

NATIONALS-PITTWATER, NSW. JANUARY 2001

Western Australia showed their dominance by taking out the first three places in the 39th Australian Championships on Pittwater which was hosted by Newport's Royal Prince Alfred Yacht Club.

Pittwater was once home to a strong fleet of flying fifteens and a sense of history was rekindled by the 25 boats that travelled to Pittwater from Western Australia, Victoria, Queensland & ACT as well from England and Scotland.

The overall winner, Ron Packer and Peter Mudford in Affrodisiac, sailed well in the range of sailing conditions offered to win three heats and a second and third placing's. They opted not to sail the last heat. Glamour Buoys, sailed by Greg Leaversuch and Peter Barblett, put together a string of low placing's, including a third in the last heat to ensure their second place overall. A former National Champion, Grant Alderson in Raging Bull, and crewed by Dean McAulley, secured a win in the last heat to gain third place overall. Western Australian

boats also filled 10th and 12th placing's. Boats from Queensland, England, ACT and Victoria were represented in the minor placing's.

Breezes were variable from the southeast and north east from 5-25 knots on a sometimes choppy to a large swell. It was clear that for boats to do well, they had to adjust to the variable wind directions. The 2nd heat from the seaward side of Lion Island to Box Head was a wake-up call for many sailors with the first beat being on an excessively large swell and into strong northeaster. A number of boats recorded a DNF for having incorrectly crossed the finish line. The flying fifteen's bigger cousin, the Etchells, are more at home in these conditions.

The 6th heat, which was started on the estuary side of Lion Island, was in stark contract to the earlier heat off Lion Island. A gentle 5 knot wind on a slight swell saw the western Australian boats slide down the placing's a bit with the exception of Glamour Buoys. The remaining heats were sailed in the Towler's Bay area and were fiercely contested by both the island water and coastal water competitors.

The sailing venue was appreciated by the competitors with excellent launching and social facilities being available at RPAYC. The next Australian Championships will be held at Paynesville, Gippsland Lakes, January 2002.

Results

Place	Trophy	Boat No.	Boat Name	Helm	Crew
1 st Invitation Race	Uffa Fox	3718	Raging Bull	Grant Alderson	Dean McAulley
1 st Championship	Cowslip	3619	Affrodisiac	Ron Packer	Peter Mudford
2 nd Championship	Canberra	3717	Glamour Buoys	Greg Leaversuch	Peter Barber
3 rd Championship	Tempest	3718	Raging Bull	Grant Alderson	Dean McAulley
4 th Championship	-	3480	The Phantom	Ashley Smith	
5 th Championship	-	3698	Past Pretending	James Flower	
6 th Championship	-	3710	Stiff Upper Lip	Stuart Shimeld	
1 st Silver Division	Walbourn	3263	Firefox	Philippa Packer	Mitchell Wells
1 st Classic Division	Anniversary	2759	State of the Ark	Peter Fullagar	Ross Pover
1 st Handicap	Allen Brooke	3579	Redshift	Geoff Totterdell	Shane Yench
1 st Over 50	Masters	3619	Affrodisiac	Ron Packer	Peter Mudford

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From *Hartissimo*
April 2001

National Championships

The Venue: Royal Prince Alfred Yacht Club ran by the Canberra Yacht Club fleet. I think the new venue was a great idea to give Fifteens an opportunity of a change of a new venue, not-to-mention to try and encourage a fleet of Flying Fifteens back home to Pittwater, New South Wales.

The Racing was interesting, with RPA only sending the fleet out of Pittwater twice during the series of eight races, a start on the estuary-side of Lion Island and another the seaward-side of Lion Island. The other six heats were sailed in Towler's Bay on the north side of Scotland Island. These inshore courses produced very shifty conditions with 5-25 knot variable breezes from the south-east and north-east from a sometimes choppy to large swell. These constant changes in conditions were trying on the fleet and kept us on our toes.

The courses sailed were trapezoids inshore and Olympic style triangles offshore.

The competition was strong with a fleet of 27 boats – five boats making the journey over the Nullabor from the West and taking the silverware back home again. Two boats ventured south from Queensland, seven from Victoria and the remainder of the fleet made up of Canberrians not-to-mention England and Scotland.

The second heat created an interest with several boats recording a DNF due to incorrectly crossing the finish line – caused by a huge swell into a strong north-easterly.

A clean sweep for Western Australia with overall winners Ron Packer and Peter Mudford first, Greg Leaversuch and Peter Barblett second and Grant Alderson and Dean McAulley third.

In the wash-up it didn't look as bad as the results indicate for the Victorians, due to two drops for the series.

Packer / Mudford (WA)	8 points
Leaversuch / Barblett (WA)	12 points
Alderson / McAulley (WA)	20 points
Smith / Thurnkin (Qld)	20 points
Flower / Tyrell (UK)	21 points
Shimeld / Visser (ACT)	22 points
Mason / Mikka (Vic)	22 points
Shand / Parish (Vic)	32 points
Cleaver / Evans (Scotland)	34 points
Totterdell / Mudford (WA) 3	6 points

Other Victorian placings

Nick Carew – Fizz (MSC)	11th
Athol Lidgett – Oomps (DBYC)	16th
Mike Clark – City Lights (DBYC)	20th
Chris Hall – ffanciful (MSC)	23rd
Greg Foster – Uffavescence (DBYC)	25th

Chris Mason

Watches of Switzerland 3723

FLYING FIFTEEN INTERNATIONAL NEWS : ACT ASSOCIATION
January 2001

Welcome to the January edition of the ACT FFI Association, which is the local supplement of the Australian Newsletter of Flying Fifteen International. There is a heap of news to tell you and take particular attention to dates flagged below.

NATIONALS: PITTWATER, JANUARY 2001

A record number of nine Canberra boats travelled to Pittwater over the New Year to do battle with the remaining 16 boats from WA, QLD, Vic and the two from England and Scotland. Despite mutterings from some quarters, it is an excellent place to sail and Canberra boats did reasonably well when the wind died down a bit. Even I finished on the same leg as the eventual winners on occasions. The strong south easters whipped up a nasty short chop and the boats that did the best were the ones sailed FLAT! Boy, was I guilty of heeling and there were a few spectacular knockdowns, even by those in the front row.

The winds were mostly variable and ranged from a light 5 knoter to a strong 25 knoter and were certainly not the steady wind dragster stuff that the WA and Victorians encounter mostly in their own waters. However, good sailors can cope with all conditions as did the first three place getters from WA.

Stuart Shimeld, sailing his new Shand, *Stiff Upper Lip*, was the best of the Canberra boats, finishing equal 5th with last year's National Champion, Chris Mason, sailing a new G&R *Watches of Switzerland*. Stuart won the first heat in spectacular fashion and then recorded an 8th in heats 2 & 3 before scoring a 2nd and 3rd in heats 4 & 5. He slipped to a 9th position in heat 6. At that stage, he was equal 3rd in overall standings before going into the last heat. All Stuart had to do was finish in the first 5 to be assured of a major prize. With Ron Packer not sailing the last heat, it was a fight between Stuart and the two WA sailors. Leaversuch and Alderson, Ashley Smith (Qld), James Flower from England and Chris Mason (Vic) for the remaining major prizes.

As I was leading the rear up the second work in the gusty last heat, I saw a boat wallowing in the chop ahead and thought, "ah, another one bites the dust". Imagine my disappointment when I saw it was Stuart with a broken tiller. I sailed (heeled!) passed and offered my consolations. The results? It took a win by Alderson, a 2nd place by James Flower, a 3rd place by Leaversuch, and a 4th by Ashley Smith to push Stuart down to equal 5th overall. It really shows that do well in a Nationals, you really can't afford to carry a bad race. Anyway, Stuart, well done and make sure your new tiller is made of titanium. On that note, Stuart also "blew" a jib halyard block on his mast, with the jib wire tearing downwards into the mast section by at least a foot (I occasionally think in imperial measurement to remind myself of my humble beginnings). The jib wire was absolutely mangled which makes me

think that Stuart's jib tension must have been out of this world or his mast section really soft.

I do think that all the Canberra boats benefited from the experience at Pittwater. John Hosking sailing *Final Fling* with his son, Peter, did remarkably well in finishing 13th overall. John picked up a brilliant 4th placing in heat 6 after starting the series off on a relatively wrong note with a 16th in heat 1 and a withdrawal with a broken tiller in the notorious second heat. Ah, the second heat. Let me give you my version of it before the gungho sailors give you a weaker version.

The second heat was real wake-up call for those used to sailing in flat water. The start line was on the south east side of Lion Island with the first mark, 2 miles towards New Zealand, off Box Head. The swell was quite steep and the strong 20 knot winds made it difficult to keep the boat flat. It was bloody hard work and I couldn't find enough strings on the boat to pull. My crew, David Steer, grew even longer arms (he is over 6 foot) in his continuous bailing of Barnacle. I was even thinking of a make-shift hobble to keep myself from slipping all the time. Anyway, when Barnacle eventually did make it to the first mark, we had trouble rounding it as a wave shot us towards Gosford railway station. We eventually got around only to see David Fisher (and his dad) in front of us going like the clappers with his spinnaker flying down the hugh waves. I immediately thought, "there but for the grace of God, go us". I made a decision to withdraw after the next leg because of our unpreparedness for those conditions. We lived to fight another heat. Also, it was to be my only **complaint of the race committee for setting such a long hard beat in those trying conditions.**

I must say that the last time I saw waves like that, was in the black and white 1940's movie, *North Atlantic Convoy*.

Peter and Philip Russell in *Rustler*, finished a commendable 14th overall. Their best race was a 9th in heat 5 and a PMS in heat 6 did not help their cause. If I remember, that was the heat where we were allowed to practice through many recalls before the dreaded black flag came out. Peter Forster was also black flagged in that heat. I always say, if you want to keep out of trouble, hide behind another boat. Colin Brown and Nigel Grimes in *Super Snabb* were very consistent in always being in the middle of the fleet. They came unstuck in the notorious second heat by not finishing the pukka way having done the hard yakka in finishing.

Peter Forster and Mike Roche in *Relience Ffeighteen*, finished 17th overall and was also consistently in the middle of the fleet racing. Peter finished up with three 14th placings. Peter Fullagar and Ross Pover in *The State of the Ark* fought quite hard in most races to hold off strong challenges from David Fisher and his dad, Peter, in *Salvador*. Peter did have gear problems in one heat (Ross became a human water pumper) and David had a rush of blood to his head to score PMS in heat 4. David would have picked up the Improvers Trophy had there been one.

I can say that Barnacle improved as the series progressed and except for heat 2, I thoroughly (and crew David) enjoyed it all. I'm afraid that while I cannot overtake Mr Fullagar as he keeps his boat relatively flat from the mars bars that he keeps winning from me, I too learnt the virtue of keeping the boat flat having encountered an embarrassing knockdown. Flat is fast. Shame about my starts, tho' and I am never in danger of getting a PMS!

Ian and Brian Hawke in *Mischieff* showed promise early in the series and also fell foul of the finishing rules in heat 2. *Mischieff* occasionally was seen enjoying the tourist route around the course.

I left Peter and Hella Dalton in *Flying High* to comment on last. Peter, our illustrious ACT Association President, has virtually put his life on hold over the past few months in organising these Championships. Peter organised the series from afar with stirring help from Philip Russell and my impression is that it was not easy to organise a series on someone else's patch like the Royal Prince Alfred Yacht Club. Peter had a loyal team of helpers in Hella, Daphne Fullagar, Ailsa Forster and the houseboat bilge ratters, Colin Brown, Nigel Grimes, Peter Russell and Peter Fullagar. For those who were not aware, most of the Canberra fleet slummed on a fancy houseboat moored next to the yacht club. Being the Official Race Office, the houseboat became a focus of attention on New Years' Eve. And it was all downhill after that as the houseboat loo sprung a leak, literally, and the bilge ratters sprung into action pumping for dear life. Anyway, Peter And Hella Dalton had a mixed **race series leaving their best race until last. I thought that they had sailed extremely well in the last race in the very choppy, windy conditions.** Well done Peter and thanks hugely for your efforts. Also, many thanks to the sponsor, Lumley. Finally, If there is anyone that I missed that also helped, many thanks.

At the back of our minds, it was hoped that by having the series in Pittwater, that we could drag out of the woodwork, interested sailors in resurrecting the fleet somewhere in Sydney if not at Pittwater. It was not clear that we succeeded in this approach but we sure raised our profile there. The mighty Etchells once had a strong fleet at RPAYC and is on the wane there now.

In retrospect, I thought the series was well managed with the RPAYC providing superior facilities (the Chandler enjoyed buoyant sales off me). The other competitors were excellent in their sociability and sportsmanship and I roundly applaud the eventual winners from Western Australia. I also like to thank the competitive Victorians, the Queenslanders and James Flower and crew from England as well as Ian Cleaver and crew from Scotland for their participation in an excellent series.

You will soon be getting the minutes of the AGM held at Pittwater and urge you to follow up on the relevant issues.

By the way, Peter Fullagar and Ross Pover won the Classic Division trophy.

THE ROYAL PRINCE ALFRED YACHT CLUB

POINT SCORE TABLE FOR FLYING FIFTEEN CHAMPIONSHIPS SCRATCH POINTS TWO RACES DROPPED

(1 8 1 2 6)

SAIL NO.	YACHT	HELMSMAN	2	3	4	5	6	7	8	PRG/PTS	PLACE
			02/01	03/01	04/01	04/01	05/01	07/01	08/01		
3519	AFFRODISIAC	RONALD PACKER WA	3.00	1.00	2.00	1.00	1.00	4.00	28.00	5.00	1
3717	GLAMOUR BOYS	BREG LEAVERSUCH WA	28.00	3.00	4.00	4.00	2.00	1.00	3.00	13.00	2
3718	RAGING BULL	GRANT ALDERSON WA	5.00	2.00	10.00	3.00	8.00	9.00	1.00	20.00	3
3490	THE PHANTOM	ASHLEY SMITH Qld	12.00	25.00	3.00	5.00	8.00	2.00	4.00	20.00	4
3698	PAST PRETENDING	JAMES FLOWER Eng	4.00	4.00	6.00	9.00	13.00	5.00	2.00	21.00	5
3710	STIFF UPPER LIP	STUART SHIMELD ACT	1.00	8.00	8.00	2.00	3.00	9.00	24.00	22.00	6
3723	WATCHES OF SWITZERLA	CHRIS MASON VIC	2.00	5.00	1.00	5.00	7.00	14.00	7.00	22.00	7
3709	RELIECE FFENTY	W.L.SHAND VIC	7.00	10.00	14.00	7.00	10.00	3.00	5.00	32.00	8
3617	NIPPLE GRIPPLE	IAN CLEAVER Scot	5.00	7.00	9.00	10.00	18.00	7.00	5.00	34.00	9
3578	REDSHIFT	GEOFF TOTTERDELL WA	8.00	5.00	28.00	11.00	5.00	10.00	8.00	36.00	10
3661	FIZZ	NICK CARREW VIC	10.00	9.00	5.00	28.00	11.00	6.00	9.00	39.00	11
3263	FIREFOX	PHILIPPA PACKER WA	9.00	11.00	7.00	8.00	12.00	13.00	11.00	46.00	12
3687	FINAL FLING	JOHN HOSKING ACT	16.00	25.00	11.00	12.00	4.00	12.00	10.00	49.00	13
A3607	RUSTLER	PETER RUSSELL ACT	14.00	13.00	18.00	13.00	9.00	28.00	12.00	61.00	14
3657	SUPER SNABB	COLIN BROWN ACT	11.00	25.00	12.00	14.00	15.00	11.00	11.00	61.00	15
3669	OOMPS	ATHOL LIDBERT VIC	13.00	12.00	13.00	15.00	17.00	15.00	15.00	63.00	16
3594	RELIECE FFEIGHTEEN	PETER FORSTER ACT	15.00	14.00	15.00	16.00	14.00	28.00	14.00	72.00	17
2759	STATE OF THE ARK	PETER FULLAGAR ACT	19.00	16.00	23.00	27.00	19.00	17.00	18.00	89.00	18
1203	FUDGE FACTOR	JOHN BRIMMETT Qld	17.00	29.00	20.00	20.00	18.00	20.00	15.00	91.00	19
3261	CITY LIGHTS	MICHAEL CLARK VIC	22.00	15.00	21.00	19.00	22.00	16.00	24.00	93.00	20
3060	FLYING HIGH	PETER DALTON ACT	18.00	25.00	17.00	18.00	24.00	23.00	19.00	94.00	21
2673	SALVADOR	DAVID FISHER ACT	21.00	17.00	19.00	22.00	20.00	19.00	25.00	95.00	22
680351	FFANCIFUL	CHRIS HALL VIC	24.00	25.00	16.00	17.00	23.00	18.00	23.00	98.00	23
2387	BARNACLE BILL	BILL CAUSBROOK ACT	23.00	25.00	24.00	21.00	21.00	21.00	21.00	107.00	24
2104	MISCHIEFF	IAN HAWKE ACT	20.00	25.00	22.00	22.00	25.00	23.00	18.00	112.00	25
2385	UFFAVESENCE	GREGORY FOSTER VIC	27.00	18.00	23.00	23.00	25.00	24.00	17.00	115.00	26
2545	SUMMIT	JOHN WILSON	25.00	28.00	28.00	28.00	28.00	29.00	29.00	140.00	27

Placings after countback