

Nicole hits marker buoy in fifth heat

NICOLE, winner of two of the five heats of the Australian Flying Fifteen championship on the Derwent, was forced to retire in the fifth heat yesterday.

The Tasmanian yacht, skippered by S. T. Brown, hit a marker buoy.

Reliance (V), the eventual winner, led throughout the race, but was closely pressed by Nicole until she retired.

Quartet, the New South

Wales entrant, finished only three lengths behind Reliance.

Goose (V) damaged in the storm on Wednesday, limped to the line yesterday and managed to finish third.

Details—

Reliance II (V) finished 4.34.20, elapsed time 2.14.20. 1; Quartet (NSW) 4.34.35, 2.14.35. 2; Goose (V), 4.38.36, 2.18.36, 3. Kingfisher (V), 4.39.09, 2.19.09. 4; Pegasus (T), 4.39.50, 2.19.50. 5; Sip (NSW), 4.39.52, 2.19.52, 6; Molly-O V (V), 4.41.57, 2.21.57, 7; Fidelity (V), 4.45.08, 2.25.08, 8; Vagabond II (T), 4.45.41, 2.25.41, 9; Optimist (V), 4.46.54, 2.26.54, 10; Parrabah (T), 4.55.32, 2.35.32, 11; Gazelle II (T), 5.04.35, 3.04.35. 12. Retired, Nicole (T).

Flying Fifteen title goes to Victoria's Reliance

TWO heat wins yesterday gave Victorian Bill Shand a well deserved triumph in Reliance II in the seventh Australian Flying Fifteen championship at Hobart.

In the final standings Reliance II scored eight points to take first place, with Quartet (N. B. S. King), of NSW, second with 17.4 and Nicole (Stan Brown) of Tasmania, third with 28. Kingfisher (T. V. Stokes), of Victoria, was fourth with 31.7.

Reliance II got away to a good start and led throughout in the morning heat, which was sailed in a 10-knot westerly.

Most of the boats held their positions once the 11 yachts had settled down in the quiet conditions.

In a 15-20 knot southeasterly in the afternoon Reliance II again set the pace and was never headed, although Tasmanian yacht Pegasus (M. S. Brown) remained within striking distance throughout.

Details:

Morning heat: Reliance II (V), elapsed 2.46.18, 1; Vagabond (Tas), 2.48.01, 2; Quartet (NSW) 2.49.10, 3; Kingfisher (V), 2.50.07, 4; Flip (NSW), 2.51.50, 5; Molly-O V (V), 2.52.22, 6; Gazelle II (T), 2.55.31, 7; Goose (V), 2.56.35, 8; Nicole (T), 2.57.17, 9; Optimist (V), 2.58.37, 10; Pegasus (T), 3.2.22, 11.

Fidelity (V) hit the green mark on the finishing line. Fidelity and Solandra (T) withdrew. Non-starters were Filibuster (V), Athene (T) and Tarrabah (T).

Afternoon heat: Reliance (V), elapsed 2.18.15, 1; Pegasus (T), 2.21.31, 2; Kingfisher (V), 2.23.11, 3; Fidelity (V), 2.24.40, 4; Flip (NSW), 2.25.52, 5; Quartet (NSW), 2.26.12, 6; Nicole

(T), 2.26.49, 7; Goose (V), 2.28.47, 8; Vagabond II (T), 2.29.18, 9A; Molly-O V (V), 2.29.28, 10.

Gazelle II (T), Tarrabah (T) and Optimist (V) retired and Athene (T), Solandra (T) and Filibuster (V) were non-starters.

Final placings: Reliance II (V), 8 points, 1; Quartet (NSW), 17.4, 2; Nicole (T), 28; 3; Kingfisher (V), 1.40.07, 4; Flip (NSW), 37, Vagabond II, 44.7; Molly-O V (V), 46; Pegasus (T) 52, Fidelity (V) 54; Goose (V) 55.7; Optimist (V), 67, Gazelle II (T), 75.

Flying Fifteen title heat postponed

THE first heat of the Australian Flying Fifteen championship — due to be held yesterday — was postponed until Wednesday because of bad weather.

An invitation race for the Flying Fifteens on Saturday afternoon, was won by the Victorian yacht *Goose*. The race took place in conditions which fully taxed the seamanship of all participants.

A 35-knot north-westerly forced a postponement of the start by half an hour as it proved difficult to moor the starting vessel *Onrust*.

Water swamped some of the yachts and added to the difficulties of the skippers who had to pay attention to often variable winds which, however, lost some of their velocity during the afternoon.

Goose crossed the line only 4.1s ahead of the Tasmanian entrant *Athene*.

The second heat of the championship will be held today.

Details:—

Yachting World Diamond: *Kamulla* (NSW), 4.26.38, 1; *Aeolus* (NSW), 4.29.07, 2; *Fantome* (T), 4.30.07, 3. Others: *Teraki* (T), *Celia* (NSW), *Gallivant* (T), *Rebecca* (V), *White Wings* (V), *Mistress Kate* (NSW), *Finesse* (V), *Lahlou* (T), *Scandia* (T), *Blue Peter* (T), Retired: *Tavorri* (WA), *Classic* (WA), *Saltash* (NSW), *Gentoo* (V).

Flying Fifteen class: *Goose* (V), 5.05.30, 1; *Athens* (T), 5.09.29, 2; *Fidelity* (V), 5.09.53, 3. Others: *Kingfisher* (V), *Nicole* (T), *Tarrabah* (T), *Filibuster* (V), *Vagabond II* (T), *Pegasus* (T), Retired: *Gazelle II* (T).

THE MERCURY, TUESDAY, 7-1-1969—19

Tasmanian yacht leading for Flying Fifteen title

TASMANIAN yacht *Nicole* (S. T. Brown) leads contenders for the Australian Flying Fifteen championship after winning the second heat on the Derwent yesterday.

Nicole finished 14 seconds in front of the New South Wales contender *Fip*, skippered by P. W. Dulhunty. The Victorian entrant, *Goose* (A. K. Lidgett), which won Saturday's invitation race, retired.

There were 16 starters in yesterday's event. The first heat, which should have been held on Sunday, had to be postponed because of bad weather and now will take place tomorrow.

Results.—

Nicole (T) finished 5.09.07, elapsed time 2.49.07, 1; *Fip* (NSW) 5.09.23, 2.49.23, 2; *Quartet* (NSW) 5.23.35, 3.03.35, 3; *Reliance II* (V) 5.31.16, 4; *Fidelity* (V) 5.36.26, 5; *Vagabond II* (T) 6.07.39, 6.

Yachts which finished outside time limit: *Pegasus* (T), *Athene* (T), *Gazelle II* (T), *Molly-O V* (V), *Kingfisher* (V), *Samantha* (T), *Solandra* (T), *Tarrabah* (T), *Optimist* (V), *Filibuster* (V).

Flying Fifteen

FLYING Fifteen class racing has come a long way since the late Uffa Fox introduced this fine two-man keel design back in 1948. While the English fleet has always been strong numerically there has been little interest, at least up until this year, to hold an international Flying Fifteen class series.

Royal Queensland Yacht Squadron members, headed by energetic official Alan Brooke, showed real initiative towards future world championships, when they invited the English champion, James Flower, and the New Zealand champion, Roger Craddock, to contest the seven heat series for the Coweslip trophy donated by the Duke of Edinburgh in honour of Uffa, who sailed with the Duke on board his Flying Fifteen, Coweslip.

The series really tested the skills and tactics of the strong fleet representing WA, Vic, NSW, and Queensland as well as the overseas entries.

Ken Jenyns, a former national Gwen 12 champion and younger brother of triple Olympian Ron Jenyns, displayed an overpowering advantage in speed to win the invitation race impressively.

But his title hopes slumped when the boom, with far too much vang pressure, exploded as he sailed onto the course for the start of the first heat.

Ron Boswell and Ross Gettons, after obviously foxing in the invitation, swamped the top class fleet to win the first heat by an embarrassing six minute margin over Craddock (Phileas Fogg, NZ) and Mirage IV (Alan Brooke, Qld).

The winds continued to blow hard for the second heat, and reached 30 knots with a particularly confused Waterloo Bay slop.

Cathy B, with Boswell and Gettons revelling in the conditions with sail tailored for power down low, making their hiking easier, won the heat from Jenyns (Secret Fifteen) with the consistent Kiwi third. Craddock, incidentally, sheeted his jib inside the stays while the Queenslanders sheeted outside.

The third heat, again sailed in wild winds, proved the championship winning race for Jenyns, not because of his skills but because of some ridiculously slack thinking on the part of Boswell and Gettons. These two respected and capable open boat sailors will remember this series for a long time. They went into the third heat with a perfect score with a DNF-2. Jenyns was the only real threat while the breeze remained hard, with Craddock 3-3.

Jenyns, desperately keen to improve his score, tactically out-thought the Cathy B combination to take an early lead. While Jenyns elected to sail safe Cathy B went for the doctor on the wild downwind run, and in all probability ended her title winning chances when she bottled spectacularly. Boswell and Gettons watched Secret 15 sail safely to win the heat from Flying Fish (Herb Mitchell, Qld) and Neffertitti (John Potter, NZ) third.

Cathy B stayed in contention by winning the fourth heat in testing 20-knot



FLYING Fifteen champions Ken Jenyns and Rea Reynolds in Secret Fifteen.

south-easter. Had she finished second in the third heat she would have held the commanding score of 1-1-2-1 over Jenyns DNF-2-1-3 while Craddock continued to remain consistent 2-3-4-2.

By heat 5 the south-easter veered into the east and failed to peak 15 knots. This brought about an interesting new battle within the title. Cathy B started disastrously then hit a mark to finally finish fifteenth, which she had to carry because of her capsized.

Secret 15, with flexy rig, powered away from the fleet upwind to defeat Mirage IV and English champion James Flower (Prelude).

Realising that a big performance in the sixth heat was a must, Jenyns and crewmate Rea Reynolds made an aggressive start and picked the right side of an early windshift to draw away for a comfortable win over Craddock and Potter.

Fickle light winds brought about a remarkable change for the final heat. Jenyns went into this heat a clear leader and only had to cover Craddock but it was a race of dramatic wind switches, virtually making the race a lottery.

Craddock, like Jenyns down the drain early, fought back in the light shifting wind. He realised that with Jenyns hopelessly pocketed in the middle of the fleet he had a championship winning chance, but he missed this by the narrow margin of 11 secs on the final beat.

The race was won by English champion Flower from Dick Kennedy (Waterbird, NSW) and Super Goose (Noel Davies, NSW).

Jenyns won the championship by 1 point from Craddock, with Boswell third.

— Ian Grant

FLYING FIFTEEN RESULTS: 1, Secret Fifteen (K. Jenyns/R. Reynolds, Qld) 29.7 pts; 2, Phileas Fogg (R. Craddock/I. Hammon, NZ) 30.7; 3, Cathy B (R. Boswell/R. Gettons, Qld) 37.71; 4, Neffertitti (J. Potter/F. Johnson, NZ) 58.4; 5, Mirage IV (A. Brooke/T. Passey, Qld) 61.7; 6, Flying Fish (H. Mitchell/G. Wood, Qld) 63.7; 7, Prelude (J. Flower/Chris Barber, UK) 79.7; 8, Reliance IV (W. Shend/V. Shand, Vic) 80.7; 9, Super Goose (N. Davies/G. Cummings, NSW) 88.7; 10, Don Quizote (D. Kernod/J. Wilson) 93.0.

SUDDEN freak winds lashed Southern Tasmania at speeds up to 75 mph ripping off roofs, swamping yachts, and whipping up heavy seas.

Howling from a light five mph breeze to a vicious 65 mph north-westerly gale within a minute, the wind whipped the River Derwent into a treacherous swirl, swamping yachts and throwing crew members into the heavy swell.

● At least 24 men and boys were rescued from the river by a flotilla of yachts quickly manned from the Royal Yacht Club of Tasmania.

● Bush fires blazing near Hobart and in the Midlands were fanned by the winds, giving fire-fighters many anxious moments (See Page 3).

● One house in Glenorchy

was virtually demolished by the gale-force winds, and another in Dynnyrne had half its roof scattered over a 400-yard area.

● Power was cut off in several city and suburban areas.

● Several launches and racing yachts were hurled on to rocks, and a maze of small craft broke their moorings in the sudden gale.

● Two 14-year-old boys clung to their overturned small yacht for more than an hour before being rescued from the Derwent (Story, Page 2).

Temperatures jumped 12 deg to a top of 86 at Hobart in the first few minutes of the gale.

There was no warning.

The wind raced in over much of the State in front of a deep depression bringing a change in the weather at 2 pm.

By 2.01 pm a 65 mph gale was raging.

It ravaged 12 yachts competing in the second heat of the Australian Flying Fifteen championships on the Derwent.

Several capsized and others were swamped by the swell.

With crew members bobbing in the water and other yachts upside down the alarm was given and quickly answered by the Royal Yacht Club of Tasmania.

At least seven yachts, including the Robert Nettelford, Onrust, Van Die-men, Carousel, Kapala,

Meranda and Acacia, either moored nearby or already on the water battled their way to the rescue.

All crew members were successfully picked up and six yachts were dragged ashore at Long Pt, Sandy Bay, to escape the howling winds.

A young boy, crew member on one of the yachts, was taken to the Royal Hobart Hospital with a badly gashed hand.

● Continued on Page 2.

● Power breaks, Page 2.

● Damage pictures, Pages 5, 7.

Flying 15 fleet had it rough

GALE-FORCE winds on the Derwent yesterday played havoc with many of the yachts in the second heat of the Australian Flying Fifteen championship.

Eight entrants managed to finish the course before the first gusts struck about 2 pm.

RYCT officials were kept busy organising rescue operations for yachtsmen whose craft capsized.

The strong winds also forced the postponement of the third heat originally set down for yesterday afternoon.

Tasmanian yacht Nicole (S. T. Brown) is still the leading contender for the championship after winning the heat yesterday.

Nicole finished 9m 38s in front of the New South Wales contender Quartet, skippered by N. B. S. King.

Results:—

Nicole (T) finished 13.39.16, elapsed time 3.19.16. 1; Quartet (NSW) 13.48.54, 3.28.54. 2; Molly-O V (V) 13.49.09, 3.29.09. 3; Fip (NSW) 13.51.21. 4; Kingfisher (V) 13.54.39. 5; Reliance II (V) 13.55.54. 6; Optimist (V) 13.56.00. 7; Pilibuster (V) 13.57.26. 8.

Yachts forced to retire were: Pegasus (T), Vagabond II (T), Athene (T), Gazelle II (T), Fidelity (V), Samantha (T), Solandra (T), Tarrabah (T), Goose (V).

Two men were left helpless on the Derwent when the winds tore away the rudder and propeller of the 34ft Tempest class yacht Emphridites.

The yacht drifted on to rocks at the Iron Pot but police and three Army captains were able to secure it and prevent it smashing repeatedly on to the rocks.

Capt David Duffall, Capt Alan Turner, and Capt John Kelly, who were fishing near the Iron Pot, joined police and the two men from the yacht and clambered over rocks into the heavy sea to prevent further damage.

A police launch battled its way to the scene but

was forced to leave, unable to help, because of the rough conditions.

Later a Marine Board tug towed the yacht back to the Royal Yacht Club. The Emphridites suffered little damage.

A 36ft motor launch, the Adastra, broke its moorings in Montrose Bay and drifted about 150 yards on to rocks.

Its owner, Mr G. T. Davis, of Riverway Rd, Montrose, lashed the launch to a nearby jetty as it was left aground by a receding tide.

He said there had been little damage, but he would pull the launch ashore for an inspection today.

Police launches rescued several boats which had broken their moorings and at one stage said there were "boats adrift everywhere."

Four boys in a small dinghy were reported to be in difficulties near Dowsing Pt.

High winds had carried them helplessly down the river, but they had managed to scramble ashore to safety by the time police arrived.



Memories & Reminiscences from early Championships

Part 4 - Royal Yacht Club of Tasmania 1968 - 69

By the late 1960's the National Titles were attracting fleets of around 30 - 40 boats. All Flying Fifteens were now sailed 2 up and set up like racing dinghies. The Shand fibreglass Mark I was starting to dominate fleet numbers and generally boats were a bit closer in performance.

Class champions Bill and Hal Shand in *Reliance II* arrived in Hobart in late 1968 to defend the title they had won in Perth. Other competitors included :-

- Local champions Stan Brown and son in *Nicole*
- Mornington boat *Molly O V* - Ossie McCutcheon
- Mornington boat *Optimist* - Bruce Gooley and Andrew Whitbourne
- Daveys Bay boat *Kittyhawk* - Tom Stokes and Chris Withers
- NSW champion *Quartet* - Nick King

One stunning looking boat was *Goose* sailed by Athol Lidgett and 6'6" medical student Richard Ranger. *Goose* had a varnished timber hull with a heavily cambered foredeck and carried black spars. This boats great appearance related through to performance in the invitation race when *Goose* won by a big margin in fresh conditions.

The first two heats were sailed in light fickle westerlies. This meant the race course was virtually in the lee of Mt. Wellington. Using a high degree of local knowledge, Stan Brown won both races. After the starts he would go off on seemingly bad angles, pick up a private breeze and would gain a huge break at the first mark in both races.

For heats 3 and 4 a fresh sea breeze kicked in with Bill and Hal Shand starting to stamp their authority on the series.

The 5th heat brought high drama and attracted national media coverage to the championships. The weather system that had generated the hot gale force north wind which ignited the Lara bushfires in Victoria swept across Bass Strait at lightning speed.

On the Derwent, as the first few Fifteens crossed the finish line for heat 5, an ominous large red cloud could be seen racing toward us from the north. This red cloud contained tonnes of dirt and dust from the Wimmera and Mallee, hundreds of miles away.

Molly O was fortunate to finish in fourth place and was heading for the marina when the storm hit. The mainsail had been lowered, the jib furled and we were planing downwind under bare poles. We were able to grab a vacant mooring and we pulled up 20 metres short of a rock breakwater. Any sense of



Memories & Reminiscences cont...

relief or security we may have felt at that stage was quickly dismissed when a Diamond moored a few boatlengths away drifted side on to the wind. The windage on the hull and bare rig knocked it flat to the water, where the now heavy chop sank her in seconds. We spent the next hour with paddles, concentrating on keeping the boat head to wind on the mooring.

When the storm came in most of the racing fleet were in the middle of the Derwent on the last beat to the finish and were in a very exposed position. The wind went from 8 knots to 70 knots in seconds. Under this sudden impact boats that were only a few metres from the finish line were driven back, knocked down and swamped. Athol and Richard on *Goose* managed to drop their sails but despite hiding strongly were knocked down under the bare rig and quickly filled up.

Few boats had bulkheads in those days so the removable buoyancy just kept the gunwales above the water.

Bruce and Andrew aboard *Optimist* were able to sail close to a jetty off Sandy Bay. They swam a line to a pylon, made fast and rode the storm out.

The race officials acted quickly in rescuing and accounting for all crews. This, however, did not deter the media as they reported on radio and in the newspapers that boats and crews competing in the Australian Flying Fifteen Championships were missing, indeed some reports had them drifting out through Storm Bay and into the Southern Ocean,

With all crews safe the swamped boats were towed to a beach near Sandy Bay. The spirit and camaraderie of the class was evident as everyone turned up to bail the boats out and physically man handle them back on to their trailers.

Bill and Hal Shand won the final heats in *Reliance II* and took the Coweslip Trophy for second year in a row. In an interesting aside, Bill was not happy with his sails just prior to the championships. Running out of time he bought a mainsail 'off the shelf' from the Melbourne Tasker loft. The sail was obviously unused but Bill noticed it carried a faint imprint of different sail numbers to his. That sail number belonged to Stan Brown who obviously had cancelled his order on the potential title winning mainsail. The championships were a great success in terms of fleet size, wide range of conditions, close racing and social events, and certainly the events of heat 5 prompted the widespread fitting of watertight bulkheads and other safety measures.

Howard Proctor.

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THURSDAY, JANUARY 1

LOCAL YACHT WINS DUKE'S TROPHY

In a fibre-glass craft of his own design and manufacture, yachtsman Bill Shand, of Lindenow, with brother Hal as crew, has won this year's Australian Flying Fifteen championships.

With the title he has also taken possession, until next year at least, of the famous "Coweslip" trophy presented for annual competition by Prince Philip, the Duke of Edinburgh, when opening the Commonwealth Games in 1962.

Shand won three of the five heats constituting the championship series, but even the heats in which he was defeated produced, paradoxically, victories of a different kind for him. He was beaten in the first two heats by a boat he had built himself.

This is the first time Shand has won the Australian Flying Fifteen championships, but for the past four years he has been "knocking on the door." At present he also holds the Victorian championship title, which he will defend at Mornington, during Easter.

Shand was runner-up for the Australian title in 1965, when he was defeated by a New South Wales boat at Pittwater. Had he but known it, he would have won that series merely by finishing the last heat, but he withdrew after a mishap with another boat.

This year's series was raced on the Derwent at Hobart, and was organised by the Royal Yacht Club of Tasmania.

The series was not without its thrills. The result was in doubt until the last heat, and the weather added its own extra bit of excitement after the second race, when the wind force sprang from 0 to 65 m.p.h. in a matter of two

combination of Tasker (American) and Banks (English) sails, Shand gave much of the credit for his victory to a very good jib sail.

LAST HEAT DECIDED

Reliance II won the next three heats in a row, to clinch the title comfortably but, when the yachts lined up for the last heat around the Olympic course, three of them—Reliance II, Nicole and Quartet—had a chance.

As it was, Reliance II won the heat and clinched the series with a loss of eight points. Quartet, sailed by Nick King, of Pittwater, N.S.W., was second with 17.4 points, and Nicole third with 23 points.

Kingfish, last year's champion, from Victoria, was fourth with 31.7 points, and Pip, from New South Wales, was fifth.

Quartet, which finished second in the series, is this year's New South Wales champion Flying Fifteen.

SQUALL

the boat was not rescued until later.

Prince Philip's "Coweslip" trophy was presented to the Shand brothers by Commodore Jim Hickman, of the Royal Yacht Club of Tasmania.

In the form of an upright cowslip, flower part only, it is made of gold and silver, and is mounted on a wooden base which contains a beautifully bound book containing the Duke's signature on the first page.

On succeeding pages are the names of all winners and runners-up since the trophy was donated in 1962. These are written in old-style penmanship in two colors.

CLUB EXCITED

Every bit as excited as the Shand brothers over their win have been fellow clubmen of the Gippsland Lakes Yacht Club, who have been telephoning "The Advertiser" with the good news during the week.

It was a great boost for the club, and a climax to a week which seemed al-

made and registered as "Reliance" boats, they have a jug about a foot high which has been in the family for a very long time.

It was presented back in Boney's time to two Shand brothers in recognition of some voyage about which not much seems to be known now.

One side of the jug is covered with masonic emblems—it was presented by a masonic lodge. On the other side are depicted a big-chested John Bull on the cliffs of Dover, looking across to Napoleon Bonaparte.

Between them, in the English Channel, was a three-masted craft, named Reliance, supposed to be the ship sailed by these two Shands of long ago.

DATE FOR WY YUNG DEPUTATION

A deputation from the

This year's series was raced on the Derwent at Hobart, and was organised by the Royal Yacht Club of Tasmania.

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RELIENCE

Shand, in Relience II, was placed fifth in the first heat and fourth in the second. His only comfort then could have been that the winner of these two heats was Stan Brown, of Glen Huon.

Brown's boat was Nicole, a fibreglass craft built by Shand off the same mould as Relience II. Brown took delivery of Nicole only a fortnight before Christmas.

The only difference between Nicole and Relience II was in the sails. Nicole used Tasker sails, but Relience II used a

second, with 17.4 points, and Nicole third with 23 points.

Kingfish, last year's champion, from Victoria, was fourth with 31.7 points, and Pip, from New South Wales, was fifth.

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SQUALL

Talking about the squall which hit the boats at the finish of the second heat, Shand said that the weather bureau near the water was registering a wind force of 0 at a few minutes past two o'clock.

Two minutes later the reading was 65 m.p.h., and the maximum reading during the blow was 70 m.p.h.

"We went two miles down the Derwent and got into a cove where there was a bit of shelter," said Shand. "The surface was just getting blown off the water; it was an amazing sight!"

"One boat capsized and its crew was taken off, but

three-masted craft, named Relience, supposed to be the ship sailed by these two Shands of long ago.

CLUB EXCITED

Every bit as excited as the Shand brothers over their win have been fellow clubmen of the Gippsland Lakes Yacht Club, who have been telephoning "The Advertiser" with the good news during the week.

It was a great boost for the club, and a climax to a week which seemed already to have reached a climax, for another member, 16-year-old Glenn Stanway, was in Victoria's four-man team which won the Australian Cadet Dinghy championships. This is reported on page six.

SAILING IN THEIR VEINS

A question to Bill Shand about why his boat is called Relience, and not Reliance, revealed that Shands have been sailing boats from as far back as the Napoleonic days.

At the Shand home at Lindenow, where the fibreglass Flying Fifteens are

three-masted craft, named Relience, supposed to be the ship sailed by these two Shands of long ago.

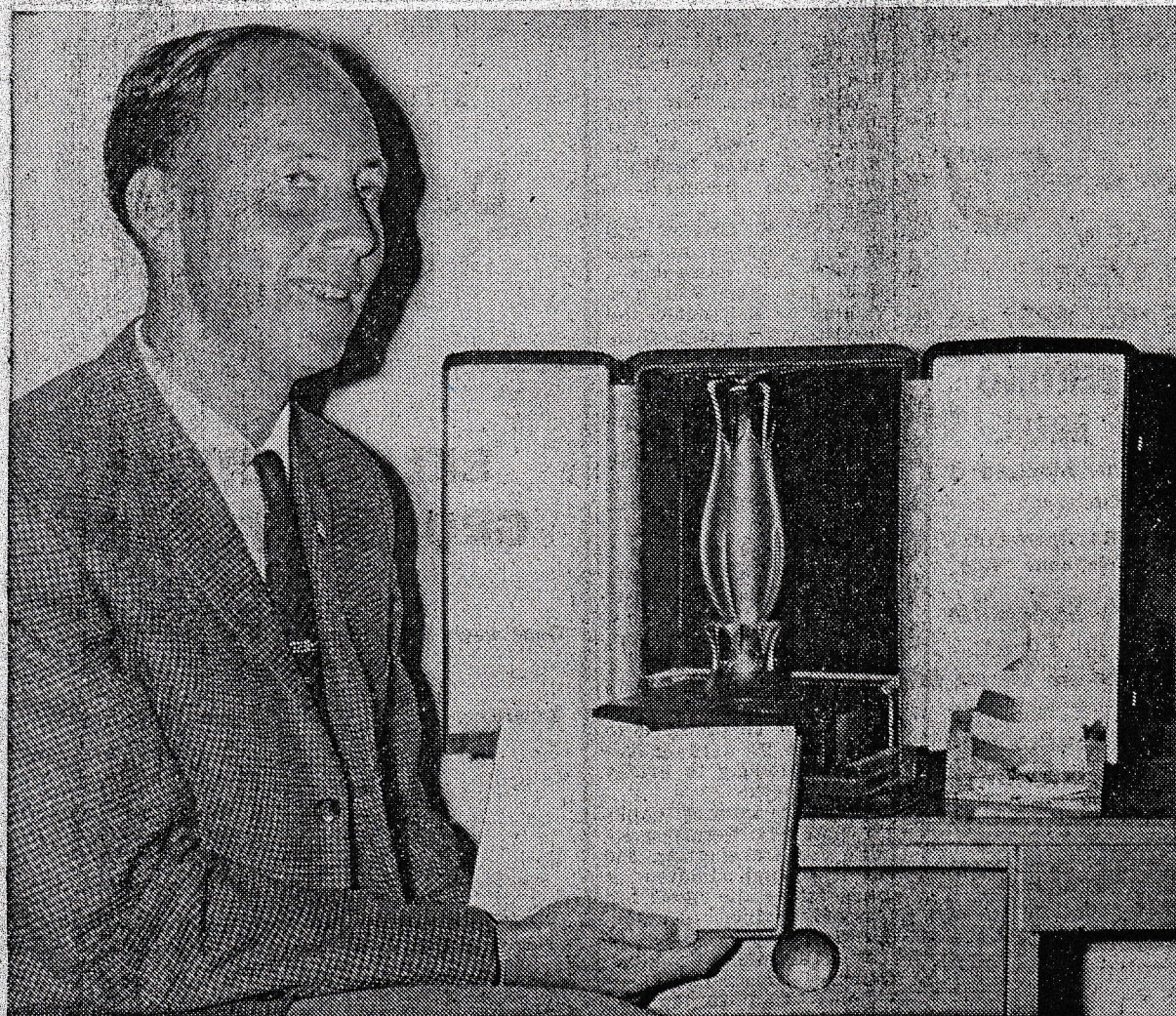
DATE FOR WY YUNG DEPUTATION

A deputation from the Wy Yung Progress Association will be received by the Minister of Water Supply (Mr W. A. Borthwick, M. L. A.) next Thursday.

The association has asked to meet the Minister to discuss delays in the provision of funds for extension of a reticulated water supply system to Wy Yung.

Support for the deputation was given recently by Bairnsdale Town Council and Bairnsdale Shire Council.

Arrangements for the meeting with Mr Borthwick, which will be in Melbourne, were made by Mr Bruce Evans, M.L.A.



THE ELUSIVE COWESLIP: It was fourth time lucky for Bill Shand when he won the Duke of Edinburgh's Coweslip trophy with the Australian Flying Fifteen championship. Seated beside the gold and silver prize, Bill holds the book which goes with it, in which his and his brother Hal's name will be inscribed as the winning crew. On right of the trophy is a photograph of the wooden yacht from which Bill built his winning fibreglass Relience II.



Australian National Championship Results

1968 - 1969 sailed the under the Burgee of Royal Yacht Club of Tasmania

17 Flying Fifteens assembled in Hobart for the seventh championship representing Tasmania, Victoria and New South Wales

The invitation race and heat one were postponed because of heavy weather. Racing eventually got away in a 35 knot north westerly which moderated during the race. Goose sailed by Athol Lidgett and Richard Ranger won by 4.1 seconds from Athene sailed by J.Hyslop.

Race 2 was won by Stan Brown sailing Nicole by 14 seconds from Pat Hurley sailing Flip. The fifth heat was a near disaster for some competitors when a gale hit southern Tasmania with gusts up to 65 knots complete with red dust from the Wimmera and Mallee regions. Eight boats managed to finish before the first gust struck, they and the remainder of the fleet tried to survive the worst of the weather dropping their sails and tying up to moorings. Royal Yacht Club of Tasmania were busy rescuing competitors and safely accounted for all competitors and boats.

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 | 961 | Relience II | Bill Shand | Hal Shand | Vic |
| 2 | 706 | Quartet | Nick King | No record | NSW |
| 3 | 661 | Nicole | Stan Brown | K. Brown | Tas |