

From the FIS News
Summer 1998

**NATIONAL TITLES:
MORNINGTON, JANUARY 1998**

A record number of Canberra boats travelled to Mornington for the 1998 Nationals. The boats who went were: **BARNACLE BILL** skippered by ultra laid-back Ian Atkinson and crewed by Bill (Barnacle) Causbook; Bruce (Size does matter) Lowe and Amanda Frain in restored **SZYG**; Paul (Mars Bar) Bryden and Lance Schultz in **FEE FI FO FUM**, Peter (the Enforcer) Fullagar and Ross

(Bugger those barnacles) Pover in **SEAMIST**; Peter (Keep Clear) Forster and Mick (Trusty) Roche in **THE BOAT COMES FFIRST**; Peter (Vroom) and Hella Dalton in **FLYING HIGH**; Phil (Snowy) and Rob Daley in **SNOWGOOSE**; Colin (Snaggs) Brown and Nigel Grimes in **SNABB FISK**; Peter (What's Happened Now?) and Philip (Not like that, this way) Russell in **RUSTLER**.

Everyone has a story or two to tell about the series. But let me fill you in on some of the printable ones, this being a family journal. Some stories are confined for the bar only. I'll tell you about my own achievements last because they are the best bits.

Firstly, the results and a bit of an analysis. The winner was Graeme Lillingston from Royal Freshwater Bay Yacht Club, Perth, in Len Hoad's old boat **Crucial Moment**. He had fullish sails from Goacher (UK) and standard equipment. In other words, nothing fancy to stand him out from the rest of us! From memory, that makes it National Champion number 8. In Mornington, Lillo had 4 wins and a second and a fourth and a discard. David Meldrum came second in a brand new boat and Bill Shand third, also in a brand new boat. Other new boats include Rustler, and Ffoxy III. If you look at the results, there were only eight boats out of the 35 that competed with sail numbers below 3000 and the best boat under 3000 was Cut Up Ruff who came in at 23rd. Even if the conditions were windier, there would have been little change in

the overall results. That benchmark is a useful starting point in identifying potential winners. Now sail number 3000 is about eight years old, which means there are a lot of Mark 1s, IIs and IIIs out there that are struggling to be competitive. I believe the concept of the one design class for FFs started about two years ago. However, having said all that, old boats sailed well still can get good placings in certain wind conditions. Back to the results.

Peter and Philip Russell gained a creditable 10th overall after some early setbacks which may have sent less patient souls around the twist. You all know that they took delivery of a new boat well before Xmas and proceeded to fit it out befitting of a Porsche workshop; even yours truly had to gain permission to even touch it. Well, on their first sea trials (oops, lake), on the 28th December, the boat literally fell off the trailer as it was being launched. The damage was a large hole in the hull caused by the side cradle support. What does one do? Get Geoff Comfort to fix it of course. The fibreglass repairs had to be done from the outside because the enclosed internal side decks prevented internal access. Such repairs take time, and after all the first race was on the 2 January. The end result was highly satisfactory. Damn good really, You can't see where the repairs were made. Well, the Russells made it to Mornington on New Years Day, more exhausted than relieved. They recorded a DNC in the invitation race and the 1st heat because of

more hiccups. In heats 2 and 3 they tested the water, or the boat, whichever was first and then got their acts together in the remaining 4 heats. They put together placings of 2, 4, 10 and 9. In their second placing, they were 24 seconds behind Lillo. Well done, boys.

Peter Forster and Mick Roche put in a creditable performance to take out 17th place overall. They were very consistent, and scored an 11th placing in the last heat. In many heats they played "catch-up" through some good positional sailing.

Phil and Rob Daley were consistently in the low 20's in their heats and finished 22nd, through solid, honest performances. Their best was a 13th in heat 5. I heard Phil muttering in his amiable way about needing more boat speed.

Colin Brown and Nigel Grimes performed some houdini tricks to turn some potentially disastrous heats into something respectable. Apart from a disastrous tactical manoeuvre in heat 6, they finished in the latish 20's in their heats to finish 25th overall. Also, they gave their spinnaker a decent wash during one heat to slow things down.

Peter and Hella Dalton had a similar tale to tell. They finished 27th overall. Also, they had to suffer from a minor ding with Barnacle Bill and an inattentive skipper (and crew, cough cough). Barnacle's skipper made an extremely gracious apology to Peter. How could Peter refuse.

However, I digress. Hella bought a decent wetsuit having suffered from cold sailing conditions. I really feel for crew and their conditions of employment. I believe some skippers aren't aware of the fact that it is much colder in front of the boat than it is at the back and the crews get wetter. Do you notice how the skippers generally cower behind the crews who act as human splashboards? Sometimes there is absolutely no joy being the crew. Nowhere to hide (except in Mr Fullagar's boat, eh eh).

Now comes the interesting bits. All the action happens at the back of the fleet.

Mr Fullagar and Ross Pover had the odd turn of speed but could not convert it into lower placings. They finished 29th. Oh, Mr Fullagar won the Mark 1 uncut prize. Well done. They did battle with Barnacle Bill (who finished 31st) in a number of heats, so each became the "enemy". Barnacle Bill, sailed capably and amiably by Ian Atkinson, had great tussles with Seamist. In hindsight, I don't think anything dramatic went wrong with Seamist and Barnacle, except that a bit more boat speed would have made a huge difference in better placings as in many cases only seconds separated boats from placings.

Paul Bryden and Lance Schultz won the handicap prize. Paul and Lance in an uncut Mark 1 had one memorable race in which they got a 21st. A Mars Bar competition was held between Barnacle and Paul and the booty was divided up after the races.

Bruce Lowe and Amanda Frain picked up the perserverance prize for actually finishing a few heats. After disastrous starts, in which gear failure (Bruce's magnificent curved wooden tiller snapped along the grain), spinnakers under the boat etc. became the norm, Bruce and Amanda sailed blissfully around the course after Ian Atkinson put in some time doing some tuning work. Well done Ian. I often looked back (after we crossed the line of course) to see Bruce and Amanda sailing like Sir Francis Drake putting out to sea to do battle with the French. Amanda had the misfortune to fall off the trailer and bounce off the concrete. Ouch! I also fell off the trailer after the last race during pack up time (must be a Canberra infliction) and have scars to wear for the rest of my life.

One thing I was impressed with was the boat handling skills of some of the competitors. After the launch, it was much easier to sail backwards away from the retrieval lines. I must learn how to do these fancy manoeuvres.

Well, that's it. The above description was rather parochial, however, it was good to catch up with the other competitors from other clubs and to swap yarns.

Our very smart Canberra FF t-shirts, designed by Peter Dalton, were very well received. So was the very slick promotional poster advertising the ACT Titles and put together by John Whitfield of COPYTRENDS. All together, it made for a professional Canberra outfit. During the presentation night, a promotional video was

shown by the Esperance entrants about the Esperance venue for the next Worlds there in February 1999. You will all get to see the video soon. Thank you Daphne for minding my ear. That is another story. Roll on Esperance.

FLYING FIFTEEN NATIONAL TITLES 1997/98																
	BOAT NAME	NAME	CLUB	NUMBER		H1	H2	H3	H4	H5	H6	H7		PROG.	DROP	TOTAL
1	CRUCIAL MOMENT	GRAEME LILLINGSTON	RFBYC	3224		2	1	1	1	1	8	4		18	8	10
2	GUN-N-DUNIT	DAVID MELDRUM	RYCV	3620		1	2	3	13	2	2	6		29	13	16
3	RELIENCE FFEIGHTEEN	BILL SHAND	GLYC	3594		10	3	8	3	7	5	1		37	10	27
4	FEELINGS	MARK RIMINGTON	RBYC	3103		5	4	4	5	36	1	10		65	36	29
5	NO NAME	IAN CLEAVER	RHYC	3435		3	12	6	6	6	36	2		71	36	35
6	GLAMOUR PUSS	CHRIS VILLA	LMYC	NZL		6	10	2	8	11	4	5		46	11	35
7	THINK BIG	CRAIG RAINEY	GLYC	3257		4	11	5	7	5	11	3		46	11	35
8	FAST FORWARD	NICHOLAS PECK	DBYC	3262		7	14	7	4	9	7	8		56	14	42
9	MOLLY-O	DAVID LAWWRANCE	MYC	3099		36	7	9	14	3	3	7		79	36	43
10	RUSTLER	PETER RUSSELL	CYC	3607		36	13	15	2	4	10	9		89	36	53
11	DAZED & CONFUSED	JOHN WALLACE	EBYC	3525		11	5	11	9	16	9	12		73	16	57
12	FFOXY II	JAMES FLOWER	RN SYC	3466		8	6	10	12	8	13	14		71	14	57
13	CATCH ME IF YOU CAN	CHRIS WELLS	EBYC	3494		15	9	13	10	12	6	13		78	15	63
14	WAVE DANCER	JOHN TREWIN	DBYC	3455		12	8	12	18	14	14	22		100	22	78
15	MISS BEHAVIN'	ROBERT SIGNORINI	RYCV	3055		9	19	14	20	10	12	15		99	20	79
16	NO FFOOLS	ATHOL LIDGETT	DBYC	3527		13	16	16	15	15	36	17		128	36	92
17	THE BOAT COMES FIRST	PETER FORSTER	CYC	3100		19	21	23	16	17	18	11		125	23	102
18	GEORGIE GIRL FFREE	ROBERT BEARD	GLYC	3532		14	20	18	11	20	22	20		125	22	103
19	FFOXY III	NIGEL PECK	DBYC	3586		21	15	25	17	18	19	16		131	25	106
20	CITY LIGHTS	MICHAEL CLARK	DBYC	3261		16	23	19	19	19	16	24		136	24	112
21	CLOCKWORK V11	JOHN MANNING	MYC	3309		17	18	22	27	21	17	19		141	27	114
22	SNOW GOOSE	PHIL DALEY	LJSC	3491		23	30	21	22	13	20	21		150	30	120
23	CUT UP RUFF	MICHAEL McCARTNEY	BYC	1369		18	24	24	32	24	27	18		167	32	135
24	TWO DOGS	ASHLEY REICHSTEIN	EBYC	3581		36	25	17	29	27	15	29		178	36	142
25	SNABB FISK	COLIN BROWN	CYC	2905		29	22	28	21	22	36	27		185	36	149
26	TURNING VEHICLE	IAN GOULD	RYCV	3245		22	26	27	23	36	29	23		186	36	150
27	FLYING HIGH	PETER DALTON	CYC	3060		27	29	31	24	23	26	25		185	31	154
28	JOLLY HODGER	IAN RENWICK	MYC	942		24	28	26	30	25	23	28		184	30	154
29	SEAMIST	PETER FULLAGAR	CYC	1395		25	31	29	26	26	24	26		187	31	156
30	RELIENCE X1	STRUAN GILFILLAN	DBYC	3096		20	27	30	31	31	30	31		200	31	169
31	BARNACLE BILL	IAN ATKINSON	CYC	2387		26	32	32	28	28	25	30		201	32	169
32	FINNIGAN	PETER WARDLAW	MYC	3579		36	17	20	25	36	36	36		206	36	170
33	FEE FI FO FUM	PAUL BRYDEN	CYC	2671		30	33	33	33	30	21	32		212	33	179
34	GLASS SLIPPER	GEOFF CARTER	MYC	2834		28	34	34	34	29	28	33		220	34	186
35	SYZYGY	BRUCE LOWE	CYC	1882		36	35	36	35	32	36	36		246	36	210
	PROVISIONAL - SUBJECT TO PROTEST															