

NATIONALS - PAYNESVILLE January 2002

Nick Jerwood reports:

The 40th Australian National Championships were held at Gippsland Lakes Yacht Club on the first week of January 2002. Forty-seven Flying 15's were made very welcome by the friendly club on the shores of Lake Victoria. The large size of the lake provided the race officer (RO), Hal Shand with many options to lay excellent championship style courses, which he made the best of throughout the event. The facilities provided at the club were excellent, each manned by a team of members volunteering their time to ensure all catering, launch, recovery, measurement and bar tasks were carried out efficiently, leaving nothing to chance and allowing participants to relax and enjoy the week's sailing.

The regatta started off with a bang, 20-30 knots of wind for the invitation race made sure the fleet enjoyed a fast and furious warm up for the main event. With many teams playing safe and keeping something in reserve for the races that were to count for the series, all was not going to be revealed on this day. However AUS3710 with Stuart Shimeld and Peter McNeil aboard made it clear to all that they were going to be hard to beat in a blow.

The weather system that provided the fast ride during the invitation race only strengthened overnight making sailing impossible for the first scheduled race of the championships. One startled competitor who noticed that the postponement flag had been removed from the club mast was relieved to discover that it had in fact been blown away and not intentionally lowered by the RO. Other competitors abandoned all hopes of sailing when a F15 blew across the club car park on its trailer.

Two races were postponed due to these gales before sailing finally got under way on the third day.

The RO set a true line and first beat for race 1. The 10-12 knot wind was slowly but surely rotating left and those who spotted it took a long leg out on starboard from the pin end of the start line and reaped the reward. AUS3743 Nick Jerwood & Graeme Lillingston rounded the first mark clear and held a slender but comfortable lead to take the race. Peter Milne and Robert Davis were second ahead of "Fizz", Nick Carew & Hartley Kruse.

The wind dropped to below 10 knots for the start of the re-scheduled afternoon race.

Three quarters of the way up the first beat the wind dropped, swung left and increased in strength. This caught many out, but Ashley Smith & Kim Thumpkin made all the right decisions to round the windward mark well in the lead ahead of the consistent Carew and Kruse. The light and shifty wind provided many chances for place changing with Jerwood & Lillingston moving through the fleet after rounding the first leeward mark well back in 18th place. They managed to do enough to take the lead on the final lap and hold on to the finish. Shimeld & McNeil revelled in the

stronger breeze on the final leg passing Carew & Kruse to take a healthy second place with Smith & Thumpkin 4th.

The second day brought more light and shifty wind raising the question whether it is appropriate in light conditions, when boats are sailing faster upwind than down, to set the first downwind leg as a run? The inevitable pile up at the spacer mark, just after the windward mark caused many sense of humour failures and the premature onset of grey hair. Gavin Dagley and Dale Collins held their nerve to fulfil their early promise by comfortably taking the third race with some very intelligent sailing, an achievement made even more creditable when considering the age of their craft. Flying Fifteens of the 2800 era are generally considered too old to be contenders in major championships. Gavin and Dale were about to make us all think again. Jerwood & Lillingston consolidated with a 2nd while Matthew Owen & Andrew Reed put in a fantastic effort to gain many places on the last beat to the line and snatch third place in classic AUS2344.

The second afternoon race was sailed in stronger breeze but shifts again provided many changes in the leaders. Dave Meldrum & Michael Brown sailing AUS3620 and Bruce McGeorge & Ray Sebo in AUS 3572 made the best of the conditions to lie 1st and 2nd rounding the final leeward mark. Meldrum's lead was the largest of the week and he easily took the race. McGeorge could not hold off Jerwood up the final beat taking a valuable third ahead of Aaron Hirst & Brent Taylor who were sailing hard and squeezing the last ounce of speed out of their AUS3245.

With the racing now back on schedule, the organisers reverted back to the one race per day format. Competitors enjoyed a 10-15 knot breeze for race five. Ashley Smith and Kim Thumpkin had an almost faultless race only to be passed by the opportunistic Jerwood & Lillingston within boat lengths on the finish line. Shimeld and McNeil who had been threatening the lead all race finished very strongly to take 3rd ahead of local sailors Craig & Ian Rainey in AUS3663.

Race day 5 dawned with a fresh and building breeze, which had competitors beginning to wonder if another race was about to be postponed. With no improvement forecast for some days the RO sent the fleet out to brave the 25-30 knot wind, which most managed with relish. Milne & Davis appeared to have a dream start and carried good speed to lead at the first windward mark from Jerwood & Lillingston. **These two held a small lead over the pursuing pack of Carew, Meldrum, Dagley and Shimeld. The downwind legs were wild with only the brave and the adrenaline addicts opting to fly spinnakers.** The heavy wind exponents steadily worked to the front and Shimeld and McNeil took the winning gun from Meldrum & Brown. Milne & Davis's unfortunate OCS gave Jerwood & Lillingston 3rd and the Championship with a score line of 112213 and a race left to sail.

The wind increased further for the final day giving the RO little choice but to cancel racing and publish results based on the best five races for each team. Gavin Dagley

and Dale Collings took a well deserved second overall counting nothing worse than a 5th (41555). Nick Carew and Hartley Kruse were 3rd with 37354.

Bruce McGeorge and Ray Sebo secured the Masters series and 5th overall, crediting their success to wise tactical decisions such as keeping the spinnaker in the chute on the final day while the less cautious flew theirs for exceedingly short periods of time! The event was enjoyed enormously by all despite the three days lost of sailing. It provided excellent championship racing and a stress free time ashore. The fleet owe much to the organisational skills of David Parish and family and to other loyal members of the club that seemed to flock to the aid of commodore John Foley (who also sailed the event in Aus 2754) whenever there was a job to be done. Lofty and his team in charge of the hoist must also be thanked for his help in keeping the keels chip free and trailers at the ready.

**Australian National ff Championship January 2002
Gippsland Lakes Yacht Club, Paynesville, Victoria**

	Sail #	Boat	Skipper	Crew	Pts
1	3743	Spot the Difference	Nick Jerwood	Graeme Lillingston	7
2	2824	Cockatiel	Gavin Dagley	Dale Collings	20
3	3661	Fizz	Nick Carew	Harley Kruse	22
4	3710	Stiff Upper Lip	Stuart Shimeld	Peter McNeil	23
5	3572	Relience 17	Bruce McGeorge	Ray Sebo	31
6	3663	Grin and Bare It	Craig Rainey	Ian Rainey	34
7	3245	Turning Vehicle	Aaron Hirst	Brent Taylor	35
8	3718	Fab	Ashley Smith	Kim Thumpkin	37
9	3620	Gun 'n' Dunnit	Dave Meldrum	Michael Brown	39
10	3617	Gripple Nipper	Ian Cleaver	Chris Owen	40

(Nick Jerwood's report on the Nationals is on page six.)

Stuart Shimeld set the pace at Flying Fifteen Nationals

2002

Stuart Shimeld, sailing with Peter McNeil on Stiff Upper Lip, provided the highlight of the Canberra fleet's performance at the Flying Fifteen Nationals, which was held at Gippsland Lakes, Paynesville from 1-7 January. The conditions were moderate to heavy winds.

Shimeld won both the Invitation Race and heat 6 to finish 4th overall behind the eventual winner, Nick Jerwood and Graham Lillingston from Western Australia, sailing Spot the Difference. Jerwood and Lillingston are previous British and World Champions in the class. Shimeld particularly showed superior boat speed over the eventual winners in the 20 knot breezes

Following the great turnout by Canberra boats to Pittwater last year, an even stronger Canberra contingent travelled south to join 36 other competitors. The Canberra fleet included Peter Fullagar and Bill Causbrook (State of the Ark), John Hosking and Matthew Gleeson (Final ffling), Peter Forster and Geoff McDougall (Relience Ffeighteen), Colin Brown and Nigel Grimes (Super Snabb), Matthew Owen and Andrew Reed (Morna I) John Kennedy and Rod Gardiner (Rag Dolly), Peter and Philip Russell (Rustler), Peter and Tim Dalton (Flying High), Graham Giles and Hugh Taylor (Ffenominal), Mark and Christopher Gillette (Wirraway).

The Invitation race, with its over 25 knots southerlies, was like a wake-up call. Many sailors stayed on shore to protect their boats from damage and after all, they wanted to last the entire series. After about half an hour, a large number of those boats that did ventured out, limped back like shot planes during the Battle of Britain. This was the same scene in heat 6. Broken masts and booms were the order of the day.

After the Invitation Race, the first two heats were blown out due to strong southerlies. These heats were resailed in subsequent days of 10-15 knots. Most Canberra competitors did relatively well in these conditions and showed that we are still a competitive fleet overall.

Matthew Owen and Andrew Reed, sailing in the older boat, Morna I, finished 13th overall, proving that good sailing skills rather than a flash boat will still produce results. Altho, Mattie would probably do well even sailing a bath-tub!

Rustler had a couple of low placings to finish 14th overall. John Hosking showed glimpses of speed in the lighter stuff but spent a bit of time filling up with briny. Graham Giles showed guts in sailing in Heat 6 as did Colin Brown. If only their boats could talk! Probably fall apart in the next drifter on Lake Burley.

John Kennedy and Peter Fullagar showed that winners are grinners by bringing home trophies. John picked up the Handicap Prize for heat 5 and Peter Fullagar collected second overall in the Classic Division. A large number of entries contested the Classic Division which is for older unmodified hulls. Peter Forster, Peter Dalton and Mark Gillette all had stories to tell, some of which are unprintable here.

The Canberra flying fleet is off to another venue soon. This time to Eden on 16-17 February to contest the Eden Regatta. A large turnout is expected.

Flying Fifteen Australian Championship – 2002

Gippsland Lakes Y C

Sail No.	Yacht Name	Skipper	Crew	Race 1	Race 2	Race 3	Race 4	Race 5	Race 6	Final Pts	Final Place
3743	Spot The Difference	Nick Jerwood	Graeme Lillingston	1	2	1	2	1	3	7	1
2824	Cockatiel	Gavin Dagley	Dale Collings	4	1	5	7	5	5	20	2
3661	Fizz	Nick Carew	Harley Kruse	3	7	3	5	10	4	22	3
3710	Stiff Upper Lip	Stewart Shimeld	Peter McNeil	6	11	2	12	3	1	23	4
3572	Relience 17	Bruce McGeorge	Ray Sebo	12	5	11	3	6	6	31	5
3663	Grin & Bare it	Craig Rainey	Ian Rainey	5	8	9	4	11	8	34	6
3245	Turning Vehicle	Aaron Hirst	Brent Taylor	15	4	7	9	8	7	35	7
3718	Fab	Ashley Smith	Kim Thumpkin	16	9	4	6	2	20	37	8
3620	Gun 'n' dunnit	Dave Meldrum	Michael Brown	8	10	48	1	18	2	39	9
3617	Gripple Nipper	Ian Cleaver	Chris Owen	9	6	10	8	7	11	40	10
3526	Metung Mongrels	Peter Milne	Robert Davis	2	19	8	10	4	48	43	11
3709	Relience Ffenty	Bill Shand	David Parish	7	17	13	14	9	19	60	12
2344	Morna 1	Matthew Owen	Andrew Reed	13	3	16	21	23	9	62	13
3607	Rustler	Peter Russell	Philip Russell	17	12	12	16	12	48	69	14
3616	Morna 11	Chris Villa	Stuart Happ	11	20	13	15	16	15	70	15
3097	Simpatico	Barry Truman	Bill Bland	23	32	17	11	13	17	81	16
2761	Super Toy	Brian Carroll	Lyn Wallace	14	27	14	27	19	14	88	17
3062	FFanciful	Chris Hall	TBA	21	33	20	19	20	12	92	18
3687	Final Fling	John Hosking	Matt Gleson	29	13	22	13	15	48	92	18
3637	Bandersnatch	P.Mullenger	M.Monk	20	14	24	29	25	10	93	20
3669	Oomps	Athol Lidgett	John Pollock	19	18	27	30	14	22	100	21
3306	Ffenominal	Graham Giles	Hugh Taylor	22	37	23	25	21	18	109	22
3657	Super Snabb	Colin Brown	TBA	27	23	15	20	31	26	111	23
2385	In The Pink *****	Regan Burdon-Bear	Amanda Millar	28	15	21	38	27	23	114	24
3594	Relience FFeighteen	Peter Foster	TBA	18	26	29	18	28	48	119	25
3480	Phantom	Ken Bubb	John Grimmet	32	35	30	23	24	13	122	26
3171	FFlagship	Andrew McCutcheon	Ross McCutcheon	25	39	25	17	17	48	123	27
2975	Instant Replay	Kevin Brown	Danny Haylock	30	22	26	24	26	48	128	28
3532	Georgie Girl Ffree	Bob Beard	Keith Hay-Smith	10	42	48	31	30	16	129	29
3455	Fifty/Fifty	Larry Bardsley	Neil Martin	24	38	18	28	33	28	131	30
2759	State of the Ark *****	Peter Fullagar	Bill Causbrook	31	21	19	26	35	48	132	31
3060	Flying High	Peter Dalton	Tim Dalton	34	16	33	22	29	48	134	32

Sheet2

2755	Gunnadoo	Phil Parish	Wendy Gardiner	26	29	28	32	32	48	147	33
2380	Miss Molly ****	Matt Armstrong	Gary Millar	33	31	31	33	42	25	153	34
2971	Rag Dolly	John Kennedy	Rod Gardiner	39	24	34	35	22	48	154	35
1942	Knives & Forks ****	Peter Deppeler	Krina Dorrington	37	30	35	36	34	27	162	36
3261	City Lights	Mike Clarke	Jack Stephenson	38	34	39	37	36	21	166	37
2250	Euffamism ****	Les Kearney	Kaylene Dunston	41	40	32	39	37	24	172	38
2675	Freds Folly	Fred Steinkellner	Jim Callahan	35	25	36	41	41	48	178	39
2754	Pundra	Neil Joiner	John Foley	42	28	37	43	39	48	189	40
1890	Phoenix	Warwick Kinscher	Rachel Kinscher	36	41	38	40	38	48	193	41
1395	Seamist	**** James Croton	Lee Bubb Christopher Gillett	44	36	42	44	43	48	209	42
3745	Wirraway	Mark Gillett		40	48	41	34	48	48	211	43
2386	Uffavescence ****	Gregory Forster	David Spencer	43	48	40	42	40	48	213	44
1682	Force Five ****	Chris Weight	James Weight	46	45	43	45	44	48	223	45
1362	Georgie	**** Colin Lambell	Jo Leamon	45	44	44	47	45	48	225	46
551	Erica	**** Alexander McLeod	Michael Bagnato	48	43	45	46	46	48	228	47