

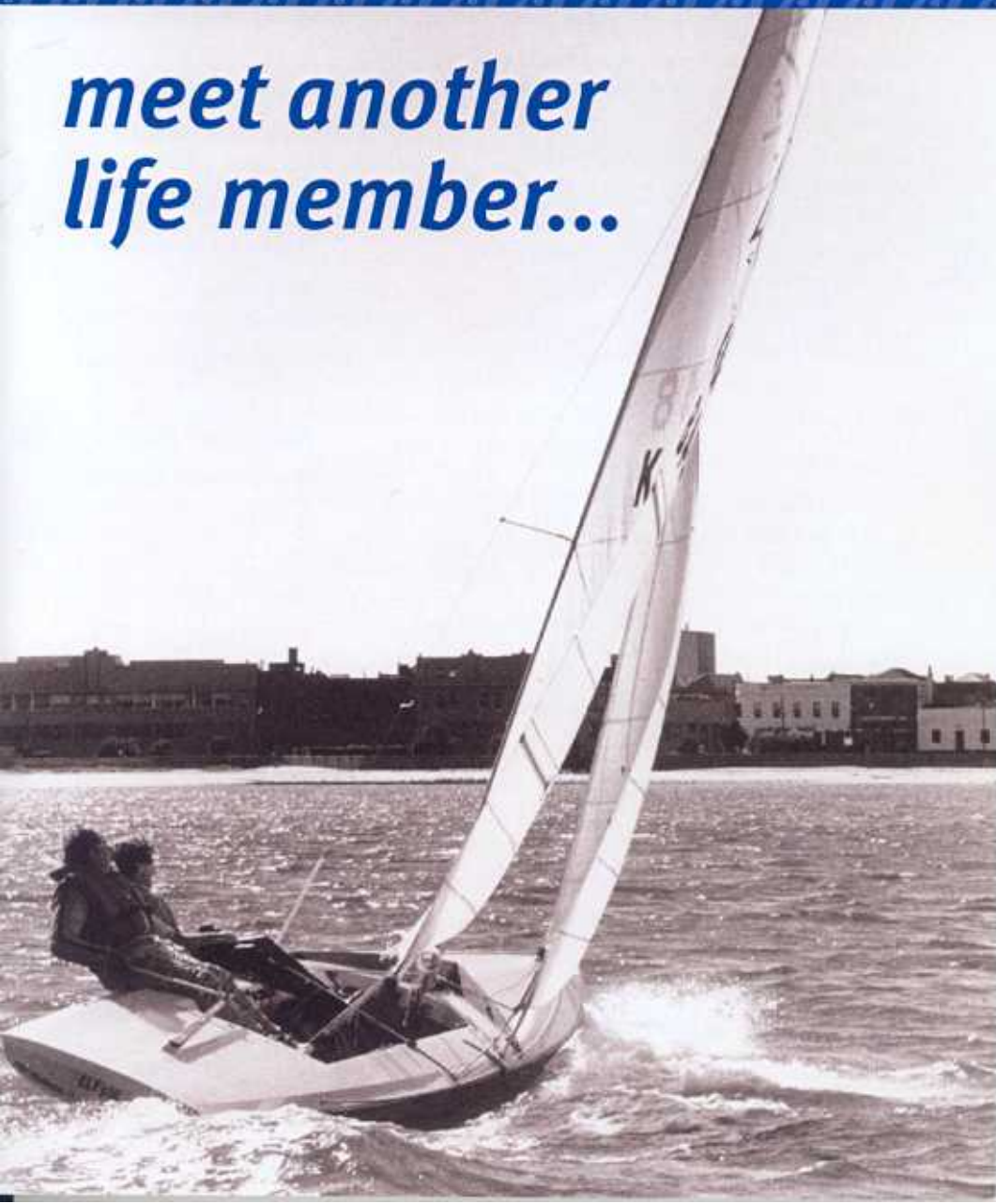


# **fortissimo**

the quarterly newsletter of  
Flying Fifteen International – Victoria Incorporated

**OCTOBER 2003**

***meet another  
life member...***





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### **Next Fortissimo DEADLINE**

Publishing date  
1 February 2004

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advertising material  
17 January 2004

**Cover shot: Life Member  
Paul Altmann, sailing his  
Flying Fifteen Elffin off  
Port Melbourne**

## President's Report



### ***Is that the five minute gun?***

The start of each new sailing season has such a wonderful air of anticipation as we look forward to trying new theories, new gear and even new boats with great optimism. Just the thought of being out on the water in a Fifteen brings a smile to one's face.

What news from the committee? The Summit was held and produced some very constructive views – thanks to those who attended, especially from the country. Some specific plans have already been made...we have a new logo, thanks to Lyn Wallace, and some help from Nils Blumann, of which has been turned into a car decal, that you will receive FREE when you pay your FFI-V fees, tell the world you 'fly a Fifteen'.

You will see elsewhere in this Fortissimo the announcement of a small range of Flying Fifteen clothing, which again uses the logo. Mike Clark has done a terrific job in sourcing the gear that looks classy (despite the model photos!) and is good quality. We have chosen to keep the prices as low as possible to encourage you to get into at least one of the items and add to the visibility of the class.

Our website is moving oh so slowly, but it is moving, and we are looking for a volunteer 'Webmaster' to run it after we get going – any starters? We are desperate for good photos of Fifteens – if you have any please call me!

A coaching weekend at Davey's Bay in November is a new initiative we hope you'll support; there is no better way to learn some new tricks and catch the boat in front of you. Keep 29 and 30 November free.

The Traveller's Series lives on, with three rounds this year. The first will again be the Crayfish Cup at Apollo Bay and I'm sure those that sailed there last March will love the opportunity to repeat the experience.

Finally, I'd like to ask everyone who sails a Fifteen to look for at least one opportunity to introduce another sailor to the boat. Just take them for a sail so they discover what the rest of us love about the boat.

Sail well and have fun.

*Doug Bell*

*Lean and Mean 3442*

*If you are interested in receiving an informal newsletter about what is discussed at your Victorian FFI-V Committee Meetings, please send your email address to Richard Trembath (Secretary) and he will forward the minutes...richard @satlink.com.au*

## ***Life Member by Paul Altmann***

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

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

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

I had heard about the Flying Fifteen from Bob Boynton, a former National Champion and President of the Class, who worked in the same firm, and I had frequently seen and admired at boat shows. I was impressed with the construction of the boat which would make it perform like a dinghy but with the 400lb keel made it self righting. This would make it far easier to handle in heavy conditions and seemed an ideal choice for me. In 1978 with the help of Tony Sherwin, I bought my first Flying Fifteen, built in Perth for the first World Championship. Transport from Perth after the championship turned out a disaster on the back of a semi-trailer when the bow of the boat got smashed against the steel frame of the boat trailer. After many arguments with the insurance company and the Perth Yacht Club who had loaded it for me, it was finally fixed and the yellow hull boat, 'Elffin' sailed regularly at Port Melbourne Yacht Club.



***Paul with his radio-controlled boat at Albert Park Lake...if you wander down there,most Sundays you would see him and his Marblehead.***

As waters at Elwood were not suitable for launching keel boats, we moved to Port Melbourne Yacht Club where we had to build a crane on Station Pier to handle the Flying Fifteens in and out of the water. This was a great combined effort by members, with me providing the design and the hoist, Tony Sherwin the steel and Nigel Peck the switchgear. All labour including welding, assembly and erection was done by the members. While the crane was under construction, we used the St.Kilda Marina as a base to launch our boats and sailed across to the starting line at Port Melbourne. Sailing in this part of the bay was very satisfactory mainly due to the flat water conditions in northerly winds. Unfortunately, the Ports and Harbours Authority later decided to provide other facilities on our part of Station Pier and gave Port Melbourne notice to remove the crane. This finished all Flying Fifteen sailing at Port Melbourne and in 1981 several of us moved to Mornington Yacht Club. MYC had a very active Flying Fifteen fleet, with excellent sailing and social facilities. My family decided to get a beach house at Dromana as a base for my weekend sailing but that had only limited success. In 1989 I purchased 'Floating Pound' which had done very well in championships and I sailed her with Tom Speedie as my crew until 1994 when I decided to retire from this active sailing and sell the boat. Since then I regularly crew on a 40 foot keel boat at the Royal Yacht Club of Victoria and radio-controlled model yachts on Albert Park Lake

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

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

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

We took the matter up with the Chief Measurer of Flying Fifteen International (UK) and proposed much tighter hull tolerances and more logical hull shape rules. President Nigel Peck engaged a publicity firm to help us put our proposal on video tape which was sent to FFI for distribution to British clubs, and to other national offices throughout the world. There was however much disagreement with the Chief Measurer of FFI about the Australian proposal and our video was never distributed. We finally agreed to an alternative British proposal to base the modified hull shape on the most successful hull currently built in the UK

by Windebank. There was to be a tolerance of plus / minus 7.5mm in place of Uffa Fox's plus / minus 1 inch tolerance. Tony Wood with my cooperation drew up a new set of plans (on stable film) and these were finally voted in by international rule change ballot. I converted these hull shape line drawings into a computer program from which I had identical steel templates cut by laser for all Australian measurers. I understand that they are still pleased with these templates and Bill Shand assures me that boats built since that time no longer differ noticeably in hull speed. There has also been requests from overseas Flying Fifteen associations for the computer program to enable similar templates to be laser cut there. Cross-sectional templates for the keel could not be included because there had not been any discussion on the subject and there was then no basis for standardisation but that has since been done.

I have found the Flying Fifteen the most enjoyable boat to sail, out of the various classes I have been involved with. I am not sure whether my activity in the class really deserved nomination as Life Member but I regard this as a great honour.

*Paul Altmann*  
*Life Member*

## ***Death of Bob Boynton***

### ***FLYING FIFTEEN INNOVATOR***

Bob Boynton passed away at the end of March and will be unknown to most of the current Flying Fifteen sailors. Bob was an engineer and provided considerable technical input into sailing Flying Fifteens and yachting in general. He had an innovative and creative mind, which was of considerable benefit although sometimes it was confusing to the people who had some stereotyped views.

Bob came from the country without a sailing background. My first contact with him was when he joined Davey's Bay Yacht Club and sailed a 12 square metre sharpie of the heavy weight variety. That was in mid 1950s.

He became a friend of Sir Osborn Mc Cutcheon who is the man credited with bringing the first Flying Dutchman to Victoria in 1961. He then decided that the Uffa Fox design Flying Fifteen would be a suitable class for Davey's Bay and Mornington where he also sailed and was a member.

Bob sailed a Flying Fifteen at Davey's Bay with Mike Debenham as his crew enlarged.

Many of the Flying Dutchman sailors at Davey's Bay, including myself were getting a little old for Flying Dutchman, so Bob thought that the introduction of the Flying Fifteen would be an excellent choice. This migration was supposed to be a yacht that was more sedate but also as strenuous to sail because of the no trapeze rule.

When the Flying Fifteen were a new class in Australia, Bob was quite prominent and won the National Championship sailing a yacht called Fidelity in 1965.

He continued to compete at Davey's Bay and his crew Mike, who was an industrial engineer and famous for being the major contributor of the invention of the 'pop can', which was later replaced by the tag, 'top can'. Mike invented a device which was mechanical but there was a small propeller that would be positioned under the hull and had a diameter of no more than 20mm. He then provided a read out to accurately record changes in speed, which was advantageous with sail trim being able to indicate variations of a tenth of a knot or less. This device was tried in Bob Boyntons' Fidelity FF771.

The idea was proposed to the America's Cup syndicate led by Jock Sturrock for the yacht Gretel. This was the secret weapon that Australia had and history records this was the fastest boat in the challenge of 1962, considerably helped by the 'black box'. The Americans had nothing like this but this was a technical advantage with a greater magnitude that Australia has ever been able to achieve subsequently.

Bob's innovative mind led him to redesign his Flying Fifteen for the purpose of increasing its efficiency and thus its speed and particularly to eliminate falling away to leeward (which was later corrected by having a more efficient hull and greater speed through the water, which substantially reduced this disadvantage).

At that time, Australia had adopted its own rig. Australian Flying Fifteens had a larger mainsail in that the boom was positioned approximately 250 mm lower which meant tacking was a real chore for middle aged gentlemen. The boat was not international and at that time, there were no world championships. When John Calvert-Jones went to sail in the British Championships at Lowerstoft in 1973, he had to use the British rig. He went to the UK with his Flying Fifteen Flight III FF 946, which he shared with Geoff Hanbury and Mike Gibson, which he had as crew. They won the British Championship that time and it was not long after that the first world championship was sailed in Perth in 1979. At that time, Australia had adopted the UK rig. This largely came about in an indirect way by Bob's innovation. He worked very hard at trying to develop more speed in the Flying Fifteen and he tackled it in three ways.

1 To have a taller mast so that the Australian-sized mainsail could be accommodated but the boom lifted higher off the deck

2 He devised a larger genoa and the foot was about 40 cm longer

3 He 'filled in' the keel laterally to give a much more wetted area to assist in lessening the fall to leeward.

He abandoned the keel proposal as he found none of the alterations had a material impact on the performance.

From memory, a special general meeting was called to discuss the proposals that were put to the State Executive by Bob Boynton and Ian Syme. It was clear that some of the members did not like the idea of having to buy new masts although Bob had done some engineering work on

refitting the mast at the bottom to add approximately 250 mm to an average mast. Before, or after the proposal was put to the meeting probably as an amendment the proposition that we should abandon any further messing around with the Australian designs and adopt the international standard, which of course was the British standard. This was before the British Flying Fifteen Association had looked at applying to the RYA to become an international class.

Whilst the standard Uffa Fox design mainsail was shorter than the Australian 'model', the roach was much larger with the UK cut so the sail area was not vastly different.

I am sure that if the revolutionary proposal as put by Bob and Ian had not occurred, then it would have been quite a long time before Australia would have come to its senses and adopted the English rig. This of course led to the first world championship and the great international competition that has continued since.

Bob ultimately ceased sailing Flying Fifteens at Davey's Bay as he had moved to Flinders and purchased a keelboat which he sailed with a lot of enthusiasm for many years.

*Nigel Peck*

*Life Member*



## Merchandise

For any information on merchandise please contact or email Michael Clark on 5976 2277 / michael@nwh.com.au

### Get smart. Look smart. Feel sharp – get the Flying Fifteen look!

We offer the following items of Flying Fifteen merchandise on a once-off basis. We have to order a minimum of 10 items for the logo embroidery, so if you do not place your order now, you will need to wait until we can aggregate 10 more items.

In addition you can have your boat name and number embroidered on the opposite chest at an additional cost \$8.00 per item.



Navy and gold polo shirt as modelled by our President \$32.00 plus p & h



Far left: Reversible Vest logo only on the outside \$49.00 plus p & h, additional \$7.00 for the logo on both sides and \$16.00 for boat name and number on both sides.

Right: Fleece with quarter zip \$45.00 plus p & h

Sizes for all garments available – Extra small (XS), Small (S), Medium (M), Large (L) or Extra Large (XL)

**Order Form** – All orders must be prepaid and received by 31 October 2003

Item	Size	Unit cost	Quantity	Total
Polo Shirt		\$ 32.00		
Reversible Vest		\$ 49.00		
Quarter-zip Fleece		\$ 45.00		
Caps	not applicable	\$ 15.00		
Boat name and number		\$ 8.00		
Postage and handling				\$ 12.00
<b>Total cheque payable</b>				<b>\$</b>

Boat name..... Boat number.....

Mailing address.....

I, ..... enclose a cheque for \$ ..... made

payable to Flying Fifteen International – Victoria. Send your order and cheque to

PO Box 1014, Mornington Victoria 931 or email michael@nwh.com.au or fax 03 5976 2177



## Apollo Bay Sailing Club Report

Things are a bit bleak and quiet down at the 'old porta-loo club house'. The Junior Yngling team has been training on Sundays but otherwise it's just our three resident geese keeping an eye on the place while we are away.

Apollo Bay Sailing Club season starts Saturday 25 October. Gary Millar has put together an interesting Sailing Program that provides a variety of racing for members and visiting sailors. The Crayfish Cup will be held Saturday 6 and Sunday 7 December. The Fireballs will be joining us, using the Cup as their State Titles. The ramp will be closed prior to Christmas for repairs, but the Colac Otway Shire will be providing a crane for the club activities. That is good news for those fuss bums who don't like coming down to the Bay because of the ramp! Please contact me if you would like an ABSC program mailed 5237 9266.

After a quick drive around the Bay checking out our majestic fleet of 10 Flying Fifteens here is a run down on the boats, their skippers and their winter preparations.

1. 'Windswept' Ian Leary, who is forever tinkering with Windswept fell from the deck of his boat a few weeks ago and is now booked in for a full knee reconstruction. Despite his injuries Lids has obtained a second-hand keel, which he thinks will give him that leading edge next season. Congratulations Sue and Lids on the arrival of beautiful Emma Kate born 31 August.
2. 'Zapper' Randal Fitzgerald is the opposite extreme of Lids. Poor old Zappa is parked out the front of the ocean frontage house where Randal left it last April. Perhaps he wants the boat sand blasted! No doubt Randal will hook her up come 25 October and do some quick 'car park' maintenance for the new sailing season.
3. 'In The Pink' Mandy Millar's brother Gary has been a bit busy lately so not much has been done to In the Pink this winter. Come on Gary, lift your game!

4. 'Knives and Forks' Pete Deppeler has been spending time on a much larger boat this winter. Peter has purchased a Farr 38 and if all goes well will be operating a charter business out of Apollo Bay this season. Hope you can still get a few Saturday afternoons off to race, Pete?

5. 'In the Dark' Lisa Deppeler (me) has her boat tucked away nice and dry in the garage as all 'wooden boats' should be. Have tossed up all winter about what to do with the best looking Flying Fifteen that won't point! Any ideas out there?

6. 'April Dancer' Richard O'Connell has his boat parked at Ian Leary's house for a few small jobs. Lids discovered that April Dancer is a Copland hull from the UK. No excuses next year Richard.

7. 'Town Bike' Young Shane Lindsey. Lots of talk up on top of the hill but not much action so far. Another neglected boat sitting out in the open, at least they remembered to chock the wheels. No doubt these two are scheming as to how to take that club championship from Carnage this season.

8. 'Phoenix' Wokka Wokka Wokka, what is the white boat fable? Is it a bit like the 'great white whale', no one is sure whether it is 'be myth or a legend'.

9. 'Effamism' Lesley Carnage. Les is continually on the boat maintenance and enhancement program and is the only member keeping the flag flying over the winter. He has been seen sailing with Reagan at Mordialloc, beating Mark 3s we hear?

10. 'Miss Molly' Matt Armstrong is busy building his new home at the Heithfield Boat Yard (next door to Lids). It doesn't look like Miss Molly has received much attention of late.

*Lisa Deppeler  
In the dark*

A pennant logo with a red body and yellow border, containing the letters 'CCSC' in white.

CCSC

## Cairn Curran Sailing Club Report

The new sailing season is about to start and there is a level of quiet optimism pervading at Cairn Curran Sailing Club. Recent rains have lifted the water levels from 5% to 15% capacity. Some prominent landmarks (all too visible during the past nine months) have again slipped beneath the waves. Someone from CCSC with a highly developed sense of humour, (probably educated at the same school that gave us "It always rains after a dry spell"). was heard uttering "that there was no need to sink into gloom as the lake had filled from nothing in the beginning and would do so again".

Charles Thompson our resident expert in all things 'wet' presented historical data on the cyclic nature of the water levels at Cairn Curran and the rain patterns that also provided an optimistic outlook for sailing at Cairn Curran in 2003/2004.

CCSC has just conducted a comprehensive training course in the duties of the Officer of the Day. This was well attended and it covered all aspects from 'Duty of Care', rescue boat management, race management, course selection, race protests through to emergency response planning. It was great to sit in the clubhouse to discuss sailing, in front of a roaring open fire and watch the lake slowly fill up a little.

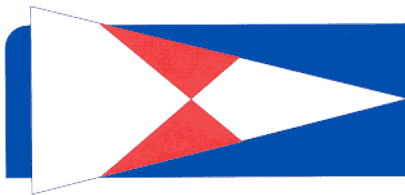
A comprehensive sailing programme has been developed that has a full cadet training programme for the juniors and also an optional travelling programme should the waters not rise to expectations.

A quick glance around the compound revealed a solitary Flying Fifteen 'Still Rockin' and some other craft. Does this mean that Elvyne Hogan's 'Finesse', Alan Carson's 'Reliance', Mick Monk's 'Fiasco', Chris Weight's 'Force Five' and Scott Edgar's and Chris Telford's boats are all in dry dock having their bottoms rubbed and rigging tweaked in anticipation of an active season? Let us hope so!

I have included a photograph of Prince Phillip and Uffa Fox sailing Prince Phillip's Flying Fifteen 'Coweslip' (next page). This is the boat that provided the name of our national trophy which was of course donated by Prince Phillip. It was interesting to read in an old sailing book published in the 50s that both Bermudan and Gunter rigs were allowed and that a Flying Fifteen was easily transported on the roof of a normal car – with or without keel was not stated! (Ed's note: the original concept of the Flying Fifteen was to be a 'car topper', and the keel taken off and transported in the boot of the car!)

It was a pleasure to be asked to provide input into a work group to help promote the class held at Mordialloc. Doug Bell and his team, in the words of the jingle, "ought to be congratulated" for their proactivity.

*Chris Weight  
Force Five 1682*



## Davey's Bay Yacht Club Report

We have an exciting weekend coming up on the 29 - 30 November, this is a joint DBYC / FFI-V event and is modelled on the successful Lidgett Cup Training Weekend which started as an event for Sabots, but now has several classes clamouring to join in.

We will be offering on the water coaching to those sailing from experts Bill Shand, Peter Gale and Chris Mason and other famous names who we are waiting to sign up. The format will be some onshore tips on tuning, followed by on-the-water coaching, suggesting how you can go faster.

It is proposed that the boats from Mordialloc and Mornington race to Davey's Bay and race back on Sunday afternoon, alternatively you can just tow your boat directly to DBYC. Saturday afternoon and Sunday morning will be devoted to short courses, practising starting, rounding buoys in bigger fleets, etc. This event is exclusive for Fifteens as we want to make it an annual event.. You cannot afford to miss this weekend if you want to go faster!

The timing is such that if you are towing your boat in, it is already on its trailer ready to go to Apollo Bay for the Crayfish Trophy the next weekend.

Over the winter months there has not been any sailing at Davey's, but there has been much activity around the clubhouse making improvements to our facilities.

We will have a much fuller report in the next issue of our activities at the 'Jewel of the Bay'.

Good Sailing for season 2003 – 2004



*'Coweslip' as sailed by Prince Phillip and Uffa Fox  
(details Cairn Curran report previous page)*



## Gippsland Lakes Yacht Club Report

After a successful 2003 Flying Fifteen State Titles in Apollo Bay, sailing at Gippsland Lakes Yacht Club has wound down over winter and is starting to fire up again for the Opening Day event in early October. Flying Fifteen numbers look like they have stabilised at around 5-6 and there have been no rumours of any new boats from the Shand factory, so it appears we will slip into the 2003-2004 sailing season with few surprises. The biggest news is focused around what Bob Beard (FF3532) is planning for his season and he has left many people guessing what his next move will be?

During the winter months, GLYC conducted their customary Winter Series with most FFs competing. This series a handicap event conducted every second Saturday over a 3-month period, where racing was keenly contested by Trevor and David Williams, in 'Go you good thing'. Trevor and David have come a long way in a short-time and are improving rapidly. I predict they will do well this season.

The GLYC Sailing Calendar has been released in draft form and shows the Summer Sailing Season extending from the first Sunday in October 2003 to the first Sunday in May 2004. In reality the season goes all year round and you can sail as much as you like. I am not sure how they do this on a volunteer basis but everyone is welcome and a Season Calendar can be provided if required.

A quick phone call around the club has indicated there is good support for the upcoming Nationals in Tin Can Bay on the Queensland coast so we look forward to seeing everyone there at a well supported event.

Word on the street is that David Meldrum, (FF3620), will be sailing at GLYC on a intermittent basis, so it will be good to see Dave back on the Lakes. Hopefully he'll be in his FF and not the 'cruiser'.

*Ian Rainey  
Grin & Bare it 3663*



**Look out for the new FF1-V 'fly a fifteen' logo...every membership renewal will receive a free car decal to promote the wonderful class we sail. Additional decals are available for a mere cost of \$ 5.00. The logo has been embroidered on the new merchandise advertised earlier in this Fortissimo issue.**



## Lake Learmonth Yacht Club Report

We won't be sailing at Lake Learmonth this coming season either! After all of the recent winter rainfall, the lake is about 0.1% full (a 50-hectare puddle way out in the middle!). We can sail at 45% or above. Runoff into the lake is flowing down Morton's Cutting at about 30 litres per second, but even at this rate it will take 5 years without any evaporation just to get to 45%. We're not holding our breaths! Lake Burrumbeet is now about 400 mm. deep – no joy there either!

Les Kearney in Euffamism has contested Mordialloc's Winter Series with Reagan Burdon-Bear – subject to the car going and the winds being favourable. He spent most of the first race stuck on the side of the Western Freeway at Ballan waiting for the RACV! For further details, see the Mordialloc Sailing Club Report.

Les and Wokka will be back to Apollo Bay for the 2003-2004 season. They are working hard to try and get Geoff Ryan in Shenanniecans back also.

We don't know what Wokka has been up to, but he has certainly been 'using his noodle' – and we have the box to prove it! If Wokka is '96% Fat Free', then NONE of you have to worry about adding those winter kilograms! We hope his fibre glassing efforts are a bit stiffer than the noodles!

Just empty the packets, heat and serve? I'm sure Wokka wishes it really was quite that simple!

See you on the water when the season starts,

*Your Secret Correspondent*  
LLYC

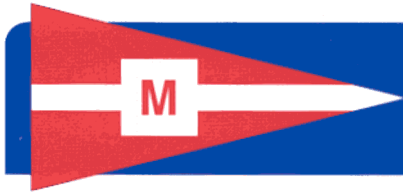


*Lake Learmonth on Sunday 14 September 2003.*

*The mown area in the foreground was the site of a 'B&S – Back to Lake Learmonth Ball' which was held earlier this year, complete with rain dance. It didn't do much good, either!*



*'Wokka' – Soft Hokkien Noodles – 96% Fat Free  
Eat from the Box – Nothing to Add? Too simple!*



## Mordialloc Sailing Club Report

### **Up the Creek**

Up the creek is probably appropriate at this time as most of the Fifteens have been kept 'up the creek' for what has been a very disappointing Winter Series – not the club's fault and certainly not the fault of any sailors who keep turning up week after week in anticipation of some good sailing conditions.

In fact it is the first time since I have been at Mordialloc Sailing Club that I can recall racing being abandoned on Opening Day. We just seem to be in that cycle where on Sunday it decides to blow.

Talk about keen sailors, it has been great to see Les Kearney and Reagan Burden-Bear travel each week just in the event they may get in some racing. Even saw Michael Clark from Davey's Bay in the early days but suspect the weather sent him packing back to Mornington – still we have a lot of sailing ahead as the Summer Season approaches.

While not a lot of sailing happening what little, has been interesting. Great to see Lyn and Brian have a new boat, which was kept very quite – a win first up for 'Supertoy Plays. Let's hope the rest of us were just playing and letting them get some confidence – actually looks good and from what I have seen appears fast. Watch this space!

Good to see Greg Gleason out early after purchasing the late Andrew McCutcheon's boat last season and Peter Smith in 'Turning Vehicle', (ex Taylor's). Have even seen Nick Carew out there – back from wandering the world. Your's truly managed to get out one fine day; rig up another only to have the crew decide to sleep in until 4pm! Anyhow it is far more comfortable drinking tea and looking after the ladies in the tower – someone has to do it!

Looking forward to a break in the weather and a wishing everyone a great season of summer sailing.

*Mike O'Connor  
Flying Blind 3618*



*Supertoy Plays 3761, the newest boat to the fleet at Mordialloc...after many months of planning and hard work she finally hit the water. The 'toy' is pictured on her maiden voyage back in June.*



## Mornington Yacht Club Report

### ***Not much longer to wait!***

In a few weeks we'll see how everyone's shaping up for the new season; not many rumours have done the rounds this winter, so either it's a reliance on the people rather than the equipment, always a risky strategy, or some surprises when the covers come off. Speaking of 'Reliance', Ken Barker's boat has been repaired (rebuilt?) after their unsuccessful experiment at underwater sailing; Tony Hynes will be hoping for a less eventful season after that, and falling out of 'Matilda' during a jibe!

It will be interesting to see if Peter Green actually gets a new main to go with his jib – like the plumber's dripping tap, the sailmaker seems to be the last to get his sails.

We hope to have at least one new boat, and more frequent appearances from a few others to give us a regular six or eight boats. There has been some interest out of the club's learn-to-sail programs that we aim to foster as well. At least three Fifteens will sail in the Thursday night stern-chaser competition, and that has been a good way to introduce new sailors to the boat.

Early plans for the State Titles are being formed, but we are keeping a low profile until the World 420 titles are over – 160 boats and who knows how many sailors and supporters are invading Mornington over the major break, so that will keep us entertained for a few weeks!

*Doug Bell*

*Lean and Mean 3442*



*Nick Carew and Stephen Griffiths  
(cameo appearance) on Fizz, crossing the finish line  
during the Mordialloc Sailing Club Winter Series*



## Coming Events

For coming events call or email Lyn Wallace  
on 9557 1162 / lynwall@netspace.net.au

### **42nd Australian Championship**

The Notice of Race for the Wallis Realty 42nd Australian Championship has been issued by Tin Can Bay Yacht Club.

The regatta is to be sailed on Tin Can Bay Inlet from 11 – 16 January 2004. A strong contingent of interstate and overseas competitors is expected.

The club will also host the Cooloola Cup on 3 and 4 January 2004. The Cup is a three-race event to be conducted largely on the same race area as the Nationals.

**Enquiries should be directed to the Regatta Organiser Ken Bubb:**

bubb@spiderweb.com.au

**NOR:**

[www.flying15.org/aus/docs/NOR\\_2004.doc](http://www.flying15.org/aus/docs/NOR_2004.doc)

**Nationals Entry Form:**

[www.flying15.org/aus/docs/Entry\\_Form\\_2004.doc](http://www.flying15.org/aus/docs/Entry_Form_2004.doc)

**Cooloola Cup Entry Form:**

[www.flying15.org/aus/docs/Cooloola\\_Cup.doc](http://www.flying15.org/aus/docs/Cooloola_Cup.doc)

**Accommodation Guide:**

[www.flying15.org/aus/docs/Accommodation\\_Guide.doc](http://www.flying15.org/aus/docs/Accommodation_Guide.doc)

**Web:** [www.flying15.org/aus](http://www.flying15.org/aus)

<<http://www.flying15.org/aus>>

### **ACT State Championships**

Canberra Yacht Club is hosting the 2003 ACT State Championships on Lake Burley Griffin, 4 and 5 October. **For further details contact John Hosking President FFI-ACT**  
[jshosk@netspeed.com.au](mailto:jshosk@netspeed.com.au)

### **Healthpact 9th Australian Masters Games**

The closing date for nominations to the Healthpact 9th Australian Masters Games Regatta has been extended.

The Flying Fifteen is one of the eligible classes for the event which is to be sailed on Lake Burley Griffin hosted by Canberra Yacht Club from 5 – 9 November 2003.

Prizes will be awarded in three age categories dependant upon the age of the helmsperson as at 31 December 2003. The minimum age of both helmsperson and crew is 35 years.

**Enquiries should be directed to the Regatta Organiser, Graham Giles**

on 02 6288 6990 after hours

or 0412 507 061 or by email at:

[amgsailing@canberrayachtclub.com.au](mailto:amgsailing@canberrayachtclub.com.au).

A draft **Notice of Race** and further details can be found on the 'Sailing' page at the **event website:**  
[www.amg2003.com](http://www.amg2003.com)

### **Inaugural Trans Tasman Series**

The Royal Akarana Yacht Club is seeking expressions of interest from competitors for the Inaugural Trans Tasman Series to be held in Auckland New Zealand. RAYC is hoping to host the inaugural event in conjunction with the 2004 New Zealand Flying Fifteen Nationals. The Nationals are being held from 28 February 2004 to 6 March 2004. The course are will be similar to that to be used for the 2005 World Championships. Interested competitors are requested to contact RAYC. A request for registrations of interest together with proposed programme has been issued:  
[www.flying15.org/aus/docs/Trans\\_Tasman.pdf](http://www.flying15.org/aus/docs/Trans_Tasman.pdf)



## Classifieds

For classified advertising call or email Lyn Wallace  
on 9557 1162 / lynwall@netspace.net.au

### **For Sale**

'Gun'n'dunnit' AUS 3620

Current Shand mould, minimum weight, very stiff hull. Two sets of Gale & Rimington sails, Shand galvanised trailer, ex State champion, Second in the Nationals. Ready to sail and win races. **\$ 15,000**

Call David Meldrum – 0418 348 938 or email dmeldrum@thecartshed.com.au

### **For Sale**

'Watches of Switzerland' AUS 3723

Gale & Rimington hull fully fared by Blue Marine, baked finish painted hull, Proctor Epsilon mast and Proctor boom and pole, new Shand keel, new Gale & Rimington CM1 sails still to be made, cover, trailer, all spectra controls, carbon tiller. **\$ 19,000**

Contact Chris Mason – 9555 5639 or email cjmason2@hotmail.com.au

### **Wanted**

Secondhand main sail for Flying Fifteen

Contact Ken Cameron  
kencameron@datafast.net.au

### **For Sale**

Uncut Mark 1 AUS1362

Mark 1 in excellent condition, new rigging, epoxy paint (white), two sets of sails, one spinnaker. Registered galvanised trailer in excellent condition. Spare mast with some fittings. Buy the boat plus the trailer for less than the price of a new trailer!! **\$ 2,350**

Contact Colin Lamble – 0412 903733 or email clamble@mcmedia.com.au

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