

national executive

President

Nick Jerwood
22 Beatrice Avenue
Shelley
Western Australia 6148
Home 08 9259 4446
Email jerwoods@optusnet.com.au

Secretary

Ron Packer
58a Leake Street
Peppermint Grove
Western Australia 6011
Home 08 9384 1373
Work 08 9481 0965
Mob 0418 928 950
Email ron@packer.net.au

Treasurer

Jeff Vance
9 Lisa Place
Mount Pleasant
Western Australia 6153
Home 08 9316 2666
Work 08 9434 7286
Fax 08 9434 4177
Mobile 0400 055 100
Email jeffgina@iprimus.com.au

Front cover

Grant Alderson and Dean McAullay aboard 'No Bull', the guys sailed extremely well to take out the 2005 Australian Flying Fifteen Championship in Adelaide **PS** and the New Zealand Nationals (pre-Worlds).

Chief Measurer

Ray Sebo
48 Somerset Crescent
Mosman Park
Western Australia 6012
Home 08 9385 6230
Fax 08 9385 6230
Mobile 0409 906 535
Email sebor@bigpond.com

Publications Officer

Lyn Wallace
25 Wavell Street
McKinnon
Victoria 3204
Home 03 9557 1162
Fax 03 9557 1162
Mobile 0414 292 289
Email wallace-carroll@netspace.net.au

Website

www.flying15.org/aus

Inside back cover (clockwise)

Paul Altmann sailing Elffin at Port Melbourne. 2005 **Nationals** – the fleet starting heat seven, a restart was inevitable; one of the patrol boats laying the course; the fleet from an apartment in Glenelg (a great sight from afar); the Adelaide Sailing Club from the course; the fleet under spinnaker; a consistent sight – congestion at the first mark...and our National champion 'No Bull' on her way to winning one of her heats.

president's preamble

Summer 2005 President's Thoughts.

Hello again. I hope you are all still busy enjoying your Flying Fifteen sailing and planning the next go faster addition to your boat. Our National Championship has again proved to be a great social and sporting success, bringing together sailors from around the country, enabling us to swap ideas, sailing techniques and stories. We were lucky and thrilled to welcome overseas visitors to the Nationals and show off the excellent sailing conditions. The participation of international sailors in our major events is a trend that should be fostered and one that will endure if Australia continues to stage events that are as pleasurable as the week we spent at Adelaide Sailing Club. I must take this opportunity to thank those members of the South Australian Flying Fifteen Association and Adelaide Sailing Club for all the hard work that went into the event making it such a resounding success.

Congratulations also go to the competitors for attending in such numbers, fifty-two boats in all. Without you there would be no event. There continues to be a healthy interest exhibited by both the Silver and Classic divisions from all states. The energy displayed by the sailors in these divisions is an inspiration and is evident from both the enthusiasm and skills shown on the race course and participation in discussions during our AGM and by the letters I have received following the event. All of which are welcomed.

Your feedback will enable the event to evolve into something that we can all feel a part of. If you are a Silver or Classic division boat owner and are wondering about attending a National Championship I urge you to step forward and make the effort to attend. The sailing and social scene are great fun and your participation will help the divisions develop further into an integral part of the Flying Fifteen racing at a national level.

Most of the feedback I have received has been helpful and constructive. However one issue raised at both the AGM and in subsequent letters deserves some explanation in this article. The use of a yardstick has been suggested to correct finishing times of boats within the Open fleet. Whilst a novel idea that can be used to increase participation in club fleets, it is totally incompatible with class racing at a championship level and has no place at our National Championships. The Silver and Classic divisions within the main fleet are set at clearly defined performance break points and enable the older and inherently slower designs to measure themselves against boats of similar vintage and to gain the recognition that comes with success. Any attempt to set a value against the potential performance of differing designs will prove divisive and unworkable. There are far too many variables to make a yardstick system work, for example, spinnaker chute versus bags, Mark 1, 2, 3, 5, 9, 9 smoothie, 10, faired 10, Windebank, Ovington, Sailpower and Shand builds, not-to-mention mast makers, sail makers, hull materials and keel shapes. Need I continue?

president's preamble continued...

Probably not, I know you can think of more. Needless to say all of these factors have an effect on performance and should be considered in a yardstick system if it were introduced. There is no way of doing this and it would simply fall to the handicapper to guess or adjust the yardsticks and hence decide the winner of the event. Having helped administer a national yardstick system in the UK. I am fully aware of the pitfalls of performance based, returns driven systems and they cannot deliver an accurate measure of an individual boat's performance for all weather conditions, crew weights and abilities. The principle governing class racing is that the first helm and crew across the line in a boat that conforms to the measurement rules of the Flying Fifteen class is the winner and that is the way it should remain.

Another topic that was raised during our AGM was that of class promotion. There are a number of active members that do a great job promoting the Flying Fifteen. However, with a bit of extra effort we can do a much more effective job. This is certainly going to involve spending some of our hard earned cash, but the members at the AGM clearly indicated that this is one way in which our funds can be used to build both participation in, and awareness of Fifteen sailing. If you have any bright ideas about how we can cost effectively promote our class, please forward them for consideration.

Australia has the opportunity to host the 2009 World Championships, it is Australia's turn on the rotation system used by the international association. FFI-A are hopeful that the preferred venue, Royal Yacht Club of Victoria (RYCV), located on Port Phillip Bay will be granted official approval at the meeting of FFI council members during the World Championships in Auckland. RYCV was chosen after a long and exhaustive selection process because of its excellent facilities both on and off the water, the clubs enthusiasm for the event and Victoria's long term commitment to a successful and active Flying Fifteen class.

Many of you may have noticed that our national web site has not been updated for some time. This is because, after many years of tireless devotion to the benefit of FFI-WA and FFI-A, our webmaster (Glenn Porter) has retired from active duty in the fleet. We therefore have an excellent opportunity for an enthusiastic member of our association to help out by taking on the maintenance of this very important and useful association asset. If you are able to take on this position please let me know.

I wish the Australian team and the Classic and Silver division sailors every success in the forthcoming World Championships, Classic and Silver regattas and let's hope this year we get an Australian World Champion (as well as Classic and Silver regatta success).

Nick Jerwood
Spot The Difference 3743

general reports...

2005 Adelaide National Championships

A strong fleet of 52 boats competed in the 43rd Flying Fifteen National Championships held at Adelaide in January. Hosted by the newly formed South Australian Flying Fifteen Association and the Adelaide Sailing Club on Holdfast Bay in Adelaide, the Championships provided a wide range of open water sailing conditions.

Despite race conditions varying from absolute drifters to stiff 25-knot winds the Adelaide setting provided an ideal venue for the east and west coast fleets to meet. Again the Western Australian boats dominated the fleet, however, with visiting boats from New Zealand, England and Scotland competing an international flavour was added to the event.

Consistent strong winds from the southwest several days before the start of the competition looked promising for a strong weather series. Building south-westerlies create a strong swell in Holdfast Bay providing plenty of opportunities for the Flying Fifteens to surf on the downward legs.

However these conditions were not to be and lighter, more variable conditions persisted for most of the Championship.

The invitation race was typical of this light weather pattern. The race was sailed in a 5 to 10 knot southwesterly, with a residual sloppy chop from the previous day's strong winds. The race was won by Escalator from Western Australia, sailed by former World

Champion Graeme Lillingston and crew Ed Repsevicius, who was championship crew from the 2004 Championships in Tin Can Bay, Queensland.

With the Invitation Race out of the way the fleet was anxious to commence the Championship proper. An early morning view of the race area and the forecast for light winds indicated that conditions might favour the lighter crews. Bad news though, the sea breeze was so light that it failed to make any impression at all. Races were postponed at 12.30pm, finally being abandoned at 4pm. The next day forecast was for strong northerlies ahead of a southwest change. The Race Committee scheduled three races back-to-back the next day, commencing at 11am. The forecast was spot on for the first three races. Hot northerlies steadily building before fading in the afternoon made for two short courses for Races 1 and 2. Ron Packer and Peter Mudford sailing Affrodisiac took out Race 1, with Nick Jerwood and Richard Rowell sailing Spot the Difference winning Race 2. The northerly wind began to fade for Race 3 and the shortened course flag was brought out. Nick Jerwood and Richard Rowell recorded the win in this race.

Three races were again scheduled for the third day. The south westerly change had come through and a nice 10 – 15 knot breeze provided plenty of anticipation as the fleet headed out for a 1.00 pm start. It was a No Bull day. Western Australians Grant Alderson and Dean McAullay sailing No Bull posted two first placings, in Races 4 and 5, with a third in Race 6.

general reports continued...

However, Victorian boat, Grin and Bare It sailed by brothers Craig and Ian Rainey, sailed well to win Race 6.

Races 7 and 8 on the next day provided some frustrating and variable conditions. A light northerly of 5 – 10 knots in Race 7 saw Alderson and McAllay in No Bull start to consolidate their hold on the Championship. However, a swing to a very light south-westerly drifter saw Queensland pair Ashley Smith and Kym Thumpkin sailing Fully Active Board score a win, followed by Alderson and McAllay second. The second placing by Alderson and McAllay saw them placed in an unbeatable position for the Championship.

Conditions could not have changed more dramatically for the last day and Race 9 of the Championship. A strong and building south-westerly of over 25 knots produced some exhilarating racing. New Zealanders' Aaron Goodmanson and Alister Rowlands, sailing Ffortune won the race with Jerwood and Rowell in Spot the Difference second. The day belonged to the whole fleet, however, with all enjoying some exciting downwind running surfing the building swell. The buzz ashore and story telling after the race ended the series on a high note.

Overall winners of the championship and the Coweslip Trophy were Grant Alderson and Dean McAllay in No Bull. Second place was Ron Packer and Peter Mudford in Affrodisiac with Nick Jerwood and Richard Rowell in Spot the Difference third. Visiting New Zealanders, Aaron Goodmanson and Alister Rowlands in Ffortune were fourth with Queensland crew Ashley Smith and Kym Thumpkin fifth.

The Silver Division was won by Western Australians Adele Frean and Travis Burtenshaw sailing Stress Free Zone, while first place of the Anniversary Trophy in the Classic Division was drawn between Reagan Burden-Bear / Les Kearney and Ian Lane / Darryl Langdon with the tie being broken only by the second and last provision of the tie break rule. Third place was won by Peter Briton-Jones and Peter Mitchell.

A high standard of competition was maintained throughout the championship resulting in a very strong team selected for the forthcoming biennial World Championships to be held in March in Auckland New Zealand. Next years' National Championship will be hosted by the Canberra Yacht Club on Lake Burley Griffin.

*Michael Robinson
Stiff Uffa Lip*

vale paul altmann...

Life Member* by Paul Altmann

I have been asked to put a few notes together on the circumstances, which led to my appointment as Life Member of the Flying Fifteen Class.

I commenced sailing in 1960 in Heron dinghies at Connells Point Sailing Club in Sydney with my son Ralph as my sailing teacher and my wife Suse as my crew. When we relocated back to Melbourne, I joined Elwood Sailing Club and my daughter Vivien took on crewing for a few years. At that stage Elwood had over 40 Herons most of these were sailed by family members, which created a wonderful friendly environment with many lasting friendships. I found the same later when sailing the Flying Fifteens.

When we felt that sailing the Heron became a little too tame, several members bought Flying Juniors, a 12foot dinghy, which had the additional feature of a spinnaker, and was quite a challenge to sail, specially in heavy conditions.

I had heard about the Flying Fifteen from Bob Boynton, a former National Champion and President of the Class, who worked in the same firm, and I had frequently seen and admired at boat shows. I was impressed with the construction of the boat which would make it perform like a dinghy but with the 400lb keel made it self righting. This would make it far easier to handle in heavy conditions and seemed an ideal choice for me. In 1978 with the help of Tony Sherwin, I bought my first Flying

Fifteen, built in Perth for the first World Championship. Transport from Perth after the championship turned out a disaster on the back of a semi-trailer when the bow of the boat got smashed against the steel frame of the boat trailer. After many arguments with the insurance company and the Perth yacht club who had loaded it for me, it was finally fixed and the yellow hull boat, 'Elffin' sailed regularly at Port Melbourne Yacht Club.

As waters at Elwood were not suitable for launching keel boats, we moved to Port Melbourne Yacht Club where we had to build a crane on Station Pier to handle the Flying Fifteens in and out of the water. This was a great combined effort by members, with me providing the design and the hoist, Tony Sherwin the steel and Nigel Peck the switchgear. All labour including welding, assembly and erection was done by the members.

While the crane was under construction, we used the St.Kilda Marina as a base to launch our boats and sailed across to the starting line at Port Melbourne. Sailing in this part of the bay was very satisfactory mainly due to the flat water conditions in northerly winds. Unfortunately, the Ports and Harbours Authority later decided to provide other facilities on our part of Station Pier and gave Port Melbourne notice to remove the crane. This finished all Flying Fifteen sailing at Port Melbourne and in 1981 several of us moved to Mornington Yacht Club. MYC had a very active Flying Fifteen fleet, with excellent sailing and social facilities. My family decided to get a beach house at Dromana as a base for my weekend sailing but that had only limited success.

vale paul altmann continued...

In 1989 I purchased 'Floating Pound' which had done very well in championships and I sailed her with Tom Speedie as my crew until 1994 when I decided to retire from this active sailing and sell the boat. Since then I regularly crew on a 40 foot keel boat at the Royal Yacht Club of Victoria and radio-controlled model yachts on Albert Park Lake

During my time of sailing Flying Fifteens, I sat on the Victorian committee as Victorian State Measurer and coordinated the measuring activities of measurers in Melbourne and country Victoria. In 1985, Tony Wood invited me to take on the job of Chief Measurer and Technical Officer for Australia, when he became Australian President. This involved coordinating measurers and measuring techniques throughout Australia and negotiate with the FFI International measurer in the UK in controlling rules and procedures. When Victoria took over the running of the National committee, I served as Chief Measurer under Nigel Peck, then National President, with Fred Jensen as Secretary from 1990 -1993. This was a very active committee, which met regularly in NHP's boardroom with the great help of Nigel's charming and capable secretary, Carolyn Jenkins. We went to great trouble to standardise all FFI rules and procedures and set them out in a loose-leaf handbook for distribution to all members, in the hope that future committees would keep them up to date. Fred Jensen also contributed a number of fascinating stories of members with war time flying histories, which added life to the handbook.

As I retired from work, I considered setting myself up as a professional yachting photographer and took many pictures at Flying Fifteen championships, generally from a committee boat located near the leeward end of the starting line or other marks. Many of my sailing friends have copies.

At that time control of the Flying Fifteen hull shape and other rules were in considerable confusion. Uffa Fox, when designing the Fifteen in about 1937 had intended the boat to be suitable for home construction and had provided a plus/minus 1 inch tolerance on hull measurements, with the proviso that the tolerances were not to be exploited for performance benefits. Apart from these large tolerances, hull plans were distributed on paper prints from which templates were cut locally of masonite or plywood. Both paper prints and masonite/plywood templates had large variations in size with temperature and humidity. When boats from different international builders first met at World championships, it was realised how much variation actually existed between boats from different builders. Bill Shand, the main Australian builder had not used the measuring tolerance for performance advantage and had been overtaken by builders in the UK as some of them had obviously exploited the tolerances and produced faster hulls.

We took the matter up with the Chief Measurer of Flying Fifteen International (UK) and proposed much tighter hull tolerances and more logical hull shape rules. President Nigel Peck engaged a publicity firm to help us put our proposal

vale paul altmann continued...

on video tape which was sent to FFI for distribution to British clubs, and to other national offices throughout the world. There was however much disagreement with the Chief Measurer of FFI about the Australian proposal and our video was never distributed. We finally agreed to an alternative British proposal to base the modified hull shape on the most successful hull currently built in the UK by Windebank. There was to be a tolerance of plus / minus 7.5mm in place of Uffa Fox's plus / minus 1 inch tolerance. Tony Wood with my cooperation drew up a new set of plans (on stable film) and these were finally voted in by international rule change ballot. I converted these hull shape line drawings into a computer program from which I had identical steel templates cut by laser for all Australian measurers.

I understand that they are still pleased with these templates and Bill Shand assures me that boats built since that time no longer differ noticeably in hull speed. There has also been requests

from overseas Flying Fifteen associations for the computer program to enable similar templates to be laser cut there. Cross-sectional templates for the keel could not be included because there had not been any discussion on the subject and there was then no basis for standardisation but that has since been done.

I have found the Flying Fifteen the most enjoyable boat to sail, out of the various classes I have been involved with.

I am not sure whether my activity in the class really deserved nomination as Life Member but I regard this as a great honour.

Paul Altmann
Life Member

***Ed's note:** Paul wrote this article for a series of Fortissimo issues (Vic newsletter) whereby I introduced Life Members to the members of Victoria. I trust all national members will enjoy the article to remember a truly fine gentleman



Paul Altmann with his much beloved remote-control Marblehead at Albert Park Lake in Melbourne, Victoria.

canberra calling

ACT Happenings and Invitation to Nationals in January 2006

In the rarefied atmosphere of our National Capital (where the pollies stay infrequently and move back to their constituents with almost indecent haste) we have a good solid local population of over 300.000, normal people, who quietly go about their business. We even enjoy sailing Flying Fifteen's on our Lake which is at the centre of our growing and now vibrant city.

For those who haven't been to Canberra for some time it really is worth a holiday and some sailing and we would be delighted to see Fifteeners and their families at the Nationals in January 2006. The Commodore of the Royal Highland Yacht Club will once again entertain us at the Presentation Night.

Inland lake sailing does have its challenges. It's a shame the strong Australian Olympic team lacked light variable wind racing experience because the Brits certainly did master these conditions to again do very well. So those sailors particularly to our South and West, please think seriously about making the BIG trip and come and have a great holiday and some demanding sailing with plenty of fun thrown in.

Our fleet is on the increase with two new starters in the new year, one and one silver. Although our four participants at Adelaide were well down the pecking order it was a revelation to see the quality of the top performers, their boats and their skills and we will be trying very hard to improve for our Nationals. John Tracey a newcomer to the class, had a 4th and a 9th in Adelaide so we will be trying hard to better this on our home ground.

The Twofold Bay Regatta at Eden was held again in mid February. It was a pleasant break to again go sailing in this beautiful bay which was once considered as the prime location for our National Capital! The only real drawback is it being a port, it was difficult to defend against naval guns so here we are with the ACT in the middle of NSW. If the regatta doesn't get the support of numbers, then Flying Fifteens will not have their own class at next year's regatta.

We are looking forward to having a few 'big shots' here in January 2006!

*John Hosking
Final Fling 3687*

Ed's note: Rumour has it the ACT President John Hosking, is still removing fish from the boot of his car after filling it with water, launching the boat off the ramp at the Nationals in Adelaide!!!

new south wales news

Flying Fifteen activities in New South Wales 2004

2004 has been a formative year for Flying Fifteens in New South Wales. We managed to hold a State Championship for the 2003/4 season and one for the 2004/5 season.

First and foremost I would like to thank the people that made the effort and travelled to these events. The weather did its best to put a dampener on the weekend literally, but the weekend had some good points.

The Flying Fifteen stand at Sailexpo attracted some interest...people with boats and others that were interested in getting a Flying Fifteen.

We looked at running the a Championship in November, there was no point waiting another 18 months we needed to strike while the iron was hot. The NSW Flying Fifteen Championship was run and won for 2004/5. There were two major winners, one being the NSW Flying Fifteen Association the other being Clive and Ann Arnold from South Australia.

Saturday produced a blustery onshore wind that made exiting the dock difficult. As most of the fleet hit the water a southerly change hit with gale force winds. Boats were scattered all over the bay and the first race was cancelled and then the whole day.

Sunday proved to be a much better day with four races run. All that was left after a tiring day was to pack the boats and hand out rewards for effort. Clive Arnold won the Bookeria Trophy as NSW Champion with a fine effort in Silver against Moderns; it was also Clive's day as he won the Silver Division picking up the Taurus Trophy. James Manion won the Classic Division taking home the Instant Replay Trophy.

NSW Flying Fifteens are progressing at a slow and steady rate and the help of other Flying Fifteen Associations and their participation in our events is greatly appreciated. Next years title will be bigger and better and we hope to see more and more participate.

Keith Manion is slowly working through the process of getting the Association recognised by YANSW. We would like to formalise the NSW Association as we have eight boats for registration and we would like a spot on the calendar for the National titles down the track. The next event we have scheduled is a Match Race event at Sailexpo in March, details coming soon.

*Andrew Rennie
Magic 2343*

queensland's quantum

The Queensland Flying Fifteen season opened in August with a weekend Winter Series hosted by the Sandgate Yacht Club in Brisbane. Excellent organisation by the Sandgate Yacht Club and moderate winter breezes and mild temperatures made for competitive and close racing. On top of the racing the weekend was memorable for the debut of Bill Mathews' new Western Australian import – John Henry 5 (ex Southern Star V). Unfortunately, Bill and his crew, Graeme Dobson, encountered that sinking feeling when they inadvertently dislodged the self-bailer during racing on the first day. Refastening of the bailer was undertaken overnight and Bill and Graeme found the expected boat speed on the second day. Overall winners' of the weekend were Ashley Smith and Kym Thumpkin in FAB (3718).

Overall, development of the fleet in Queensland continues steadily. The Tin Can Bay fleet continues to enjoy good racing. Generally light breezes up to Christmas have tended to favour the Classic boats with Tin Can Bay Yacht Club Commodore Geoff Watts and his crew, Alan Jones, in Reliance IV (1677) taking out the first two series of the Club Championship on handicap.

The fleet at Sandgate continues to grow with the addition of new members and boats. Club Captain Ron Walker purchased Reliance Ffenty (3709) renaming the boat, Ghost Magic. Ron's old boat, Soggy Sox, was purchased by club mate Laurie Williamson who has now moved into the open class. Secret Fifteen previously sailed by Laurie is now sailed by Laurie's father, Greg, adding some father / son competition to the racing mix at Sandgate. The Sandgate fleet has been able to generate ongoing interest in sailing Fifteens on Moreton Bay and have been able to welcome the following new members – Craig Hoffman in (Roast Beef), Geoff Norwood (Fugue), Andrew Dalley (Fur Elise), John Ansell (Finely Forty) and Michael Robinson (not me!) in Uffavescence. Additionally long time Fifteen sailor Graeme Dobson could no longer resist boat ownership and has purchased Belmont Express renaming the boat Free to Air.

Another interclub series was hosted by Sandgate during December in the lead up to the Adelaide Nationals. Seven short races were held on Saturday with two races of the Sandgate Club Championships on Sunday. This was an excellent format and provided some fast and close racing, with the short course ensuring that the fleet stayed pretty much in contact. Visiting Victorian sailmaker, Jamie Thomson skippering Gun 'n' Dunit (3620) with owner James Croton added some further spice to the competition and took out the weekend series.

queensland's quantum's continued

Congratulations to the South Australian Association and Adelaide Sailing Club for a great National Championships. The Queensland boats had a great time with all things South Australian. Memorable experiences included practising starts (plenty of recalls) and course changes, dangling your boat from the skyhook crane (for some), surfing waves when the breeze was up and carefully picking your way to windward when it wasn't.

Enjoyable off course memories included digesting spicy German sausage and beer at Hahndorf and not making it past McLaren Vale's wonderful wineries on day one of the return trip home. Most of all it was great to catch up with and race against friends from around the country. These are the things that make a great nationals campaign. Congratulations also to all those who made the Australian team and best of luck in the Auckland World Championships. Five Queensland boats, FAB, Ann Susett, Phantom, Ghost Magic and John Henry are packed and on their way to the pre-World Championships at Auckland.

We wish them and the rest of the intending Aussie Fifteen invasion to New Zealand good sailing.

*Michael Robinson
Stiff Uffa Lip 3710*



Ashley Smith and Kym Thumpkin on Fully Active Board, the best performing Queensland boat at the Australian Championships.

southern saga

The Nationals have been the highlight for South Australian Flying Fifteen sailors this summer, especially for the nine boats that competed.

The Adelaide Sailing Club were praised by participants for their excellent race management and the trueness of the courses they set. The Club was appreciative of the support they were given by the sailors.

Race nine on the final day was blustery, and many excellent photos were taken, of planing and / or surfing boats. Some submersible Flying Fifteen's too!!

The only local in the Open Division was Bryan Inns and Andrew Barr on Ffoxy11. He was 32nd, with an eighth in the final race, suggesting he was coming to terms with his chartered boat. In the Silver Division, Clive Arnold and Dean Henneker on Frivolous was unable to repeat his success in Queensland, and came third. Ellen Fisher and her father Mike chartered a boat and sailed commendably on a 'foreign' craft.

Most of the locals were in the Classic Division, and hence most local interest was in the ten entries. Aptly, the first local boat was Torsten (2101), sailed by Peter Briton-Jones and Peter Mitchell. They were third in the division. This was a fitting reward for Peter whose energy and enthusiasm in the organisation of the Nationals may not have been recognised by all those who took part. Mention must also be made of Jane Mitchell who worked tirelessly towards the event.

In fourth place was Trevor Baker and Aaron Heritage on Mexican Wave (2249). This was a good result for Trevor who has only been on this boat for a short time. In fifth place was Max Fry and his daughter Lauren on Scallywag (1671). Max had totally refurbished this boat and done a great job with it. In sixth place was Peter James and Mike Monk on Fiasco (1672), honorary South Australians for the week. In seventh place was Brad Briggs and Charles Irwin on Flying Squad (2345). They missed the first two races and sailed well at times in the remaining races. In ninth place was Bryan and Fiona Lindsay on D'Uffa (2690).

It will be interesting to see whether this event leads to bigger fleets in South Australia.

There were discussions between some Victorian crews and locals about venues and suitable dates for sailing meetings in the future.

The South Australia State Titles will be held in the second weekend of April, with six races to be held over two days in Goolwa.

*Bryan Lindsay
D'Uffa 2690*

victorian voice

Victoria's Flying Fifteen scene has remained active since our last newsletter... the year kicked off to some very strong breezes across the state, so much so the first of our annual Traveller's Series was cancelled at Apollo Bay. This was due to the massive weather in Bass Strait, creating a silt problem at the mouth of the harbour...pity as we missed the annual hospitality of the Apollo Bay guys, we have all grown to love.

We had a fleet of 15 Victorians plus our token Scot travel to Adelaide for an interesting series, four boats qualified for the worlds and three took up the offer and have now packed them neatly in the container and are on voyage as this goes to press. Well done guys and all the best in New Zealand – Fizz, Grin and Bare It and Gripple Nipper.

Around the clubs...Apollo Bay has seen some activity (not a lot due to blow-outs), with Lids showing the way. Apparently Lisa is still in the hunt for club championship even without her boat being in the water...mid February she was finally launched, I understand it a pity for the launching, as the boat is a piece of furniture! Amanda and Gary collected a fair share of the handicap awards at the Nationals, not-to-mention, a club boat winning the Classic silverware.

Cairn Curran with a bit of drought relief has seen most boats on the lake each week. Andrew 'Noddy' Pollard, along with another ex Fifteener Michael McCarthy have purchased the 'yellow' boat and doing well with the old Silver.

I also understand Chris Weight has sacked young James (currently playing jackaroo in Tennant Creek), and will have his brother for a cameo appearance at Paynesville for the State Titles.

Speaking of the States, Gippsland Lakes are gearing up for what is being described as an 'event not to be missed'. If their past National's performance is anything to go by, then it should be a great State Championships. Rumour has it, about 30 boats will be attending from all over the state and also Canberra...can we entice any other interstate people? With the Rainey's in New Zealand, will the 'master' come though with a home advantage?

Back to the bay...Royal Brighton currently have six boats preparing for the State Titles. The age of the crew for the Fifteens vary from teenagers, coming through the Cadet dinghy programme, intermediate members – graduate cadets and senior cadet coaches. Royal Brighton is in for contention to host the 2007 Australian Championships, however a final decision will not be made until January 2006 in Canberra.

Mordialloc Sailing Club have grown to a fleet size of 15 boats. Not all have been seen on the water at the one time, pity, as the sailing would be great. With Fizz on her way to New Zealand, Ffirm (now named Slytly Ffirmer) is in for major repairs after being holed by 'no-one' in Adelaide, Brian without a crew and nursing a shoulder injury, the top three boats have all taken a break, giving the rest of the fleet a turn of taking line honours.

victorian voice continued

Davey's Bay combined races with Mornington have really been the highlight of the season so far; double the number of boats, some new competition and short, sharp racing has been most enjoyable. The consensus is to hold this as a monthly event. DBYC lost several weekends before Christmas due to lack of wind so our two entries for the Nationals were out of practise, which showed in the results. Since Christmas we have had 7 or 8 boats. It is nice to see some new members sailing Fifteens and our numbers slowly increasing after a few years in the doldrums.

In a season that started 15 weeks ago, Mornington Yacht Club have completed just TWO of 12 rounds of the Club Championships. What a crazy season! Everyone has had some 'hero' status at some time or another, but a lot of inconsistency. With members selling off boats and others acquiring them, the fleet has remained consistent. With two competitors at the Nationals, one sailed well and achieved their goal of a top half result and the other was firmly lodged much farther back, and showed a lack of experience in such a large fleet! We are looking to have five boats at Paynesville, which is something of a record for an 'away' regatta, so whilst the numbers are not big, the enthusiasm is.

Lyn Wallace
Supertoy Plays 3761

Ed's note: Congratulations to Bill Shand and David Parish on Relience Ffenty Ffun for winning the Victorian Championships at Gippsland Lakes Yacht Club...a deserving effort for two longstanding stalwarts.



Craig and Ian Rainey on 'Grin and Bare it', the best performing Victorian boat at the Australian Championships.

western waffle

**NO REPORT RECEIVED
FROM RON HUMPHREYS**



Laurie Williamson and Iain Mitchihill on Soggy Sox (Queensland) disappearing into the waves at the Adelaide Sailing Club during the last heat of the Australian Championships.

read with interest...

To Perth and back and bugged...

25 December Left Lindenow 6am on Christmas Day 1978. Met Bob Beard at Athol Lidgett's, left Toorak after a phone call 9.15 am. Heck of a fright at Lidgett's, it sounded like Dad's pistons were trying to get out. Re-adjusted the timing and the knocks disappeared. Met Laurie Bach at Horsham at 1.30 pm. Bob's mudguards (trailer) broke at Murray Bridge 3pm so he removed them. Camped the other side of Adelaide the first night 7.30 pm.

26 December Left caravan park 7.30am, made it to Nullabor Station second night. I drove into blinding sun last few miles. Couldn't see a thing except for the black outline of a wombat on the road ahead, so I slowed right down. Should have brought billiard balls to play on road during stops. The nullabor road is the best stretch we have travelled this trip.

Bill Shand has a suspect universal which we checked at Nullabor. Bob's (Beard) exhaust broke and we repaired it at Ceduna. Arrived Nullabor 8.30 pm. Could not bang tent pegs onto ground because it was so hard. Bore water – Yuk!!

27 December Bob dragged us all out to see sunrise at 7.00am. Left freezing cold. We have the heater going in the car, it's too cold to endure, even though we know it will get very hot. Anyone who complains about the GLYC toilets should come and use the showers and toilets at Nullabor Station.

At a petrol station on the SA and WA border, they had a sign stating that they had the cheapest petrol until Norseman, but it was 28.7 cents per litre. But it was the cheapest 29.2 next stop.

Bill's universal is getting worse so he is driving faster so that he gets to Perth before it fails completely. It has been good travelling because of good cloud most of the time. Nobody knows what time lunch is because of the different time zones. Bob says it's 1.30pm and Bill says it is 11.00am. Halfway between Balladonia and Norseman I was driving Bob's Monaro, when we stopped to check the boat trailer tyres. A tie rod end had unscrewed itself and chewed the tread off. They were okay. so I drove on and about 2k. down the road met Dad and Laurie (Bach) because they could not see us coming. Then when I drove off Bob's muffler fell and dragged on the road. I stopped and while Bob was fixing it I adjusted the tie rods on the trailer.

I jumped into the car and turned the ignition on and nothing happened. An earth lead had come adrift. We made it okay the next time.

Could not get into a camp park at Coolgardie, so we camped on the side of the road. Bill is telling egg jokes again. Bill arrived at the fruit fly block ahead of the rest of us, and the inspector sees a bag in the back and asks "what sort is it", it's a potato bag says Bill so the inspector says that he had better have it. Philip then says "Dad is behind us and he has 14 or 15 of them, but the inspector did not ask for them, nor did he ask Bill if he had any others in the boat.

read with interest...

Fourth day, up at 4.30am. Sunrise WA time, everybody smells good except Bill who has not showered for 1700 miles.

Bill has flown because his tailshaft is getting worse (it does not vibrate as much at speed). Dad thinks he has a blown head gasket, burnt valves or cracked pistons.

Bill did not go fast enough. The uni gave up the ghost at Northam, 60 miles short of Perth. He stopped under a tree, in a no parking zone, right beside a swimming pool. It was a lovely swim. Eventually and luckily he got a new one at a spare parts shop and fitted it himself.

28 December Arrived in Perth 4.30 pm. Bill still had not showered, its now 2699 miles, we kept upwind.

The yacht club is enormous, three bars, two stories and three large car parks. It has a parking spot reserved for any royal visitors like the queen. They have boats like Terry's for patrol boats.

29 December Dad pulled the head off the car. Blown gasket between 2-3 and leaking between 1, 2, 5, and 6. Bob has fitted a new exhaust system – I wonder why?.

Aunt Betty tried to wash the ceiling, floor, fridge door and Bill's eye with beer. She dropped a stubbie dislodging the pullcap and sprayed beer everywhere.

30 December Bob wet his bed this morning. At 4am we woke to his screams, at first I thought that he was having a fit. It was then he reached up and closed the window. The louvres were sloping into the room and the automatic sprinklers had come on. We told him to bring waterproof pyjamas.

40 degrees today but it did not get much hotter fortunately. Good strong breeze 33 knots. We were standing on the lawn watching a scratch race. A local, Tony Wood, broached and filled up but he climbed back aboard and sailed on. His boat is fitted with floorboards and bulkheads. Very spectacular for us part-time yachties.

31 December howling gale and cold weather 30 degree max. Very few sailed not wanting to risk gear so close to the titles. Went to New Year Party at the club, great. Disco music and Bob nearly made himself sick eating oysters. Happy New Year.

1 January Invitation race today. Bill is off to a great start, he was booked for speeding when travelling to the club. We don't think he really was.

Good cloud cover – no sunburn. Had a terrible race. 85 starters on a relatively short line. Chaos. It took 1.5 laps to spread the fleet out to safe roundings at buoys, but there was still five trying to round at once. They were sailing to windward on port tack and causing great problems.

None of us got our boats going very well. being at the back of the fleet after a crowded start tends to put you in a lot of dirty wind. Surprisingly, there was only one boat holed, although there were a number of red flags fluttering in the rigging. Cassidy from Perth was first, Bill 37, Bob 60, Laurie 43, Philip 68 and Sandy 69.

Everyone going to bed early tonight 10-30pm.

read with interest...

2 January 9-15 start. We rose at 6-30am and sailed from the club at 8am but because of lack of wind the race was postponed. The wind arrived at 11.15am and we started at 12noon. We returned to the club at 3 – 3.30pm, that's 7 hours. on the water. We felt that the race should have been cancelled at 10.30am, but apparently they radioed a boat off Rottnest to see if the breeze was coming in, and it was, so they waited.

No Victorians get their boats going very well at all. The first Victorian was Bob Boynton who was 25th. Laurie and Judy 44, Bill and Dad 48, Bob and I 54, Philip and Bruce 59, Sandy 77, out of 78 starters.

Most of the overseas boats are doing very well. Everybody is starting to feel the strain already, after 3 days of driving and 2 days of racing – 11 left.

3 January Arvo race starts 2.45pm. We ran a roster system with the 420s, Tornados, 16ft. skiffs and Javelins. Bill showed he can do it and got 6th. We had a collision at a leeward mark and put in a protest which we rightly won. It was a case of buoy room. One boat didn't give a second one room and the second one hit us just behind the chainplate. We recognised the infringing boat because he has the name plastered on the side of his boat in foot high lettering.

After the protest meeting the infringing boat who, was disqualified, was going to hit the second guy who was in the middle. (He subsequently removed the name).

The collision weakened the joint of the hull and deck and the jib leads pulled some of the deck up. Just after the collision we infringed another yacht and had to accept a 20% penalty. Was God waiting in the bar for the protest meeting.

4 January We repaired the deck this morning, after helping Rolly Tasker pay for Siska. We are starting to learn to sail again. Bill was coming second after the first work, but had a bingle, took a 20% penalty. Approaching a buoy on port and tangled with a few boats. We finished 11th and finish up 32. We hit a buoy, tangled a spinnaker and broached a few times.

We nearly put it in today after a broach with the spinnaker. I was over the side and saw the keel in the air, looked back and saw Bob with a horrible look on his face. We did survive. Not a drop of water in the boat. We were 36 over the line and ended up 72. It came in hard today. Makes it hard with so many races in a row.

5 January We had a collision on the start line and lifted the deck off at the bow. We thought we would have to retire, so we sailed over to calm water, tacked and found we were well up. We continued and finished 29. It blew very hard, the Tornados were called off, 34 knots and we were flying kites on very broad reaches, GLUG-GLUG. Sandy filled up twice and was towed in 3 hours after we had packed up. Bill broached out five times on one leg because he was trying to carry the kite too shy for the wind strength.

read with interest...

6 January Phillip had a great race. He was 3rd. around the first mark, but the wind blew up and he fell back to 17th. Bill finished in 18th place. We had a late start and lot of mistakes, finished 44th. This was the best race of the Australian Titles. Bill was first Victorian, 17th. Laurie was 6th Victorian. 38th overall. We were 8th in and 44th. Phillip missed out on the Victorian. team, he was 11th and 55th overall. Sandy was 80 th overall. We took the mast down on Georgie Girl and pulled the foam out so we could fix the crack tomorrow as it is a lay day. Ken rang at 5pm to get the results. We went to a seafood feast , which was Presentation Night as well.

7 January Lay Day, went to Yanchep Sun City Yacht Club and saw Southern Cross and Australia. Australia was on a cradle and in a shed, SC was on a cradle outside. They stand 9 ft to the waterline and 12 ft to the deck approx. We could not see the deck, just the hull. The marina is man-made out of rock and very small. Direct access to the ocean. We call WA the windy west, as there has not been one afternoon below 15 knots since we arrived.

8 January First World titles. Bob lost another jug to Schemmozel. 20 to 30 knot wind. We finished 28 out of 60 boats. Bill had to carry a 20% penalty. Laurie broke a shaft in his jib furler and the foot of his jib thrashed around and put 14 small tears in it. He was forced to retire. Fantastic reaches with the kite. Bill finished 30th. with the penalty.

9 January Timed to start 9.30am. Rose early, sailed off at 8am. We thought we started at 9.15 but what happened was that when the starting gun was to be fired off they postponed the race. They fired two shots; we thought the start and a recall. We could not see the flags to make sure. Half way down the leg we found out they could not set a windward leg long enough in that wind direction. It would have been a beautiful light race too. Our first yet. But instead we had to wait until 12noon when the sea breeze came in at 20-25 knots. AGAIN, we finished the race and were back on land at 3.20 = 7 hours 20 minutes on water!! Mum managed to get some sandwiches to us 10 minutes before the start, but Bill missed out. We finished 29th, Bill 22nd, Laurie 39th. We are running 26th overall, Bill 24th. We are third Victorians.

It is the Lord Mayoral function at 5 pm. Bob and Bill, went but the rest of us stayed home.

The weather has been cold, 27 degrees max. yesterday, but the wind is very nippy, especially sailing. The WA guys are wearing wetsuits. I am wearing three jumpers sailing .We are even closing the door and zipping up our sleeping bags at night. It would not be so bad, except we expect it to be hot.

read with interest...

10 January Been going to bed early because the sun wakes us up early.

We tore the eyelet out of the spinnaker and consequently lost a lot of places downwind. We had to work very hard upwind to try to make them up again.

We finished 38th. Bill is recutting sails to try and find the secret and is slowly improving. Apart from this, it was a very ordinary day.

11 January Morning race. Had our first general recall. Then they postponed so they could adjust the course because of wind shift.

At the next start we became boxed in close to the start boat. Managed to break free by tacking to port, but by this time we were about last. Found a lift on the shore, sailed up and arrived at the windward mark in an incredible 7th place. We juggled a few places on the reaches and came back on the wind in roughly the same place.

We again tried the shore while most boats went up the middle and some out the far side. We arrived at the windward mark in roughly 50th position, incredible. We picked up a few more to finish up 38th. We still won a jug.

Yesterday Hilton-Wood from Davey's Bay YC sailed through Reliance V (now named Mull of Kintyre) and nearly sank it. Put a hole 30cm square and 1.5m long split in the hull. It sailed today and finished 4th.

The leader overall after discarding the worst heat has zero points. Bill is slowly catching them. He was 10th today. He fouled the first windward mark, re-rounded and was running about 20 to 25th. So he is going well. Cassidy is still well in front at the finish. He is really flying. Today was the lightest day, 10 knots – much easier.

12 January Bob's Birthday, but kept it quiet, or he shouts for the bar. We had a 2.30pm start. Because of the wind direction they laid a starboard course, but with the start boat at the port end of the line, which meant with boats starting on starboard they only had a buoy to mark them. Also the skippers judge their start so that their bow is about 2ft. in front of the boat to leeward. This way they get clean air, but the start boat can not see their sail number.

As well, the starboard end had a good bias. After two general recalls they postponed for 5 minutes to lengthen the line. There was still another general recall before we got away, but the final time should have been a general recall because the leeward boat could not read the sail numbers of some boats who broke the start, but they let us go anyway.

This was unfortunate for us as we were coming in on starboard but, got pushed out and had to jibe around and restart about 20 seconds after the gun. The previous starts we were on starboard, half a boat length behind the line, right next to the mark. Beautiful starts with clear air and a chance to tack onto port and away.

read with interest...

We finished 38th, picking up the places on the first and last marks, by sailing the compass. Bill managed to get 10th. after a fair race. He is still not happy with his sails having the jib recut once and the main twice. Laurie finished behind us. He was in front of us for a while, but we got him in the final work.

The Hong Kong boat we protested against previously is still playing dirty at the buoys, not giving buoy room. All the boats finished within 12 minutes, an average of one every 12 seconds.

13 January Today is a lay day, everybody is doing their own thing. Kings Park for the oldies and Rottneest for the young ones, a picnic for me. We have not been to bed before 12pm for four nights.

14 January 4pm start today, 9.15 the next. Home the next. We have this morning free and tonight, pack tomorrow, on with the presentation tomorrow night.

Had an average start but worked up windshifts to pick up 27th. Bill was boxed in at the start but worked hard to finish. Bob fell out of the boat at a critical time. Hilton-Wood of Davey's Bay was trying to cover us so that we could not beat him. As he tossed to cover us, we tossed to break free, and as Bob threw himself over the gunwale, he missed the toe strapps, but he hung onto the mainsheet. 'Shamozell' broke a shackle on the shroud, just as they tacked it broke, so David grabbed the shroud as Chris took the main down, they went to a store, put in another shackle and sailed to the finish, but there was no finishing line.

Those late starts are not bad at all. We had finished and showered by 6.45pm, although by the time we had a few beers and cooked...it was pretty late.

15 January Last race early morning. Another starboard course with the boat at the wrong end of the line. Another recall. Every other boat was at the starboard end of the line, so Bob and I started on our own at the port end. All our good starts are recalls.

Second time they change the course to port after a slight wind change. We hit another boat just as we round the last buoy and had to carry 20%. We finished 32nd. over the line and received a 49th. Bill finished about 20th.

Presentation Night, the last time we see a lot of people for 12 months, some we will probably never see again. Cassidy won the World Title, but they say he was not going to race Fifteens again. Lillingston was second and received three beautiful crystal swans. Everybody is feeling rather sad because they are leaving, but they are also happy because they are going home after having a great series.

read with interest...

16 January Up early and packed. Left Auntie Betty's at 11am EST. Drove to her shop to pick up frozen food and beer. Left her shop about 11.40am EST. Travelling to Esperance this day for a BBQ at the yacht club. Dad is leading, followed by Roger, then Bill and Bob. The first two get ahead at a traffic light but they took a wrong turn which Bill and Bob noticed, so we took the right turn and had to wait for them. Arrived Esperance 11pm (8pm their time) and drove straight to the yacht club for the BBQ, that they had organised for us. We stayed at member's houses and after Bob changed a flat tyre we drove around and bedded down for the night.

17 January Up early and had breakfast, but by the time we said goodbye and looked over the bay and town from the lookout, and watched David pump up the three nearside tyres on the Gemini and trailer, which somebody had let down during the night, it was 11.30 EST and 8.30am local time. We lost 1.5 hrs driving time today due to the time zones. Roger stopped for petrol at Norseman and while he was filling up, his tyre went flat, so we went ahead while he gets it fixed.

It just got dark and we were trying to make Eucla. We noticed Laurie getting slower, then just after we crossed another grid we can smell rubber. Laurie stopped, he said he stopped because he was losing power. He had blown the side out of a trailer tyre. Made camp at Eucla, after Bob lost another jug, because 'Shemozle' had made it to Eucla first by 5 minutes. The Boyntons are staying in the motel here and so is John West.

18 January Up early. Bore water and it is so hard that soap won't lather up. Left 8.10am. (5 to 6am local time), but another 13km. down the road the local time is 10 to 8 am. Still travelling at 9 pm. Bob's car is running too hot and is vapourising. He was travelling at only 70km/hr for about 50km. Passed a Lake Macquarie boat (Paul Clauson and Bill Causbrook), he had seized both trailer bearings within 150 km. of each so he has had two new stub axles welded on. Bill's car was vaporising badly when taking off but alright now it has cooled off some. It was 110 at mid-day for about 2 to 3 hrs. Stopped and had a look at the Great Australian Bight. Not an ideal spot for swimming, 125 m vertical cliff. It takes a stone 5 seconds to hit the water. Travelled until 1.30pm to make Adelaide.

19 January Up early, had a shower, smells better. Went to another one of our aunties for a visit. Bob's battery boiled dry and his amp gauge is reading high, so he took it to an auto electrician, and the regulator had gone and burnt a diode in the alternator. Did not get mobile until 12 noon. Max. temperature in Adelaide is 38 degrees and 35 in Melbourne. It was 138 degrees in the car when we left, now at 12.30pm it is 110.

Roger kept driving last night, should be home now if he did not stop. Laurie broke a fan belt and after replacing it he started the diesel and then Bill said "hold it Laurie, its still knocking". Laurie replied "is it?" and after a few seconds later woke up to what Bill was on about. All the way to Perth and back he still gets caught on remarks about his diesel engine.

read with interest...

We just stopped to buy lunch and as we left, there developed a screeching sound in Laurie's car. Eventually we deduced that he had blown a bearing in the alternator. He was about to leave us and go via Portland, so we left him to get it fixed in Taillem Bend. We have travelled about 130 km today up until 2.30pm. I do not think we will be home tonight. Had a counter tea at Horsham and Bill thinks he will try for home.

Arrived Melbourne 11.30pm. put Philip in with us and got mobile. Bob was going to his father's. Dad to his father-in-law. We made it home 3.15 am. Had a beautiful shower and woke up at 10am after a great sleep. Nothing like being home after 3 weeks away. Melbourne to home was the quickest trip I have ever done. I do not remember much because I was so tired and sleeping so much.

Foot note – In September 2004 Bill Shand found this article which was written by Hal Shand's son Ian at the age of 18. Ian crewed with Bob Beard for 3-4 years. He was delighted to take the journey to Perth, as he got the opportunity to drive Bob's RED Monaro for long periods while Bob slept in the back.

The article was in very poor state so Bill retyped it as it was written. The group travelled together consisting of – Bill Shand towing his own Flying Fifteen, Hal Shand towing his son's (Philip) Flying Fifteen, Laurie and Judy Bach towing their Flying Fifteen, Bob Beard towing his Flying Fifteen and Roger Woodward (Bill's apprentice) towing Athol Lidgett's Flying Fifteen (Gordon Lucas skippered with Athol crewing – never worked so hard).

The universal of my FIAT got very serious as we got into the land of no help and I found an increase in speed helped to balance it out. I thought that less vibration may help it to go a way further. Getting up speed after each stop was quite hard on things but a lift of the accelerator would help it to centre up and away we go. I was so worried at Nullabor that we looked at their wrecked cars wondering if there may be one that would fit and decided we would spend a lot of time to no avail. Little did we know at Northam it finally decided no go. I stopped in a no parking zone under a shady tree and by the time the others caught up I had the tail shaft out with the idea for them to take into Perth and bring it back repaired. No, they took it to the spare parts shop and found a replacement over the counter. It turned out to be the same as a Holden Kingswood V8, there was some of them in the wrecking dump at Nullabor.

Laurie's car was the only one with an A/C and I vowed there and then that my next car would have an A/C.

As a point of interest this series was in fact the first ever World Championship for Flying Fifteen class and it is sailed every second year at various venues .

measurer's mumbles

I'm pleased to report that the recent ballot was overwhelmingly supported by members around the World. All items put were passed, and the new rules became effective from 01 December 2004.

Copies of the Class Rules have been sent to all State Associations and Measurers, and are now published on the FFI International website www.flying15.org/, along with the Measurement Form and Championship Regulations .

The Technical Committee has spent considerable time on refining the definition and listing of 'Classic' boats. This involved identifying boats which had undergone hull modifications (which are excluded), and boats with numbers above 2700 which were derived from genuine classic moulds (to be included). The final list is now published on the international website, which FFI have resolved to be the definitive listing to be applied Internationally at all regattas.

Raybo



Ray Sebo with his annual 'pommie' crew Tony Lee, working the waves at the Australian Championships in Adelaide earlier this year.

photo gallery...



Peter Milne and David Williamson on Firm broaching in front of Supertoy Plays (both Victorian boats), during the last race at the Nationals.



Best performing boat from ACT John Tracey and Craig Murphy on Wings.



Max and Lauren Fry from South Australia on their Classic Scallywag.

state contacts

FFI-ACT

President

John Hosking
149 Hawkesbury Crescent
Farrer ACT 2607
Home 02 6286 3615
Fax 02 6286 2663
E jshosk@netspeed.com.au

FFI-NSW

Contact

Andrew Rennie
44 Dalveen Road
Bolwarra NSW 2320
Home 02 4930 1049
Work 02 4933 4977
E rennieaj@iprimus.com.au

FFI-Queensland

www.angletire.com/sports/ffsailing

President

Bill Matthews
Unit 1, 18 Maxwell Street
Newfarm QLD 4005
Home 07 3254 0305
Work 07 3393 1000
Mobile 0402 123 159
E billmatthews@crawco.com.au

Secretary

Ron Godwin
41 Taringa Parade
Indooroopilly QLD 4068
Home 07 3378 1929
Work 07 3891 9277
Mobile 0409 057 572
E jrigo@bigpond.net.au

FFI-South Australia

President

Peter Briton-Jones
2 Holmes Court
Flagstaff Hill SA 5159
Home 08 8270 5486
Work 08 8374 4699
Mobile 0414 232 041
E briton@arcom.com.au

Secretary

Jane Mitchell
11 Mason Street
West Beach SA 5024
Home 08 8353 4377
Mobile 0412 956 450
E pjmitch@bigpond.net.au

FFI-Victoria

www.flyingfifteenvic.asn.au

President

Doug Bell
33 Caraar Creek Road
Mornington VIC 3931
Home 03 5976 3841
Mobile 0418 399 296
E helbell@satlink.com.au

Secretary

Richard Trembath
89 Walkers Road
Mount Eliza VIC 3930
Home 03 9787 9686
E richard@satlink.com.au

FFI-Western Australia

www.ffiwa.asn.au

President

Ron Humphrey
2c First Avenue
Applecross WA 6153
Home 08 9316 2428
Work 08 9330 9111
Mobile 0417 938 170
E ka2833@hotmail.com

Secretary

Darren Georgeson
22 Treatyoak Cove
Bibra Lake WA 6163
Home 08 9418 2114
Work 08 9434 0548
Mobile 0408 915 335
E Darren.Georgeson
@amcor-fibre.com.au



HORIZON SAILMAKERS

Horizon Sails are designed and cut using the most sophisticated and accurate computerised sailmaking facilities. Horizon's sailmakers are able to view and fine-tune the shape of your sails before the panels are cut to a tolerance of 1/10th of a millimetre. This in-house technology combined with the latest performance sail fabrics, ensure that your new Horizon Sails will set perfectly and perform beyond current expectations.

For helpful and friendly advice on the best Flying Fifteen sails, speak to Brian Carroll (Supertoy Plays) or call into the loft where we are more than happy to show you our facilities.

Horizon...your local sailmaker with
the reputation for speed, durability and value

2 Noyes Street Sandringham Victoria 3171
Telephone 9598 4666 • Facsimile 9598 4644
www.horizonsails.com
sales@horizonsails.com.au