

FLYING 15s (TAS.)

VICTORIANS dominated the Flying Fifteen Australian championship for the Duke of Edinburgh's Coweslip Trophy, sailed on the Derwent over the New Year. R. Boynton's Fidelity took the title — but only after a disqualification and a resail of

the fourth heat — from R. Legg's Mirage.

Fidelity's title chances dipped in the third heat, when she was disqualified after a protest by Mirage alleging a port - and - starboard breach and dropped from first to third on points, with a win and a third to Mirage's two wins and a third.

There was a sensation in the fourth heat, when Fidelity collided with Mirage at the first weather mark and withdrew. But luck was with Boynton: Mirage broke a shroud in the collision, retired, and under Rule 12 asked for, and was granted, a resail.

Had Mirage simply withdrawn with Fidelity, she would have taken the trophy home, because with two retirements Fidelity would have had little chance of coming even second. The fourth heat resail and the fifth heat were sailed on the same day and Fidelity won both — with Mirage filling second place each time.

Races were sailed in moderate sea breezes which remained constant and gave a slight advantage to boats with two-up crews.

Results: 1, Fidelity (Boynton, V.), 3-1-D-1-1, 4091 points; 2, Mirage (Legg, V.), 1-3-1-2-2, 3936; 3, Molly-O (McCutcheon, V.), 5-2-D-3-4, 2480; 4, Vagabond (Hobbs, W.A.), 4-8-2-6-3, 2410; 5, Samantha (S. Brown, T.), 2-5-4-5-5, 2267; 6, Pegasus (M. Brown, T.), 3-10-3-4-R, 1711; 7, Athene (Gorringe, T.), 8-6-5-9-6, 1410; 8, Wolverine (Carr, T.), 7-4-R-8-7, 1373; 9, Gazelle (Rowberry, T.), 9-7-6-7-8, 1197; 10, Folandra (Lorraine, T.), 10-11-7-0-R, 622; 11, Ktiki (Attrill, T.), 11-9-R-11-9, 578.

— Jim Burns

On a personal basis I'd been looking forward to the trip to Hobart for months. Firstly to compete in the titles and secondly to view first-hand the boats competing in

the Sydney to Hobart race, an event I had read and dreamt of competing in for many years.

Line Honours that year went to the South African Ketch "Stormvogel" with "Freya" the handicap winner. The glamour boat of the fleet that year was the newly launched "Balandra" a beautiful white sloop with teak decks and varnished topsides. Within 10 years she and all the other heavy displacement boats with heavy mast head rigs would become obsolete with the advent of light displacement hulls and fractional rigs.

I am amazed that big boat designers from the late 1940s to the late 1980s did not gain inspiration from small boat designers such as the flying fifteen. The latest generation IMS ocean racers are ultra light hulls with long flat aft planing sections. They are fitted with "bolt on" exaggerated bulk keels, sep-arate balanced rudders and carry fractional rigs. The flying fifteen had all these design features back in 1947!

Much has been written and discussed about the genius of Uffa Fox and on this issue it would appear he was at least 40 years ahead of his time.

However in 1965 it was a great thrill to watch the race boats cross the finish line at Battery Point and be part of the incredible welcome every boat received on entering Constitution Dock no matter what time of day or night.

Back at the Royal Yacht Club of Tasmania the National Titles got underway. Right from the start the three Victorian entrants were the form boats. Heat one was won by "Mirage" from "Molly O" with "Fidelity" third. Heat two was won by "Fidelity" by 18 seconds from "Molly O" and "Mirage" third. If racing had been close for the first two heats the third heat was a cliff-hanger. After two hours of tight racing the three Victorian boats rounded the last mark within seconds of each other and headed for the finish line. Due to a wind change this leg turned into a light

weather run. No boat could gain a break in the fading breeze and were locked together at the finish line. "Molly O" won by one second from "Fidelity" and one second to "Mirage" in third place. A hard call for the time keeping officials.

On sailing back to the marina we calculated the win would make us series leader after 3 heats. Our joy was short lived however when the last boat to finish protested against us on a pre start incident. He rightly claimed we hit him on the head with our boom as we sailed past. We were subsequently disqualified. Also disqualified from this race was "Fidelity" after an incident with "Mirage" during the race.

Heat 4 was sailed in a fresh 15-20 knot breeze and choppy water, very suitable for the set-up of the Victorian boats. On the second beat the three boats were sailing within seconds of each other well ahead of the rest of the fleet. "Mirage" and "Molly O" were sailing on starboard with "Fidelity" approaching on port tack. She went to duck "Mirage's" transom and saw "Molly O" right behind, so tried a slam dunk instead. It was too late and both boats collided, breaking "Mirage's" leeward shroud. This was before the 720 rule so both boats were effectively out of the race. "Molly O" went on to take the gun for the second race in a row. Once again heading back to the marina we felt we were back in it after the disqualification and remarked "they can't take this one off us". We were wrong! "Mirage" sought redress and was successful. The race was to be resailed. This series was becoming an emotional rollercoaster for us with incredible highs and lows.

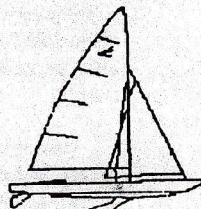
The one thing that remained constant however was the attitude and sportsmanship of Sir Osborne. We could have been in an unbeatable position so he must have been bitterly disappointed, but he remained optimistic and kept on smiling. I was young and impetuous so he would have to counsel me on occasions, simply saying "You win some, you lose some". This was one of the many aspects that

made him such an immensely popular figure.

The fourth and fifth heats were sailed back to back on the final day. After a patchy start to the series "Fidelity" found form and boat speed and won both races. This gave Bob Boynton and Ian Syme the 4th National Championship. "Mirage" finished second and "Molly O" third.

The class drew favourable comment from sailors and spectators from the other classes sailing on Derwent such as the Dragons and Diamonds, who had never seen the flying fifteen in numbers before. They were particularly im-pressed with the downwind perform-ance in fresh conditions.

Howard Proctor
"Molly O"



SUN
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Our boats hold lead

HOBART, Wed.—Two Victorian yachts lead in the Australian "Flying Fifteen" championships, following the second heat, here today.

They are Fidelity (R. Boynton) and Mirage (R. Legge), both with 1807 points.

In a close finish in today's heat, only 16 seconds separated the leaders, Fidelity and Moll-O (O. McCutcheon, also of Victoria).

Results: Fidelity (R. Boynton, Vic.) 3:21.3, 1; Moll-O (O. McCutcheon, Vic.) 3:21.2; Mirage (R. Legge, Vic.) 3:22.7, 3. Progress points: Fidelity, 1807; Moll-O, Samantha (Tas.), 1284; Vagabond (WA), 904; Wolveston (Tas.), 837; Fergus (Tas.), 506; Gazelle II (Tas.), 485; Albion (Tas.), 478; Loo Tili (Tas.), 289; Polandra (Tas.), 243.

IN BRISBANE. — Australian Flying Dutchman championship, fourth heat: Whittier (C. Whittworth, NSW) 1; Diablo (J. Dave, Vic.) 2; Status (I. Twentymen, Vic.) 3. Progress points: Whittier, 4143; Diablo, 3540; Kallida (J. Anderson, Qld.), 3742.

IN SYDNEY. — Australian 14ft. Skiff championship, third heat: John (K. Victoria) 1; ...

VICTORIA IN FULL SAIL

HOBART, Sun.—Three Victorian yachts dominated the Australian Flying Fifteen championships right to the end.

In the final two heats, sailed on the Derwent yesterday, the finishing order in both was Fidelity (R. Boynton), Mirage (R. Legge) and Moll O. V. (O. McCutcheon), all from Victoria.

The final championship placings were: Fidelity, Mirage, Moll O. V., Samantha (S. Brown, Tas.), Vagabond (J. A. T. Hobbs, WA).

Australian National Championship Results

1965 - 1966 sailed the under Burgee of Royal Yacht Club of Tasmania

The Fourth Australian Championship attracted a fleet of 12 Flying Fifteens.

The series was sailed in moderate consistent breezes.

Fidelity, Mirage and Molly-O enjoyed close competition swapping places throughout all heats and regularly finishing within seconds of each other.

There was a sensation in the fourth heat when Ffidelity collided with Mirage at the first mark and withdrew, unfortunately Mirage broke a shroud in the collision and also retired. Under the rules of the day Mirage asked for and was granted , a resail. Had Mirage simply withdrawn with Ffidelity, she would have taken the trophy home because with two retirements Ffidelity would have had little chance of coming second.

Ffidelity went on to win the resail of the fourth heat from Mirage, with a repeat of these placings in the fifth and final heat Ffidelity won the series

Unfortunately we do not have a full set of results for this series, however, the first place getters were:

Place	Boat #	Boat Name	Helm	Crew	Home State
1	868	Fidelity	Bob Boynton	Ian Syme	Vic
2	764	Mirage	Rob Legg	David Mathews	Vic
3	867	Molly-O V	Sir Osborne McCutheon	Howard Proctor	Vic