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Flying Fifteen International - Australia Inc**

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## News Archive 2014

**In Response to the article on FF322 - W. L. Shand tries to remember re Hinkley ff's**

I maybe sailed against this boat in Pittwater & or Canberra - the Pretty name seems to ring a bell. My first sail in Pittwater was in 1964 with Hal as crew is situated on a steep escarpment with very little sandy beach at the waters edge. When we arrived at the club we were directed to drive south about 100m launching, then we were to sail back to the club where they had set up some temporary moorings using a length of not so heavy rope & a 4 gallon bucket. club boats were anti fouled & on permanent moorings. [read the full article](#)

**A Project & a Challenge for someone, the owners of 322 are keen to see it being sailed after more than 50 years**

Vernon and Barbara Pretty, the owners of Flying Fifteen 322 named 'Ariel' or 'Enterprise' received the yacht as a wedding present, more than 50 years ago. A gift from parents, it had been bought from Hinkley, a boat builder in NSW and President of the NSW Flying Fifteen Association. It was sailed for a short while, and as occurs once children are on the scene along with the efforts of running a farm in the mixed farming area of Dignams Creek in southern New South Wales, 322 was packed away and stored in a barn. The yacht was held as a treasured possession with the hope that one day they would be able to go out sailing again. Now in their latter years and health failing their wish is for a new owner to take the yacht sailing. Having been contacted to help, I was invited to have a look at the boat. I had already noted it is one of the first boats to appear on the Australian Flying Fifteen register, being built in the early 1950's before my birth. I had been shown an old photograph of 322 on the water but wasn't really prepared for what was in effect the opening of a time capsule. I was told some work had been done about 15 years ago to make the boat seaworthy. This I suspect may have involved some blue paint and sealer around the keel flange. Otherwise, the boat is set up as it was over 50 years ago retaining all the original fittings, rigging, original sheets and lines.

[Read The Full story and see how the boats used to be rigged](#)



sailing more than 50 years ago note how the headsail is set up on the deck.

**2015 Australian Championship - Entries close on Friday 29th November, entries after that date will be charge you may not receive a shirt.**

**Do not forget the 2015 Australian Championship is the qualifying event for the 2015 FFI World**

## France

### 2015 Australian Championship

The 53<sup>rd</sup> Australian Flying Fifteen Championship will be held at Sandgate Yacht Club, Queensland between the 3<sup>rd</sup> & 10<sup>th</sup> January 2015.

[The Notice of Race is available here](#)

[The Entry Form is available here](#)

Normal entries close on the 28th November, after which you will have to find another \$100

You can complete the form on line and email to [secretary@syc.org.au](mailto:secretary@syc.org.au).

You will then need to sign the declaration at Registration.

You also need to remit the entry fee plus any additional items direct to SYC either by EFT or cheque.

The form is interactive, but you need to download first, complete the form and then "save as" and determine your preferred filing destination, then email the form to

[secretary@syc.org.au](mailto:secretary@syc.org.au)

### 2014 ACT Championships to Matt Owen in Defcon

Over 4-5 October 2014 Canberra Yacht Club was blessed with warmth and wind to host the 46th ACT Flying Fifteen Championship. The ACT Flying Fifteen Association welcomed the seven Victorian and one Queensland crew which had come to challenge the local crews in a 15 boat fleet competing in an 8 race series conducted over 3 sessions.

Whilst challenged at various stages during several of the races, the national champions Matthew Owen and Andrew Reed reigned supreme taking out the Championship, winning 6 of the 8 races.

Visitors from Davey's Bay, Susan Thompson and Cameron Taylor, took second place in the Championship in a close tussle between placegetters which was not resolved until the last race.

Third on the podium, David Williamson from Mordialloc with crew Craig Morton, reported that, in this his tenth trip to Canberra, finally he had done well enough to take home a prize. Many participants reported that the regatta was a great start to their sailing season.

[See full results](#)

A complete report is available on the [ACT News page](#)

### Flying Fifteen Legend and boatbuilder Roy Windebank has sailed away for the last time....

It is with great sadness that we report Roy Windebank passed away on the 26<sup>th</sup> September. Roy was well known to Australian Flying Fifteeners as he sailed in 2 or 3 Australian Championships, and more recently was a regular observer while escaping the rigours of a UK winter.. After Uffa Fox, Roy probably has had the most influence on the Flying Fifteens we sail today. He tweaked the generous tolerances Uffa allowed in the original design to produce faster hull shapes, mainly by increasing the waterline length. The Ovington, Sail Power and Gale & Rimington hulls are from moulds which Roy either previously owned or had a significant influence in their make-up. FFIA extends our sympathy to Roy's family

[The FFI Commodore has written a very fitting tribute to Roy which is available here - please take the time to read it.](#)

### ACT State Championship

The ACT Championship will be sailed on Lake Burley Griffin on 4 & 5 October, 8 races scheduled over the two days. Could be a good warm up to that special summer season. [Full details here.](#)

### 20<sup>th</sup> FFI Worlds - 2015 - Preliminary NOR

The [Preliminary NOR is now available](#), the dates are 15 - 28 August 2015. The complete NOR will be available around 1st October 2014.

### 2015 FFI Worlds - Change of Venue & Dates

FFI have advised that the venue for the 2015 FFI World Championship has been changed to Crozon-Morgat, Brittany, with [CN Crozon-Morgat](#) as the organising authority. The timing has also been changed to the last 2 weeks of August and first week of September.

[The FFI media release is available here](#)

### Australian Boat Register

The Australian Boat register is now available under the "Fleets" menu.

The register has been compiled to the best of our knowledge and we welcome input to improve/keep this list up to date. Even if you have a Flying Fifteen just as a fun boat / mooring minder or whatever we would like to put it on our list.

Thanks for the compilation are due to Ray Sebo, Bob Beard and the other state measurers.

Approximately 680 Flying Fifteens have been registered in Australia since Tally Hobbs built Serena in 1950. You can go direct to the register [here](#)

### GBR Nationals at Parkstone Y C

## Day 4 - Final Day

The winners won in emphatic style: Graham Vials and Chris Turner rattled off six successive bullets to stamp their authority over the rest of the 53-boat fleet at the British Flying Fifteen Nationals sailed from Parkstone Yacht Club, wrapping up the championship with a day to spare.

Among the other top boats, however, there was still plenty of scope for place-changing on the final day. To make life even more interesting, Tuesday brought a major change in conditions. Poole Bay turned off the wind, waves and sparkle and replaced them with a light, fickle breeze, predominantly black skies, flat water and showers.

Going into race 7, Greg Wells and Richard Rigg were lying 2nd overall. They held an eight-point lead over Ian Cadwallader and Dave Sweet, who in turn were three points clear of Richard Lovering and Matthew Alvarado in 4th. A further five points adrift in 5th, Alan Bax and Mark Darling were among those capable of moving up the leader-board should anyone ahead have a bad day.

In the event, all top five positions remained unchanged, but the conditions meant that nothing was certain until the line was crossed. There was so little wind before the scheduled 10:30 first start that PRO Bryan Drake delayed sending the boats out. Then a light westerly filled in allowing a start to be attempted, only for much of the fleet to jump the gun and force a general recall.

Over the next 90 minutes or so the wind came and went, clocking left and right and generally making life as difficult as could be. Another general recall and two abandoned starts later, racing finally got under way just after 1pm in a breeze that was still far from convincing.

Getting to grips with the situation straight away were Cadwallader and Sweet, rounding the windward mark with a comfortable lead. Behind them were Martin Lewis and Mike Riley, Crispin Read-Wilson with Steve Brown and then Wells/Rigg.

Choosing the right-hand side up the next beat of the windward/leeward course, Wells and Rigg closed in on the boats ahead, as did Mark and Ben Longstaff. On the second run the wind clocked so far to the left that it became more of a broad reach and the next beat would have been a one-leg lay had PRO Bryan Drake not moved the weather mark.

By now Cadwallader and Sweet had what proved to be an unassailable lead, but a faltering breeze down the final run led to more than the occasional anxious moment for some and to a few place changes as boats were rolled over by those behind. In the end, Team Longstaff just pipped Wells and Rigg by about half a boat-length, with Read-Wilson 4th and Andy McKee/Rich Jones 5th.

As if to say 'that's it', the clouds then shed their load to give everyone a good soaking as they headed for home.

With boats packed away back at the club, it was time for the daily prize-giving, the major offering being a jib from Hyde. There were vouchers from P&B and Harken goody-bags too, as well as jackets from Hudson Wight for the overall winners, which Vials and Turner decided should go to the French team of Jean-Yves Renault and Jean-Yves Martens.

Other sponsors helping make the event possible were Dave Tabb's Mar-Key group, Flying Fifteen builders Ovington, WebCollect, who managed the on-line entry, Poole Harbour Commissioners and, of course, the title sponsors, UKGlobal, who administer the class insurance scheme.

So that's it for the nationals 2014 – a great success for a highly competitive class that's in rude health and will certainly be returning to Parkstone in the not-too-distant future.

### Final Results



### Day 3

For those who have been following the British Flying Fifteen nationals from afar, the news from Monday is... more of the same: more superb sailing conditions in Poole Bay, more top-rate race management, more happy sailors returning ashore for a lively and sociable evening at Parkstone Yacht Club. and two more bullets for the unstoppable Graham Vials and Chris Turner, who made it a clean sweep and secured the championship with a day to spare.

It wasn't exactly as though somebody had hit the repeat button from Sunday, however. The 11-15 knots of wind had a little more south in it to start with and, for the day's first race, the tide was still running to the west, carrying the fleet towards the line. That might have contributed to the two general recalls. After the first, PRO Bryan Drake broke out the U flag. After the second it was a case of no more grace: black-flag time. The fleet responded and the third start was clean with no boats suffering the ignominy of a BFD.

Having been one of the most consistent teams in the first four races, it was turn of Ian Cadwallader and Dave Sweet to lead around the windward mark, ahead of Irish visitors John Lavery and David O'Brien. Vials and Turner were in fourth, but no one was surprised to see them start to pick off the boats in front of them around the triangle, sausage, triangle course. Cadwallader and Sweet kept them in their rear-view mirrors all the way to the last gybe mark and for most of the final shy reach to the finish, only to see the red spinnaker of 4004 sneaking past just yards from the line.

For race 6 – started under a black flag after another general recall – the breeze had rocked to the right and a few rapid shifts up the beat caught out the unwary. Playing them to good effect and leading around the weather mark were Andy McKee and Rich Jones, who were finding their form after a trying start to the championship. They lost a trailer wheel on their way down from Manchester and arrived on the back of an AA truck more than 18 hours after setting off, just making the start of the first race on Saturday and sailing for the first two days with a damaged keel. Catching up on sleep and performing minor surgery to the boat had an effect in the form of a fourth in race 5 and a third in race 6, in which they were overtaken only by the relentless Vials and Turner and by the oh-so-consistent Greg Wells and Richard Rigg, who notched up their fourth 2nd place.

The highlights of the day for most were the reaches, especially the second of each triangle which was about as shy as it could be for a spinnaker leg. With waves to play with and sunshine to add sparkle to the spray, these were reaches to remember.



### Day 2

Anybody who likes variety in their sailing conditions would not have been disappointed by what Poole Bay had to offer on the second day of the UKGlobal Flying Fifteen nationals, hosted by Parkstone Yacht Club. Winds ranged from 8 knots initially to 24 knots by the end of the second race, and the sea state from moderate to boat-stoppingly choppy.

The results after races 3 and 4, however, show a remarkable degree of consistency at the top. Graham Vials and Chris Turner continued where they left off on the first day, winning both races to be in the enviable position of counting one of their four firsts as a discard. Giving them a run for their money in race 3 were Greg Wells and Richard Rigg, who held the lead around the windward-leeward course until the last windward mark. Then they gybed early to take the inshore course down the run, while Vials and Turner went offshore. By the



leeward mark the latter pair had pulled out a lead of 50 yards, making the short reach to the finish a formality.

Race 4 was set as a four-lapper (sausage, triangle and repeat) and with a longer beat to let the fleet stretch its legs after the relatively short warm-up of the earlier race. By this time the wind had increased and swung right and the east-going tide had got into its stride too, making the right-hand side favoured. Chris and Tom Waples had their moment in the limelight, briefly sneaking ahead of the omnipresent Vials and Turner by the second windward mark, with Wells and Rigg also right in the mix.

The series leaders soon reverted to form, pulling through on the reaches to take a lead they never relinquished. These were the legs that made the day for most of the fleet. With the wind nudging into the high teens and Poole Bay bathed in sunlight while Bournemouth sat underneath big black clouds and got rained on, 50 Flying Fifteens showed what planing keelboats with symmetrical spinnakers can really do on an Olympic triangle. On the second reach in particular – the shy of the two – it was a matter of ‘hang on tight and enjoy the ride’.

PRO Bryan Drake took the decision to finish the race at the windward mark the third time round. Wells and Rigg recorded their second 2nd of the day behind Vials and Turner and ahead of Hyde’s Richard Lovering, crewed by Matthew Alvarado, in 3rd. Getting into gear after three indifferent races by his standards, Steve Goacher picked his way through the fleet to claim 4th, just in front of Hamish Mackay and Andrew Lawson.

Rumours were that Goacher was keen to record a good finish to make sure he got back in time to enjoy one of his own-label beers at the daily prize-giving. Another good reason for all competitors to be there was to be in with a chance of winning a Selden boom in the prize draw. More prizes were provided by Gul – sponsors of the day’s racing – and Harken.

A prediction of lighter conditions for the second half of the championship raises two questions. Given the accuracy of the forecasts thus far, will there actually be any less wind? And, if there is, will the leading boats maintain their pace? Monday will provide some answers.



## Day 1

With over 50 entries, a clutch of enthusiastic sponsors and all the top helms and crews signed up, this year’s Flying Fifteen national championship – a qualifier for next year’s worlds in Hyeres – was shaping up to be a good one long before the gun fired for the first start.

Add the superb sailing waters of Poole Bay, the organisational experience of Parkstone Yacht Club and the support of an active home fleet, and that only left the question of the wind to provide the perfect mix.

Thankfully the Weather Gods had been primed and, despite only providing only the odd glimmer of sun to brighten the first day’s racing, they dished up a brisk westerly that warmed up the hiking muscles and gave the fleet some lively planing on the reaching legs.

Principal Race Officer Bryan Drake set a sausage-triangle-sausage course for both races. Straight out of the blocks at the committee boat end for the first start were reigning world champions Graham Vials and Chris Turner who, like most of the fast money, chose the right-hand side of the beat to avoid the worst of the west-going tide. Those who went offshore lived to regret it.

Vials and Turner were never threatened, extending their lead to finish several hundred yards ahead of Greg Wells and Richard Rigg. Parkstone sailor and former Fireball world champion, Crispin Read-Wilson, crewed by Steve Brown, was a close third. As well as upsetting the established order at the sharp end of the fleet, Read-Wilson found his efforts doubly rewarded when, at the prize-giving



for the day's racing, he later became the proud owner of a solid wooden picnic table courtesy of the day's sponsors, the Fencing Centre.

Race 2 saw an over-eager fleet forcing a general recall. By now the tide had eased, as had the wind by a few knots, and more of the top boats could be found at the pin end. The right still paid, however, and pin-end-starters Vials and Turner were in a double-figure position at the windward mark. In a breeze that dropped away mid-race before picking back up again, they pulled through into the lead by the end of the next beat and stayed in front to take their second bullet of the day. Those whose muscles were beginning to ache were relieved to find the race finished at the third windward mark, saving the final run and a correspondingly longer slog back into the harbour.

Improving on their fifth place from the first race were Richard Lovering and Matthew Alvarado, taking second just ahead of Alan Bax and Mark Darling. Chairman of the class association, Jeremy Davy, made it into fourth, with Ian Cadwallader fifth.

Prizes presented after racing in the Fifteens' own marquee had applications for keelboat racing as well as al fresco dining, thanks to contributions from Harken (official hardware sponsors), Hyde, P&B and Gul, while memories of any tactical errors were drowned with the help of a barrel of beer provided by Ringwood.

With two races scheduled each day, the championship continues until Tuesday.



## Vale

It is with great sadness to advise that Dave Reynolds, long time Flying Fifteener from Geraldton, passed away yesterday (26 June 2014) following a heart attack. Many of you will know Dave, and his larger than life character was always a pleasure to encounter at F15 events. Dave's contribution to the F15 community was immense, and he was honoured with life membership of FFIWA. Our thoughts are with Dave's family at this very sad time.

**The FFIA Constitution has been updated & is available [here](#)**

## David & Goliath on Botany Bay



The Flying Fifteens at Botany Bay have joined in with the mixed Saturday fleet at BBYC to get the last couple of races completed for their series. And whilst they are scoring against themselves (scratch only) for their series, they are also scoring handicap results against the mixed fleet. On Saturday AUS3022 – Miss Behavin sailed by Kelly Ryan scored a third on scratch and a first on handicap against a fleet comprising both keel boats and sports boats.

Photo shows Kelly tussling with a Eureka 36 sailed by Grant 'Grunt' Mackellar. (The Eureka was eventual scratch winner)

A lot of eyebrows were raised after this race – (plus quite a few comments about a \$3000.00 boat whipping the fleet of 100K keelboats).

BBYC was also hosting the Dragon Class winter regatta this weekend and these skippers were somewhat amused!

## FFIWA State Championship Amended Results - Nick & Janet Jerwood declared winners.

When entering the results for Race 4 of the above event David Tucker and Matt Summers

Had the time they crossed the finish line recorded in the results in error when in fact they were OCS in that race. The race sheets clearly identify that boat 3988 was As a consequence of becoming aware of this error the Race Committee have advised that the first three placings in the regatta change from those announced to now 1 3986 "Ineffable" Nick And Janet Jerwood first; 3619 "Affrodisiac" Hamish Carnachan and Peter Mudford second; and 3988 "Nuff Said" David Tucker and Matt

### Full Results

## FFIWA State Championship

Quick unofficial report on Day 3

From a slightly hungover observers position on the presidential barge:

The newish start boat had a hydraulic leak, we partially rescued them with a 1 L bottle from our cellar, sorry, that should be spares locker. The race was delayed waiting for the wind to fill in .

The presidential barge took the opportunity to fire up the barbecue and tantalise the competitors olfactory nerves.

When the wind settled at about 7 kn from the W the race got away after a general recall. Two boats were OCS, one of which returned to rest

Lillo and Ed led around the first mark followed by Hamish and Muddi.

Lillo and Ed continued to open out a commanding lead which they took to the finish.

Jerwoods had had a crappy start, I understand Dave Tucker and Matt Summers may have "helped them" with this. The Jerwoods were working until they came up to Dave and Matt again. they sat on Nick and Janet and held them down to 11th place which gave Dave and Matt the series

Nick and Janet did protest that Dave and Matt had infringed them (I think coming out of a tack) but it was disallowed.

BTW, after the start the presidential barge relocated to the top of the course to ensure that any competitors who had missed the barbecue are out.

## FFIWA State Championship

Day 3 – Sunday 20th April 2014

The breeze was light (so light it took 2 days for this report to reach the East) to start and the yachts made lovely reflections on the water as they drifted out to the race course. Drama! The start boat had broken a hydraulics hose and so had very little steering capacity. Nothing that duct tape and a litre of borrowed hydraulic fluid didn't fix. RO Les parked the boat, fixed the leak and proceeded to run Race 3. With the influence of the cold front brushing the south coast, the winds for today were from 260 degrees starting at about 5 knots and strengthening to about 10-12 by the end of the race. The sailors were keen to get the race done and again, keenness brought them undone – a general recall. Line up again and let's have another go.

This was very fortunate for Hamish on AFFrodisiac as he had lost his pfd overboard. It was discreetly returned and no-one knew otherwise. Others were very happy to have the general called as their positions along and over the line would have made this last race a non-event. The second start was quite good with only Craig and Janet on Feet and Fingers tagged for being over the line. Dave and Matt on Nuff Said became dizzy even before crossing the line, but it didn't affect their run up the course, rounding the top mark with the top few.

Nick and Janet in Ineffable found themselves in the following pack due to the shifty nature of the breezes on that first leg. But again, their skills showed out and they finished well placed. We wait to hear the results of their protest.

Jen and Andrew on Yes, No, Maybe got up close and cosy with the top mark on the first rounding causing them to

stop and drift while still in contact. Someone called 'starboard' to which Jen yelled – 'Yeah, Yeah, just go round me' – something you don't hear every day on the race course. She finally drifted free, did her turns and caught up and passed a few boats, much to her credit.

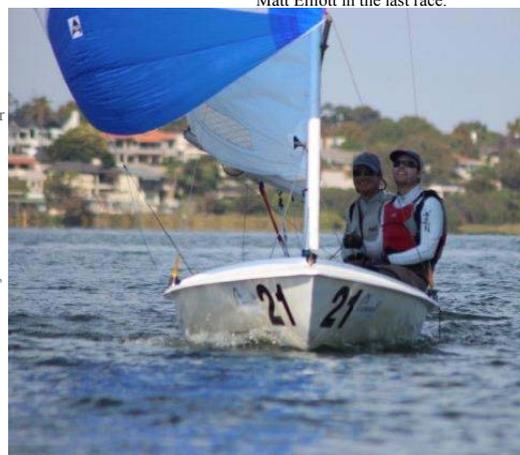
The first across the line today was Lillo and Ed on Escalator. Lillo just showed his previous win was no aberration. Escalator was so far out in front that they also won the race back to the cranes. Felicity was ecstatic and had to organise someone to take over her task of cooking the sausages for the after racing noshup to run over and give Graeme a congratulatory hug. OOOoooHhhh! How sweet!

Back to Mr Hassen on She Who Must Be Obeyed: he had a change of crew today. Doug was described as the 'light weather racing model' but was it because Gene liked swimming? With the regatta coming to an end, he could start to relax and enjoy his sailing.

Regattas always have races within races: Swanny from Changing Lanes was heard to say they had managed to fight their way back to even beat the Chris and that 'rascally Rupert' on Storyteller. Others came off the water commiserating or congratulating their rivals on their efforts. There are now so many stories to tell over a few drinks at the presentation dinner and, no doubt, in to the future.



Nick & Janet Jerwood - the 2014 FFIWA Champions - holding off Matt Elliott in the last race.



2014 FFIWA Consistency Winners David Yu & Chris N

## FFIWA State Championship

Day 2 – Saturday 19 April 2014

The boats were launched in conditions more suitable to sailing than was the case yesterday. The breeze was a steady 12 knots from approx. 230 degrees. Go left young sailor, go left!

Esperance boat Catch Me If You Can, is having goose for dinner having broken its neck on the last run of the last race today. The boom was swinging free in quite a breeze. The topped off their day after starting with the crew had a fall in the boat crunching his brand new knee. But they breed them strong in Esperance and to Brad it was a mere trifle when considering the bigger picture.

Esperance skipper Swanny having just taken on the mantle of running the next states decided he had better go out and enjoy this, while he can. His super-crew Matt inhaled a bag of super crew food (red and green snakes) and that had the boat, Changing Lanes, changing lanes to scoot passed the



opposition. They had a great day out especially the last race. On the last beat they picked on three A-graders to finish fourth.

The third race was a great spectacle with Lillo and Ed on Escalator (remember the pink and grey spinnaker?) ahead of pack with the Jerwoods somewhere in the pack. This must have been a very frightening place for Janet and Nick as they have not been there for many races. But it was the time to pull out all that experience and work the gaps to finish third. A great display of sailing ability.

El Toro took some stick - literally. Somehow the spinnaker pole launched itself through the leech of the jib. This proved to be quite slow so Adele and Dean decided that they had to mobilise their spares. It was another lesson on how to rig a jib in 18 knots on the water. Impressive! And this was after they had a great race 1 finishing third.

The Silver fleet has had some great competition with boats from Geraldton and SoPYC fighting it out for the coveted Silver Trophy. Eagle Eye with Karen and Russell aboard managed to make the running today, now being equal on points with Vengeance (Stewart and Narelle). Mark and Andy on Fire Fox were in the mix but the top mark roundings were not as smooth as planned.

There were a few notable gymnastic displays today, too. Chris on Tuffin Up, Gene on She Who Must Be Obeyed and Karl on Tsotsi all went swimming after tumbles that would gain Olympic points. To the credit of the other persons on board each boat, the swimmers were returned to carry on racing.

Muddy and Hamish on AFFrodisiac sailed their socks off, having a close fought spinnaker run in the last race with Lillo and Ed on Escalator and Brad and Jodie on Fast Lane. It was a great spectacle for the crew on the start boat. They went on to win the race in fine style. They were the fifth winner in six races. Close racing.

The drama for the day started in Race 1. The Jerwoods on Ineffable were keen to start the day - a little too keen and when they crossed the finish line ahead of all the others it was to a deafening silence. But at the end of the day, they are the only crew to have two wins. Their boat has been renamed by popular consent to Invetiable.



## FFIWA State Championship

Day 1 - Friday 18 April 2014

The boats were launched in beautiful conditions for power boating - glassy waters and mid 20°C temperatures. The sailors were all very courteous at the cranes and while drifting out to the start area. The AP was hoisted while the fleet drifted and chatted. A weak breeze from the southwest raised its head and racing started in about 5-6 knots. The first mark rounding saw Chris and Rupert on Storyteller in the lead, but this wasn't to last. The light breezes were more suited to Fast Lane and Ineffable.

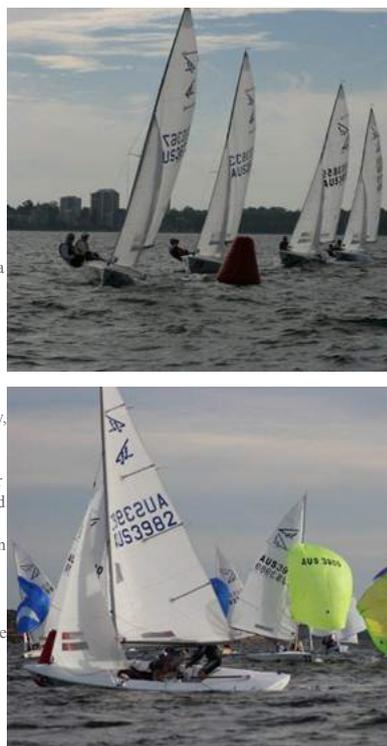
There was keen competition right through the fleet with some mark roundings producing other than friendly remarks about rivals' boat handling abilities and ancestors. With kites aflutter, the fleet was spread out on the downward leg. For the spectators, it is hard to know who is in the lead as there is a plethora of blue spinnakers flying. But it was not a blue-spinnakered boat that won the first race. The honours went to Brad and Jodie on Fast Lane. The fleet was all across the finish line within a few minutes indicating that there is really not that much difference between the boats. According to Peter on No Bull, the only comment he could make was when he is in 11-18 position was "Where the hell is the clear air?" Another incident that didn't help Peter and Kevin's chances, is that Kevin now knows that it is not a good idea to lean without hobbles attached during a shy reach.

The wind started to fill in during race 1. Race 2 started well for most, but there was one boat that tried to sneak an early start, but it is not a good idea to do this right next to the Start Boat. The left paid - surprise, surprise! One tack to the top mark. The Jerwoods on Ineffable snuck ahead with Hamish and Muddy on AFFrodisiac trying really hard but could not overcome the good start by the Jerwoods and they also missed a shift on the last work. Dave and Matt on Nuff Said crept into second at this point. The Esperance guns, Swanny and Matt in Changing Lanes, changed too many lanes to keep up and finished just outside the top three. Geraldton sailor Mark on FireFox started a chain of events with a close encounter with the top mark causing a ripple effect through the remainder of the fleet, causing him to go from mid-fleet to last and was quite dizzy after this effort.

The third race included a wing mark in a course that was not quite square due to the shifty nature of the, now, 10-12 knot breeze. This allowed Dave and Matt on Nuff Said to show case some excellent sailing skills on the very shy reach. John and Andrew on FFast Lane 4 were trying their hardest to catch the leaders - we know it was John because he has the safety vest green spinnaker. The Jerwoods' skills shone again with their efforts getting them passed FFast Lane 4 on the final sausage. The Old Fox, Graeme Lillingston ably assisted by Ed on Escalator fought their way to third. They are easy to identify as they have a pink and grey kite - probably the only one in existence. Chris and Brad on Catch Me If You Can sailed well to hold tenth position during the whole race. They would have been very pleased because they were in front of some notables.

Some sailors had problems with dropping spinnakers - may be the skipper didn't yell soon enough to let the crew know that the kite was about to drop. But according to rs hato Trish on Glamour Buoys Girl, this is not the case. The recalcitrant retrieval live needs to be disciplined to NOT get around the bow. Some, as a consequence, went prawning or the crew has to go forward to retrieve the errant sail. The prawns were delicious when served at the Fish BBQ.

Aileen and Simon on FForeigner had to leave the race course after race 2 to find a suitable inn - hopefully with more than straw and a few stray animals to help comfort them. They will be out in full force tomorrow after driving from Albany today and then racing this afternoon. Question: were they over the line in race 2??? The Geraldton contingent has increased over the last year or so and it is great to see 2 boats competing in this regatta. Wayne and Henri on 16 were a bit concerned about the size of the fleet as sailing amongst 37 boats as compared



to 6-7 boats is a little different. Their races today produced consistent results and included beating some of their arch rivals. Who is winning the Champagne Stakes? This is between Karl and Christine on Kerfuffle and Greg and Leanne on Enuff Rope. The racing was very close today and hopefully an indicator for the remaining races.

### **The 2015 FFIA Australian Championship will be held at Sandgate YC.**

January 3 & 4 will be measurement/registration days, the Invitation Race will be on Monday 5th January. Heats 1 & 2 are scheduled for Tuesday 6th January with race 3 on Wednesday 7th January.

This will be a FFI Worlds qualifying event if FFI does not declare the Worlds at Hyères an open event.

### **The 2015 Flying Fifteen World Championship will be held in France.**

The proposed host club is COYCH in Hyères, France. The schedule is Saturday, 30 May 2015 – first day of registration and measurement. Friday, 12 June 2015 – last day of racing and dinner.

### **Matt Owen and Andrew Reed win the 52nd Australian Championship at Lake Macquarie Yacht C**



[2014 Australian Championships @ LMY](#)

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