

*f*International



YEARBOOK
2021

THE INTERNATIONAL FLYING FIFTEEN

Designed by UFFA FOX, CBE, RDI

Length 6.1M (20 ft)

Beam 1.52M (5 ft)

Min. Weight (inc Keel) 307Kg (677 lb)

Sail Area (Main & Genoa) 13.94 Sq.M (150 Sq.ft)



**RYA FLYING
FIFTEEN**
SCALE FEET
SCALE METRES

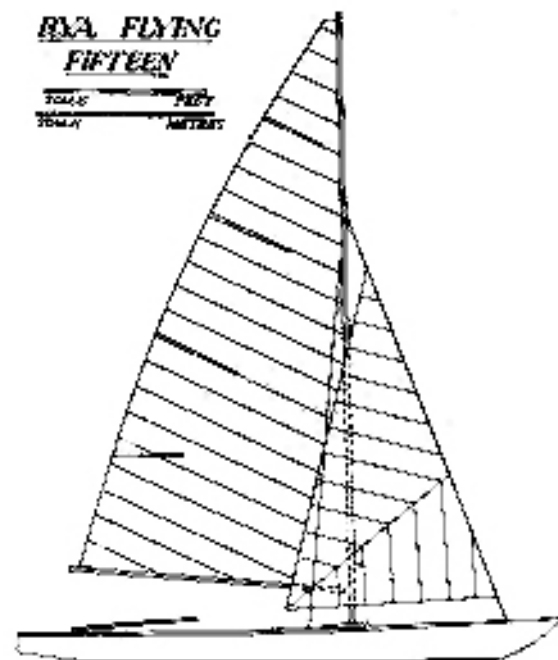




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*FFI would like to thank Uffa Fox's nephew Tony Dixon, and Tony's son Mike
for providing the photos of Uffa Fox in this Yearbook*

FFI Commodore's Report

As you will be aware I was re-elected at the excellent 2019 Dun Laoghaire World Championship to continue as Commodore through until the 2021 World Championship scheduled to be conducted by Royal Freshwater Bay Yacht Club in February this year.



Due to the Covid 19 pandemic this Worlds has been rescheduled until 2023 and the Worlds scheduled to be conducted 2023 at WPNSA has been rescheduled for 2025. We thank both clubs for their flexibility and understanding of the situation which has enabled probably the best outcome from the Class's perspective. Additionally, the 2020 Europeans has been postponed until 2021; note this is still under review.

Due to this rescheduling I believe that to remain in office until 2023 would deprive the class of some well needed renewal. To this end I am standing down in favour of Chris Waples who was elected as Vice Commodore at the most recent Council Meeting held during the 2019 Dun Laoghaire World Championship conducted by the National Yacht Club.

I should state that the Class is in good shape and continues as one of the stronger one design keelboat classes in the world. Compared to other classes Flying Fifteens are cheaper, more robust, easier to launch from a ramp or hoist and sailing generally larger fleets. New boat builds of 10 boats per year over the past five years show that the Class is ready to continue its strong fleet growth as the pandemic lockdowns ease around the world.

Our advertising campaign encouraging sailors to "Try a fifteen" has been conducted on Sail-World and Yachts&Yachting for nine months now. As a result of this we have a reasonable backlog of sailors from around the world looking forward to the day they can "Try a fifteen" and we understand at least one has already purchased a boat.

The Class has continued to update its Class Rules, Championship Regulations and Constitution, consistent with allowing the older boats to not be disadvantaged by any changes. Our Constitution is generous in allowing all members of the Association to propose changes to the Rules, and finally cast a vote on all proposals.

An example of this is the redesigned jib introduced four years ago which has received broad acceptance and has improved the appearance of the boat and boat handling while maintaining the one design state of the boat proving the worth of Uffa Fox's design over seventy years ago.

I wish you good sailing in the future.

Peter Rooke
AUS 3855



FFI Council & Executive Members 2019

FFI EXECUTIVE

Commodore
Treasurer
Chief Measurer
Secretary

Peter Rooke
Keith Jamieson
Ray Sebo
Michael Clark

FFI COUNCILLORS representing :

British Isles
Australia
New Zealand
Ireland
France
Hong Kong
Spain
South Africa
Zimbabwe
Philippines
United States
Belgium
Mauritius
Canada

Tim O'Brien
Peter Rooke
Graeme Robinson
Alan Green
Patrick Constant
Howard Williams
John Walker
Patrick Harris
Robert Marple
George Hackett
Steve Schley
Alain Kinard
Chris Barnes
Tim O'Connell

Co-opted Council Members

Michel Pélegrin d'Almeida
Simon Thompson

FFI Technical Committee

Ray Sebo – Australia
Simon Patterson – British Isles
Graeme Robinson – New Zealand

FFI Web

Webmaster – Simon Thompson
Flying Fifteen International Website

www.flying15.org/

Past FFI Officers

Commodore

1975-76	Tom Ratcliff
1977-78	Tom Ratcliff
1979-80	Tom Ratcliff
1981-82	Geoffrey Greenfield
1983-84	Geoffrey Greenfield
1985-86	Geoffrey Greenfield
1987-88	James Flower
1989-90	Peter Maddocks
1991-92	Peter Maddocks
1993-94	David Brockbank
1995-96	Nick Heath
1997-98	Tony Lee
1999-00	Roger Palmer
2001-02	Roger Palmer
2003-04	Nils Blumann
2005-06	Nils Blumann
2007-08	Greg Wells
2009-11	Greg Wells
2011	Graeme Robinson
2011-13	Greg Wells
2013-15	Greg Wells
2015-17	Peter Rooke
2017-19	Perer Rooke
2019-21	Peter Rooke

Treasurer

1975-76	John Chatwin
1977-78	John Chatwin
1979-80	Geoffrey Heath
1981-82	Geoffrey Heath
1983-84	Geoffrey Heath
1985-86	Geoffrey Heath
1987-88	Geoffrey Heath
1989-90	Nick Heath
1991-92	Nick Heath
1993-94	Cilia Wadeley
1995-96	Chris Hough
1997-98	Brenda Lee
1999-00	Brenda Lee
2001-02	Brenda Lee
2003-04	Brenda Lee
2005-06	Brenda Lee
2007-08	Brenda Lee
2009-11	Brenda Lee
2011-13	Gill Browning
2013-15	Gill Browning
2015-17	Keith Jameison
2017-19	Keith Jamieson
2019-21	Keith Jamieson



Secretary

1975-76	Sara Flower
1977-78	Sara Flower
1979-80	Douglas Ball
1981-82	Douglas Ball
1983-84	Douglas Ball
1985-86	Douglas Ball
1987-88	James Flower
1989-90	Jenny Maddocks
1991-92	Jenny Maddocks
1993-94	Anthea Brockbank
1995-96	Dalila Heath
1997-98	Brenda Lee
1999-00	Barbara Palmer
2001-02	Barbara Palmer
2003-04	Rupert Leslie
2005-06	Rupert Leslie
2007-08	Rupert Leslie
2009-11	Rupert Leslie
2012-13	Rupert Leslie
2014-15	Rupert Leaslie
2016-17	Michael Clark
2018-19	Michael Clark
2019-2021	Michael Clark

Chief Measurer / Technical Chairman

1975-76	Bill Kempner
1977-78	Bill Kempner
1979-80	Geoffrey Liddington
1981-82	Geoffrey Liddington
1983-84	Dennis Ellis/Arthur Waddell
1985-86	Dennis Ellis/Arthur Waddell
1987-88	Dennis Ellis/Arthur Waddell
1989-90	Dennis Ellis/Richard Watson
1991-92	Dennis Ellis/Richard Watson
1993-94	Richard Watson
1995-96	Ray Sebo
1997-98	Ray Sebo
1999-00	Ray Sebo
2001-02	Ray Sebo
2003-04	Ray Sebo
2005-06	Ray Sebo
2007-08	Ray Sebo
2009-11	Ray Sebo
2012-13	Ray Sebo
2014-15	Ray Sebo
2016-17	Ray Sebo
2018-19	Ray Sebo
2019-21	Ray Sebo

WORLD CHAMPIONSHIP WINNERS

- 1979 AUSTRALIA - JOHN CASSIDY & DON RUSSELL (FREE 'N' EASY 2246)
(Sailed under the burgee of the Royal Freshwater Yacht Club - Australia)
- 1980 NEW ZEALAND - BARRY FINLAYSON & IAN NORRIE (SEGUNDO 1)
(Sailed under the burgee of the Hayling Island Sailing Club - British Isles)
- 1982 AUSTRALIA - PETER GALE & MARK RIMMINGTON (ZERO G 2386)
(Sailed under the burgee of the Napier Sailing Club - New Zealand)
- 1984 AUSTRALIA - GRAEME LILLINGSTON & MIKE MCKENZIE (GRIPPLE NIPPER 2876)
(Sailed under the burgee of the Kinsale Yacht Club - Ireland)
- 1986 AUSTRALIA - GLEN COULTON & GRANT SCHULTZ (INSTANT REPLAY 2975)
(Sailed under the burgee of the Royal Hong Kong Yacht Club - Hong Kong)
- 1988 UNITED KINGDOM - NIGEL BUCKLEY & TIM HANCOCK (DEEJAY 3182)
(Sailed under the burgee of the Royal Norfolk and Suffolk Yacht Club - British Isles)
- 1990 UNITED KINGDOM - ALAN BAX & ALAN LOCKHART (WILLIE WONKA 3234)
(Sailed under the burgee of the Royal Queensland Yacht Squadron - Australia)
- 1992 UNITED KINGDOM - RUPERT MANDER & GARETH EDWARDS (FUNNY FACE 3292)
(Sailed under the burgee of National Yacht Club - Ireland)
- 1994 NEW ZEALAND - ROGER CRADDOCK & STEVE CUNNOLD (WHIFFLER 3371)
(Sailed under the burgee of the Timaru Yacht and Power Boat Club - New Zealand)
- 1995 UNITED KINGDOM - STEVE GOACHER & PHIL EVANS (3521)
(Sailed under the burgee of the Royal Hong Kong Yacht Club - Hong Kong)
- 1996 UNITED KINGDOM - STEVE GOACHER & PHIL EVANS (3521)
(Sailed under the burgee of the Cowes Corinthian Yacht Club - British Isles)
- 1999 UNITED KINGDOM - STEVE GOACHER & PHIL EVANS (TWO LUNCHESES 3621)
(Sailed under the burgee of the Esperance Bay Yacht Club - Australia)
- 2001 UNITED KINGDOM - CHARLES APTHORP & ANDY WEATHERSPOON (FOUR WINDS 3591)
(Sailed under the burgee of the Royal Natal Yacht Club - South Africa)
- 2003 UNITED KINGDOM - BARRY PARKIN & SUE PARKIN (3630)
(Sailed under the burgee of National Yacht Club - Ireland)
- 2005 AUSTRALIA - NICK JERWOOD & JANET JERWOOD (SPOT THE DIFFERENCE 3743)
(Sailed under the burgee of Royal Akarana Yacht Club - New Zealand)
- 2007 UNITED KINGDOM - MIKE HART & TIM HALL (GEKKO BLASTER 3817)
(Sailed under the burgee of Real Club Nàutico de Port de Pollença - Spain)
- 2009 AUSTRALIA - GRANT ALDERSON & DEAN MCAULLAY (NO BULL 3833)
(Sailed under the burgee of Royal Yacht Club of Victoria - Australia)
- 2011 UNITED KINGDOM - GRAHAM VIALS & CHRIS TURNER (FFSAKE 3972)
(Sailed under the burgee of Hayling Island Sailing Club - British Isles)



- 2013 UNITED KINGDOM - GRAHAM VIALS & CHRIS TURNER (FOOF 4004))
(Sailed under the burgee of Royal Hong Kong Yacht Club – Hong Kong)
- 2015 UNITED KINGDOM - GRAHAM VIALS & CHRIS TURNER (FOOF 4004)
(Sailed under the burgee of Centre de Nautique, Crozon Morgat – France)
- 2017 UNITED KINGDOM - STEVE GOACHER & TIM HARPER (THE WHIPPET & THE WHOPPER 4031) (Sailed under the burgee of the Napier Sailing Club – New Zealand)
- 2019 UNITED KINGDOM - GRAHAM VIALS & CHRIS TURNER (FLOATY McFLOATFACE) (Sailed under the burgee of the National Yacht Club - Ireland)



2017 Steve Goacher and Tim Harper



2011, 2013, 2015 & 2019 Graham Vials and Chris Turner



2009 Grant Alderson and Dean McAullay



2007 Mike Hart and Tim Hall



2005 Nick and Janet Jerwood



2003 Barry and Sue Parkin



2001 Charles Apthorp and Andy Weatherspoon



1995, 1996 & 1999 Steve Goacher and Phil Evans



1994 Roger Craddock and Steve Cunbold



1992 Rupert Mander and Gareth Edwards



1990 Alan Bax and Alan Lockhart
(Alan Bax pictured here with long time crew Bill Masterman)



1986 Glenn Coulton and Grant Schultz



1985 Graeme Lillingston and Mike McKenzie



1982 Peter Gale and Mark Rimmington



1980 Barry Finlayson and Ian Norrie



1979 John Cassidy and Don Russell
Inaugural Winners



INTERNATIONAL CHAMPIONSHIP WINNERS

CLASSIC

2001	Classic	South Africa - Peter Morgenrood & Jeremy Kriek (Femme Fatale 2766)
2003	Classic	United Kingdom - Simon Dangerfield & John Washington (Phantom 798)
2005	Classic	Australia - John Midolo & Rose Midolo (Gazelle III 2672)
2007	Classic	United Kingdom - Simon Dangerfield & Dave Hemmingway (Reservoir d'Og 2663)
2009	Classic	United Kingdom - Andy McKee & Maf Smith (Feel Flows 2523)
2011	Classic	United Kingdom - Bobby Salmond & Robert Till (Vamoose 627)
2013	Classic	United Kingdom - Bobby Salmond & Robert Till (Vamoose 627)
2015	Classic	United Kingdom - John Clarke & Michael Scoles (True North 419)
2017	Classic	United Kingdom - Nick Heath & Pip Noon (Fighting Fit 2520)

SILVER

2003	Silver	United Kingdom - Brian Campbell-Bottoms & Allan Harley (Starlight Express 3175)
2005	Silver	New Zealand - Sandra Williams & Richard Fletcher (Just Magic 3165)
2007	Silver	Spain - Vincent & Patrick Harris (Skippy 2964)
2009	Silver	New Zealand - Steve & Megan Cranch (Different Priorities 3167)
2011	Silver	United Kingdom - Malcolm and Alex Hall (2864)
2013	Silver	Not Presented
2015	Silver	France – Christian Hardy & Thomas Camus (Fripouille 3156)
2017	Silver	New Zealand – H.Percy & S Pedersen (Fflorin 3091)

EUROPEAN CHAMPIONSHIP WINNERS

2004	UNITED KINGDOM – CHARLES APTHORP & DAVID APTHORP (Four Winds 3591) (Sailed under the burgee of the Real Club Nàutico de Port de Pollença)	
	Classic	Spain - Jaime Segui & Miguel Clamor (Kiwi 2500)
	Silver	France - Arnaud Delamarre & Antoine Liagre (Tequila 3163)
2006	UNITED KINGDOM – STEVE GOACHER & PHIL EVANS (3721) (Sailed under the burgee of Hayling Island Sailing Club)	
	Classic	United Kingdom - Jeremy Arnold & David Brown (C'Lark 2684)
	Silver	Ireland - Brian McKee & Ian Smyth (Touch Wood 3192)
2008	UNITED KINGDOM - STEVE GOACHER & PHIL EVANS (3821) (Sailed under the burgee of Kinsale Yacht Club) (No Classic or Silver result declared)	
2010	UNITED KINGDOM - STEVE GOACHER & PHIL EVANS (3821) (Sailed under the burgee La Societe des Regates Rochelaises) (No Classic or Silver result declared)	



- 2012 UNITED KINGDOM – GREG WELLS & RICHARD RIGG (Betty 3920)
(Sailed under the Burgee of the Fraglia Vela Riva, Lake Garda)
(No Classic or Silver result declared)
- 2014 UNITED KINGDOM - GREG WELLS & RICHARD RIGG (Agatha 4030)
(Sailed under the Burgee of the Real Club Nàutico de Port de Pollença)
(No Classic or Silver result declared)
- 2016 UNITED KINGDOM – STEVE GOACHER & TIM HARPER (4021) . (Sailed under the
Burgess of Royal Yacht Club Hollandia Medemblik, Netherlands)
- 2018 UNITED KINGDOM – HAMISH McKAY & ANDREW LAWSON (4059) ((Sailed under the
Burgess of the Fraglia Vela Riva, Lake Garda)
(No Classic or Silver result declared)

UFFA FOX MEDAL WINNERS IN RECOGNITION OF OUTSTANDING SERVICE TO FFI

2009 NIGEL PECK

2009 NILS BLUMANN

2009 ROY WINDEBANK

2009 BILL SHAND

2011 SARAH FLOWER

2011 BRENDA LEE

2011 TONY LEE

2011 ROGER PALMER

2011 RAY SEBO

2013 NICK HEATH

2013 GRAEME ROBINSON

2015 GREG WELLS

NATIONAL CHAMPIONSHIP WINNERS

British Isles National Champions

1949 Neessa (6), S/Ldr & Mrs C.T. Nance
1950 Titania (35), Uffa Fox
1951 Neessa (6), S/Ldr & Mrs C.T. Nance
1952 Starletta (44), Adrian & Stuart Jardine
1953 Ffrolic (46), J. Chamier & H. Somerville, DSC
1954 Starletta (44), C.T. Lamb
1955 Ffleet (126), G.E. Ferguson
1956 Witch of Nendrum (84), M.G.B. & P.H. Browne
1957 Otter (182), Mr & Mrs W.J. Kempner
1958 Ffreek (209), W. Carson
1959 Silver Fox (202), G.H.&J. Goodson
1960 Vixen (210), Dr P. McAuley
1961 Fagiano (412), B. Banks & M. Mountifield
1962 Icarus (440), Mr & Mrs T. Kennedy
1963 Sylphide (441), G.E. Kirby
1964 Vamoose (627), Mr & Mrs A.A.C. Roberts
1965 Fian (468), Mr & Mrs A. McKillop
1966 Icarus (440), Mr & Mrs T. Kennedy
1967 Soraya (420), Mr & Mrs F. Trebilcock
1968 Hobgoblin (255), Dr D.S. Arthur
1969 Ffica II (396), B.C.C. Rizzi & M. Mountifield
1970 Cuchulain (1095), Mr & Mrs P. McAuley
1971 Chinook (1283), Mr & Mrs T. M. Andrews
1972 Interceptor (1100), E. Gilmore & T. Edwards
1973 Flight III (946), J. Calvert-Jones & M. Gibson (Australia)
1974 Chinook (1283), Mr & Mrs T. M. Andrews
1975 Slick Chick (1903), J. Royce & M. Nokes
1976 Slick Chick (1903), J. Royce & M. Nokes
1977 Rockettship (2228), G. Rockett & N. Hartshorn
1978 Vega (568), J. Rodgers & P. Kerr
1979 Interceptor II (2481), E Gilmore
1980 Vedra (2525), R. Storrar
1981 Four Winds (2597), C. Apthorp
1982 Green Side Up (2789), M. Green & M. Green
1983 Interceptor (2879), E. Gilmore & K. Bibby
1984 Four Winds (2938), C. Apthorp & J. Pearson
1985 Ffast Ffinkin (2884), S. Birbeck & A. Reid
1986 Ffinkin Even Faster (2958), N. Buckley & T. Hancock
1987 No Sharks (3150), N. Buckley & T. Hancock
1988 The Real Thing (3108), G. Donleavy & D. O'Brien
1989 Willy Wonka (3234), A. Bax & A. Lockhart
1990 Four Winds (3271), C. & D. Apthorp
1991 Charlie Bucket (3341), R. Storrar & T. Harper
1992 Ffashion Victim (3393), B. Parkin & G. Robinson
1993 Befor (3234), I. Barker & B. Masterman
1994 Four Winds (3271), C. & D. Apthorp
1995 Puffin (3426), T. Randall & K. Garner



1996 (3521), S. Goacher & P. Evans
1997 Ken Dodd's Dad's Dog's Dead (3600), J Hunt & J. Turner
1998 Gecko (3648), M. Hart & C. Gowers
1999 Scratch & Sniff (3611), A. Bax & W. Masterman
2000 Cloud 9 (3614), N. & J. Jerwood
2001 (3721), S. Goacher & P. Evans
2002 (3721), S. Goacher & P. Evans
2003 (3721), S. Goacher & P. Evans
2004 Four Winds IV (3591), C. Apthorp & A. Green
2005 (3721), S. Goacher & P. Evans
2006 Gecko Blaster (3817), M. Hart & T. Hall
2007 (3721), S. Goacher & P. Evans
2008 Betty (3920), G. Wells & M. Darling
2009 (3821), S. Goacher & P. Evans
2010 (3821), S. Goacher & P. Evans
2011 (3821), S. Goacher & P. Evans
2012 Sound Barrier (3937), S. Kneller & D. Lucas
2013 (4021), S. Goacher & P. Evans
2014 Ffoof (4004) G. Vails & C. Turner
2015 Hyde Sails (3955) R. Lovering & M. Alvarado
2016 (3760) J. Davy & M. Huett
2017 (4002) R. Lovering & M. Alvarado
2018 The Whippet & The Whopper (4024) Steve Goacher & Tim Harper
2019 Floaty McFloatFace (4071) Graeme Vials & Chris Turner

Australian National Champions

1962-3 Sheba (369), Dr A. Tregonning, F.J. Buchanan, R.C. Manser
1963-4 Molly-O IV (572), O. McCutcheon, A.A. McCutcheon, H. Proctor
1964-5 Bookiera (633), I.K. Downing, T.P. Lees, M.D. Downing
1965-6 Ffidelity (868), R. T. Boynton, I. Syme
1966-7 Saba (363), Dr A. Tregonning, E. Smith
1967-8 Wimoweh (878), J. Hanford, C.D.C. Withers
1968-9 Relience II (961), W. L. Shand, E.H. Shand
1969-70 Relience II (961), W. L. Shand, E.H. Shand
1970-1 Relience II (961), W. L. Shand, E.H. Shand
1971-2 Relience II (961), W. L. Shand, E.H. Shand
1972-3 Flight III (946), J. Calvert-Jones, D.M. Gibson
1973-4 Taurus (1373), G. Mason, J. Mason
1974-5 Waffa One (1711), T. Macky, J. Macky (New Zealand)
1975-6 Relience III (1663), W. L. Shand, E.H. Shand
1976-7 Secret Fifteen (1393), Ken Jenyns & R. Reynolds
1977-8 Gazelle (1900), G. Black & I. Ritchie
1978-9 Eljay (1714), G. Lillingston & Brian Thornley
1979-80 Eljay (1714), G. Lillingston & A. Elliott
1980-1 Esjay (1367), G. Lillingston & S. Batley
1981-2 Free'n'Easy (2246), G. Lillingston & G. Totterdell
1982-3 Charisma (1724), R. Verco & I. Lovell
1983-4 Esjay (1367), G. Lillingston & M. McKenzie
1984-5 Floating Pound (KA 2907) D. Skipworth & G. Wells (UK)
1985-6 Gazelle V (KA 2904), G. Black & J. Anderson
1986-7 Ruff-E-Nuff (KA 2355), G. Lillingston & M. Green
1987-8 Hottatrot (KA 3061), C. Villa & S. Happ
1988-9 Just Add Water (KA 3058), G. Alderson & G. Lillingston
1989-90 Just Add Water (KA 3058), G. Alderson & W. Miller

1990-1 Tuffa Gruffa (3308), J Thompson & R Van Veenendaal
 1991-2 Fiddle Dee Dee (3095), G. Lillingston & M. Green
 1992-3 Glamour Puss (3443), G. Alderson & A. Harry
 1993-4 Fifteen Carat (3239), P. Watson & D. Stevens
 1994-5 Fiddle Dee Dee (3095), G. Lillingston & E. Repsevecius
 1995-6 Think Big (3257), C. Rainey & I. Rainey
 1996-7 Crash Test Dummies (3582), G. Alderson & M. Thomas
 1997-8 Crucial Moment (3224), G. Lillingston & E. Repsevicius
 1998-9 Two Lunches (3621), S Goacher & P Evans (UK)
 1999-00 Watches of Switzerland (3455), C. Mason & H. Kruse
 2000-1 Affrodisiac (3619), R. Packer & P. Mudford
 2001-2 Spot The Difference (3743), N. Jerwood & G. Lillingston
 2002-3 Spot The Difference (3743), N. Jerwood & J. Jerwood
 2003-4 Escalator (3670), G. Porter & E. Repsevicius
 2004-5 No Bull (3833), G. Alderson & D. McAullay
 2005-6 Wings (3620) J. Tracey & C. Murphy
 2006-7 No Bull (3833), G. Alderson & D. McAullay
 2007-8 No Bull (3833), G. Alderson & D. McAullay
 2008-9 No Bull (3833) G. Alderson & D. McAullay
 2009-10 16 (3781) D. Tucker & M. Summers
 2010-11 Form 3020 (3311) M. Owen & A. Reed
 2011-12 Freshwater2 (3988) S. Goacher & M. Owen
 2012-13 I'd Swap This For A Bundy (3881) A. Hawkins & B. Jones
 2013-14 Deffcon 1 (3684) M. Owen & A. Reed
 2014-15 FF Sake (3972) A. Smith & A. Kingston
 2015-16 Deffcon 1 (3684) M. Owen & A. Reed
 2016-17 Ineffable (3986) N. Jerwood & J. Jerwood
 2017-18 Cool Change (4023) M. Owen & A. Reed
 2018-19 Ineffable (3986) N. Jerwood & E. Jerwood
 2019-20 Sake (3972) A. Smith & A. Kingston

Irish National Champions

1974 Folklore (1269), E. Sheehy (Kinsale YC)
 1975 Jack Daniels (1351), Mr & Mrs J. Lowry (CSC)
 1976 Tango (1275), N. Watson (Kircubbin SC)
 1977 Interceptor (1100), E. Gilmore & T. Dorrian (Kircubbin SC)
 1978 Cacoffonix (2198), D. Tucker (Kinsale SC)
 1979 Doctor White (2480), R. Storrar & P. Kassel
 1980 Doctor White (2480), J. McCann (Strangford Lough CC)
 1981 Fffour (2621), C. Simmonds
 1982 Vega III, J. Rodgers & P. Kerr (Kircubbin SC)
 1983 Something Different (2857), J. Millar & C. Coffey (KSC)
 1984 Tawnie (2810), P. Morrison & M. Gotrel
 1985 Aggro (2983), A. Bax & S. Butcher
 1986 Strange Magic (3037), R. Bannon & J. Davis (National YC)
 1987 Havoc (3145), J. Millar & C. Coffey and
 Forrander (3041), I. Coryn & B. Parkin
 1988 Canada Life (3108), G. Donleavy & D. O'Brien
 1989 Lethal Weapon (3287), J. Millar & C. Coffey (Kircubbin SC)
 1990 Mind Over Matter (3275), G. Donleavy & M. Conway
 1991 Cunning Stunt (3227), I. Cleaver & C. Owen



1992 Ruffa Gruffa (3313), J. Thompson & M. Brown
1993 New Form (3430), J Millar & S. Penney
1994 Going Grey (3275), G. Reilly & M. Morrison
1995 Unknown (3528), B. Falat & I. Coryn
1996 Zimmer (3431), J. Rodgers & S. McCarthy
1997 Touch Wood (3192), B. McKee & I. Smyth
1998 Awesome (3558), J.Lavery & G.Donleavy
1999 Fangs (3495), J.Burke & A.Green
2000 Total Eclipse (3664), J.Lavery & G.Donleavy
2001 Total Eclipse (3664), G.Donleavy & D.Gorman
2002 As Good It Gets (3688), J. Burke & A. Green
2003 (3773) J. Lavery & D. O'Brien
2004 Buckfast (3621), D. Martin & S. Murray
2005 Gecko Blaster (3817), M.Hart & T.Hall (UK)
2006 Folklore (3803) M.Sheehy & A.Green
2007 Buffed (3866) D.Martin & S.Murray
2008 Hy5ive (3877) D.Gorman & C. Doorley
2009 Four Winds IV (3591) C. Aphthorp & A. Green
2010 Buffed (3866) D. Martin & S. Murray
2011 Hy5ive (3877) D. Gorman & C. Doorley
2012 (4002) J. Lavery & D. O'Brien
2013 (3864) I. Mathews & K. Poole
2014 (3886) A.McLeery & C Dougan
2015 Betty (3920) D. Gorman & C. Doorley
2016 Betty (3920) D. Gorman & C. Doorley
2017 Frequent Flyer (4021) S. Goacher & A Green
2018 Betty (3920) D. Gorman & C. Doorley
2019 Ovington Boats (4070) N. Batchelor & R.Rigg
2020 Phoenix (4083) J. Lavery & A Green

Hong Kong National Champions

1965-6 Kharisma (792), K & B Tomlins
1966-7 Kharisma (792), K & B Tomlins
1967-8 Kharisma (792), K & B Tomlins
1968-9 Kharisma (792), K & B Tomlins
1969-70 Kharisma (792), K & B Tomlins
1970-1 ffeenix (782), K. Thomsen
1971-2 Flying Forties (784), C. van Kretschmer
1972-3 ff 1000 (1000), G & Ve Gregory
1973-4 ffaidee (781) I. Schwicker & C. Mehlert
1974-5 ffaidee (781) I. Schwicker & C. Mehlert
1975-6 ffaidee (781), I. Schwicker & C. Mehlert
1976-7 ffaidee (781), I. Schwicker & C. Mehlert
1977-8 Sandpiper 2 (998), D & J Park
1978-9 Sunffire (2423), K. Gotfried & J. Hamilton
1979-80 Sunffire (2423) K. Gotfried & J. Hamilton
1980-1 Omo (2424), P. Davies & J. Thornback
1981-2 Me Jane (791), H. Whittal
1982-3 Blackbird (2656), A. Cheung & S. Merkel
1983-4 Ffleeting Shadow 2 (2527), M. Pearson & J. Collier
1984-5 Fru Fru (2799), E. Lockyear & J. Price
1985-6 Roughgh Trade (3010), E. Lockyear & J. Brink
1986-7 Roughgh Trade (3010), E. Lockyear & J. Brink
1987-8 Fflocci (2943), B. De Speville & J. Saunders
1988-9 Roughgh Trade (3010), E. Lockyear & R. Heemskerk

1989-90 Roughgh Trade (3010), R. Heemskerk & R. Wotton
 1990-1 Roughgh Trade (3010), E. Lockyear & R. Heemskerk
 1991-2 Ffree Ffree o Fiffe (3305), D. Smith & H. Williams
 1992-3 Ffree Ffree o Fiffe (3305), D. Smith & H. Williams
 1993-4 Ffree Ffree o Fiffe (3305), D. Smith & H. Williams
 1994-5 Tomffoolery (3475), T. Sheppard & A. Service
 1995-6 Ffirecracker (3468), G. Gough & T. McDowell
 1996-7 Ffaint 'Arted (3305), S. Bourne & A. Lefknecht
 1997-8 Tomffoolery (3604), T. Sheppard & K. Dickinson
 1998-9 Tomffoolery (3604), T. Sheppard & S. Ellis
 1999-00 Tomffoolery (3604), T. Sheppard & A. Service
 2000-1 Tchaikoffsky (3610), H. Williams & C.n Donagh
 2001-2 Puff'N'Stuff (3701), D. Chow & M. Lyons
 2002-3 Tomffoolery (3604) T. Sheppard & A. Service
 2003-4 Tomffoolery (3604) T. Sheppard & A. Service
 2004-5 Noisey Forefather (3722), S. Chan & B. Ford
 2005-6 Ffatal Attraction (3500), R.t Sydenham & N. Reeve
 2006-7 Chaff (3830), H. Williams & A. Service
 2007-8 Squiffy (3830), H. Williams & D. Salembier
 2008-9 Squiffy (3830) H. Williams & L. Brink
 2009-10 (3882) J. Ogawa & S. Ishiwata
 2010-11 (3882) J. Ogawa & S. Ishiwata
 2011-12 Tchaikoffsky (3981) H. Williams & L. Brink
 2012-13 (3882) K. Yamamoto & S. Ishiwata
 2013-14 (3882) K. Yamamoto & S. Ishiwata
 2014-15 Uffa Fox Ache (4015) O. Mertz & S. Teasel
 2015-16 Tchaikoffsky (3981) H. Williams & M. Bennety & N. Atkinson
 2016-17 Uffa Fox Ache (4015) A Smith & A. Kingston
 2017-18 Kerfuffle (3979) C. Knight-Evans & A. Kingston
 2018-19 Squiffy (3830) A. Smith
 2019-20 Noisey Forefathers (3722) P. Britten & O. Mertz
 2020-21 Forty Forte (3990) B. Koppelaar

New Zealand National Champions

1962-3 Pinkie (ff98), S. A. Mason and Flame II (564), F. Kerr
 1963-4 Te Atua (558), J. S. Bacon
 1964-5 ffelicity (539), J. F. Fuller
 1965-6 Pinkie (98), S. A. Mason
 1966-7 Pinkie (98), S. A. Mason
 1967-8 Pinkie (98), S. A. Mason
 1968-9 ffandango (560), M. G. Spencer
 1969-70 Rhythm (853), G. Moore
 1970-1 fforever (996), J. Webber
 1971-2 Waitatua (850), J. C. Macky
 1972-3 Ragamuffin (991), P. Craddock
 1973-4 Waitatua (850), T. Macky
 1974-5 Phileas Fogg (1232), R Craddock
 1975-6 Phileas Fogg (1232), R. Craddock & T. Hammond
 1976-7 Nefertiti (1225), J. Potter & F. Johnson
 1977-8 Phileas Fogg II (2028), R. Craddock & C. Stewart
 1978-9 ffestus (2030), B. Finlayson & I. Norrie
 1979-80 Fred Farkles FF (492), K Chappell & M. Ure



1980-1 Twenty Forty Two (2042), A. Ballintine & T. Alexander
1981-2 Turbocharged (2735), J. McCann & W. Bassett (UK)
1982-3 Rantan (2634), M. McPhail & M. Sinclair
1983-4 Quarter Past Three (2709), G. Wiig & D. Zorn
1984-5 Rantan (2634), M. McPhail & B. Lamb
1985-6 Skinfflint (2779), B. Finlayson & M. Ure
1986-7 Sniffer (3079), R. Craddock & D. Zorn
1987-8 Ffair Enuff (3087), A. Ballintine & R. Davies
1988-9 Skinfull (3169), B. Finlayson & G. Robinson
1989-90 Different Priorities (3167), J & T Weston
1990-1 Shot in the Dark (3302) J. Weston & M. Smith
1991-2 Furthermore (3172), R. Craddock & S. Cunnold
1992-3 Fast Foreward (3187), J Weston & I. Purdie
1993-4 Whiffler (3371), R. Craddock & S. Cunnold
1994-5 Whiffler (3371), R. Craddock & S. Cunnold
1995-6 Father's Folly (3553), R. Macalister & R. Salthouse
1996-7 Father's Folly (3553), R. Macalister & R. Salthouse
1997-8 Father's Folly (3553), R. Macalister & R. Salthouse
1999-00 Catinablenda (3551), J.Morrison & G.Bowater
2000-1 Softly (3094), A.Goodmanson & A.Rowlands
2001-2 Ffortune (3739), A.Goodmanson & A.Rowlands
2002-3 Ffortune (3739), A.Goodmanson & A.Rowlands
2003-4 Jaffa (3714), R. Salthouse & D. Salthouse
2004-5 No Bull (3833), G.Alderson & D. McAullay
2005-6 Ffortune (3739), A.Goodmanson & A.Rowlands
2006-7 Ffanfare (3173), B.Bennett & H.Bennett
2007-8 Ffortune (3739), A.Goodmanson & A.Rowlands
2008-9 Just Magic (3165) J. Leydon & S. Williams
2009-10 Ffortune (3739), A.Goodmanson & A.Rowlands
2010-11 Ffortune (3739), A.Goodmanson & A.Rowlands
2011-12 Ffortune (3739), A.Goodmanson & A.Rowlands
2012-13 Ffortune (3739), A.Goodmanson & A.Rowlands
2013-14 Ffrenetic (3840) M. Gilbert & J. Burgess
2014-15 Ffortune (3739), A.Goodmanson & A.Rowlands
2015-16 Ffrenetic (3840) M. Gilbert & J. Burgess
2016-17 Deffcon 1 (3684) M.Owen & A. Reed
2017-18 Ffrenetic (3840) M. Gilbert & J. Burgess
2018-19 Busineff (3091) H. Percy & S. Pederson
2019-20 Ffrenetic (3840) M. Gilbert & J. Burgess

South African National Champions

1973-4 Fundi (1318), C. Clarence
1974-5 Fundi (1318), T. Clarence & P. Nathanson
1975-6 Fast Fun (1755), K. Knop & M. Knop
1976-7 Freia II (1638), J. Simons & B. Young
1977-8 Fast Fun (1755), K. Knop & M. Knop
1978-9 Fathom Five (1758), M. Wright & F. Lehane
1979-80 Fusilier (2612), C. Reynolds & P. Southam
1980-1 Fusilier (2612), C. Reynolds & R. Crockett
1981-2 Fax (2705), M. Wright & R. Crockett
1982-3 Fax (2705), M. Wright & R. Crockett
1983-4 Funa Futhi (2842), M. Wright & R. Crockett
1984-5 Funa Futhi (2842), M. Wright & R. Crockett
1985-6 Ffiddler (2841), A. Bush & J. Dain
1986-7 Ffiddler (2841), A. Bush & J. Dain

1987-8 Financial Fling (3205), D. Herridge & J. Johnston
 1988 9 Financial Fling (3205), M. Wright & N. Tocknell
 1989-90 *NotSailed*
 1990-1 Ffenominal (3009) M. Wright & N. Tocknell
 1991-2 Ffenominal (3009), M. Wright & N. Tocknell
 1992-3 Ffenominal (3009), M. Wright & D. Parry
 1993-4 Ffiddler (2841), P. Morgenrood & M. Cawdron
 1994-5 Ffiddler (2841), P. Morgenrood & P. Cawdron
 1995-6 Ffiddler (2841), P. Morgenrood & R. Dunster
 1996-7 Financial Fling (3205), P. Harris & P. Cawdron
 1997-8 Financial Fling (3205), P. Harris & P.I Cawdron
 1998-9 Financial Fling (3205), P. Harris & P. Cawdron
 1999-00 Financial Ffling (3205) P. Harris & J. Howard
 2000-1 Femme Fatale (2766) P. Morgenrood & J. Kriek
 2001-2 Four Winds IV (3591) C. Aphorp & A. Weatherspoon
 2002-3 Ffrigate (2913) P. Harris & J. Kreik
 2003-4 Ffrigate (2913) P. Harris & J. Kreik
 2004-5 Ffrigate (2913) P. Harris & J. Kreik
 2005-6 Ffrigate (2913) P. Harris & J. Kreik
 2006-7 Ffrigate (2913) P. Harris & G. Dobson
 2007-8 Ffury(3777) R. Bates & R. Goulden
 2008-9 Ffoxxoff (3868) P. Harris & J. Kreik
 2009-10 Ffoxxoff (3868) P. Harris & J. Kreik
 2010-11 Ffoxxoff (3868) P. Harris & J. Kreik
 2011-12 Ffoxxoff (3868) P. Harris & J. Kreik
 2012-13 Freya (3870) G.Hurter & R. Dunster
 2013-14 Ffoxxoff (3868) P. Harris & J. Kreik
 2014-15 Ffoxxoff (3868) P Chariguoin & T Gugiud
 2015-16 Ffigjam (3999) P. Harris & J. Kreik
 2016-17 Ffigjam (3999) P. Harris & J. Kreik
 2017-18 Ffigjam (3999) P. Harris & J. Kreik
 2018-19 *Abandoned*
 2019-20 *Not sailed*

French National Championships

1998 La Femme Fatale (2805), M. Noel & E. Vannier
 1999 Nuffin Special (2808), C.Aphorp & J.Clark
 2000 Paxo (3117), C. Aphorp & J. Bucaille
 2001 Deriveurs Service (2953) E.Bassett & A.Biet
 2002 Ffreetime (2726) C. Carre & A. Carre
 2003 Ffreetime (2726) C. Carre & A. Carre
 2004 (3721) S. Goacher & P. Evans
 2005 Deriveurs Services.Com (3785) E.Bassett & A.Biet
 2006 Deriveurs Services.Com (3785) E.Bassett & A.Biet
 2007 Deriveurs Services.Com (3785) E.Bassett & A.Biet
 2008 Deriveurs Services.Com (3785) E.Bassett & A.Biet
 2009 Cocoboy(3785) P.Cojan & P.Coirre
 2010 The White Knight 2 (3585) A.Biet & F.Constant
 2011 The Dark Knight (3961) A.Biet & F.Constant
 2012 The Dark Knight (3961) A.Biet & F.Constant
 2013 Mad Sparks (3994) C & T Waples
 2014 Pure Majic (4019) D.Tabb & C. Sherrell



2015 Ffoof (4004) G. Vails & C. Turner
2016 Cris (3922) C. Read-Wilson
2017 Prothis (3976) A. Cojan & JY Renault
2018 Cris (3922) C. Read-Wilson & S. Brown
2019 Protis (3976) A. Cojan & J. Renault
2020 *Not Sailed*

Spanish National Champions

1993 Fannie (2597) H. Wilson & R. Romano
1994 Rebecca (2950) H. Wilson & G. Southwood
1995 Rebecca (2950) H. Wilson & R. Romano
1996 Flo (2927) M. Clough & M. Clough
1997 Flo (2927) M. Clough & M. Clough
1998 Flo (2927) M. Clough & M. Clough
1999 Flo (2927) M. Clough & M. Clough
2000 Freadbare (3376) M. Clough & J. Goenczoel
2001 Freadbare (3376) M. Clough & J. Goenczoel
2002 Yo Hombre (3364) M. Clough & C. Antony
2003 Ffatigous (3796) J. Chacartegui & J. Cobarro
2004 (3804) P. Evans & B. Pasqual
2005 Ffatigous (3796) J. Chacartagui & J. Cobarro
2006 Ffatigous (3796) J. Chacartagui & M. SantaUrsula
2007 Gecko (3817) M. Clough & A. Green
2008 Ffireret (3728) P. Palmer & J. Pujadas
2009 Ghecko (3817) M. Clough & A. Green
2010 Tormenta (3600) M. Santa Ursula & J. Ignacio Merayo
2011 Tormenta (3600) J. Walker & D. Harper
2012 Speedy Gonzales (3804) P. Palmer & J. Pujadas
2013 Olive Oyl (2753) A. Tattersall & T. Smart
2014 *(Not Sailed)*
2015 Feel Good (3763) S. Walker & A. Harvey
2016 Speedy Gonzales (3804) M. Clough & J. Fullerton
2017 Speedy Gonzales (3804) M. Clough & A. Green
2018 Speedy Gonzales (3804) M. Clough & J. Fullerton
2019 Spanish Fly (3825) P. Palmer & J. Pujadas
2020 Flying High (3592) P. Harris & V. Harris

Belgium National Champions

2001 Leeding edge.com (3695) T. Lee & C. Hough
2002 Leeding edge.com (3695) T. Lee & C. Hough
2003 Leeding edge.com (3695) T. Lee & C. Hough
2004 Ffentura (3692) N. Heath & T. Legg
2005 Ffentura (3692) N. Heath & T. Legg
2006 Leeding edge.com (3695) T. Lee & C. Hough
2007 Sans Culottes (3786) C & T Harris
2008 Leeding edge.com (3885) T. Lee & C. Hough
2009 Cocoboys (3785) C. Philippe & C. Paul
2010 The Dark Knight (3961) A. Biet & F. Constant
2011 FForgetmenot (3965) A. Osman & A. Murphy
2012 Ffentura (3692) N. Heath & P. Noon
2013 The Stiff (3934) A. Osman & A. Murphy
2014 The Dark Knight (3961) F. Constant & A. De Maulde
2015 Effexor (3915) E. Deatantoine & B. Van Peeterssen
2016 Effexor (3915) E. Deatantoine & B. Van Peeterssen
2017 Effexor (3915) E. Deatantoine & A. Chantrenne



2018 Sparks & Bubbles Take Two (4033) C. Waples & A Waples
2019 *Not Sailed*
2020 *Not Sailed*

United States of America National Champions

1974-5 Tempfuss (27), R. Post
1975-6 McDuff (808), I. Rubin
1976-7 Amaryllis (318), J. Sherman
1977-8 Dracaena (780), N. Haralambides
1978-9 Dracaena (780), N. Haralambides
1979-80 Sarha II (1998), R. De Sousa
1980-1 Resto (1869), I. Rubin
1982-89 *Not Sailed*
1990 Sarha II (1998), H. & L. Whittall
1991 Dart (454), O. Schieffelin Nordberg
1992 Phalarope (458), N. Schieffelin
1993 Dart (454), O. Schieffelin Nordberg
1994 Phalarope (458), N. Schieffelin
1995 Gallia, W. Osborn
1996 Acadine (2665), W. Osborn
1997 Phalarope (458), J. Schieffelin Brauer
1998 Acadine (2665), P.I Osborn
1999 Acadine (2665), W. Osborn
2000 Acadine (2665), W. Osborn
2001 Belle Fast, A. Loughton
2002-20 *Not Sailed*

Philippines National Champions

1990 Felix (1506), R. Ayre & R. Stroem
1991 Felix (1506), R. Ayre & R. Stroem
1994 J. Torres
1995 C. Cheng
1996 L. Perfectua
1997 M. Francisco
1998-2020 *Not Sailed*



National Associations & Office Bearers

British Isles (UKFFA) www.flying15.org/gbr	President Sec/Treasurer	Tim O'Brien Keith Jamieson
Australia (FFIA) www.flying15.org.au	President Secretary Treasurer	Russell Dawes Michael Clark Jeff Vance
Ireland (FFAI) www.flyingfifteen.ie	President Secretary Treasurer	Andrew Baker David Mulvin Ian Mathews
Hong Kong (FFIHK) https://www.rhkyc.org.hk/FlyingFifteen.aspx	President Secretary	Nick Atkinson Carlyon Knight-Evans
New Zealand (FFINZ) www.flying15.org.nz	President Sec/Treasurer	Chris Field Jenny Price
South Africa (SAFFA) http://www.flying15sa.co.za/	President Treasurer	Jeremy Kriek Campbell Alexander
France (FFF) www.flyingfrance.com	President Secretary	Patrick Constant Michael Pelegrin
Belgium (BFFA) www.bf15.be	President Secretary	Alain Kinard Ezekiel Desantione
Philippines (PIFFA)	President Secretary	George Hackett Rainbow Hackett
Spain (FFESP) http://flyingfifteen.mallorcaservice.de/	President Sec/Treasurer	Francisco Mascaro Jaume Stephen Babbage
Zimbabwe (ZIFFA)	President Secretary	Jack Hooper Pam Roberts
United States (FFIUS)	President Secretary	Steve Schley Steve Schley
Mauritius (FFAM)	President Secretary	Chris Barnes Pascale Paturau
Canada (FF North America)	President Secretary	Tim O'Connell Tim O'Connell

Regional Associations, Sailing Areas, Yacht Clubs and Fleet Captains

British Isles

Registered Boats 353

Boats

Aldeburgh	Aldeburgh Yacht Club	2	Tikkii Morson
Bala	Bala Sailing Club	2	John Eaton
Bassenthwaite	Bassenthwaite Sailing Club	6	Simon Longstaff Bewl
Valley	Bewl Bridge Reservoir	23	Chas Evans
Broxbourne	Broxbourne Sailing Club	10	Pip Hudson
Burton	Burton Sailing Club	11	Malcolm Hall
Carsington	Carsington Sailing Club	10	Mark Gardner
Chew Valley	Chew Valley Lake	11	Claire Jefferis
Clywedog		6	Keith Rollinson
Datchet	Datchet Water Sailing Club	18	Mike Clapp
Derwent	Derwent Reservoir Sailing Club	19	Athol King
Dovestone	Dovestone Reservoir	18	David McKee
Draycote	Draycote Water Sailing Club	12	Richard Hope
Falmouth	RCYC		Abbi Rickard
Grafham	Grafham Water	29	Barry Wyatt
Hartlepool	Tees & Hartlepool Yacht Club	3	David Kitchen
Hayling Island	Hayling Island Sailing Club	30	Mark Nicholson
Holy Loch	Clyde	2	John Orr
Humber Yawl	Humber Yawl Club	2	Peter Clark
Llangorse	Llangorse Sailing Club	14	Colin Fletcher
Loch Ard	Loch Ard Sailing Club	6	Colin Boyd
Loch Earn	Loch Earn Sailing Club	5	Hugh Simpson
Loch Lomond	Loch Lomond Sailing Club	10	Steve Lee
Loch Tummel	Loch Tummel Sailing Club	3	Michael Barron
Middle Nene	Middle Nene Sailing Club	4	Emma Brown
Monklands	Monklands Sailing Club	1	Brian Hendrie
Northampton	Pitsford Reservoir	10	Chris Bowen
Notts County	Hoveringham	4	Angus Wright
Ogston		3	Jonathon Ward
Oxford			
Parkstone	Parkstone Yacht Club	22	Steve Randall
Poole	The Royal Motor Yacht Club	12	Sally Davies
Queen Mary	Queen Mary Reservoir	4	Martin Pride
Royal Corinthian		3	Justin Waples
Royal Torbay	Royal Torbay Yacht Club	4	David Ramsden
Royal Windemere	Royal Windemere Yacht Club	27	David Heron
Rutland	Rutland Sailing Club	2	Chris Wright
Shropshire	Shropshire Sailing Club	2	John James
Solent	Cowes Corinthian Yacht Club	11	Mike Dixon



Solway		3	Colin Filer
South Cerney	South Cerney Sailing Club	2	John Harvey
South Windemere	South Windemere Sailing Club	7	Peter Holt
Ullswater	Ullswater	4	Cristian Barnes

Australia Registered Boats 104

		Boats	
QLD	FFIQ	President Adam Kingston	
	Tin Can Bay	Tin Can Bay Yacht Club	7 Ken Bubb
	Sandgate	Sandgate Yacht Club	14 Adam Kingston
ACT	FFIACT	President Peter Forster	
	Canberra	Canberra Yacht Club	14
WA	FFIWA	President Peter Mudford	
	Albany	Princess Royal Sailing Club	3 Simon Lucas
	Esperance	Esperance Bay Yacht Club	10 David Swan
	Geraldton	Geraldton Yacht Club	8 Mark Millman
	Perth	Royal Freshwater Bay Yacht Club	12 Hamish Carnachan
	Perth	South of Perth Yacht Club	28 Kristine Petterson
	Mandurah	Port Bouvard Yacht Club	6 Mike Storey
NSW	Sydney	Botany Bay Yacht Club	
	Belmont	Lake Macquarie Yacht Club	3 Will Hamilton Mark Holmes
VIC	FFIV	President Cameron Taylor	
	Paynesville	Gippsland Lakes Yacht Club	9 Ian Rainey
	Castlemaine	Cairn Curran Sailing Club	4 Michael McCartney
	Apollo Bay	Apollo Bay Sailing Club	6 Deb Tovey
	Mt Eliza	Davey's Bay Yacht Club	17 Cameron Taylor
	Aspendale	Mordialloc Sailing Club	2 Dale Collings
	Mornington	Mornington Yacht Club	4 Doug Bell
	Williamstown	Royal Yacht Club of Victoria	5
	Melbourne	Royal Brighton Yacht Club	5 Paul Woodman
SA	FFISA	President	
	Goolwa	Goolwa Regatta Yacht Club	5 Dave Bennett
	Adelaide	Christies Beach SC	5

New Zealand

Registered Boats 22

Boats

Auckland	Royal Akarana Yacht Club	Alison Howitt
Canterbury	Charteris Bay Yacht Club	Alistair Rowlands
Napier	Napier Sailing Club	Graeme Robinson
	Bay of Islands Yacht Club	
Northland	Whangarei Cruising Club	Zane Lewis
Nelson	Nelson Yacht club	
	Wanaka Yacht & Powerboat Club	

Ireland

Registered Boats 64

Bray	Bray Sailing Club	Bryan Glynn
County Antrim	County Antrim Yacht Club	Bryan Willis
Cushendall	Cushendall Sailing & Boat Club	Kyle McClintock
Donaghadee	Donaghadee Sailing Club	Jim McKee
Dun Loaghaire	National Yacht Club	Adrian Cooper
Killyleagh	Killyleagh Yacht Club	Andrew McCleery
Kinsale	Kinsale Yacht Club	Morgan Sheehy
Louth	Dundalk & Carlingford Sailing club	Kenneth Molloy
Mayo	Shanaghy Bay Sailing Cub	Paul Slater
Portaferry	Portaferry Sailing Club	Shane McCarthy
Strangford	Strangford Sailing Club	Malcolm Crichton
Waterford	Waterford Harbour Sailing Club	Charlie Boland
Whiterock	Strangford Lough Yacht Club	Roger Chamberlain

Hong Kong

Registered Boats 22

Kellett Island	Royal Hong Kong Yacht Club	22	Howard Williams
Causeway Bay			

South Africa

Registered Boats 9

Kwazulu Natal	Royal Natal Yacht Club	Durban	15	Gregg Hurter
Western Cape	Saldanha Bay Yacht Club		16	Keith Davidson

France

Registered Boats 17

Dinard	Yacht Club de Dinard	17	Patrick Constant
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Belgium

Registered Boats 17

Lac Plate Taille	Sports Nautiques de l'Eau d'Heure	17	Alain Kinard
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Philippines

Manilla Bay	6	George Hackett
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Spain (Mallorca) Registered Boats 22

Bay of Pollensa	Real Club Nàutico de Port de Pollença	21	Mike Beecken
Palma Area	Real Club Nàutico de Palma	1	Emiliano Llinas

Mauritius

Boats

Port Louis	Grand Baie Yacht Club	14	Chris Barnes
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Zimbabwe

Harare	Lake Chivero	12	Jack Hooper
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United States

Maryland	Maine	12	Steve Schley
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Canada

British Colombia	Vancouver	6	Tim C'Connell
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Classic Fleet Identification

All boats with sail numbers up to and including 2700, but excluding boats which have had substantial hull shell modifications listed as follows:

860	868	942	964	1202	1203	1367	1369	1374	1387
1403	1690	1710	1716	1945	2044	2104	2244	2245	2246
2248	2340	2341	2344	2354	2355	2384	2386	2387	2388
2389	2675	2677	2679						

In addition, unmodified boats with sail numbers above 2700 derived from genuine classic moulds, as follows:

2701	2702	2704	2705	2708	2709	2710	2711	2715
2718	2723	2724	2725	2728	2736	2745	2750	2751
2752	2756	2759	2760	2763	2766	2770	2771	2772
2773	2774	2775	2776	2777	2778	2779	2787	2788
2790	2791	2792	2800	2801	2807	2815	2819	2826
2843	2844	2845	2846	2850	2851	2858	2869	2882
2898	2899	2900	2902	2916	2917	2918	2940	2941
2950	2951	2957	2981	3014	3016	3018	3019	3020
3021	3022	3023	3031	3032	3034	3085	3102	3209
3240								



Flying Fifteen Construction

Year	Sail / Boat Number	Year	Sail / Boat Number
1954 and prior	up to 156	1987	3107 - 3178
1955	157 – 196	1988	3179 - 3225
1956	197 – 238	1989	3226 - 3296
1957	239 – 277	1990	3297 - 3353
1958	278 - 325	1991	3354 - 3405
1959	326 - 376	1992	3406 - 3438
1960	377 - 468	1993	3439 - 3482
1961	469 - 528	1994	3483 - 3513
1962	529 - 628	1995	3514 - 3539
1963	629 - 718	1996	3540 - 3573
1964	719 - 821	1997	3574 - 3614
1965	822 - 918	1998	3615 - 3660
1966	919 - 1045	1999	3661 - 3688
1967	1046 - 1154	2000	3689 - 3724
1968	1155 - 1213	2001	3725 - 3745
1969	1214 - 1324	2002	3746 - 3781
1970	1325 - 1422	2003	3782 - 3802
1971	1423 - 1514	2004	3803 - 3841
1972	1515 - 1585	2005	3842 -3856
1973	1586 - 1650	2006	3857 -3888
1974	1651 - 1816	2007	3889 - 3905
1975	1817 - 1931	2008	3906 - 3935
1976	1932 - 2136	2009	3936 – 3950
1977	2137 - 2275	2010	3951 - 3969
1978	2276 - 2433	2011	3970 - 3990
1979	2434 - 2530	2012	3991 - 4012
1980	2531 - 2650	2013	4013 - 4024
1981	2651 - 2742	2014	4025 - 4034
1982	2743 - 2808	2015	4035 - 4042
1983	2809 - 2891	2016	4043 - 4053
1984	2892 - 2954	2017	4054 - 4057
1985	2955 - 3028	2018	4058 - 4064
1986	3029 - 3106	2019	4065 - 4074
		2020	4075 - 4086

CONSTITUTION

ff International

1. Title

The title of the Federation is *ff* International.

2. Flag

The Class flag shall be the *ff* insignia in red on a white background.

3. Objectives

The objectives of the Federation are:

- 3.1** To promote interest in, building and sailing of the International Flying Fifteen Class yacht ("the Class") throughout the world;
- 3.2** To maintain the one-design characteristic of the Class;
- 3.3** To control and manage the affairs of the Class;
- 3.4** To encourage and co-ordinate national and international competition within the Class;
- 3.5** To function as the sole body making recommendations to and agreements with World Sailing on the control of the Class Rules.

4. Membership

4.1 The members of the Federation shall be:

- (a) eligible National Associations of Flying Fifteen owners;
- (b) eligible individual members.

4.2 An eligible National Association is an association which has been formed to represent the interests of all Flying Fifteen owners in a country where in which there is at least:

- (a) one Flying Fifteen fleet (that is, at least six registered Flying Fifteens normally sailed from one venue and owned by members of that National Association); or



- (b) at least ten registered Flying Fifteens owned by members of that National Association, but not necessarily in fleets.

4.3 An eligible individual member is a person who owns or sails on a Flying Fifteen or for other reasons wishes to promote interest in and sailing of the Class.

4.4 All members of the Federation shall be bound by this Constitution and by the Class Rules which are deemed part of this Constitution.

5. Objectives of National Associations

5.1 Each National Association shall:

- (a) promote interest in, construction of and sailing of the Class in its own country;
- (b) assist the Federation to meet its other objectives;
- (c) control and manage the affairs of the Class in its own country in a manner which is consistent with this Constitution;
- (d) uphold the Class Rules as amended from time to time in accordance with this Constitution;
- (e) adopt and maintain its own constitution in which the following provisions are mandatory:
 - i. at general meetings of members, resolutions shall be decided by a simple majority of votes cast by voting members present, in person or by proxy, and voting;
 - ii. before voting on any proposed change to the Constitution of the Federation or to the Class Rules or the Championship Regulations, the National Association shall first obtain approval of its members, either by a postal or verifiable electronic ballot, or by a ballot at a general meeting, and the proposed change shall require a 2:1 majority in its favour.
 - iii. voting members are those members who own registered Flying Fifteens. Each voting member shall be entitled to one vote per boat. No member shall be entitled to more than one vote regardless of how many boats that member may own. If a boat is owned jointly by more than one member, any one (but only one) of those members may cast a vote for that boat.
- (f) provide to FFI a copy of the minutes of their Annual General Meeting each year, together with a copy of that association's current constitution.

6. Annual Contributions, Subscriptions and Building Fees

- 6.1** The Federation shall be financed by annual contributions from the National Associations ("National Subscriptions"), by annual subscriptions from individual members ("Individual Subscriptions") and by a portion of the Building Fees paid by builders of Flying Fifteens.
- 6.2** The amount of the National Subscription shall be based on a notional subscription for each of their voting members ("the National Subscription Rate").
- 6.3** The National Subscription Rate and the amount of the Individual Subscription for the following year shall be fixed by the Council not later than 30 June in each year.
- 6.4** The financial year of the Federation commences on 1 January and ends on 31 December each year.
- All National Subscriptions shall become due on 1 April. All Individual Subscriptions (refer Clause 4.3) shall become due on 1 October following the date on which they are fixed.
- Each National Association shall provide a list of financial members (including boat numbers) by 1 April.
- 6.5** The proportion of Building Fees to be received by the Federation shall be agreed between the Federation and World Sailing. The proportion of Building Fees to be received by the National Association of the country where the Building Fee receipt is issued shall be 50% of that received by the Federation.

7. Management

- 7.1** The affairs of the Federation shall be managed by the Council. The Council shall have and exercise all the powers of the Federation under applicable law anywhere in the world. For that purpose the Council may, subject to the express requirements of clause 7.5, appoint Officers and establish committees and working parties which shall report their findings and recommendations to the Council for adoption or otherwise.
- 7.2** The Council shall consist of:
- (a) **Appointed Members:** Each National Association shall be entitled from time to time by notice to the Federation to appoint, and thereafter remove and replace, one of its voting members as an Appointed Member of the Council.



- (b) **Co-opted Members:** The Appointed Members of the Council shall have the power to co-opt any person who is either an eligible individual member of the Federation or a member of a National Association to assist it as a co-opted member of the Council. A co-opted member shall have full speaking rights at any Council meeting but shall have no vote. A co-opted member shall hold office only during the term of the Commodore who was in office when that member was last co-opted, but may be re-appointed by the Council at any time thereafter for the term of the current Commodore.
- (c) **The Commodore:** The Council members shall at a properly convened meeting held on the occasion of each World Championship, or at any earlier time if a vacancy in the position of Commodore should arise, elect one of their number to be the Commodore of the Federation. The Commodore shall hold office for a term fixed by the Council but no longer than until the conclusion of the next World Championship. A Commodore may be re-elected by the Council for a second term or a third term, but thereafter shall not be eligible for a consecutive term of office. If more than one Council member stands for election, the candidate who receives the most votes cast by Council members shall be elected. If the current Commodore is seeking re-election, and there are other nominations, he shall vacate the chair for the period of the election. An acting chairman elected by the Councillors present shall have a casting vote in the case of a tied ballot.

7.3 The Council may determine its own meeting procedures and the quorum and procedures for all meetings of committees. Agenda, together with all relevant submissions, correspondence and other documentation, shall be circulated to all Officers and Members of the Council not less than seven days before the meeting. Meetings may be in person, by telephone, video conference or other effective form determined by the chairman of the Council or committee as the case may be. The quorum for a meeting of the Council is three Appointed Members. All questions arising at a meeting of the Council shall be decided by a simple majority of votes cast by Appointed Members attending the meeting.

7.4 The Commodore's functions and powers include:

- (a) to act as chairman of all meetings of the Council;
- (b) to act as the chief administrator and spokesperson of the Federation;
- (c) to serve as the Federation's principal liaison to World Sailing;
- (d) to serve as an ex-officio member of all committees of the Council;

- (e) to have sole authority to authorize commitment of the credit of the Federation within the limits of the financial budget approved by the Council;
- (f) to delegate any of the above powers to any one or more Council Members or Officers;
- (g) to exercise a casting vote (even if he or she has no deliberative vote) in the event that a deadlock arises on a vote at any meeting of the Council.

7.5 The Council shall, whenever a new Commodore is elected:

- (a) appoint for the same term as the Commodore one or more secretaries approved by the Commodore, who shall keep correct minutes and record of all Council and committee meetings, assist the Treasurer, communicate with members of the Federation as and when the Commodore shall direct and otherwise provide administrative assistance to the Commodore and Council as required;
- (b) appoint for the same term as the Commodore a Treasurer approved by the Commodore who shall have charge of the funds of the Federation, collect the annual contributions, subscriptions and building fees, make such payments as the Council or the Commodore shall direct, keep an accurate record of the financial affairs of the Federation, and present an annual financial statement together with a report from the Federation's auditor to the Council no later than 1 July in each year;
- (c) appoint an auditor who shall review and report to the Council on the Federation's annual financial statements;
- (d) elect or appoint for the same term as the Commodore a Technical Committee comprising such number of persons (but not less than three) as the Council may fix from time to time. The members of that committee, who may be Appointed Members or Co-opted Members, shall be responsible for advising the Council on the interpretation of the Class Rules, reviewing and reporting to the Council on any proposal for change to the Class Rules which relates directly to the hull, spars, sails or equipment ("a Technical Change") and on other technical matters referred to it or coming to its attention;
- (e) appoint for the same term as the Commodore any other Officer who the Council may consider necessary.



8. Functions and Powers of Council

8.1 The Council's functions and powers include:

- (a) to carry out the objectives of the Federation;
- (b) to consult and co-operate with and make recommendations to World Sailing in respect of administration, changes to and interpretations of the Class Rules;
- (c) to consider and implement changes to this Constitution, the Class Rules and the Championship Regulations subject always to the procedures and restrictions in clause 9;
- (d) to keep members of the Federation well informed about the administration of the Class and interpretations of the Class Rules and for that purpose to publish annually a Year Book and other newsletters as the need arises;
- (e) to conclude arrangements for the holding of Championships of the Class requiring FFI approval in accordance with the Championship Regulations, which are deemed part of this Constitution;
- (f) all ancillary powers necessary for the efficient discharge of its functions including the power to remove any Officer at any time and to appoint a replacement for the balance of that Officer's current term.
- (g) to call on the support of the Council Executive to assist in the day to day operation and conduct of the Federation.

9. Proposed Changes to Constitution, Class Rules, or Championship Regulations

9.1 A proposed change to this Constitution, the Class Rules or the Championship Regulations ("a Proposed Change") may be made only by:

- (a) World Sailing, in the case of a change to the Class Rules; or
- (b) the Council of the Federation; or
- (c) a National Association,

and may not be adopted by the federation until after compliance with clauses 9.3 to 9.7 inclusive.

9.2 Notice of a proposed change together with the proposer's reasons shall be lodged in writing with the Administration Secretary of the Federation and immediately referred to all Appointed members of the Council and its Officers. If the proposed change is a Technical Change then it shall immediately be referred to the Technical Committee for review and report

back to the Council as soon as practicable. Before the Proposed Change is referred to postal ballot by the National Associations the proposer shall be invited by the Council to consider, within a fixed consultation period, any recommendations made by the Technical Committee or by the Council as the case may be.

9.3 On the expiry of the consultation period, the Proposed Change incorporating any modifications agreed to by the proposer plus the Council Package described in clause 9.4 shall then be sent to each National Association for referral to postal or verifiable electronic ballot, and the Proposed Change may not thereafter be withdrawn or amended.

9.4 Whenever a Proposed Change is to be referred for postal or verifiable electronic ballot it shall be accompanied by the following Council Package:

- (a) the existing text of any clause or rule being changed or affected by the change;
- (b) any recommendation which the Technical Committee may have made to the Council on a Technical Change;
- (c) where appropriate, any recommendation or comment from the Council;
- (d) notice of the date by which National Associations must conduct a postal or verifiable electronic ballot of its voting members and report on the outcome of voting;
- (e) notice of the dates on which it is intended that the change will come into effect, if approved;
- (f) a form of ballot paper for use by voting members of National Associations;
- (g) the form of voting return to be sent to the Federation by National Associations on completion of the postal ballot.

9.5 Each National Association shall within the time fixed by the Council conduct a postal or verifiable electronic ballot of its voting members by sending to each of them the Council Package together with its own separate recommendation, if any.

9.6 On conclusion of the postal or verifiable electronic ballot each National Association shall report to the Administration Secretary of the Federation, on the voting return supplied, the number of valid votes cast for and against the Proposed Change by their voting members. Those votes, both for and against, shall be deemed to be votes cast by that National Association for and against the Proposed Change.



9.7 A Proposed Change shall be adopted by the Federation if:

- (a) in the case of a technical change which is not recommended by the Technical Committee, the number of votes deemed to be cast in favour exceeds by a margin of 2:1 those deemed to be cast against; and
- (b) in the case of any other Proposed Change, the number of votes deemed to be cast in favour exceeds the number deemed to be cast against; and
- (c) in the case of any Proposed Change to the Class Rules, it has been approved in writing by World Sailing.

9.8 After the postal or verifiable electronic ballot has been completed and the voting returns received from National Associations, the Secretary of the Federation shall promptly notify all members of the Federation of the outcome and of the date on which the change will take effect.

9.9 Subject always to clause 9.10 and provided that the postal or verifiable electronic ballot has been completed and the voting returns received not later than the date specified under clause 9.4(d), a change to the Class Rules which has been adopted by the Federation will take effect on 1 March next.

9.10 Changes to the Class Rules shall take effect not more frequently than three-yearly (commencing with the rules effective from 1 March 1996) unless:

- (a) the change is proposed for administrative purposes only and in no way affects the boat, spars, sails or equipment; or
- (b) the change is necessary to correct a typographical error or omission or a miscalculation in the Class Rules; or
- (c) the change is a Technical Change which is urgently needed and has been proposed by the Council on the recommendation of the Technical Committee.

10. Definitions

10.1 In this Constitution:

“Officer” means the Treasurer, any Secretary and any other named officer appointed by the Council for a term not exceeding that of the current Commodore to assist the Council for a particular purpose in the discharge of its functions.

“Council Executive” shall mean the Commodore, the Secretary, the Treasurer and the Chair of the Technical Committee”

11. Adoption of Constitution

11.1 This Constitution was adopted by the Federation in place of its original constitution and takes effect as from 1st July 1998.

Constitution Effective – 1 July 2019

Previous issues 1 March 2017
 1 September 2013
 1 September 2010
 1 December 2004



INTERNATIONAL FLYING FIFTEEN CLASS RULES 2020

PART A - ADMINISTRATION RULES

1. GENERAL

The International Flying Fifteen Class is a one design racing keelboat. To ensure that the administration of the Class and objective of the Class Rules are maintained, before any International Flying Fifteen may be raced, the following documents must have been issued and the requirements adhered to:

- (a) International Class Fee Receipt
- (b) World Sailing Plaque (c)
Registration Certificate (d)
Measurement Certificate
- (e) Sail Endorsements
- (f) Endorsements showing the owner to be a current member of an association affiliated to Flying Fifteen International (FFI).

All the above documents except World Sailing Plaque shall be included within either the RYA Yacht Racing Division Registration Log Book or a **Certificate** issued by the **Certification Authority**. The **Certification Authorities** are the National Flying Fifteen Associations of Australia, New Zealand, Ireland, Hong Kong, South Africa and France, and the Royal Yachting Association for all other countries. Both the Registration Log Books and Certificates should be in the possession of owners at all times. The above documents are obtained as follows:

2. INTERNATIONAL CLASS FEE RECEIPT

An International Class Fee must be paid by the builder for each **boat** at the commencement of building whether or not it is subsequently registered and measured. Payment shall be made via a National Flying Fifteen Association to Flying Fifteen International acting as agents for World Sailing. Payments shall be in sterling and on receipt of payment an International Class Fee Receipt, a World Sailing Plaque and a sail number will be issued.

A World Sailing Plaque shall be fixed in a visible position in the cockpit before a **boat** is eligible to race for all boats first certificated after 1st March 1991.

The amount of the International Class Fee shall be reviewed by World Sailing annually in consultation with FFI. Owners shall then apply to their **Certification Authority** (see Rule A1) for a Measurement **Certificate**.

3. MEASUREMENT and CERTIFICATION

Measurers

Official Flying Fifteen Class Measurers and Flying Fifteen Class Maintenance Measurers shall be ratified by FFI. **Official Flying Fifteen Class Measurers** shall be proposed by a National Class Association (NCA) and approved in writing by the Member National Authority (MNA) of that country. Flying Fifteen Class Maintenance Measurers shall be approved in writing by a National Class Association (NCA) on the recommendation of its Chief Measurer. The written approvals shall be forwarded to FFI for ratification.



Only **Official Flying Fifteen Class Measurers** shall measure items covered by Rules B2 to B8 inclusive. An **Official Flying Fifteen Class Measurer**, a Flying Fifteen Class Maintenance Measurer or an **Official Measurer** can measure items covered by Rules B9 et seq.

Certification

The owner shall have the **boat** measured in accordance with Part B of these Rules. On completion of satisfactory measurement the **Official Flying Fifteen Class Measurer** shall supply the owner with a completed and signed Measurement Form.

The Official Flying Fifteen Class Measurer shall also supply a copy of the signed Measurement Form to the National Class Association of the owner, and a copy to the Chief Measurer FFI.

Owners shall then apply to their **Certification Authority** (see Rule A1) for a Measurement Certificate enclosing a completed Measurement Form for the boat (excluding sails) together with the International Class Fee Receipt and any registration fee that the **Certification Authority** may specify. Upon receipt of these, the **Certification Authority** may issue a Measurement Certificate to the owner.

Change of ownership or **boat** name invalidates the Measurement Certificate. The owner shall apply to the **Certification Authority** for a new **Certificate**, returning the old **Certificate** together with any re-registration fee that the **Certification Authority** may have specified. The owner shall also complete the application for re-registration contained within the registration log book.

Hull Replacement

The sail number and building fee apply only to the **hull** for which they were issued and are not transferable. If for any reason a **hull** is replaced by a new one, a new building fee must be paid and a new sail number must be obtained.

4. SAIL ENDORSEMENTS

The owner shall have all new or substantially altered **sails** measured by an approved **Measurer** (see Rule A3). Alternatively, World Sailing or an MNA may appoint one or more **In-House Official Measurers** to measure and certify **sails** produced by a licensed manufacturer. After completion of a satisfactory measurement an Official Flying Fifteen Class Measurer or a Flying Fifteen Maintenance Measurer shall sign, number and date both the **sail** at its **tack** and the Measurement Certificate. The number allocated shall be unique and in the form "2M 3218", where 2M represents the second **mainsail** measured for this **boat** and 3218 the **boat** number.

The **certificate** shall carry sail endorsements in accordance with the Class Rules. The **boat** shall race only with **sails** endorsed on her **certificate**, except that in the case of a helmsperson sailing a borrowed **boat**, the **boat** may race with any combination of the **sails** endorsed on the **certificate** of the borrowed **boat**, or on the **certificate** of a **boat** owned by the helmsperson. This **certificate** shall also be examined by the Organising Club, and such sail numbers declared to the Race Office at registration.

When it is satisfied that a **sail** has been lost or damaged to such an extent that it cannot be used, the Race Committee may authorise the use of a replacement **sail**.

5. COMPLIANCE WITH CLASS RULES

For the Registration Certificate, Measurement Certificate and sail endorsement to be valid, all **hulls**, **spars**, **sails** and equipment shall comply with the current Class Rules, except that items covered by Rules B2 to B9 and B11 may comply either with the current Class Rules or with the corresponding Class Rules applying to them when the original Measurement Certificate was issued and except that for Rule B 13.6.2, headsails registered prior to 1 March 2017 may continue to be used for all racing except for World, European and International Championships. **Headsails** registered prior to 1 March 2017 may be re-registered to another boat after this date.



Where substantial repairs to the hull shell are undertaken, such repairs shall be measured by an **Official Flying Fifteen Class Measurer** and must comply with the rules applicable at the time of original measurement.

Where substantial alterations to the **hull** are undertaken, the **boat** shall be completely re-measured under current Class Rules by an **Official Flying Fifteen Class Measurer**.

Following such alterations or repairs the owner shall apply to their **Certification Authority** for a new Measurement **Certificate** enclosing a new Measurement Form and the old **Certificate**. New **spars** shall be measured by an **Official Flying Fifteen Class Measurer** or a Flying Fifteen Class Maintenance Measurer and shall comply with the current Class Rules.

6. CHECK MEASUREMENT

All **boats** shall be liable to re-measurement at the discretion of World Sailing, a Race Committee, FFI or any Flying Fifteen Association affiliated to FFI.

7. REFUSAL OR WITHDRAWAL OF CERTIFICATE

Notwithstanding anything contained within these Rules, the National Authority and FFI shall have the right to refuse to grant a **Certificate** or sail endorsement to, or to withdraw a **Certificate** or sail endorsement from, any **boat** at any time. Boat owners are required to return their Log Book to the **Certification Authority** upon request or upon any dealings pertaining to the **boat**.

8. NOTICE OF RESPONSIBILITY

It is the owner's responsibility to ensure that the **hull, spars, sails** and equipment comply with the Class Rules at all times and that any alteration, replacement or repair does not invalidate the Measurement Certificate. World Sailing, FFI, Flying Fifteen Associations, **Certification Authorities** and **Measurers** are under no legal responsibility in respect of these Rules, plans or accuracy of measurement and no claims arising therefrom can be entertained. It shall also be made clear that it is the owner's responsibility to contact an appropriate **Measurer** and to make his own contractual agreement with that **Measurer**.

PART B - MEASUREMENT RULES

1. GENERAL

- 1.1 This is a one design class and the object of these Rules is to ensure that in **hull form, hull weight, fin keel, rudder, rig and sails** the boats are as alike as possible.
- 1.2 These Rules shall be read in conjunction with Plans only where specified herein, and with the official Measurement Form; no Plan or other document shall otherwise be used for interpreting these Rules. Any interpretation shall be made by World Sailing after consultation with FFI.
- 1.3 In the event of discrepancy between these Rules, the Measurement Form, and/or the plans, the matter shall be referred to World Sailing.
- 1.4 All boats shall be built in accordance with Class Rules and Specifications e.g. Line Plan and offsets in Plan No. 93/1, other Official Plans, Measurement Form etc.
- 1.5 The **Measurer** shall report on the Measurement Form anything which he considers to be a departure from the intended nature and design of the **boat**, or to be against general interest of the class, and a **Certificate** may be refused, even if the specific requirements of the Rules are satisfied.
- 1.6 A **Measurer** shall not measure a **boat** in which he/she has a personal interest.

2. CONSTRUCTION

- 2.1 The Flying Fifteen may be built by any builder and no licence is required. Prior to the issue of the International Class Fee Receipt (Rule A1) the builder will submit details of the materials of construction to the relevant National Association Chief Measurer for approval.
- 2.2 Scantlings and materials are optional and the **hull** may be built of any material. The minimum finished weight per unit area of the deck and the hull shell shall be 3.20kg/m^2 . The minimum finished weight per unit area of the transom shall be 3.20kg/m^2 . The deck is defined for the purpose of these rules as "Any moulding above the **sheerline**".
- 2.3 Core samples may be taken to measure the weight per unit area.
- 2.4 Rubbing strakes are optional and may be of any material or construction. If fitted, they shall not measure more than 76mm horizontally and 60mm vertically both measured from the **sheerline**.

3. IDENTIFICATION MARKS

- 3.1 The **hull** shall carry the sail number, cut, stamped, branded or moulded into the hog in figures not less than 25mm in height.
- 3.2 The **mainsail** and **spinnaker** shall carry identification marks as indicated in Rule B13.3.
- 3.3 All emblems, numbers and letters shall be of a durable material securely attached.

4. HULL MEASUREMENT

- 4.1 The **hull datum point** is the intersection of the hull centreplane, the underside of the hull shell and the transom, each extended as necessary. Depth measurements shall be taken perpendicular to the base line. Measurement sections, including the aft edge of the transom, shall be perpendicular to the base line.
- 4.2 The **boat length** overall shall be between 6096mm and 6046mm.
- 4.3 The profile of the transom shall conform to Plan No. 93/1 as follows: The profile shall be checked by a template made to Plan No. 93/3. The template shall touch or clear by not more than 15mm in a radial direction, when applied flush with the rocker at the centre line. The



transom shall be flat and vertical to the base line, with a tolerance of 5mm over the height of the transom when testing for being vertical and 5mm over the overall width when testing for flatness, except that where it joins the skin the corners may be rounded to a radius of not more than 13mm when the profile shall be determined by projecting the line of the skin to the template. Construction lips and flanges between deck and **hull** and associated rubbing strake, if applicable, do not violate this requirement.

- 4.4 The total camber of the fore and aft decks shall be not more than 150mm. No part of the fore or aft deck shall fall below the **sheerline**. The athwartships section of the fore and aft decks shall be a fair curve from **sheer** to **sheer**.
- 4.5 The side deck and bulkhead assembly shall not fall below the **sheerline** within 280mm of the **sheerline**. The minimum plan width of the side deck and bulkhead assembly shall be 356mm from the **sheerline**.
- 4.6 The aft edge of the cockpit shall be not more than 1830mm, nor less than 1540mm, from the transom measured horizontally. The forward edge of the cockpit excluding the mast slot or fittings designed to locate the **mast** shall be not more than 3780mm nor less than 3630mm from the transom measured horizontally. The decks shall be constructed so as to locate the **mast** as provided in Rule B10. Spinnaker pockets and spinnaker chutes may be installed, provided they drain into the cockpit and/or overboard. Spinnaker pockets shall not start within 280mm of the **sheerline** and must be aft of the breakwater. Spinnaker chutes may be installed anywhere in the foredeck forward of Station 2.
- 4.7 A breakwater shall be fitted. The combined height of the deck and the breakwater, measured from the **sheerline**, shall be a minimum of 175mm at the **centreplane** and may be reduced in a fair convex curve to within 25mm of the **sheer** at which point the height may be reduced to 25mm. The foremost edge of the breakwater shall not exceed 4475mm measured from the aft edge of the transom.
- 4.8 Measurement stations shall be marked at the following distances from the **hull datum point** at the lower aft edge of the transom.
- | | |
|-----------|--------|
| Station 1 | 5613mm |
| Station 2 | 5311mm |
| Station 3 | 4547mm |
| Station 4 | 3785mm |
| Station 6 | 2261mm |
| Station 8 | 737mm |

The base line shall be set up at 305mm below the centreplane at Station 2 and 381mm below the **hull datum point**.

The **sheerline** position at each measurement Station shall be determined and marked on the deck.

The following measurements shall conform to those stated on the Measurement Form:

1. The dimension from baseline to centreplane at Stations 1, 3, 4, 6 and 8.
 2. The sheerline height expressed as a distance below "top of template" at Stations 2, 3, 4, 6 and 8.
 3. The sheerline height at the stemhead above baseline.
 4. The height of the **waterline** for Stations 4 and 6.
 5. The **beam**, calculated from the horizontal distances from template to **sheerline** at Stations 2, 3, 4, 6, and 8.
- 4.9 The skin profiles at Sections 2, 3, 4, 6 and 8 shall conform to Plan No. 93/1. The profiles shall be checked by female templates made to Plan No. 93/3. The templates shall touch the profile or clear by not more than 15mm in a radial direction when the templates are applied flush with the centreplane. In addition the profile of each section shall be a fair continuous convex curve without knuckles or any features which could act as a particle breaker (spray rail).
- 4.10 The profile of the bow between Station 2 and the stem, shall be a fair curve, as shown on Plan 93/1.

4.11 A floor creating "watertight" compartments is permissible providing that:

- (a) It is not less than 300mm below the **sheerline**.
- (b) It incorporates a channel of 140mm minimum width extending to the skin of the **hull** for at least the full length of the keel flange. Internal mouldings may form the floor of the channel if the density of the moulding at the floor of the channel is no less than that of the keel pad and if it is securely bonded to the keel pad.
- (c) Self bailers shall not be fitted through internal mouldings.

4.12 The plan width of the cockpit floor, aft of the **shrouds**, shall not be less than 600mm.

5. BUOYANCY

The **boat** shall have a minimum of four separate "watertight" compartments that are capable, in the absence of the removable buoyancy, of allowing the **boat** to float level if the cockpit is flooded and of keeping the **boat** afloat if all but 50% of the compartments are punctured. All "watertight" compartments shall be capable of being drained.

Removable buoyancy apparatus shall provide not less than 443kg buoyancy, not less than 100kg of which shall be forward of the points of intersection of the **shrouds** with the deck. The buoyancy shall be securely fixed or contained within the **boat** and shall be so distributed that the **boat** will float level when swamped with all "watertight" compartments flooded. Any one unit of the apparatus shall provide not more than 130 kg buoyancy nor less than 1kg buoyancy. Integral forms of buoyancy shall not contribute to the removable buoyancy apparatus for the purpose of this Rule.

6. KEEL

The following Rules apply to the **keel** in its finished condition.

- 6.1 The **fin keel** shall be of cast iron with a finished weight (including the **keel** bolt/studs) of 181kg plus/minus 12kg. The finish is optional, but holes shall not be filled with materials of greater density than cast iron. The finished weight shall be recorded on the measurement certificate
- 6.2 The configuration of the **keel** and keel flange shall conform in shape to that indicated on Plan No. 97/2.
- 6.3 The profile shall be checked by a female template made to Plan No. 97/2. The template shall touch or clear by no more than 13mm when applied flush to the top edge of the flange.
- 6.4 The sections shall be checked by four female templates made to Plan No. 97/2. The templates shall touch or clear by not more than 5mm (measured normal to the surface) when applied at positions defined on the **keel** from markings transferred from the profile template.
- 6.5 No keel sections parallel to the baseline of the profile template shall have a concavity of more than 1mm.
- 6.6 The width of the keel sections parallel to the baseline in the area between 300mm and 500mm above the extension of the baseline of the profile template shall be 37mm +/- 5mm at their points of maximum chord width.
- 6.7 The width of the **keel** in the area between 500mm above the extension of the baseline of the profile template and a line 30mm below the top of the flange shall not be more than 50mm.
- 6.8 The plan width of the keel flange shall be 130mm plus/minus 6mm with a maximum of 10mm radius on all four corners and on all four edges. The thickness of the flange, 10mm in from the edges shall be not less than 10mm.
- 6.9 Fairing pieces are prohibited around the keel flange. The keel flange shall not be rebated into the **hull** and the upper edge of the flange shall not clear the **hull** by more than 10mm at any point.
- 6.10 The **keel** weight may be adjusted to conform with B6.1 by cavities within an area of 695mm to



795mm measured from the aft tip of the **keel**.

- 6.11 The fore end of the **keel** shall not be less than 3860mm or more than 4040mm from the **hull datum point** measured parallel to the base line.
- 6.12 There shall be not less than 4 pairs of stainless steel bolts or studs with a minimum diameter of 9mm. Bolts or studs shall be arranged in pairs opposite each other on the port and starboard side of the flange at not less than 50mm centres and the fore and aft pairs shall be within 100mm of the keel flange ends.

7. RUDDER

- 7.1 The profile shall be checked by a female template made to Plan No. 97/2. The template shall touch the **rudder** or clear by not more than 13mm at any point when it is applied flush with the leading edge which shall not deviate from a straight line by more than 1.5mm.
- 7.2 The thickness of the **rudder** shall not exceed 45mm and fairing pieces are prohibited.
- 7.3 The fore-end of the **rudder**, when the **rudder** is in the fore and aft position, shall be not less than 710mm or more than 762mm from the **hull datum point** and the gap between the top edge of the **rudder** and the **hull** at the centreplane, shall not vary by more than 5mm.
- 7.4 The centre line of the **rudder** stock shall intersect the aft deck at a point not less than 470mm nor more than 736mm from the aft face of the transom.
- 7.5 The **rudder** and stock together shall weigh not less than 3.8kg. The stock shall be made of solid stainless steel with a diameter of not less than 18mm or of solid bronze with a diameter of not less than 23mm, or a stainless steel tubular shaft with an outside diameter of not less than 25mm and a wall thickness of not less than 2.5mm.

8. WEIGHT

- 8.1 The **hull weight** in dry condition, including specified removable buoyancy apparatus, hatch covers and all fittings permanently fixed by screws, bolts, glue or resin, but excluding **fin keel**, **keel** bolts or studs, **rudder**, tiller, sheet winches, pump, **mast**, **rigging**, **sails** and equipment, shall be not less than 138kg.
- 8.2 If the **hull weight** is less than defined, **corrector weights**, total weight not exceeding 21kg, shall be through fastened and be clearly visible within the cockpit area. Each **corrector weight** shall be identified with its individual weight, which shall be clearly visible for inspection, and the number and individual weight of each corrector weight shall be recorded on the measurement certificate.

Corrector weights may subsequently be removed after a period of not less than one year from the original date of registration subject to the **hull** being presented for reweighing by an **Official Flying Fifteen Class Measurer** in the same condition as for B8.1. **Corrector weights** may then be reduced in weight or removed and the new number of **corrector weights** and their total weight shall be recorded on the **Certificate** which must be ratified by the National Authority. Reweighing and adjustment or removal of **corrector weights** may not take place within one year of a previous weighing, except where substantial alterations to the **hull** are undertaken and the **boat** is completely remeasured in accordance with Rule A5.

9. MAST

- 9.1 The **mast spar** shall be of wood or aluminium alloy extrusion.
- 9.2 The **mast** shall have a continuous fixed groove which may or may not be integral with the **spar** section. The groove shall be included in the sectional dimensions only if both it and the **mast spar** are of aluminium alloy.
- 9.3 **Limit marks**, not less than 10mm wide, shall be clearly marked on the **mast spar**, so that **limit marks** number 1, 2 and 3 are clearly discernible from outside the **boat** when racing, as follows:

Number 1 The lower edge of which shall be not more than 6860mm above the upper edge of **limit mark** No. 4.

- Number 2 The upper edge of which shall be not more than 6248mm below the lower edge of **limit mark** No. 1.
- Number 3 The lower edge of which shall be not more than 4724mm above the upper edge of **limit mark** No. 4.
- Number 4 The **mast datum point**, the upper edge of which shall be at or below the **sheerline** with the **mast spar** in a vertical position.
- 9.4 Below **limit mark** No. 3 and 300mm above **limit mark** No. 2 the mean of both the fore and aft and athwartship section dimensions shall be not less than 60mm nor more than 80mm. The **mast spar** may be tapered above band No. 3.
- 9.5 The **mast weight** including normal permanent fittings and **rigging**, shall be not less than 10.5kg.
- 9.6 The centre of gravity of the **mast** in the same condition as in B 9.5 (above), with the **rigging** secured along the **mast** and with the tails led back if necessary, shall be not less than 1828mm above the upper edge of **limit mark** No. 2.
- 9.7 The **mast spar deflection** shall be tested by supporting it horizontally at the lower edge of **limit mark** No. 1 and at the upper edge of **limit mark** No. 4. When applying a load of 20kg at 1000mm below the lower edge of **limit mark** No. 3 the downward deflections at this position when the **mast** fore and aft axis is vertical and when it is horizontal, shall not exceed 145mm.
- 9.8 Rotating and permanently bent masts are prohibited, but a **mast spar curvature** of up to 50mm is permitted.
- 9.9 A mast jack or equivalent device, if fitted, shall be pinned so that it cannot be adjusted while racing and so that the maximum permitted distances of **limit marks** numbers 1 and 3 above the **sheerline** cannot be exceeded.
- 9.10 No part of **spinnaker pole** fitting(s) attached to the **mast** shall project more than 50mm from the **mast**.
- 9.11 The effective pivoting points of the gooseneck fitting shall be not more than 40mm measured from the aft side of the **mast**. If there is a groove in the **mast** for the **sail**, the measurement shall be to the foreside of the groove or prolongation thereof.
- 9.12 The heel of the **mast**, or the shoulder of the **mast** where there is a tenon, being the effective bearing surface of the base of the **mast** with the hog of the **boat** shall be not less than 450mm below the **mast** datum point.

10. MAST STEPPING

- 10.1 The foreside of the **mast spar** at deck level shall be not more than 3850mm or less than 3695mm from the aft face of the transom measured horizontally.
- 10.2 There shall be a mastgate to limit aft movement of the foreside of the **mast spar** at deck level to:
 - (a) a maximum of 1676mm from the point where the **headsail luff** or its extension meets the deck; and
 - (b) a minimum of 520mm from the point where the **shrouds** (or the extension of the line of the **shrouds**) meet the deck. Altering the position of attachment of **shrouds**, **forestay** or **headsail tack** is prohibited whilst racing.
- 10.3 There shall be no control of the movement of the **mast** at more than 50mm above the height of the deck, except that exerted by the sails and **booms** and the **rigging** specified in Rule B12.
- 10.4 The use of any device to alter the position of the **heel point** of the **mast** whilst racing is prohibited.



11. BOOMS

- 11.1 The main **boom spar** shall be of wood or aluminium alloy extrusion.
- 11.2 The main **boom spar**, including sail track but excluding other fittings, shall be able to pass through a ring of 125mm internal diameter.
- 11.3 When fitted to the **mast**, the upper edge of the **boom spar** (or its extension) shall intersect the **mast spar** at or above the upper edge of **limit mark** No. 2 when the **boom spar** is at 90° to the **mast spar**.
- 11.4 An outer **limit mark** not less than 10mm wide, shall be marked on the main **boom** so that it is clearly discernible when racing with its inner edge not more than 3000mm from the aft side of the **mast** measured along the top of the **boom spar**. If there is a groove in the **mast spar** for the **sail**, the measurement shall be to the foreside of the groove or prolongation thereof.
- 11.5 Permanently bent main **boom spars** are prohibited but a **boom spar curvature** of up to 10mm is permitted.
- 11.6 The **spinnaker pole(s)** may be of any material. The overall length of the **spinnaker pole(s)**, including fittings, shall not exceed 2000mm.

12. MAST RIGGING AND FITTINGS

- 12.1 The **mast rigging** shall consist of one pair of **shrouds** and one **forestay**, which shall be of galvanised steel or stainless multi-strand wire diameter not less than 2.3mm. The effective attachment to the **hull** shall also be of galvanised or stainless steel or of bronze construction. There shall be one pair of **spreaders** which shall be of aluminium alloy.
- 12.2 The **rigging points** of the **shrouds** shall not be more than 150mm above the lower edge of **limit mark** No. 3. The distance between the points of intersection of the line of the **shrouds** with the deck or rubbing strakes shall be not less than 1270mm. The points of intersection with the deck or rubbing strakes shall be not more than 45mm outside the **sheerline**.
- 12.3 The **rigging point** of the **headsail luff** wire or its extension shall be at, or below, the lower edge of **limit mark** No. 3.
- 12.4 The use of a **forestay** is optional, however if a **forestay** is fitted, it shall be separate from the **headsail luff** wire. The **forestay** or its extensions shall have a **rigging point** between the **headsail rigging point** and a point 80mm above the lower edge of **limit mark** No. 3 and shall meet the deck not more than 280mm nor less than 5mm forward of the **headsail luff** wire.
- 12.5 Adjustment of the **spreaders** or the length of the **shrouds** is prohibited whilst racing.
- 12.6 The extension of the line of the top of the **spinnaker halyard** when held taut at right angles to the **mast** shall meet the foreside of the **mast** not more than 102mm above the lower edge of **limit mark** No. 3. If led through an eye or a block no part of such eye or block shall extend more than 76mm from the foreside of the **mast**.
- 12.7 The type and material of all other **mast rigging** and fittings is optional.
- 12.8 Kicking straps are permitted, but these must be fixed to the centreline of the hog or to the **mast**.
- 12.9 An outrigger is any fitting or device so placed that it could exert outward pressure on a sheet or sail at a point from which, with the boat upright, a vertical line would fall outside the hull or deck, except through a rubbing strake, where it shall be located within the area between the sheerline and a line 15mm inside the outer edge of the rubbing strake.

13. SAILS

13.1 Measurement

- 13.1.1 Measurement shall be carried out in accordance with the Equipment Rules of Sailing (ERS).
- 13.1.2 The Rules in B.13 are **closed class rules**. Where a term is used in its defined sense, it is printed in "**bold**" type if defined in the ERS, and in "*italic*" type if defined in the Racing Rules of Sailing (RRS).
- 13.1.3 **Sails** shall comply with the current **Class Rules** (see Rule A5).

13.2 Certification

- 13.2.1 See Part A.

13.3 Sail Identification

- 13.3.1 The sail identification shall comply with the RRS, except that national letters may be placed in front of the numbers at the same level.
- 13.3.2 The class insignia shall conform with the dimensions and requirements as detailed in Plan number 7. A gold/yellow coloured insignia may be used by current and former World Champion helmsmen of the Flying Fifteen Class.
- 13.3.3 Sail numbers shall be issued by the **Certification Authority**.

13.4 Sailmaker

- 13.4.1 Sailmaker is optional.

13.5 Mainsail

13.5.1 Construction

- (a) The construction shall be: **Soft sail, single ply sail**.
- (b) The **body of the sail** shall consist of **woven ply**. The **ply** fibres shall be of polyester.
- (c) The **sail** shall have 4 **batten pockets** in the **leech** and shall be closed at the **luff** end.
- (d) The **leech**, between the **aft head point** and the intersection of the **leech** and the upper edge of the upper **batten pocket**, shall be straight or hollow.
- (e) The following are permitted: Stitching, glues, tapes, bolt ropes, corner eyes, headboard with fixings, Cunningham eye or pulley, batten pocket elastic, battens, **mast** and **boom spar** groove slides, **leech** line with cleat, two **windows**, tell tales, sail identification, sail shape indicator stripes, sailmaker labels.



13.5.2

Dimensions	Minimum	Maximum
Leech length		6530mm
Half width		2015mm
Three-quarter width		1150mm
Top width		130mm
Primary reinforcement		340mm
Secondary reinforcement:		
from sail corner measurement points		1020mm
for flutter patches		140mm
for chafing patches		1020mm
for batten pocket patches		175mm
Tabling width		40mm
Seam width		20mm
Total window area		0.6m ²
Window to sail edge	150mm	
Inner end of foot bolt rope from Clew Point	2500mm	
Headboard width measured at right angles to the luff		102mm
Batten pocket length:		
upper pocket:		
inside		782mm
other pockets		
inside		1035mm
Batten pocket width:		
inside		60mm
Head point to intersection of leech and centreline of uppermost batten pocket	1250mm	
Clew point to intersection of leech and centreline of lowermost batten pocket	1250mm	
Batten pocket distances, measured between the intersections of the pocket centrelines and the leech	1200mm	

3.6 Headsail

13.6.1 Construction

- (a) The construction shall be: **Soft sail, single ply sail**
- (b) The **body of the sail** shall consist of **woven ply**. The **ply** fibres shall be of polyester.
- (c) The **leech** shall be straight or hollow between the **aft head point** and the **clew point**.
- (d) The following are permitted: Stitching, glues, tapes, corner eyes, Cunningham eye, **luff** hanks, **luff** wire, **leech** line with cleat, **windows**, tell tales, sail shape indicator stripes, sailmaker labels

13.6.2

Dimensions	Minimum	Maximum
Luff length	4390mm	4420mm
Leech length		4090mm
Foot length		2180mm
Foot median		4265mm
Foot irregularity		35mm
Top width		40mm
Primary reinforcement		275mm
Secondary reinforcement:		
from sail corner measurement points		825mm
for flutter patches		100mm
for chafing patches		825mm
Tabling width		40mm
Seam width		20mm
Total Window area		0.3m ²
Window to sail edge	150mm	

13.7 Spinnaker

13.7.1 Construction

- (a) The construction shall be: **Soft sail, single ply sail**.
- (b) The **body of the sail, primary reinforcement, and secondary reinforcement** shall consist of **woven ply**. The **ply** fibres shall be of polyester or polyamide.
- (c) The **sail** shall be symmetrical.
- (d) The following are permitted: Stitching, glues, tapes, corner eyes, recovery line eyes, tell tales, sailmaker labels, sail identification.

13.7.2 The **leech lengths** and **half leech points** are determined, then the **sail** shall be measured folded along its **centreline** with the **leeches** together. The **head point** is defined as the highest point of the **sail** at the **head**



Dimensions	Minimum	Maximum
Leech lengths measured around the leeches		4725mm
Distances from clew points to mid foot point measured around the foot		1830mm
Distances between points on the leeches 2350mm from the head point (measured around the leeches and a point on the centre line 2350mm from the head point)	1460mm	1760mm
Foot median		5300mm
Difference between leeches		50mm
Primary reinforcement		295mm
Secondary reinforcement:		
from sail corner measurement points		885mm
for spinnaker recovery patches		350mm
Tabling width		40mm
Seam width		20mm

13.8 Additional Rules

13.8.1 Sail setting when racing:

(a) Mainsail

- (i) The highest visible point of the **sail**, projected at 90° to the **mast spar**, shall not be set above the lower edge of the **mast spar limit mark** No. 1.
- (ii) The intersection of the **leech** and the top of the **boom spar**, each extended as necessary, shall not be aft of the fore side of the **boom spar outer limit mark** when the **sail** is set.

(b) Headsail

The **tack point**, measured along the line of the **luff**, shall not be less than 100 mm above the deck when the **sail** is set. The depth of any step or concavity in the deck, excluding the spinnaker chute, between the breakwater and the stem head shall be added to this measurement.

13.8.2 Sail Limitations

(a) Registration

- (i) Not more than two **mainsails**, two **headsails** and two **spinnakers** shall be registered in the first twelve months. Thereafter not more than one **mainsail**, one **headsail** and one **spinnaker** shall be registered in each twelve month period commencing on the anniversary of the date on which the original measurement of the **boat** was completed, except that in the event of the change of ownership of the **boat**, one additional **mainsail**, one additional **headsail** and one additional **spinnaker** may be registered by the new owner in the corresponding twelve month period.
- (ii) Any **boat** competing in a World Championship or qualifying event referred to in Paragraph 4 of the Championship Regulations may have one additional **mainsail**, one additional **headsail** and one additional **spinnaker** registered in the corresponding twelve month period.
- (iii) A **sail** may be replaced in the event of genuine loss or damage beyond reasonable repair, provided that the **sail** has been registered within the previous four calendar years, and that the replacement **sail** is approved by an Approved Class **Measurer** of the **Certification Authority** of that **boat**.

(b) *When Racing*

Not more than one **mainsail**, one **headsail** and one **spinnaker** shall be carried on board when racing.

(c) *During Championships*

At International, National, State and Area Championships, not more than two **mainsails**, two **headsails** or two **spinnakers** shall be used. When it is satisfied that a **sail** has been lost or damaged to such an extent that it cannot be used, the Race Committee may authorise the use of a replacement **sail**.

14. PROHIBITIONS

- 14.1 Competitors shall use no device designed to position their bodies outboard other than stiffeners worn under the thighs, hiking straps and hobbles. Hiking straps and hobbles shall not extend outboard of the **sheerline**.

Any system attached to the **crew** shall have a quick release device capable of being operated whilst the system is under load.

[This rule changes RRS 49.1]

- 14.2 Self draining cockpits are prohibited, except as provided within these Rules.

- 14.3 **Double luffed, venturi** and zipped sails, and loose footed **mainsails** are prohibited.

- 14.4 Any device or devices which indicate, transmit, receive, or collate data related to wind speed, boat speed, or boat location are prohibited.

Devices which indicate time, wind direction, or boat direction are permitted, provided they cannot receive or transmit data.

Recording cameras and tracking devices are permitted, provided that data from such devices cannot be accessed on board when racing.

- 14.5 Except for an emergency a **boat** shall neither make nor receive radio communications whilst racing. This restriction also applies to mobile telephones.

- 14.6 More than 4 self-bailers are prohibited (no one of which shall have an effective drainage area of more than 650mm²).

- 14.7 Except as permitted in Rule 14.4, electric, hydraulic and pneumatically powered devices are prohibited.

15. EQUIPMENT

The following equipment shall be on board when racing:

- 15.1 Two hand bailers each of at least one litre capacity or one hand bailer of at least one litre capacity and one pump.

- 15.2 One paddle of minimum overall length 1000mm and minimum weight of 0.4kg.

- 15.3 One anchor, minimum weight 2kg, with not less than 18 metres of line of 6mm minimum diameter. The anchor can be made up to weight by the addition of chain provided that the weight of chain does not exceed 0.6kg.

- 15.4 One buoyancy aid for every person on board.

- 15.5 A towing fairlead of stainless steel construction, with a minimum internal diameter of 25mm and minimum gauge of 4mm, shall be fitted within 700mm of the stem head.

16. CREW

- 16.1 There shall be two persons on board when racing.

- 16.2 A competitor's clothing and equipment shall not weigh more than 10kg, excluding clothing (including footwear) worn only below the knee.



17. ADVERTISING

Advertising shall comply with World Sailing Regulation 20.

Advertising chosen by the **crew** is permitted as restricted by World Sailing Regulation 20 Advertising Code, and by the following restrictions:

- (a) Advertising shall be limited to not more than two advertisers.
- (b) Advertising on hulls may be displayed over not more than 50% of the **hull** length.
- (c) Advertising on **spinnakers** may be displayed without any additional restrictions.
- (d) Advertising of one advertiser may be displayed on either the **mainsail** or the **headsail** and it may be on both sides of the sail. It shall have a width no greater than two-thirds of the length of the foot of the sail, and a height no greater than two-ninths of the length of the foot of the sail. On the **mainsail**, it shall be placed below the national letters and sail numbers.
- (e) Advertising of one advertiser may be placed on the **mast** and the **boom**, within one-third of the length of the **mast**, and two-thirds of the length of the **boom**.

OFFICIAL PLANS

Lines plan and table of offsets	93/1
Keel & rudder - lines & templates	97/2
Hull & transom templates	93/3
Sail insignia	7

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Previous Issues:

- 1 March 2017
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- 1 March 2008
- 1 December 2004
- 1 March 2003
- 1 March 2002
- 1 March 2001
- 1 March 2000
- 1 March 1999
- 1 January 1998
- 1 March 1996

CHAMPIONSHIP REGULATIONS

ff International

1 Status of Regulations

These Regulations cover World, European and International Championships of the Flying Fifteen Class. They should be adhered to by an organising Club insofar as is practicable, and shall not be departed from without the prior agreement of the Council of ff International (FFI) or their representative. Regulations 10 to 15, and paragraphs embodying any applicable regulations, shall be included in the Notice of Race and Sailing Instructions.

For European and International Championships, Regulations 3.2, 3.3(a), 4, 7.1 and 10.2 may be varied as required.

2 Frequency

World Championships and European Championships shall be held biennially, each in alternate calendar years.

Venues

- 3.1 The venue for any Championship shall be agreed to and announced by the Council of FFI, if possible at least four years before the Championship is to take place, but at the latest during the preceding World Championship.
- 3.2 The World Championship shall not be held on the same continent twice running.
- 3.3 The World Championship shall be held:
 - a) on tidal water,
 - b) on water suitable for courses as outlined in Regulation 12,
 - c) at a time when there are no other classes racing on the same course.

4 Duration

The World Championship shall be scheduled with racing over a period of not less than seven days and a series of not less than seven races.

There should be a series of races (open to all-comers) preceding the World Championship itself which shall count as a qualifying event (see Regulation 7.1b))



5 Organisation & Responsibility

- 5.1 The Organising Authority shall be Flying Fifteen International in conjunction with the Host Club (that is to say the Club whose invitation FFI accepts), not with the local Flying Fifteen fleet or any other body.
- 5.2 The Organising Club shall advise FFI of the maximum size of the World Championship Regatta fleet (including any concurrently conducted International Championships) consistent with the venue and the resources of the host Organising Club.

Note....The World Championship fleet size will be up to 86 boats (see Regulation 7.1).

- 5.3 The Organising Club shall clearly state the name of the person who is responsible for liaising on their behalf with FFI and all liaison on behalf of FFI will normally be the responsibility of the Council Member of the host nation.
- 5.4 The Organising Club should liaise with FFI, and at an early date to enable full discussion should that be necessary, before any irrevocable decisions have been taken, on such matters as:

- a) Notice of Race, which shall include all items in RRS Appendix J, and details of proposed courses;
- b) Entry Forms;
- c) Programme;
- d) Sailing Instructions;
- e) Cost of Entry and Entertainment Tickets;
- f) Sponsorship available through FFI and other sources.

- 5.5 The Organising Club, in liaison with FFI, is also responsible for such things as:

- a) Providing adequate moorings or (*preferably*) boat parking ashore, launching and slipping facilities, and trailer parking space;

If boats are to be kept ashore, this facility shall be equally available to all boats, and should the club not have such facilities then, without the express permission of the Race Office, no boat shall be ashore after 0030 hrs before her first race until she has finished her final race in the championship (*and the sailing instructions shall so state*).

- b) Giving assistance to competitors in finding suitable accommodation.
- c) Arranging any social functions which may be thought desirable.
- d) Ensuring that an Official Flying Fifteen Class Measurer (see Regulation 10:3) is available throughout the Championship.

6 Finance and Sponsorship

- 6.1 The organisation of the Championship should be financed from entry fees and from commercial sponsorship; the National Flying Fifteen Association of the host country will endeavour to find a principle sponsor, and the Organising Club shall have full responsibility for obtaining further sponsorship at local level.
- 6.2 The Organising Club shall submit to FFI a Regatta Budget, including all estimated income and expenditure.
- 6.3 Each competitor shall be responsible for paying for (or finding sponsorship for) his own and his crew's expenses, with or without the help of his National Association.

7 Boats and Competitors

- 7.1 At World and European Championships, places are limited to a maximum of 86 boats. (excluding any International regattas) Places shall be allocated as follows:
 - (a)
 - (i) For each National Association with more than 90 boats, there will be 3 places plus 2 places for every 30 (or part thereof) boats with valid Measurement Certificates and owned by members of the National Association as at 31st March preceding the Championship.
 - (ii) For each National Association with 20-90 boats, there will be 6 places for boats with valid Measurement Certificates and owned by members of the National Association as at 31st March preceding the Championship.
 - (iii) For each National Association with less than 20 boats there will be 3 places for boats with valid Measurement Certificates and owned by members of the National Association as at 31st March preceding the Championship.
 - (b)
 - (i) When a qualifying event is held prior to the Championship (see Regulation 4) there will be 6 places for the highest placed competitors from National Associations other than that of the host country who would not otherwise have places in the Championship. Should any places under this regulation not be taken up, then they shall be added to the places available for allocation under Regulation 7.1(b)(ii) below.
 - (ii) When a qualifying event is held prior to the Championship (see Regulation 4) there will be 4 places for the highest placed competitors from the National Association of the host country who would not otherwise have places in the Championship. Should any places under this regulation not be taken up, then they shall be added to the places available for allocation under Regulation 7.1(b)(i) above.
 - (c) Should the total of (a) and (b) be less than 80 the balance shall be allocated to the highest placed competitors in the qualifying event (see Regulation 4) who would not otherwise have places in the Championship.
 - (d) In addition, there will be 4 places allocated at the Commodore's discretion for members of the FFI Council and Executive attending a Council meeting during the Championship, plus one place for the reigning World Champion and one place for the President of the National Association of the host country.



- 7.2 For International Championships, there is no qualifying requirement, however the fleet size is limited to the maximum fleet size (Regulation 5.2) less the entries calculated from Regulation 7.1.
- 7.3 Competing boats shall hold a valid measurement certificate and owners and helmspersons shall be members of Associations affiliated to FFI, and (with the exception of 7.1(b)(i) and 7.1(d)) shall be nominated by such an Association.
- 7.4 Competitors shall be responsible for providing their own boats and transporting these to the Championship venue. If they wish they may borrow boats locally for the Championship.

8 Names of Competitors and Borrowing of Boats

- 8.1 At least two months before the Championship each National Association and the Commodore in respect of 7.1(d) shall inform the Council Member of the host nation how many competitors (and if possible their names) will be nominated.
- 8.2 At least three months before the Championship, competitors wishing to borrow boats shall communicate with the Council Member of the host nation who shall endeavour to make modern and competitive boats available on loan.

9 Measurement Certificate

- 9.1 The Organising Clubs shall examine the Certificate of each boat before her first race in a Championship. Only those boats holding valid Certificates shall compete.
- 9.2 The certificate shall carry sail endorsements in accordance with the Class Rules. The boat shall race only with sails endorsed on her certificate, except that in the case of a helmsperson sailing a borrowed boat, the boat may race with any combination of the sails endorsed on the certificate of the borrowed boat, or on the certificate of a boat owned by the helmsperson. This certificate shall also be examined by the Organising Club, and such sail numbers declared to the Race Office at registration.
- 9.3 A Measurement Certificate shall be deemed invalid if a boat (or any of her equipment) contravenes (with or without dispensation) the Class Rules as authorised by World Sailing and agreed by FFI.

10 Measurement

- 10.1 A valid Measurement Certificate produced by the owner or helms person of a boat shall be sufficient evidence that a boat's hull, deck, keel and rudder comply with the Class Rules. However, this regulation does not preclude the Organising Club's normal pre-launch inspection of selected items of equipment or the Race Committee's (or competitors) right to have measured any boat or item of equipment apparently at fault.
- 10.2 All spars and sails shall be measured at the Organising Club before the series commences.

The Measurer's attention is drawn to Paragraph 9.2 above in addition to which no boat shall use more than two mainsails, two genoas, two spinnakers, one mast or one boom during the course of a championship without permission of the Race Committee which will only be forthcoming in the event that a sail or spar has been lost or damaged to such an extent that it cannot be used.



If weighing is included in the measurement checks, Council may approve a “minimum regatta weight”, which may include the hull and any or all of the excluded items listed in Rule B 8.1.

The Council may, at its absolute discretion, exempt measurement of sails certified under the World Sailing IHC measurements system for World, International, and European Championship events.

- 10.3 An Official Flying Fifteen Class Measurer shall be appointed as Event Measurer, who shall be available at all reasonable times throughout the regatta.

11 Crews

Not more than two persons shall sail the boat during the Championship and their names shall be declared to the Race Office before the start of the Championship and shall not be changed without the permission of the Race Officer and any replacement thus granted shall not helm the boat.

12 Race Programming

When an International Championship is held concurrently with a World Championship, this shall be sailed on a separate course.

Should the number of entries in the International Championship be too small to warrant a separate course, FFI may authorise:

- (a) The International Championship entrants to sail with the Worlds fleet, provided that the total fleet size is 86 boats or less.
- or
- (b) If the total fleet exceeds 86 entrants, the International Championship fleet to sail on the same course, with a later start time.

13 Courses

Courses shall comprise at least one windward leg, one leeward leg and one triangle, or be a trapezoid course. The first windward leg should be at least 1.25 NM.

14 Time Limit

There shall be a time limit of three hours and thirty minutes (from the actual time of the start) for all races, and the procedure for shortening course will be in accordance with World Sailing Racing Rules.

15 Scoring

A World Sailing Scoring System shall be used, with the Low Points System preferred. When fewer than five races are sailed, then all race scores shall count. When from five to seven races have been completed a boat's series score shall exclude her worst score, and when eight or more races have been completed a boat's series score shall exclude her worst two scores.



16 Trophies

16.1 All Perpetual Trophies shall be owned by FFI. They may be competed for only after acceptance by the Council who shall decide, in consultation with the donors, to what purpose the Trophy shall be put. Each Trophy shall be covered by a Trust Deed, the Trustees being nominated from time to time by the Council.

16.2 Perpetual Trophies shall be:

- a) awarded only to members of Associations affiliated to FFI, to be held until the succeeding Championship.
- b) Insured by FFI.
- c) Caused to be engraved by the winners (who shall send the account for the engraving to FFI) OR a booklet kept with the Trophy shall be written up by the winners.

16.3 Perpetual Trophies for the International Championships are:

WORLD CHAMPIONSHIP

UFFA FOX TROPHY

(Silver punch bowl)

World Champion helm

THE ARMADA DISH

(Silver dish)

World Champion crew

TOM RATCLIFF TROPHY

(Crystal & silver swans)

2nd overall

WAFFA SALVER

(Silver salver)

3rd overall

NZFFA TROPHY

(Kauri wood sculpture)

4th overall

HONG KONG FF ASSOCIATION TROPHY

(Silver Chinese sailing junk)

5th overall

THE ROYAL QUEENSLAND YS TROPHY

(Model of FF rudder)

6th overall

ESPERANCE BAY TROPHY

(Hardwood box)

7th overall

DIXON TROPHY

(Silver rose bowl)

Winner 1st race

KINSALE YACHT CLUB TROPHY

(Waterford crystal bowl)

Winner 2nd race

NAPIER SAILING CLUB TROPHY

(Maori war canoe)

Winner 3rd race



THE LOWESTOFT FIFTEEN (Model of FF)	Winner 4th race
ROYAL HONG KONG YACHT CLUB TROPHY (Silver ice bucket)	Winner 5th race
THE JACKDAW JUG (Silver jug)	Winner 6th race
THE HAYLING ISLAND S.C. TROPHY (Silver wire FF)	Winner 7th race
HONG KONG SILVER SALVER (Silver salver)	Winner 8th race
THE CHIPPENDALE TROPHY (Half model)	Winner 9th race
HONG KONG CLASSIC TANKARD (4 pint pewter tankard)	Winner 10th race
THE W.L. SHAND TROPHY (Half model)	Winner 11th race
OPUA CLASSIC TROPHY (Kauri plaque)	Winner 12th race
NATIONAL YC of IRELAND TROPHY (Silver cup)	Leading host nation boat
KELLETT ISLAND TROPHY (Silver dragon)	Leading overseas boat
LYMINGTON CUP (Silver cup on muskets)	Leading Helm over 60 years
CROZON-MORGAT TROPHY (Half model)	Leading Female Helm or Crew
<u>INTERNATIONAL CHAMPIONSHIPS</u>	
COMMODORE'S TROPHY (Crystal bowl)	Winner Non-qualifying fleet (when sailed)



CLASSIC DIVISION

KLAAS KNOP TROPHY
(Wood carving of buffalo)

Champion Classic boat

SILVER DIVISION

THE WINDEBANK TROPHY
(Half model)

Champion Silver boat

SOUTH of PERTH YACHT CLUB TROPHY
(Half model)

2nd overall

EUROPEAN CHAMPIONSHIP

THE UFFA FOX MEMORIAL TROPHY
(Half model)

Winner Overall

17 Prizes (keepers)

- 17.1 Equal prizes (keepers) should be awarded to the helm and crew of prize-winning boats.
- 17.2 Small trophies (keepers) shall be awarded by FFI to the first three overall in every World Championship.
- 17.3 All other prizes are the responsibility of the Organising Club; as a guide-line it is suggested that prizes are awarded to the top 12.5% overall, and to the winning boat (if possible the first three) in each race; and that there might be a small souvenir for each helms person and crew.

18 Records

The Organising Club shall provide each competitor with a summary of the results and a full copy to FFI, including the winners of all perpetual trophies, which record shall be held and filed by the FFI Secretary.

Effective.....01 March 2020

Previous issues.....01 March 2017
Previous issues..... 01 September 2013
..... 01 September 2010
.....01 March 2007
..... 01 December 2004
.....01 March 2002
.....01 March 1998
.....01 March 1993



FFI WORLD CHAMPIONSHIP TROPHY WINNERS

The UFFA FOX TROPHY Championship Winners

1979	FF2246	Free'n'Easy	J.Cassidy & D.Russell	AUS
1980	FF1	Segunto	B.Finlayson & I.Norrie	NZ
1982	FF2386	Zero G	P.Gale & M.Rimmington	AUS
1984	FF2682	Gripple Nipper	G.Lillingston & M.McKenzie	AUS
1986	FF2975	Instant Replay	G.Coulton & G.Schultz	AUS
1988	FF3182	Deejay	N.Buckley & T.Hancock	UK
1990	FF3234	Willy Wonka	A.Bax & A.Lockhart	UK
1992	FF3292	Funny Face	R. Mander & G.Edwards	UK
1994	FF3371	Whiffler	R.Craddock & S.Cunnold	NZ
1995	FF3521		S.Goacher & P.Evans	UK
1997	FF3521		S.Goacher & P.Evans	UK
1999	FF3621	Two Lunches	S.Goacher & P.Evans	UK
2001	FF3591	Four Winds IV	C.Apthorp & A.Weatherspoon	UK
2003	FF3630		B.Parkin & S.Parkin	UK
2005	FF3743	Spot the Difference	N.Jerwood & J. Jerwood	AUS
2007	FF3817	Gekko Blaster	M.Hart & T.Hall	UK
2009	FF3833	No Bull	G.Alderson & D.McAullay	AUS
2011	FF3972	FFsake	G.Vials & C.Turner	UK
2013	FF4004	Foof	.Vials & C.Turner	UK
2015	FF4004	Foof	G.Vials & C.Turner	UK
2017	FF4021	The Whippet&The Whopper	S.Goacher & T. Harper	UK
2019	FF4071	Floaty McFloatface	G.Vials & C.Turner	UK

The ARMADA DISH Crew of the Championship Winner

1982	FF2386	Zero G	M.Rimmington	AUS
1984	FF2682	Gripple Nipper	M.McKenzie	AUS
1986	FF2975	Instant Replay	G.Schultz	AUS
1988	FF3182	Deejay	T.Hancock	UK
1990	FF3234	Willy Wonka	A.Lockhart	UK
1992	FF3292	Funny Face	G.Edwards	UK
1994	FF3371	Whiffler	S.Cunnold	NZ
1995	FF3521		P.Evans	UK
1997	FF3521		P.Evans	UK
1999	FF3621	Two Lunches	P.Evans	UK
2001	FF3571	Four Winds IV	A.Weatherspoon	UK
2003	FF3630		S.Parkin	UK
2005	FF3743	Spot the Difference	J.Jerwood	AUS
2007	FF3817	Gekko Blaster	T.Hall	UK
2009	FF3833	No Bull	D.McAullay	AUS
2011	FF3972	FFsake	C.Turner	UK
2013	FF4004	Foof	C.Turner	UK
2015	FF4004	Foof	C.Turner	UK
2017	FF4021	The Whippet&The Whopper	T. Harper	UK



2019	FF4071	Floaty McFloatface	C. Turner	UK
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**The TOM RATCLIFF TROPHY
Second Place Overall**

1979	FF1714	Eljay	G.Lillingston & B.Thornley	AUS
1980	FF2481	Interceptor	E.Gilmore & C.Coffey	UK
1982	FF2031	Saffron	R.Craddock & S.Battley	NZ
1984	FF2944	Skylab	G.Bailey & W.Masterman	UK
1986	FF3079	Sniffer	P.Morrison & N.Appleton	UK
1988	FF3140	Black Scuttler	G.Wells & S.Billingham	UK
1990	FF3172	Furthermore	R.Craddock & M.Smith	NZ
1992	FF3313		J.Thomson & M.Brown	AUS
1994	FF3481	Pretty in Pink	A.Ball & S.Happ	NZ
1995	FF3536	Full Adventure Playground	I.Barker & W.Masterman	UK
1997	FF3573	Hoof Hearted	R.Mander & C.Hewkin	UK
1999	FF3648	Gekko	M.Hart & C.Gower	UK
2001	FF3721		S.Goacher & P.Evans	UK
2003	FF3703	The Flying Duckman	M.Hart & R.Rigg	UK
2005	FF3591	Fourwinds	C.Apthorp & A.Green	UK
2007	FF3721		S.Goacher & P.Evans	UK
2009	FF3911		B.Parkin & T.Hall	UK
2011	FF3928		M.McIntyre & G.McIntyre	UK
2013	FF3986	Ineffable	N.Jerwood & J. Jerwood	AUS
2015	FF 3760		J.Davey & M.Huett	UK
2017	FF3986	Ineffable	N.Jerwood & J. Jerwood	AUS
2019	FF4005	Fiery Chariot	A. McKee & R. Jones	UK

**The WESTERN AUSTRALIA F.F.A. SALVER
Third Place Overall**

1979	FF2403	Cheeky Chick	J.Royce & M.Nokes	UK
1980	FF2596	Fortune Teller	B.Trenoweth Jnr & P.Howard	UK
1982	FF2735	Turbo	J.McCann & W.Bassett	UK
1984	FF2810	Tawnie	P.Morrison & M.Gotrel	UK
1986	FF3052	Ffoxy	P.Gale & M.Rimmington	AUS
1988	FF3062	Tradesmans Entrance	C.Rainey & S.Walsh	AUS
1990	FF3098	Cunning Stunt	I.Cleaver & G.Wells	UK
1992	FF3421	It Pays To Advertise	S.Goacher & P.Evans	UK
1994	FF3465	Funny Feeling	R.Mander & C.Hewkin	UK
1995	FF3371	Whiffler	R.Craddock & S.Cunnold	NZ
1997	FF3485	No Half Measures	D.McKee & S.McKee	UK
1999	FF3611	Scratch & Sniff	A.Bax & W. Masterman	UK
2001	FF3648	Gekko	M.Hart & C.Gowers	UK
2003	FF3781	16	R.Beurteaux & C.O'Keefe	AUS
2005	FF3739	Ffortune	A.Goodmanson & A.Rowlands	NZ
2007	FF3739	Ffortune	A.Goodmanson & A.Rowlands	NZ
2009	FF3821		S.Goacher & P.Evans	UK
2011	FF3902	Blue Flame	A.McKee & R.Jones	UK
2013	FF3933	El Torro	G.Alderson & D.McCallay	AUS
2015	FF4030	Agatha	G.Wells & R.Rigg	UK
2017	FF3840	Ffrenitic	M.Gilbert & J.Burgess	NZ

2019	FF4002	Hyderated	R. Lovering & M. Alverado	UK
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The NEW ZEALAND NATIONAL F.F.A. TROPHY
Fourth Place Overall

1980	FF2602	Too Near To Home	R.Windebank & G.Ayre	UK
1982	FF2038	Ffinito	G.Wigg & D.Cawston	NZ
1984	FF2932	Copy Cat	A.Bax & S.Butcher	UK
1986	FF3069	Muffin	G.Wells & S.Billingham	UK
1988	FF3208	Dusty	T.Dixon & D.Tulloch	UK
1990	FF3254	Soggy Sox	C.Villa & S.Happ	AUS
1992	FF3393	Ffashion Victim	B.Parkin & J.Elwood	UK
1994	FF3393	Ffashion Victim	B.Parkin & G.Robinson	UK
1995	FF3293	Fighting Machine	M.Hart & I.Preston	UK
1997	FF3556	Sax	M.Odell & A.Streeter	UK
1999	FF3614	Cloud 9	N.Jerwood & J.Jerwood	UK
2001	FF3718	Raging Bull	G.Alderson & D.McAullay	AUS
2003	FF3721		S.Goacher & P.Evans	UK
2005	FF3670	Escalator	G.Lillingston & E.Repsevicius	AUS
2007	FF3743	Spot the Difference	N.Jerwood & J.Jerwood	AUS
2009	FF3739	Ffortune	A.Goodmanson & A.Rowlands	NZ
2011	FF3920	Betty	G.Wells & M.Darling	UK
2013	FF4021		S.Goacher & P.Evans	UK
2015	FF3998		A.Bax & M.Darling	UK
2017	FF4002	Foof	C.Apthorp & A.Green	UK
2019	FF4060	Firefly	M.Hart & D.McAullay	AUS

The HONG KONG F.F.A. TROPHY
Fifth Place Overall

1986	FF2884	Ffast Ffinkin	S.Birbeck & A.Reid	UK
1988	FF3181	Satisfsaction	B.Parkin & D.Nicholls	UK
1990	FF3168	Fflash-Eh	G.Wigg & T.Simkin	NZ
1992	FF3271	Four Winds II	C.Apthorp & D.Apthorp	UK
1994	FF3313	Ruffa Gruffa	J.Thomson & M.Brown	AUS
1995	FF3465	Funny Feeling	R.Mander & C.Hewkin	UK
1997	FF3591	Fourwinds IV	C.Apthorp & D.Apthorp	UK
1999	FF3661	Fizz	R.Beurteaux & A.Davidson	AUS
2001	FF3619	Affrodisiac	R.Packer & P.Mudford	AUS
2003	FF3688	As Good As It Gets	J.Burke & A.Green	IRL
2005	FF3721		S.Goacher & P.Evans	UK
2007	FF3866	Buffed	D.Martin & S.Murray	IRL
2009	FF3905	Secret Ingredient X	D.Mckee & C.Hewkin	UK
2011	FF3911		R.Peters & T.Hall	UK
2013	FF3684	The Wife's Fault	M.Owen & A.Reed	AUS
2015	FF4026	Fourwinds	C.Apthorp & A.Green	UK
2017	FF3684	Defcon 1	M.Owen & A.Reed	AUS
2019	FF4070	Ovington Boats	N.Batchelor & R.Rigg	UK



The ROYAL QUEENSLAND YACHT SQUADRON TROPHY

Sixth Place Overall

1990	FF3060	Flying High	D.Andrews & C.Andrews	AUS
1992	FF3378	Mmirage	G.Lillingston & M.Green	AUS
1994	FF3453	Hoggle	A.Bax & P.Busby	UK
1995	FF3520	Blue Heaven	T.Bayliss & G.Bayliss	UK
1997	FF3425	Basilica Computer	A.Jameson & J.Grant	UK
1999	FF3669	Occasional Course Language	G.Alderson & A. Harry	AUS
2001	FF3711		A.Bax & W.Masterman	UK
2003	FF3779		R.Mander & C.Hewkin	UK
2005	FF3805	Sweet Chariot	D.McKee & C.Hewkin	UK
2007	FF3760		J.David & R.Rigg	UK
2009	FF3917	Art Gekko	M.Hart & R.Rigg	UK
2011	FF3922		J.Davy & S.Childs	UK
2013	FF3920	Betty	G.Wells & A.Jameson	UK
2015	FF4002		A.McKee & R.Jones	UK
2017	FF3091	Fflorin	H.Percy & S.Pederson	NZ
2019	FF3760		J.Davey & M.Heutt	UK

The ESPERANCE BAY TROPHY

Seventh Place Overall

1999	FF3371	Whiffler	R.Craddock & S.Cunnold	NZ
2001	FF3662		P.Gale & C.Mason	AUS
2003	FF3675		A. Tattersall & T. Smart	UK
2005	FF3776	Villan	G.Wells & D.Tulloch	UK
2007	FF3619	Aphrodisiac	R.Packer & P.Mudford	AUS
2009	FF3781	16	D.Tucker & M.Summers	AUS
2011	FF3917	Art Gekko	M.Hart & R.Rigg	UK
2013	FF3998		A.Bax & C.Hewkin	UK
2015	FF3955	Hyde Sails	R.Lovering & M.Alvarado	UK
2017	FF3760		J.Davy & M.Huett	UK
2019	FF4030	Agetha	G.Wells & A.Jameson	UK

The KELLETT ISLAND TROPHY

First Boat – Overseas Helm

1979	FF2403	Cheeky Chick	J.Royce & M.Nokes	UK
1980	FF1	Segunto	B.Finlayson & I.Norrie	NZ
1982	FF2386	Zero G	P.Gale & M.Rimmington	AUS
1984	FF2682	Gripple Nipper	G.Lillingston & M.McKenzie	AUS
1986	FF2975	Instant Replay	G.Coulton & G.Schultz	AUS
1988	FF3062	Tradesmans Entrance	C.Rainey & S.Walsh	AUS
1990	FF3234	Willy Wonka	A.Bax & A.Lockhart	UK
1992	FF3292	Funny Face	R. Mander & G.Edwards	UK
1994	FF3465	Funny Feeling	R.Mander & C.Hewkin	UK
1995	FF3521		S.Goacher & P.Evans	UK
1997	FF3371	Whiffler	Rcraddock & A.Robinson	NZ
1999	FF3621	Two Lunches	S.Goacher & P.Evans	UK
2001	FF3591	Four Winds IV	C.Apthorp & A.Weatherspoon	UK

2003	FF3630		B.Parkin & S.Parkin	UK
2005	FF3743	Spot the Difference	N.Jerwood & J. Jerwood	AUS
2007	FF3817	Gekko Blaster	M.Hart & T. Hall	UK
2009	FF3911		B.Parkin & T.Hall	UK
2011	FF3933	El Toro	G.Alderson & D.McAullay	AUS
2013	FF4004	Foof	G.Vials & C.Turner	UK
2015	FF4004	Foof	G.Vials & C.Turner	UK
2017	FF4021		S.Goacher & T.Harper	UK
2019	FF4071	Floaty McFloatface	G.Vials & C.Turner	UK

The DIXON TROPHY First Race Winner

1980	FF1	Segunto	B.Finlayson & I.Norrie	NZ
1982	FF397	Jemima	I.Keely & P.Matthews	UK
1984	FF2932	Copy Cat	A.Bax & S.Butcher	UK
1986	FF3079	Sniffer	P.Morrison & N.Appleton	UK
1988	FF3181	Satisfaction	B.Parkin & D.Nicholls	UK
1990	FF3172	Furthermore	R.Craddock & M.Smith	NZ
1992	FF3421	It Pays To Advertise	S.Goacher & P.Evans	UK
1994	FF3371	Whiffler	R.Craddock & S.Cunnold	NZ
1995	FF3536	Full Adventure Playground	I.Barker & W.Masterman	UK
1997	FF3521		S.Goacher & P.Evans	UK
1999	FF3648	Gekko	M.Hart & C.Gowers	UK
2001	FF3630		B.Parkin & S.Parkin	UK
2003	FF3703	The Flying Duckman	M.Hart & R.Rigg	UK
2005	FF3591	Fourwinds	C.Apthorp & A.Green	UK
2007	FF3817	Gekko Blaster	M.Hart & T. Hall	UK
2009	FF3821		S.Goacher & P.Evans	UK
2011	FF3920	Betty	G.Wells & M.Darling	UK
2013	FF4004	Foof	G.Vials & C.Turner	UK
2015	FF4004	Foof	G.Vials & C.Turner	UK
2017	FF3091	Fflorin	H.Percy & S.Pederson	NZ
2019	FF4071	Floaty McFloatface	G.Vials & C.Turner	UK

The KINSALE YACHT CLUB TROPHY Second Race Winner

1984	FF2944	Skylab	G.Bailey & W.Masterman	UK
1986	FF2884	Ffast Ffinkin	S.Birbeck & A.Reid	UK
1988	FF3182	Deejay	N.Buckley & T.Hancock	UK
1990	FF3234	Willy Wonka	A.Bax & A.Lockhart	UK
1992	FF3292	Funny Face	R. Mander & G.Edwards	UK
1994	FF3465	Funny Feeling	R.Mander & C.Hewkin	UK
1995	FF3453	Hoggle	A.Bax & P.Busby	UK
1997	FF3573	Hoof Hearted	R.Mander & C.Hewkin	UK
1999	FF3614	Cloud 9	N.Jerwood & J.Jerwood	UK
2001	FF3718	Raging Bull	G.Alderson & D.McAullay	AUS
2003	FF3630		B.Parkin & S.Parkin	UK



2005	FF3670	Escalator	G.Lillingston & E.Repsevicius	AUS
2007	FF3619	Affrodisiac	R.Packer & P.Mudford	AUS
2009	FF3911		B.Parkin & T.Hall	UK
2011	FF3972	FFsake	G.Vials & C.Turner	UK
2013	FF4004	Foof	G.Vials & C.Turner	UK
2015	FF3760	Sparks & Bubbles		
2017	FF3859	Tuffan Up	D.Yu & C.Nelson	AUS
2019	FF4071	Floaty McFloatface	G.Vials & C.Turner	UK

The NAPIER SAILING CLUB TROPHY Third Race Winner

1982	FF2735	Turbo	J.McCann & W.Bassett	UK
1984	FF2944	Skylab	G.Bailey & W.Masterman	UK
1986	FF3079	Sniffer	P.Morrison & N.Appleton	UK
1988	Not Sailed			
1990	FF3234	Willy Wonka	A.Bax & A.Lockhart	UK
1992	FF3292	Funny Face	R. Mander & G.Edwards	UK
1994	FF3371	Whiffler	R.Craddock & S.Cunnold	NZ
1995	FF3521		S.Goacher & P.Evans	UK
1997	FF3485	No Half Measures	D.McKee & S.McKee	UK
1999	FF3621	Two Lunches	S.Goacher & P.Evans	UK
2001	FF3648	Gekko	M.Hart & C.Gowers	UK
2003	FF3688	As Good As It Gets	J.Burke & A.Green	IRL
2005	FF3743	Spot the Difference	N.Jerwood & J. Jerwood	AUS
2007	FF3897	Four Winds V	C.Apthorp & D.Rickards	UK
2009	FF3781	16	D.Tucker & M.Summers	AUS
2011	FF3902	Blue Flame	A.McKee & R.Jones	UK
2013	FF3986	Ineffable	N.Jerwood & J. Jerwood	AUS
2015	FF4004	Foof	G.Vials & C.Turner	UK
2017	FF4021		S.Goacher & T.Harper	UK
2019	FF4071	Floaty McFloatface	G.Vials & C.Turner	UK

The LOWESTOFT FIFTEEN Fourth Race Winner

1988	FF3061		J.Flower & C.Pank	UK
1990	FF3234	Willy Wonka	A.Bax & A.Lockhart	UK
1992	FF3303	Absolutely	J.Miller & S.Penny	IRL
1994	FF3481	Pretty in Pink	A.Ball & S.Happ	NZ
1995	FF3536	Full Adventure Playground	I.Barker & W.Masterman	UK
1997	FF3521		S.Goacher & P.Evans	UK
1999	FF3573	Hoof Hearted	R.Mander & P.Busby	UK
2001	FF3721		S.Goacher & P.Evans	UK
2003	FF3721		S.Goacher & P.Evans	UK
2005	FF3591	Fourwinds	C.Apthorp & A.Green	UK
2007	FF3817	Gekko Blaster	M.Hart & T. Hall	UK
2009	FF3917	Art Gekko	M.Hart & R.Rigg	UK
2011	FF3928		M.McIntyre & G.McIntyre	UK
2013	FF4004	Foof	G.Vials & C.Turner	UK
2015	FF4004	Foof	G.Vials & C.Turner	UK
2017	FF4021		S.Goacher & T.Harper	UK
2019	FF3972	Ffoof	A.Smith & C.Apthorp	AUS

The ROYAL HONG KONG YACHT CLUB TROPHY

Fifth Race Winner

1986	FF3052	Ffoxy	P.Gale & M.Rimmington	AUS
1988	FF3062	Tradesmans Entrance	C.Rainey & S.Walsh	AUS
1990	FF3255	Owyagoinmate	N.Davies & B.Allen	AUS
1992	FF3364	Clapped Out Toy Boy	I.Cleaver & C.Owen	UK
1994	FF3442	Anuffa Duffa	P.Gale & M.Rimmington	AUS
1995	FF3536	Full Adventure Playground	I.Barker & W.Masterman	UK
1997	FF3564	Blue Chip	P.Huett & M.Huett	UK
1999	FF3648	Gekko	M.Hart & C.Gowers	UK
2001	FF3721		S.Goacher & P.Evans	UK
2003	FF3786	Musto	A.Bax & P.Busby	UK
2005	FF3721		S.Goacher & P.Evans	UK
2007	FF3721		S.Goacher & P.Evans	UK
2009	FF3833	No Bull	G.Alderson & D.McAullay	AUS
2011	FF3972	FFsake	G.Vials & C.Turner	UK
2013	FF3933	El Torro	G.Alderson & D.McAullay	AUS
2015	FF4004	Foof	G.Vials & C.Turner	UK
2017	FF3986	Ineffable	N.Jerwood & J. Jerwood	AUS
2019	FF4070	Ovington Boats	N.Batchelor & R.Rigg	UK

The JACKDAW JUG

Sixth Race Winner

1986	FF3069	Muffin	G.Wells & S.Billingham	UK
1988	FF3182	Deejay	N.Buckley & T.Hancock	UK
1990	FF3167	Different Priorities	J.Weston & T.Weston	NZ
1992	FF3364	Clapped Out Toy Boy	I.Cleaver & C.Owen	UK
1994	FF3465	Funny Feeling	R.Mander & C.Hewkin	UK
1995	FF3224	Crucial Moment	G.Lillingston & E.Resevicius	AUS
1997	FF3521		S.Goacher & P.Evans	UK
1999	FF3621	Two Lunches	S.Goacher & P.Evans	UK
2001	FF3721		S.Goacher & P.Evans	UK
2003	<i>Not Sailed</i>			
2005	FF3739	Ffortune	A.Goodmanson & A.Rowlands	NZ
2007	FF3721		S.Goacher & P.Evans	UK
2009	FF3833	No Bull	G.Alderson & D.McAullay	AUS
2011	FF3917	Art Gekko	M.Hart & R.Rigg	UK
2013	FF4004	Foof	G.Vials & C.Turner	UK
2015	FF4026	Fourwinds	C.Apthorp & A.Green	UK
2017	FF4021		S.Goacher & T.Harper	UK
2019	FF4071	Floaty McFloatface	G.Vials & C.Turner	UK



The HAYLING ISLAND SAILING CLUB TROPHY Seventh Race Winner

1980	FF2481	Interceptor	E.Gilmore & C.Coffey	UK
1982	FF2520	Fighting Fit	N.Heath & G.Heath	UK
1984	FF2682	Gripple Nipper	G.Lillingston & M.McKenzie	AUS
1986	FF2975	Instant Replay	G.Coulton & G.Schultz	AUS
1988	<i>Not Sailed</i>			
1990	FF3241	Tradesmans Entrance	C.Rainey & S.Walsh	AUS
1992	FF3293	Fighting Machine	M.Hart & I.Preston	UK
1994	FF3442	Anuffa Duffa	P.Gale & M.Rimmington	AUS
1995	FF3521		S.Goacher & P.Evans	UK
1997	FF3192	Touch Wood	B.McKee & I.Smyth	IRL
1999	FF3669	Occasional Course Language	G.Alderson & A. Harry	AUS
2001	FF3619	Affrodisiac	R.Packer & P.Mudford	AUS
2003	<i>Not Sailed</i>			
2005	FF3739	Ffortune	A.Goodmanson & A.Rowlands	NZ
2007	FF3739	Ffortune	A.Goodmanson & A.Rowlands	NZ
2009	FF3739	Ffortune	A.Goodmanson & A.Rowlands	NZ
2011	FF3933	El Toro	G.Alderson & D.McAullay	AUS
2013	FF4004	Foof	G.Vials & C.Turner	UK
2015	FF3922	Footloose	C.Read-Wilson & S.Brown	UK
2017	FF3760	Sparks & Bubbles	J.Davy & M.Huett	UK
2019	FF4071	Floaty McFloatface	G.Vials & C.Turner	UK

The HONG KONG SALVER Eighth Race Winner

2019	4063	Firefly	M.Hart & D.McAullay	UK
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The CHIPPENDALE TROPHY Ninth Race Winner

2019	FF4002	Hyderated	R. Lovering & M. Alverado	UK
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The HONG KONG CLASSIC TANKARD Tenth Race Winner

2019	FF3760		J.Davy & M.Huett	UK
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The NATIONAL YACHT CLUB IRELAND TROPHY Leading Boat - Host Nation Helm

1992	FF3303	Absolutely	J.Miller & S.Penny	IRL
1994	FF3371	Whiffler	R.Craddock & S.Cunnold	NZ
1995	FF3475	Tomffoolery	T. Sheppard & S. Ellis	HK
1997	FF3521		S.Goacher & P.Evans	UK
1999	FF3661	Fizz	R.Beurteaux & A.Davidson	AUS
2001	FF3639	Angharad IV	P.Harris & J.Boy	SA
2003	FF3688	As Good As It Gets	J.Burke & A.Green	IRL
2005	FF3739	Ffortune	A.Goodmanson & A.Rowlands	NZ



2007	FF3804		P.Ibanez & J.Ignatio Merayo	ESP
2009	FF3833	No Bull	G.Alderson & D.McAullay	AUS
2011	FF3972	FFsake	G.Vials & C.Turner	UK
2013	FF3722	Noisey Forefather	C.Grelon & R.Godman	HGK
2015	FF3961	The Dark Knight	F.Constant & A.Demaulde	FRA
2017	FF3840	Ffrenetic	M.Gilbert & J.Burgess	NZL
2019	FF3974	F'fecking Hallion	A.Martin & R.Martin	IRL

The LYMINGTON CUP

Leading Helm over 60 years

2007	FF3890	Iff Only	G.Bayliss	UK
2009	FF3670	Escalator	G.Lillingston	AUS
2011	FF3903	Elise	I.Cleaver	UK
2013				
2015	FF3988		A.Bax	UK
3017	FF4021		S.Goacher	UK
2019	FF3957	Fourwinds	C.Apthorp	UK

The COMMODORE'S TROPHY

Winner - Non-Qualifying Fleet (when sailed, ref Champ Reg 12.6)

2011	FF3971	Sans Culottes	C & T Harris	UK
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The CROZON-MORGAT TROPHY

Leading Female Helm or Crew

2015	FF3775	Absolutely Fabulous	P.Packer	AUS
2017	FF3986	Ineffable	J.Jerwood	AUS

INTERNATIONAL REGATTA Trophy Winners

Classic Division

The KLASS KNOP TROPHY

Winning Boat

2001	FF2766	Femme Fatale	P.Morgenrood & J.Kriek	RSA
2003	FF798	Phantom	S.Dangerfield & J.Washington	GBR
2005	FF2672	Gazelle III	J.Modolo & R.Modolo	AUS
2007	FF2663	Reservoir d'Og	S.Dangerfield & D. Hemmingway	GBR
2009	FF2523	Feel Flows	A.McKee & M Smith	GBR
2011	FF627	Vamoose	R.Salmond & R.Till	GBR
2013	FF627	Vamoose	R.Salmond & R.Till	GBR
2015	FF419	True North	J.Clarke & M, Scoles	GBR
2017	FF2520	Fighting Fit	N.Heath & P.Noon	GBR
2019	FF2520	Fighting Fit	N.Heath & P.Noon	GBR



The CHIPPENDALE TROPHY Second Place

2001	FF3205		D.Warne & D.Hinett	RSA
2003	FF671		D.Hill & J.Armstrong	IRL
2005	FF2779	Skinfflint	R.deBray & R. deBray	NZL
2009	FF2251	Iffy	C.Arnold	AUS
2011	FF2663		D.Morgan & L.Walden	GBR
2015	FF496	Flute	R.Rowlands & D.natlor	GBR
2017	FF2709	Quarter Past Three	S.Donaldson & A.August	NZL

The W.L.SHAND TROPHY Third Place

2001	FF3007		N.Tokcel & R.Thornton	RSA
2003	FF2663		J.Arnold & M.Pearse	GBR
2005	FF2030	Ffik	K.Lambert & S. Garrett	NZL
2009	FF962	Affrodite	R.Bear & L.Kearney	AUS
2011	FF2105		G.Cassidy & L. Clough	GBR
2015	FF2667		P. Novelli & T.Lansier	FRA

The HONG KONG CLASSIC TANKARD Fourth Place

2001	FF2841		H.Gokal & D.Lapham	RSA
2003	FF2251		I.Anderson & R.Blaquerie	AUS
2005	FF485	Gilmac	D.Naylor & T.Renner	GBR
2009	FF2672	Gazelle III	P.Lammonby	AUS
2011	FF3672	Gazelle III	J.Midolo & G.Cook	AUS

The OPUA CLASSIC TROPHY Fifth Place

2005	FF2015	Simpatico	D.Knight & G.Cook	AUS
2009	FF2116	Jakes	P.Mullinger	AUS
2011	FF419		R.Rowlands & M.Scholes	GBR

Silver Division

The WINDEBANK TROPHY Winning Boat

2003	FF3175		B.Campbell-Bottoms & A.Harley	GBR
2005	FF3165	Just Magic	S.Williams & R.Fletcher	NZL
2007	FF2964	Skippy	P.Harris & V.Harris	ESP
2009	FF3167	Different Priorities	S.Cranch & M.Cranch	NZL
2011	FF2864		A.Hall & M.Hall	GBR
2015	FF3156	Ffipouille	C.Hardy & T.Camus	FRA
2017	FF3091	Fflorin	H.Percy & S.Pedersen	NZL



The HONG KONG SALVER Second Place

2003	FF3061		C.Bouffant & P.Salmon	FRA
2005	FF3167	Different Priorities	I.Rabbitts & S.Martin	NZL
2009	FF3058	Just Add Water	R.Joseph	AUS
2011	FF3164		M.Pelegrin & E.Gouriou	FRA
2015	FF3039	Born To Run	O.Fouilland & C.Hubert de France	FRA
2017	FF3092	Femme Fatale	K.Weaver & S.Radford	NZL

The SOUTH OF PERTH YACHT CLUB TROPHY Third Place

2005	FF 3069	Yu Yang	G.Andrews & S.Grover	AUS
2009	FF1690	Red Hot Go	D.Arnold	AUS
2011	FF2818		V.Hachez & v.Pitou	BEL
2015	FF3046	Absolute Beginner	F.Hallais & E.Fortun	FRA
2017	FF2385	Ffirst Offspring	P.Fox & J.Dahl	AUS

Measurers

FFI Chief Measurer Ray Sebo (IM)

Official Class Measurers

British Isles

Simon Patterson*
Mimie Curry
Phil Tinsley
Keith Jamieson
Mike Moore
David Mckee
Richard Watson

Maintenance Measurers

Adam Cowley
Nick Taylor
Ian Ramus
Robert Salmond
David Hemmingway



Australia	ACT	Guy Anderson*	
	QLD	Ashley Smith *	Les Kearney
	VIC	Ian Rainey (IM) * Bob Beard Brian Carroll	Greg Gleason Michael McCartney
	WA	Peter Mudford* Bruce McGeorge Grant Alderson Ray Sebo (IM) Neil White (IM)	Chris Wells
Ireland		Brian McKee * Jim McKee	Alan Green Ian Mathews
Hong Kong		Eric Yeung*	Brian Henderson
New Zealand		Graeme Robinson (IM)* Sally Garrett	
South Africa		Michael Surgeson* Rob Samways	
France		Patrick Constant*	
Belgium		Alain Kinard*	
Spain			Stephen Parry*

* Denotes Chief Measurer of State or Country.

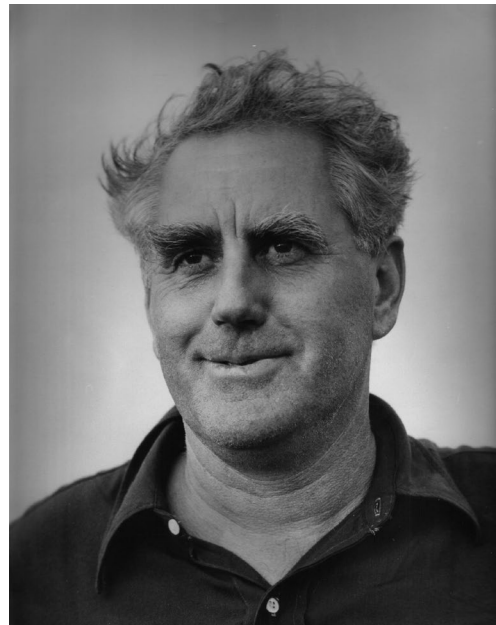
Boat Builders & Suppliers

	Builders	Suppliers
Britian	Ovington Boats Ginger Boats	Pinnell & Bax Goacher Sails Phil Evans Sailing Services
Australia		Cassidy Sails Horizon Sailmakers AUS Sailmakers
New Zealand	Lifestyle Enterprises	



UFFA FOX (1898-1972)

Uffa Fox was born in 1898 on the Isle of Wight and grew up in Cowes. He was apprenticed to the boatbuilders SE Saunders for seven years and learnt the skills of boatbuilding, shipbuilding and design. At the age of 21 he set up his own boat building business. He acquired an aged 'floating bridge' which had linked Cowes to East Cowes. The central part provided a workshop, the prow at one end formed a gangway to the shore, and the other end became a slipway. The accommodation was converted to a drawing office and living space.



Uffa had a free and adventurous spirit. As a Scout Master, on one occasion, he decided that it was time to "blood" the troupe. With a crew of 10 scouts, sworn to secrecy, and told to tell everyone they would be camping in the Solent area, they tried to reach Paris via the Seine. On returning home, Uffa was charged with irresponsibility and placing young lives in jeopardy – needless to say, he remained a legend to those scouts. It turned out they had turned back only 20 miles short of Paris.

Uffa was the father of the planing dinghy and believed that if a dinghy hull were made the right shape, and her crew held her upright, she could be made to plane. He first gave his theories full rein in the International Fourteen Footer *Avenger*. In 57 starts in 1928 she gained 52 first places, two seconds and three thirds including winning the coveted Prince of Wales Cup.

Uffa came up with many new designs and was always ready to prove them with a practical demonstration. People grew accustomed to his eccentricities, and he raised some eyebrows when he took off across the English Channel in a two man sliding seat canoe, *Brynhild*, with his crew (also his chief draughtsman) Bill Waight.

During the second world war he designed the *Airborne Lifeboat*, a vessel carried beneath aeroplanes and dropped by parachute to survivors of ditched aircraft. Lightly built, with lines that blended to the shape of the planes, the Airbornes had sails, engine, survival kit and instructions on how to sail. Many aircrews owed their lives to this invention and despite all his success in the field of yacht racing he maintained that this was his most fulfilling design.

Immediately after the war he was closely associated with Fairey Marine of Hamble who built hot moulded boats to his designs. Included in the impressive list were *International Fourteens*, *Firefly*, *Swordfish*, *Albacore*, *Jolly Boat*, *Duckling* and the cruiser *Atalanta*.

Uffa's association with royalty brought his name to the broad mass of the British public. He and the Duke of Edinburgh raced together on the Dragon *Bluebottle*, and with Uffa

as crew, they were also prominent at Cowes Week in the *Flying Fifteen*, *Coweslip*. This 20 foot keelboat was one of Uffa's most successful post-war designs.

Out of the Flying Fifteen design came a wave of inspiration, producing planing keelboats from the *Flying Ten* through to the *Flying Twenty Five*. Us similar hulls he produced a range of cruiser/racer yachts from the *Flying Twenty Five* through to the *Flying Fifty*. (The *Flying Thirty* and *Thirty Five* designs actually planed in the right conditions!)

Uffa married three times. His first wife was Alma who played a large part in his early career including preparation of much of his five pre-war books. In 1941 he married Cherry and then in 1956 a French lady Yvonne Bernard. This was an interesting match as Uffa spoke no French and Yvonne no English! His last residence was the Commodore's House, overlooking Cowes harbour. It is a 300 year old warehouse with it's own quay. Designed specifically for his old age he had a lift fitted serving all three floors and the roof garden.

In the 1960s Uffa became associated with the American yachtsman and boat builder George O'Day. This liason resulted in the *Daysailer* and *Javelin* which were his most numerous classes. The last boat Uffa designed was for his own use, a 25 foot launch *Ankle Deep*, and his last excursion on the Solent was in her to watch the start of the 1972 Tall Ships Race.

Uffa died in October 1972. Trinity Church at Cowes was packed for the service and a memorial service at St Martin In The Fields London was equally packed and attended by amongst others the Duke of Edinburgh. He is remembered not merely as a yachtsman and designer, but as a writer, philosopher and character the likes of which are rare.

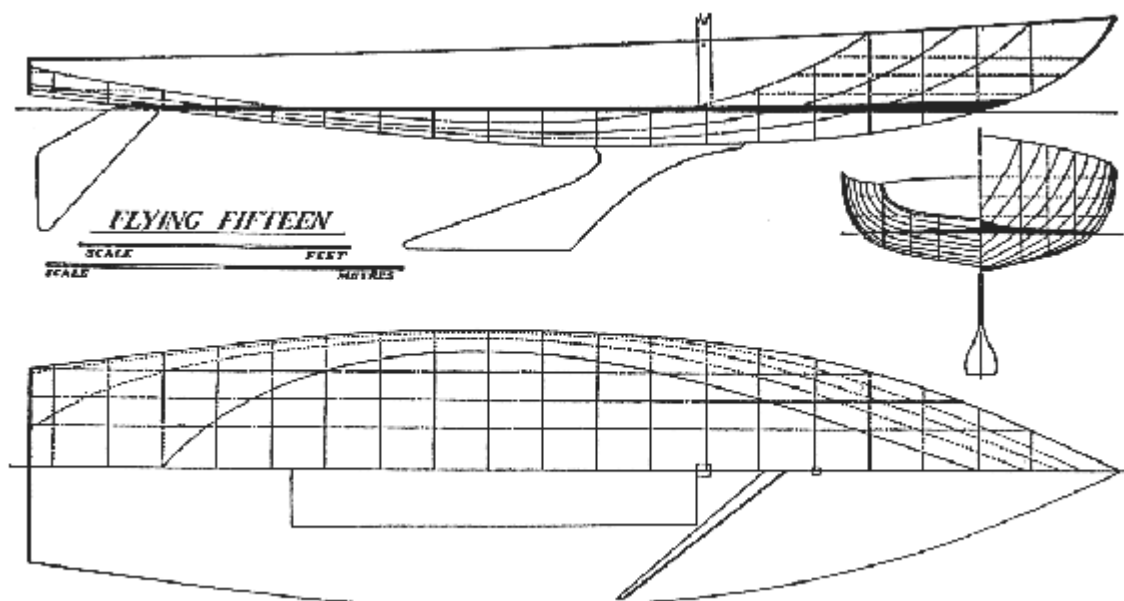
The origins of the Flying Fifteen as legend has it, were that one evening, all those years ago, as he lay in his bath at home in Cowes, Uffa had a vision of a radical new small boat; of the FLYING FIFTEEN in all her glory marching in triumph before a stiff nor'wester. He rushed from bath to drawing board and put the vision on paper there and then - the hull, the keel, the rudder, the sail plan.

What would Uffa think of his Flying Fifteen now? After fifty plus years of changing ideas and technologies, the boat that is built and raced now is rather different. In the 1960s aluminium spars, cold moulded hulls and terylene cloth made their impact. In the 1970s GRP hulls became the norm and, in the '80s and '90s, new materials and techniques allowed still further developments to take place.

In the 1960's, the generous measurement tolerances in the original rules were being exploited to give more boat speed. Uffa and many of his contemporaries felt strongly that the class was a One Design and that owners should respect that. The class rules had to be tightened up and, to reconcile the designer with the class, compromises were made. The copyright was assigned to the RYA and the class became what is now the International Flying Fifteen.



The modern Flying Fifteen may not be exactly like its earliest sisters but in concept it has remained true to Uffa's vision - a fast and exciting keelboat, planing easily and providing great racing. Over 4000 boats have now been built.





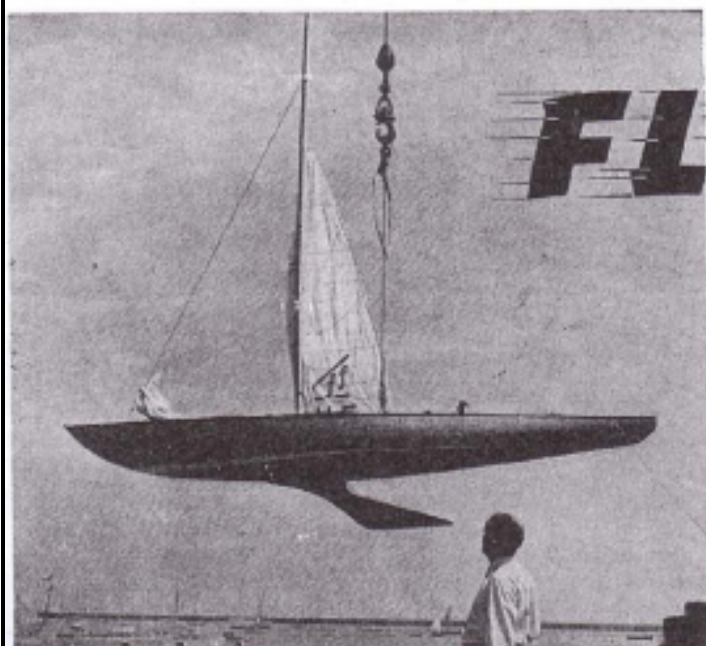
Above, Uffa Fox painting the "The Launching of an Airborne Lifeboat" in the rooftop garden of his Cowes home during the 1960's



Left, as a young designer with Molly, at his floating workshop.

Below, on board Coweslip, eyes closed, a quiet day, or perhaps "getting the feel" of the boat.





FLYING fifteen

By the Editor of "Seacraft" who sailed with the Designer, Uffa Fox, when the prototype was on trials in England.

"BUT, look at the fin," I interjected; "where do you get lateral resistance in a cut-away shape like that—surely she must make a lot of leeway?"

"We'll soon find out," said Uffa casually.

My Dainty Duck didn't take long to rig, after she had been lowered by a hand-operated crane from the pier at Torquay to the water below.

Soon we were weaving our way out of the harbour, and, sailing for'ard, I immediately sensed the boat's easy motion.

A strong gust just abaft the beam immediately shot her into an effortless plane and I thrilled to it, swinging out over the surging bow wave. I could see that Uffa was getting a kick out of it too. He nicknamed me "Australia."

I was anxious to see if she made any appreciable leeway, but as far as I could estimate, she made not a degree more than any racing boat. This was borne out later when we paced the Olympic "*Swallows*," "*Dragons*" and "*Stars*" on the wind, leaving them completely when the wind came on or abaft the beam.

Although the lateral area of the keel is considerably less than that of a centreboard, it seems to be no less effective.

The queer designed cast-iron fin and bulb keel weighs 380 lbs., and the entire displacement of the craft is less than 1,000 lbs. Most of the ballast is concentrated over the maximum draft of 2ft. 6in.

"Now let's see what she can do in rough water, 'Australia,'" he said, as we headed out of Torquay into the Channel and right into the path of a wicked-looking black rain squall. Uffa appeared a little concerned as it hit us with "its boots on," but quickly summing up the situation, he said decisively, "we won't bother to reef, 'Australia,' just swing her in the squalls and give her a bit o' sheet when she needs it."

The rain fell in bucketfuls and *My Dainty Duck* raced through the murk like "a bat out of hell." The

seas were now making up quite a bit, and more than one green wave smacked me full in the chest as I swung right out, but only spray came aboard. I noticed that in the event of a complete knock-down the wide side decks kept the water out and the keel gave her a quick recovery.

A vee-shaped breakwater across the foredeck keeps out everything but spray.

That morning we sailed in all kinds of airs and I was able to gain a first-hand observation of the "*Fifteen's*" capabilities.

I was duly impressed.

The *Flying Fifteens* have given an excellent performance when racing in strong winds with a crew of three. In light weather the *Fifteen* has all the life and feeling of an open boat rather than a yacht, and her small area of wetted surface makes her very speedy and easily driven. Although the considerable righting moment of the keel gives her good stability, it is necessary to sit her up in a hard breeze; pushing her to windward involves nothing like the hard work of keeping an open boat afloat and sailing with "live ballast."

The boat incorporates many new features of special interest to Australian and New Zealand yachtsmen.

The mast sits on the fore end of the fin keel, which forms the girder to take the thrust of the mast. There is a jack in the heel of the mast to tighten up the shrouds and so rigging screws are eliminated.

The sections and waterline are practically identical to those of the latest International fourteen footers, also designed by Uffa Fox, but a trifle larger all round. The sail plan is only slightly larger than that of the International fourteen. The total area of mainsail and largest jib being only 151 square feet.

The cockpit floor is square and unobstructed by centreboard thwart, giving a surprising amount of room to move about in and could provide tolerable

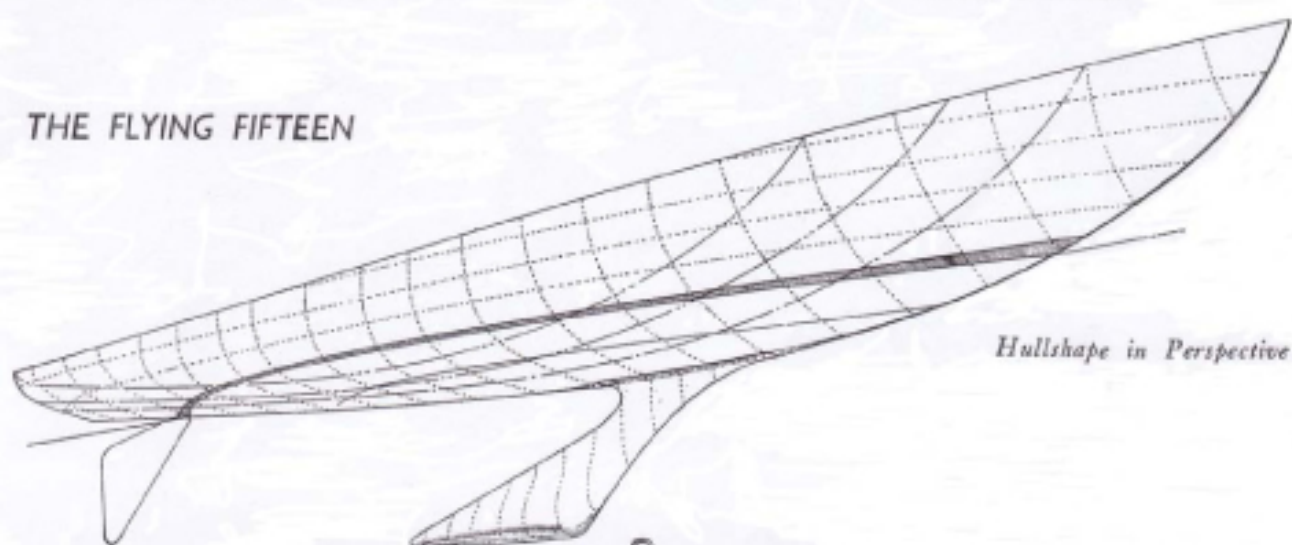


Bermudan Sail Plan



Gunter Sail Plan

THE FLYING FIFTEEN



Hullshape in Perspective





sleeping accommodation with an awning thrown over the boom.

The fixed-type gunter rig version is of very simple construction, requiring only one halliard, a claw ring is permanently pivoted on top of the mast and the yard slides through it, being hoisted by the halliard to its heel. The rudder is hung aft in a specially designed watertight cavity.

Because of her lightness, when the fin is unbolted the *Flying Fifteen* can be trailed behind a medium powered car, just about as easily as a dinghy, the bulb keel can be stowed in the luggage boot of a car.

Drawers on either side of the mast, slide under the foredeck, providing neat stowage for jib and nylon spinnaker.

Performance of the *Fifteen* was proved even more remarkable in the latter part of the season when *My Dainty Duck*, sailed by Uffa Fox, had to give away time allowances of five minutes in the hour to *Swallows* and *Dragons*, which was all the more amazing, as both classes have five and six feet more waterline.

The *Flying Fifteen* was developed from the *Pensive Temptress*, which proved too unorthodox for the Y.R.A. when they were looking for a suitable 200 sq. ft. One Design National keel boat and accepted the *Swallow*. *Pensive Temptress* was rejected because she had a cast-iron keel instead of the specified wood and lead. The *Flying Fifteen* is 20ft. overall, 15ft. on the water and has a 5ft. beam. The boat was primarily designed for racing, to be handled by a crew of two. The estimated building cost is not much greater than that of a 16ft. sailing skiff.

Top right: *Flying Fifteen* "My Dainty Duck" on trials.

Right: Uffa built this detachable framework on his car for transport to regattas.

Below: The hull of the "Flying Fifteen" timbered and ready for diagonal and fore-and-aft planking. The two thicknesses of planking total $\frac{1}{2}$ " and give adequate strength. Carvel construction can be used.

