



**Flying Fifteen International
Western Australia
Newsletter
*September 2003***



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President's Report

Welcome to the first newsletter for season 2003/2004. One of our aims is to ensure all Association members are kept well informed and this, and subsequent newsletters, are very much part of this process. My grateful thanks to those who have taken on this onerous task.

Congratulations to all the Ireland competitors. From reports it was perhaps not the most memorable of World's. However, for a time a WA World Champion seemed a very real possibility - well done to Rod Beurteaux and Chris O'Keefe who ultimately took third place.

Congratulations also to Nils Bluman the newly elected President of Flying Fifteen International. With Nils' indubitable enthusiasm and organisational skills and his sometimes, irreverent humour, our class is in very safe hands worldwide.

FFI-WA are already looking toward NZ with a number of social events in coming months intended to raise funds to support those who do ultimately go to the shaky isles.

After all the NZ Worlds are only 18 months away!

With two new boats nearly completed and two near new imports en-route from Hong Kong numbers continue to grow. Three of these owners entered the fifteen ranks through the classic or silver fleets. One real advantage of fostering

these divisions, at all levels from club to international, is the added opportunities it provides for sailors to join our class. Some of whom, as we've seen here, subsequently move into new boats. However, above all else we are the one class and our decision making ought always recognise this.

Season 2003/2004 will be a busy one as always. Elsewhere in this newsletter are listed the significant events planned for the summer. We are hopeful that the combined events and regattas in our calendar attract good numbers - the more large fleet racing we all experience the better.

I wish all fair winds and safe sailing.

Ron Humphrey

In memory of



John (Tally) Hobbs
1922 - 2003

Esperance's Ffodder

Having just returned from the Irish Worlds it feels like the seasons have merged. Chris Wells is our Vice Commodore this year and we are busy planning the coming season. With no open championships in Esperance this coming season, we have a fairly easy task. However, if the mountain won't come to Mohamed, then We look forward to some travel this year to renew the FF camaraderie.

I'm not aware of any top end boats entering the fleet, but we are hoping to see a few more Silver and Classic

boats out on the water. The EBYC was very fortunate last year to secure funding for 6 Puffin Pacer training boats. Last year we put 28 adults through a TL1 course, and some of these participants have indicated they wish to get out in a fifteen. Perhaps we need some coaching from the SoPYC on growing this fleet.

The EBYC fleet extend warm wishes to all other fleets for the coming season.

David Swan

Cambridge Dental Centre

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World Championships

2003 saw the Flying 15 fleet gather at The National Yacht Club, Dun Laoghaire, Ireland. Seventy-seven boats from 7 nations travelled to compete in the 14th World Championships, which was held on the waters of Dublin Bay.

Eleven Australian boats, including one classic, travelled to Ireland with accompanying entourage for the two week event. The management of the championships had been handed over to an "events company" rather than being run by club / association members and the resulting necessity to make a healthy profit and pay salaries was evident throughout the event. Despite this, the members of the National Yacht Club and boat yard team worked extremely hard and made every effort that they could to ensure the Championship ran smoothly.

Members of the Australian and New Zealand teams were surprised to find that their containers had not arrived in Dun Laoghaire frustrating their efforts to get afloat for a number of days.

Ron Packer/Peter Mudford, Nick and Janet Jerwood, Rod Beurteaux/Chris O'Keefe and Grant Alderson/Dean McAullay enjoyed some excellent sailing conditions whilst practising and tuning together prior to the Pre-Worlds. This ensured that the boats were on pace, going well and gave the all important "time in the boat".

The Browns (Tom and Victoria) and our President, Nils Blumann were having a few problems after having their car broken into and many of their personal belongings stolen. Nils was now stateless (without a passport) but still managed to become Commodore of Flying Fifteen International.

David Swan's borrowed northern hemisphere compass had turned out to be a southern hemisphere one and spent the event in the container. Luckily, Swanny and Casper borrowed another from the local chandlers.

The Pre-worlds and Irish Open National Championships were a five race series held over three days. With approximately 100 boats and one slipway launching in time for the race was a major exercise. Generally you needed to start launching 2 to 2½ hours before the race started. A team of young lads (and a girl) assisted with the launching and made a huge difference.

The Australian team started the Pre-Worlds with a bang. Nick and Janet Jerwood won the 1st race, Grant and Dean won the 2nd, Ron and Muddi won the 3rd. Going into the last race the Jerwoods were leading overall with Ron and Muddi in 3rd. However a black flag cost the Jerwoods the last race, leaving them 2nd overall. Ron and Muddi finished 5th overall.

The Pre-Worlds had showed that the Australian boats had speed and the capability to win.

One of the intensions of the Pre-Worlds is to provide the competitors with the opportunity to become familiar with conditions on the bay in preparation for the main event, the World Championships. However, the weather gods did their best to frustrate this. The Pre-Worlds having been contested in generally moderate wind conditions were followed by a change to light, variable conditions and later fog caused by a high pressure system which had parked itself over the UK and Ireland. This caused the race committee and sailors alike many headaches throughout the series, resulting in the loss of three sailing days and the series being shortened to 5 races.

Many hours were spent waiting on and off the water for the wind to arrive and some races were only started very late in the afternoon leaving the competitors to paddle in after the wind had disappeared totally.

Massive wind shifts during the race made the racing like a game of snakes and ladders at times and during one race the time limit came into play and some of the fleet did not finish. An excellent reflection of the conditions has been produced by Victoria Brown and Peter Barblet and can be found on the Australian Flying Fifteen website at www.flying15.org/aus.

Despite the arduous conditions, the standard of sailing on the water was very high, with every place being hotly contested. It became clear early on that consistency was going to pay big dividends.

Following a bad result in the first race, Rod Beurteaux and Chris O'Keefe proceeded to sail a consistent series to place them overall leaders going into the final race day. The high pressure system had now settled over the UK and left Dun Laoghaire in thick fog and fickle breezes. This left many believing that Rod and Chris had won. However, the race officer managed to squeeze in one race on the final day despite being unable to see the windward or wing mark at any time during the race. Lead boats were used to guide the fleet from mark to mark enabling the race to be

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Bill Bland via email at
wfbland@hotmail.com

completed. Rod and Chris battled for the overall win gaining many places on the last beat but a 19th place in the race left them 4 points short of the leaders and 3rd place overall. This is the best result an Australian boat has achieved for many years.

Ashley Smith and Kym Thumpkin from Queensland performed extremely well early in the series despite being unwell the previous week. Ashley also suffered from an injured back. They finished 11th overall.

Grant Alderson/Dean McAullay had an almost identical scoreline to the Jerwoods going into the last race with both boats vying for top ten positions overall. However, the Jerwoods discovered they had been black flagged (again!) which pushed them down to a very disappointing 23rd overall - Grant and Dean finished the series strongly obtaining 9th.

Ron and Muddi also had a disappointing series after their strong showing in the Pre-Worlds. However, they got a 3rd in the last race - which meant they didn't have to wait long to get their boat up the slipway.

Nils and Tom made a strong start to the series but could not maintain this as the wind reduced and the fog increased throughout the week. The other Esperance team, David Swan and Casper sailed consistently throughout in conditions they found very unfamiliar.

The South of Perth team, Greg Omay and Peter Vos, enjoyed the Guinness and social aspects. David Parish from Paynesville sailed with the infamous Ian Cleaver.

Leavo and Baddi (Glamour Buoys) entertained the competitors both on and off the water and generally kept the teams spirit up whilst waiting for the wind to come or fog to disperse. Baddi consolidated his position as Australian team wicket keeper and Leavo's medium paced bowling had many Poms dismissed.

Congratulations go to Barry and Sue Parkin, who won the World Championships on tie-break from Mike Hart and Richard Rigg. Barry and Sue are the first husband and wife team to win the World Championships.

The grand finale, the prize giving dinner was enjoyed by those who managed to get a seat inside the club out of the rain - some didn't get a seat - some didn't even get food (but what do you expect for \$70 a head?)

This will be a Worlds that will be remembered and talked about for many years to come for a variety of reasons. The Australian team are now looking forward to the next one which will be held in Auckland in 2005.

Jerwoods

The numbers were down on expectations, but the quality of racing was of a very high standard. A total of 23 boats – 18 Classics and 5 Silvers entered. Entries were from Australia, Great Britain, Ireland and France.

The racing for the classic fleet was scheduled for 5 races, commencing a day after the Open fleet started, and to finish a day before the Open fleet. All races were conducted over shortened courses of a triangle, sausage, finish format. This was brought about as racing was on the same course as the Open fleet. The Classics starting 10 minutes after the Open fleet. The courses for the Classics were planned to avoid clashes with the Open fleet. This generally was the case, except from the last mark to the finish of the Classics when the leading boats had to work their way through the tail-enders of the Open fleet. This was partially rectified after the first heat, when the finish line was repositioned to avoid sailing through the open fleet, who were under spinnaker. This situation could have been avoided, if a separate course had been provided. There seemed to be a total resistance from the host club to provide this, in spite of many meetings and objections from the competitors and FFI.

1st Heat Monday : This race was sailed in the best wind we had all

week. The start was delayed for several hours as we waited for a suitable supply of consistent pressure and direction.

Once racing was under way, it was a case of finding pressure and avoiding the tide. This race was lead from start to finish by AUS 2251. The three leading boats crossed the finish line within seconds of each other. Our lead was compromised when we had to work our way through the tail-enders in the Open fleet, and then had to cross through Open boats under spinnaker to get to the finish line.

2nd Heat Tuesday : NO WIND!
Racing abandoned! Boat park cricket today. Thank goodness someone brought a cricket bat and tennis ball. Test match skills on display all day with many pints of Irish ale disappearing and Australia winning the ashes.

3rd Heat Wednesday : This was a day that was best described as the longest day. Two races today. The scheduled start time for the Open fleet was 11.30am. Getting 100+ boats into the water via a launching ramp and out to the start required many boats in the water at 9.30am. After sailing around the bay following the start boat, we eventually got a start at 6.30pm! The wind was very light. AUS 2251 led at the first mark and extended the lead on both kite runs. At the bottom mark, the

shortened course was signalled and we just had to sail to the finish. We went to the right, only to have the wind totally drop half way to the finish. All boats behind could see we were becalmed, and sailed to the left. We came 10th and the boat that rounded the last mark in 13th place won the heat. Not the best day at the office! Arrived back at the yacht club at 8.30pm under tow.boats and were still being packed up at 10.00pm

4th Heat. Thursday : Only one race to be sailed today, as we got back to the club yesterday too late to signal a change of times for today. Many hours are lost to the RO today, as he waits to get enough wind to start. We get under way, with the tide running at a brisk pace. We go right

and get clobbered. Left was favoured. At the first mark we go around in about 10th place. A lot of work to do here! Peg back a couple of places on the spinnaker runs. The next windward work, our whole trip is on the line and we go right again. This time it pays off and we round the top mark in 5th place, and within striking distance of the lead boat. Our downwind run is not so good and we lose a place. The work to the finish is a match race between the first 6 boats. We end up 5th, and only about 20 metres behind the 1st boat. We had 3rd place, only to get fouled by a couple of open boats and having to go left, which means we approach the finish on port tack, and have to give way to starboard tack boats on the finish line. This costs us two places. The racing is very



close and any mistake is punished. Would be nice to do some hiking. At least we aren't getting jugs of ice cold water thrown in our face. That's what it felt like the previous week when it blew hard in the Irish National Championship. We now have sailed three heats.

5th Heat Friday : There are two races to sail today and we need to do well to have a chance of winning. We wake up to FOG! The whole Irish sea is covered in fog all the way thru to the Welsh coast. This is also the best wind we have had all week, 10-12 knots. There is much hope that it will blow out. By mid afternoon, racing is abandoned, with visibility down to 100 metres. The drone of the harbour fog horn is in the background. We kill the rest of the afternoon at the flicks and watch Terminator 3. Several of the Aussie team conduct an Aussie beer tasting session in the boat yard. Our championship is scheduled to finish today. The NYC and the race jury decide that the classics will race on the last day of the regatta with the Open boats. We still have a chance. **Saturday** : The FOG is still in, and we are greeted at the club by the postponement flag. We wait around

for a few hours, and it soon becomes evident that we will only have one race today, if we do get to race. We eventually all get into the water in a lifting fog, with directions to turn right at the harbour entrance. There is just enough wind to get us out of the harbour. We are met with a glassy ocean. We are bobbing around so badly that several boats drop their

mainsails. This lasts a hour. The wind finally arrives and we ghost off to the start boat. We then hang around the start boat waiting for the fog to lift. They try to start the open fleet, but have to abandon to start, when the fog rolls in with about two minutes to go. We eventually get a start, and head off in the direction of the top mark. The fog is still quite strong, and locating the mark, without a lead boat is a real challenge. We end up a bit too far on the right, which costs us. We round the top mark in about 8th place, but well within striking distance of the lead boat. The wind is light, and a real challenge to keep the kite full. Looking for wind pressure in a fog is no fun. The race becomes a procession. We end up finishing 5th again. A British boat that was tied for 3rd place on points with us, gets a flyer on the left side of the course, which gets him the three places he needed to beat us by to claim 3rd place.

Conclusion : We end up finishing four races. Our score is 1st, (10th), 5th, 5th – 4th overall.

The championship was marred by poor weather. The general feeling by the majority of the competitors was that the host club had not run the event in the best interests of the competitors. Many felt short changed. As some said. "SAILING IN IRELAND IS FUN". A lot was learnt, and I look for to the opportunity to compete again at this level.

Richard Blaquiére

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AUS 3063 : \$9,000

Current Australian Silver Fleet Champion,, SoPYC Club Champion 2001/2002 and 2002/2003.

Near new mainsail and jib. New spinnaker. Licensed road trailer.

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W/Bank Mk4, Good Condition, Jib and Main good, Spinnaker needs replacing.

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Electric Diamonds

AUS 2251 : \$5,500.00

Shand Mk 1. Well set up and very fast Classic boat. New metallic 2 pac paint 2002 all over

Most ropes replaced with spectra last season. Sails : Cassidy 1 season old. Main, Jib, Spinnaker. Also spare main (1) jib (2) spinnaker (1). Excellent race record.

Current WA State Classic Champion 2002/2003, current Australian Classic Champion 2002/2003, 4th in Classic World Championship, Ireland 2003.

Road Trailer:
1 season old licenced, galvanised road trailer. Excellent condition. \$1,000.00 if required with boat. Boat comes with a boat yard jinker.

Bunbury Barnicles

With the summer season fast approaching KBSC is undergoing a DIY rescue with the beach front lawn, retaining wall and reticulation system being claimed by a north-westerly storm earlier in the year. We are hopeful of having the Club facilities back to normal for KBSC's 50th Anniversary Opening Day which will be held as close as possible to the original opening day in early December.

The Bunbury fleet has seen a downturn in numbers due to overseas work commitments and some others not participating, due to their own reasons.

During the course of the forthcoming season it is planned to host two

major events for the Flying Fifteens. The first being the 23rd November 2003, hosting an invitation race which will be sailed under KBSC's club course and sailing instructions. The second, will be held on the March long weekend, being the inaugural regatta to be known as the "Country Championships" which will tie in with KBSC's club regatta open to all fleets. We are hoping to inject some interest in Fifteens down south with these two events.

Bill Bland

2004 State Titles Notice Board

This event will be hosted by Royal Freshwater Bay Yacht Club to be sailed out of the Royal Perth Annexe over the Easter long weekend. The area of Cockburn Sound, which is designated for this event, should provide many good spectator positions along and around the Fremantle foreshores. Grant and Muddi have already some of the major logistics in place for this regatta.

Note this one in your diary!!!

South of Perth

The off-season for the South of Perth Yacht Club has been relatively quiet with only a few boats venturing out for the Dewsons Frost Bite series. Variable marginal weather saw only a couple of boats attend each race, the series being used more for trailing boats which were changing hands or new crews. Needless to say the Sunday lunches and bar were enjoying a brisk trade.

With the new season now underway our usual large fleet will hit the water with all the club's major events commencing early in October. The likely focus will be the performance of two new Grant Alderson / Windrush boats purchased by Rupert Leslie and Peter Burtenshaw which will have only just hit the water. Initial interest will be to see how they perform against the club's other Open Division Fifteens and then against the Royal Freshwater Bay Yacht Club boats in an invitation race early in the season. It is rewarding to see the quality of the SPYC fleet constantly improving yet still

supporting large numbers in the Silver and Classic fleets.

SoPYC was represented by two Fifteens at the recent Worlds in Ireland. A creditable fourth position in the Classic fleet was made by Electric Diamonds sailed by Ian Anderson and Richard Blaquiére. Southern Star IV sailed by Greg O'May and Peter Voss were not so fortunate in the Open Division and finished well into the second half of the fleet.

SoPYC has four boats attending the Tin Can Bay Nationals and currently the club section is busy supporting fund raising to make their task a little easier. As usual the section members don't mind an excuse for a social event and has a number more planned.

It promises to be an interesting season with the strengthened fleet focusing on greater participation with other clubs and events.

Paul Stead

***We are looking for high density digital photos of
Flying Fifteen events for our Newsletter.***

***If you have any that you wish to publish
please forward to:***

kcoleman@extragroup.com.au

Freshie's Forum

This winter has been fairly quiet in the boat park as some of the Freshie fleet has been away at the World Championships in Dun Laoghaire, Ireland. The 5 Freshie boats that competed at the Worlds should be proud of themselves in very trying conditions. We all had reasonable results but were erratic as was the wind. The regatta was very light which made it a bit of a lottery and meant that a good start and drifting the right way was the correct thing to do. We are all looking forward to the return of the container and rigging our boats in time for Opening day in October.

Bruce is giving the association boat a bit of an overhaul for the coming season. After winning the most improved trophy last season, Hamish and Ray will be a force to reckon with this season. Levo and Baddie after only few pints of the local Black brew in Ireland (I said only a few!) will be on fire for this season. Watch out for Clive with his new crew and John Wilson who showed some excellent form last season. Lets hope for a better Opening Day than last season when it blew 30 knots and lets all have a great season.

Grant Alderson



Flying 15 Season 2003/2004

Invitation Events

DATE	EVENT	CLUB
Sat 4 Oct	RFBYC Opening Day : 1400	RFBYC
Sun 5 Oct	SoPYC Opening Day : 1400	SoPYC
Sun 26 Oct	Invitation Race at SoPYC : 1400	SoPYC
Sat 22 Nov	Invitation Race at RFBYC : 1400	RFBYC
Sun 23 Nov	Invitation Race : 1400	KBSC
Sat 6 Dec	International Classes Regatta : 1630	RFBYC
Sun 7 Dec	International Classes Regatta : 0930	RFBYC
Sat 13 Dec	International Classes Regatta : 1630	RFBYC
Sun 14 Dec	International Classes Regatta : 0930	RFBYC
Sun 22 Feb	Invitation Race at SoPYC : 1400	SoPYC
Sat 28 Feb	Labour Day Regatta : KBSC	KBSC
Sun 1 Mar	Labour Day Regatta : KBSC	KBSC
Mon 2 Mar	Labour Day Regatta : KBSC	KBSC
Sat 13 Mar	Association Rottneest Weekend	
Sun 14 Mar	Association Rottneest Weekend	
Sun 28 Mar	Invitation Race at SoPYC	SoPYC
Fri 9 Apr	State Championships RPYC Annexe	RFBYC/RPYC
Sat 10 Apr	State Championships RPYC Annexe	RFBYC/RPYC
Sun 11 Apr	State Championships RPYC Annexe	RFBYC/RPYC
Sun 18 Apr	SoPYC v RFBYC Teams Race	SoPYC
Sat 24 Apr	RFBYC Closing Day	RFBYC

FFIWA Newsletter

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