations coming into force during the prior week but fortunately the event was able to go ahead and all of the pre-booked entrants were able to participate. We had forty-nine entries and although the wind was very light, we were able to get four races in despite having to abandon on the second day. Chris Tillyer took the National Championship win for 2020. For full details see the full report in this issue.

It is worth mentioning here that no other cat fleet holds its own Winter series and this is frequently heralded by the wider cat scene. This meant that we were able to participate in events right up to lockdown, unlike many others. Many fleets also were unable to hold their

National Championships this year. We were very fortunate to be able to hold two, and we are grateful to NDYC and Grafham for making this possible. Additionally, whilst some other fleets seemed to go quiet, or their communications were almost deflated, about their season, the Sprint 15 fleet actively seized all the sailing opportunities available both at club level and with the tremendous support and turn out for the two Nationals. Long may that positivity continue. On a wider note on national championships, Yachts and Yachting currently report that only 21 UK small boat classes held a Nationals in 2020. Two of these were ours sitting 6<sup>th</sup> and 7<sup>th</sup> in the attendance league table and only one other was a catamaran class! [See graphs page 31].

And now, we turn our thoughts to the 2020 Winter TT Series. Unfortunately, Stewartby, in early November was cancelled and the TT scheduled at Stone SC went the same way thanks to the lockdown. We have three more events planned at

Draycote, Thorpe Bay and Grafham in the New Year. Of course, we have no idea what circumstances may prevail in the coming months and we recognise that host clubs will need to decide nearer the time whether they are able to proceed with the event. But where the TTs are able to take place, we hope many of our members will be able to take part and support them accordingly.

In the meantime, we will be working to put in place a Summer TT Series and Sports Nationals for 2021. Our National Championships are already booked at WPNSA for Sat 26<sup>th</sup> to Mon 28<sup>th</sup> June 2021 so please put those dates in your diaries now.

As always, all the pictures, write-ups and results are available on our amazing website - and we have lots of great posts on our Facebook page too. So do head over to both of those for a positive walk down sailing memory lane - as well as hearing about what is coming up next.



Below: Let it go....Andy Jefferies (SSC) can't hold it back anymore as he's freed from lockdown

Right (clockwise from top left): boats set sail from Stone; Martin Beattie's new boat (1491) ready to launch at Fairlie, North Ayrshire; Mark Goldsmith (2001) ready to go at Minnis Bay; Robert Maskell preparing-to-launch in Kent; Chris Murphy (SSC) checks for the layline whilst racing at Shanklin; Marconi cadet race winner (1923); received some championship racing advice from dad and former champion David Ball; George Love mastering the selfie at Carsington; Shanklin boats enjoying the sunshine for a day out to Ventnor.



# Around and about...





# Sport Nationals NDYC: Results

Name	Sail Club	R1	R2	R3	R4	R5	R6	Σ	Place
Fraser Manning	1977 North Devon	2	1	5	2	4	2	7	1
Paul Grattage	2018 Shanklin	1	3	3	3	1	4	8	2
Steve Sawford	1989 Rutland Water	5	6	1	7	6	1	13	3
Liam Thom	1957 Shanklin	3	2	6	6	10	3	14	4
Hector Bunclark	1951 North Devon	25	5	7	1	3	8 RDG	16	5
Scott Wilcox	1359 Stewartby	6	43 OCS	8	14	5	5	24	6
Sam Heaton	1972 North Devon	4	9	9	5	14	28	27	7
Jenny Ball	2025 Marconi	21	7	11	15	2	9	29	8
Ed Tuite Dalton	2023 Draycote Water	8	8	14	10	19	6	32	9
Mark Aldridge	2027 Grafham Water	17	11	15	4	8	11	34	10
David Ball	1923 Marconi	10	4	13	25	15	8	35	11
Angus Cook	1893 North Devon	12	14	10	8	7	18	37	12
Richard Chidwick	2004 North Devon	9	10	16	11	20	12	42	13
Chris Murphy	1915 Shanklin	7	30	4	19	18	27	48	14
Jon Pearse	1988 Marconi	14	17	2	21	22	16	49	15
Eric Evans	1545 Bristol Cor'	43 DNC	18	25	9	21	7	55	16
Chris Dyer	1221 North Devon	13	12	19	12	24	22	56	17
David Grant	1943 North Devon	11	19	12	43 DNF	43 DNF	17	59	18
George Love	2019 Carsington	16	13	21	20	13	21	62	19
Nigel James	2015 Marconi	18	23	17	17	11	19	63	20
Jeremy Rowe	1500 North Devon	23	15	20	16	30	20	71	21
Andrew Heath	1256 North Devon	20	43 OCS	23	27	12	25	80	22
Simon Fleet	1936 North Devon	19	24	24	43 DNF	25	14	81	23
Ben Penny	1529 North Devon	43 DNF	25	18	13	37	30	86	24
Jan Elfring	1913 Draycote Water	26	16	29	22	27	23	87	25
Ian Mounce	1908 North Devon	27	21	22	23	34	24	90	26
Ray Gall	1914 Carsington	43 DNC	20	26	18	31	32	95	27
Peter Sherwin	1966 Stone	30	27	43 OCS	24	23	29	103	28
Jim Hall	1932 North Devon	15	31	30	28	36	36	104	29
Alex Raymont	525 North Devon	43 DNF	43 DNC	43 DNC	43 DNC	9	13	108	30
John Manning	1955 Beaver	24	28	28	43 DNC	29	33	109	31
Wayne Silver	1841 North Devon	22	22	27	43 DNC	43 DNC	43 DNC	114	32
Liam Bunclark	1906 North Devon	43 DNF	43 DNC	43 DNC	43 DNC	16	15	117	33
Keith Chidwick	2016 Queen Mary	43 DNC	26	43 DNC	26	33	34	119	34
Keith Heason	1424 North Devon	29	43 DNC	43 DNC	43 DNC	17	31	120	35
Harry Gale	1849 North Devon	28	29	43 OCS	43 DNC	32	35	124	36
Yvonne Pike	1965 Shanklin	43 DNF	43 DNC	43 DNC	43 DNC	35	26	147	37
John Bowler	1297 North Devon	43 DNF	43 DNC	43 DNC	43 DNC	26	40	152	38
Dane Stanley	1543 North Devon	43 DNF	43 DNC	43 DNC	43 DNC	28	43 DNC	157	39
Marc Craner	685 Stone	43 DNC	43 DNC	43 DNC	43 DNC	38	37	161	40
Jonathan Kilham	1929 North Devon	43 DNF	43 DNC	43 DNC	43 DNC	39	39	164	41
Thom Britton	1200 North Devon	43 DNF	43 DNC	43 DNC	43 DNC	43 DNF	38	167	42



# Nationals Grafham Water: Results

Name	Sail Club	Race 1	Race 2	Race 3	Race 4	Points	Place
Chris Tillyer	2020 Thorpe Bay	1	2	3	7	6	1
Sean & Sophia McKenna	2018 Shanklin	6	49 BFD	1	1	8	2
Liam Thom	1957 Shanklin	2	3	6	25	11	3
Christian Mash	1939 Grafham Water	8	1	4	20	13	4
Stuart Snell	2022 Grafham Water	11	4	30	2	17	5
Fraser Manning	1977 North Devon	14	6	2	11	19	6
Simon Giles	1944 Shanklin	5	11	5	12	21	7
Mark Aldridge	2027 Grafham Water	13	9	20	3	25	8
Jim Bowie	2021 Thorpe Bay	4	27	15	8	27	9
David Ball	1923 Marconi	9	15	10	9	28	10
Hector Bunclark	1951 North Devon	20	7	49 BFD	4	31	11
Peter Richardson	1983 Marconi	10	26	8	15	33	12
George Love	2019 Carsington	15	8	12	21	35	13
Steve Sawford	1989 Rutland Water	23	5	13	18	36	14
Charles Watson	1237 Yorkshire Dales	12	37	7	22	41	15
Steve Healy	1921 Thorpe Bay	29	12	49 DSQ	5	46	16
Chris Dyer	1221 North Devon	7	23	23	19	49	17
Angus Cook	1893 North Devon	26	20	28	6	52	18
Jenny Ball	2025 Marconi	25	10	26	17	52	19
Kevin Kirby	1776 Marconi	19	30	19	14	52	20
Frank Sandells	1986 Grafham Water	16	13	25	24	53	21
Jon Pearse	1988 Marconi	34	18	22	13	53	22
Chris Murphy	1915 Shanklin	22	24	9	40	55	23
Nigel James	2015 Marconi	18	49 DNC	21	16	55	24
Skip Atkins	1821 Stone	24	33	24	10	58	25
Ed Tuite Dalton	2023 Draycote Water	30	19	11	29	59	26
Stuart Pierce	1916 Shanklin	3	35	31	26	60	27
Richard Philpott	1982 Grafham Water	31	16	17	27	60	28
Daren Fitchew	1642 Thorpe Bay	21	31	14	35	66	29
Andy Perks	1428 Marconi	27	41	18	28	73	30
Alan Grant	1825 Thorpe Bay	36	17	38	23	76	31
Samuel Rowell	1984 Felixstowe Ferry	38	25	16	45	79	32
Peter Sherwin	1966 Stone	39	14	41	32	85	33
Rob Bailey	1755 Thorpe Bay	33	21	34	38	88	34
Keith Murphy	1683 Eastbourne Sovereign	42	28	29	34	91	35
John Manning	1955 Beaver	37	29	33	30	92	36
Geoff Tindale	2017 Stone	40	22	37	37	96	37
Dave Clarke	1521 Marconi	17	38	42	42	97	38
Yvonne Pike	1965 Shanklin	28	42	27	43	97	39
Simon Rowell	1985 Felixstowe Ferry	35	40	32	33	100	40
Jemma Clarke	1339 Marconi	43	32	43	31	106	41
Liam Bunclark	1906 North Devon	49 DNF	36	35	36	107	42
Keith Persin	1981 Thorpe Bay	49 DNC	34	36	39	109	43
Graham Adamson	1976 Stone	41	39	40	41	120	44
Lee Garton	1759 Marconi	44	43	39	44	126	45
Jason Clarke	1917 Marconi	32	49 BFD	49 DNF	49 DNC	130	46



# AVAST! - What's in a Name?

Windsport have been in touch with the Sprint 15 Association with the proposal of a name change for our boat back to the Dart 15. Tom and Alex set out their proposal below:

**Windsport** think it would be a positive and productive revision for the following reasons:

## Heritage & History

As most of you will be aware the Sprint 15, when originally launched, was known as the Dart 15. It was designed and built off the back of the Dart 18 success and incorporates a lot of similar features. These two products created the original dart family, and while their designs are aesthetically similar, between them they create a huge spectrum of sailing opportunity. Bringing the name back into line will reinstall that 'family' element to this historic range.

## Branding

We feel that the 'Dart' brand has become incredibly successful across the world. The name

and logo is known and highly respected. While the 'Sprint' has a great following closer to home in the UK, adopting the Dart name and logo will immediately create a bigger reach, giving those less familiar with the Sprint 15 an immediate reference and knowledge of the boat and its qualities.

## Marketable

The change in name is a great opportunity to create some brilliant marketing content. The synergy in name and product will be less confusing for outsiders looking in and allow us to produce simple effective marketing strategies to move sales and the class forward. On top of that we feel that the 'Dart' name and logo is overall more aesthetic than the current 'Sprint' equivalent, and would make the boat a nicer overall product to look at.



Above left: potential class logo (to be used on hull branding etc)

Above right: Potential sail insignia (number font slightly different to shown but in line with 18 sail logo)



Obviously, a change of name from Sprint 15 to Dart 15 is not something to be undertaken lightly, and there are many areas that the Association will be seeking clarification from Windsport (not least the potential implications as well as the costs that would be involved with such a rebranding exercise).

At this time both the Sprint 15 Association and Windsport welcome any comments or thoughts from the fleet on this proposed change. Please write to your committee (email addresses page 2) or leave a message on the Association Forum.

Ultimately, we all want to see our amazing Class continue to grow and progress, so the more input that we can get from the fleet will be very much appreciated by all parties.

Thank you.





# Banking - Updating to be done...

## Membership and Banking

From the start of next year, your membership will run from January to December as previously mentioned. We need you to change your annual standing order/ direct debit to pay the annual membership fee of £20 into the Sprint 15 Association's new bank account, commencing on January 1<sup>st</sup> 2021. As most of you have already paid an annual membership fee which covers part of next year, you will need to calculate how much you personally owe for this coming year, until we are all on the same page for 2022. The amount you need to pay in January will depend on the number of months that will not have been already paid for. The pro-rata amount you owe for 2021 is £1.67 for each month to the end of 2021. As an example, if your membership period usually runs April - March, you need to pay for 9 x £1.67 which is for the 9 months April - Dec.

If you need help in establishing the amount you need to pay in 2021, please contact the Membership Secretary, Andrew Berisford.

### Natwest Bank

Account name: UK Sprint 15 Association (some banks specify name as "UK 15 Sprint Association" for a strangely indeterminate reason so please try this way if it doesn't confirm a match first time)

Account number: 65764854

Sort code: 60-02-30

BIC: NWBKGB2L

Go on, you've got five minutes, do it now...it's not too painful and then you're all set...



## Watch out for...

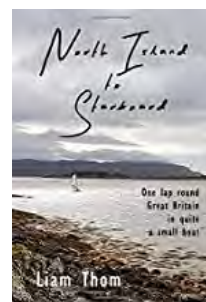
**The 36th Americas cup:** The revolutionary AC75 monohulls [okay so they're only a half-boat but with their foils they operate more like a trimaran and Britannia has looked pretty impressive off the Isle of Wight this summer] are going to start off their racing in the beautiful waters of Hauraki Bay Auckland, New Zealand on December 17-20. This is the first opportunity for the teams to race each other ahead of the Prada Cup Challenger Selection series in January and February 2021.

**Vendee Globe:** Following structural damage early on in the race, how will Alex Thompson fair as he circumnavigates the Antarctic? For the latest updates and in-depth reporting follow [vendee globe.org](http://vendee globe.org), or [yachtsandyachting.com](http://yachtsandyachting.com)

**Sail GP:** Its second season will now open with events in Bermuda (April 24-25) and the Italian city of Taranto (June 5-6). The Great Britain Grand Prix will then take place in Plymouth on July 17-18. Events that had been planned for San Francisco and New York in 2021 have been postponed due to the pandemic, with San Francisco ear-marked for the SailGP Grand final in April 2022.

### Need a stocking filler?

North Island to Starboard tells the tale of one man and his Biscuit around the British coast. Available on Amazon for £5 or full colour photo version for £20. Also available as a Kindle download. And check out [northislandtostarboard.co.uk](http://northislandtostarboard.co.uk) to see the route and decide which part of our beautiful coastline you'd like to visit in 2021...





# SPRINT

## Sprint 15

### 2021 Events Programme

Events Secretary: Jenny Ball 07941 884508

Please visit [sprint15.com/events](http://sprint15.com/events) for details of events and the latest updates.  
All information is correct at the time of going to print.

Winter Traveller Series is for all sailing formats (Standard PY926 and Sport PY894).  
First race Saturday at 11am unless otherwise stated

Date	Venue	Contact	Phone
16 Jan 2021	Draycote Water Sailing Club	Ed Tuite Dalton	07887 530267
13 Feb 2021	Thorpe Bay Yacht Club	TBYC.ORG	01702 587563
21 Mar 2021	Grafham Water Sailing Club	GRAFHAM.ORG	01480 810478



## Summer 2021 Nationals

Date	Event	Venue	Contact	Phone
26-28 Jun	Nationals	Weymouth & Portland National Sailing Academy	Jenny Ball	07941 884508

National Championships is for PY926 format

Venues and dates for the Summer TT series and the Sports Nationals will be updated on the Sprint 15 website as soon as available.

## The UK's most popular single-handed catamaran - bar none

Above and below: 2020s Sport Nationals competitors. Photos by Martin Penny

