

President's Report

October/November 2005

I have just finished packing the boat to take to Cairn Curran for the new Ossie Mac regatta, and wondering if there really will be only six visiting boats. The actual number will be clear in the report written after the regatta, but at this time I can say we are bit mystified by the lack of interest. It seemed like a good idea to the committee, but so far you, the members, seem not to share that opinion. Perhaps there will be the traditional batch of late arrivals!

It does remind me how important feedback is in an association like this; if we are to give you the sailing you want, we need to know what that is, so if you have a view, please share it with us.

The successful invasion of Canberra by the Victorian travelers was the highlight of the month – well done to all, and to the Rainey's for taking the trophy. All the details are in a separate report.

It seems that the impending major regattas in Victoria are already having an effect on the fleet, with two new boats about to arrive, and two other "almost new" ones going to new owners. Its good to see, and I'm sure the impact will ripple down so the whole fleet benefits.

On that subject, Royal Brighton are already into planning mode for the 2007 Nationals, and will make a presentation to the AGM in Canberra about the regatta.

There is a major redevelopment planned for the club, and we will be able to enjoy the benefits of that when we sail there.

I also met with Royals Rear Commodore at a recent event, and he is very enthusiastic about the Nationals/Worlds event on 2009. Royals will continue to have regattas for Fifteens to give us the opportunity to sail there, and I would not be surprised to see some boats appearing again at the club.

At our last AGM the Victorian members agreed to put forward a "ticket" at the national AGM so that the FFIA Executive could be based here for a while. Given the coming regattas it makes sense. After some persuasive recruiting, the group of Michael Clark, Amanda Millar and Chris Mason have agreed to stand for election, and I am sure they will receive the support they need.

It does mean we will be looking for a new vice-president for FFIV come March, so I'm looking for a volunteer.

If I don't see you at Cairn Curran, good luck for your sailing season.

Doug Bell
Lean & Mean



In this issue

Contacts	2
ACT State Titles	3
Ossie McCutcheon	4

Club Reports

Apollo Bay	6	Mornington	11
Cairn Curran	7	Royal Brighton	11
Davey's Bay	8	Calendar & For Sale	12
Gippsland	8		
Mordialloc	9		



Contacts

President

Doug Bell
36 Birdrock Avenue
Mornington 3931
Home 03 5976 3841
Mobile 0418 399 296
helbell@satlink.com.au

Vice President

Michael Clark
PO Box 1014
Mornington 3931
Home 03 5976 2277
Mobile 0418 148 240
michael@nwh.com.au

Secretary

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

Treasurer

Peter Smith
3 Black Knight Street
Mordialloc 3195
Home 03 9580 0929
goosmith@bigpond.net.au

Committee

Michael Harrison
Mobile 0413 270 708

State Measurer

Bob Beard
390 Balfours Road
Bairnsdale 3875
Home 03 5156 8607
Facsimile 03 5156 8605

Robert Signorini
29 St Claire Walk
East Doncaster 3109
Home 03 9842 8665

Above the deck measurers

Ian Rainey (details right)
Les Kearney (details right)

**Copy for Next Edition
to be into the editor by**

12th December 2005

Club Delegates

Apollo Bay Sailing Club

Lisa Deppeler
Home 03 5237 9266

Cairn Curran Sailing Club

Chris Weight
Home 03 5439 3219

Davey's Bay Yacht Club

Michael Clark
Home 03 5976 2277

Gippsland Lakes Yacht Club

Ian Rainey
Home 03 5143 2792

Lake Learmonth Sailing Club

Les Kearney
Home 03 5343 2323

Mordialloc Sailing Club

Brian Carroll
Home 03 9557 1162

Mornington Yacht Club

Doug Bell
Home 03 5976 3841

Royal Brighton Yacht Club

Paul Woodman
Home 03 9596 7317

**Do you use the FFIV web site? A colour version of this magazine is available on the site as well as Race Results if your club sends them in!!!
<http://www.flyingfifteenvic.org.au/>**



ACT State Titles

“A Victorian Bonanza”

A fleet of 24 boats greeted the starter for this years ACT Championships. This included boats from South Australia and Victoria, (Grin n Bare It, Fizz, Slightly Ffirmer, Supertoys Plays, Good Thing & F n F).

Exceptional would be a good way of describing this event. From the race management and shore facilities, to the prevailing conditions and general atmosphere of the event & the local ACT sailors.

The five heat series was raced over 2 days of a long weekend allowing interstate competitors to get in some homework prior to this years nationals.

Winds started & continued throughout the weekend from the N-N/W and while this compressed the course a little, it made for good sailing & tactics.

While the range between lifts & knocks was larger than normal for us bay sailors, it allowed the thinkers to take full advantage and with lots of pressure up & down the course it also allowed those with good boat speed to shine.

A few OCS's, tight mark rounding's and a few penalty turns made this a competitive series for all entrants up and down the order. It was sailed in good spirits and reinforced how much fun it was to sail on a lake of this size. The breeze continued to build all weekend to 25knots+ and allowed for an even series to satisfy everyone.

As with most regattas those with the time on the water prior and good consistent performances were the bearers of the silverware after presentation. Craig & Iain Rainey were again the yardstick we were all chasing while local ACT sailors John Hosking & Matt Gleason showed how competitive the Canberra fleet is. Nick Carew teaming up again with Harley Kruse were the first of the bay sailors followed by their green decked brethren David Williamson & Craig Morton in Slightly Ffirmer with Brian Carroll & Phill Parish in Supertoys Plays rounding out the top five hot on their heels.

First of the classics was Clive & Anne Arnold from South Australia who it should be mentioned were right up there amongst the top order especially in the lighter races and also finished 3rd in Race 1.

Place/Points	No	Name	Crew
1 st / 2.1.2.1 = 6	3663	Grin & Bare It	Craig & Iain Rainey
2 nd / 1.2.4.3 = 10	3661	Fizz	Nick Carew & Harley Kruse
3 rd / 1.5.1.6 = 13	3687	Final Fling	John Hosking & Matt Gleason
4 th / 6.4.7.2 = 19	3526	Slightly Ffirmer	David Williamson & Craig Morton
5 th / 5.3.8.4. = 20	3761	Supertoy Plays	Brian Carroll & Phill Parish

Other Vics : 9th Good Thing, 15th F n F

The handicap was taken out by Slightly Ffirmer followed by Supertoy Plays & Peter Russell in Rustler third.

This was a great regatta!
Canberra will do a good job of this year's national event, where the green lawns of the yacht club make rigging a pleasure and provide an excellent close up vantage point for those ashore watching the action and enjoying the excellent yacht club facilities.
I would encourage anybody considering heading there in January to not just think about it, but get up there and have a great time as we did.

Detailed results can be found on the CYC website, www.canberrayachtclub.com.au

David Williamson
Slightly Ffirmer



Ossie McCutcheon - Pictures



Pictures Courtesy Mary-Louise Weight



Oddie McCutcheon Trophy

The Oddie McCutcheon was held last weekend (29th & 30th October) at Cairn Curran Sailing Club. A new format of 5 short sprint races was the option selected by the FFIV committee to try and breathe some fresh air into this event. Unfortunately only 10 entered for the series, but all enjoyed themselves.

Saturday was scheduled to help those sailors who do not have access to coaching to get some red hot tips from Brian Carroll. Brian being the only red hot item due to incessant rain from about 1pm right through until the early morning.

The rain managed to pretty much kill off the wind, so we talked about the various measurements that can affect performance and made some comparisons between Classics and Mark 3's. We did manage to get out in the rain to measure a few keels after Alan Carson said the position of his mast in respect to the keel was different to what anyone could recollect.

Following the discussion Team Cairn Curran produced a wonderful evening meal which encouraged everyone to over indulge in the alcohol stakes.

Next morning Team CC produced an excellent breakfast, and the wind was blowing a nice gentle 10 knots, so everyone was keen to get on the water. The locals had a few anxious moments wondering if their crews had taken into account the fact the clocks moved forward overnight, but all turned up in time.

Full Results on Yardstick:

Sail No	Class	Name	Skipper	Crew	1	2	3	4	5	Points	Posn
2251	Classic	Iffy	Clive Arnold	Peter BJones	1	1	1	2	1	3.00	1
3846	Mk 3	Demon	Alan Carson	Tim Dean	3	2	6	1	3	8.75	2
935	Classic	Amalffi	Chris Hall Greg	Andrew McLean	2	3	3	3	2	10.00	3
3836	Mk 3	Ffenty Ffun	Gleason	Peter Smith	7	7	2	4	4	17.00	4
2243	Classic	Relience	D. Carson	M. Lynzaat	6	8	4	6	5	21.00	5
3442	Mk 3	Lean N Mean	Doug Bell	Wayne McCombie	9	4	5	9	6	24.00	6
3261	Mk 3	City Lights	M Clark	M McCartney	4	6	7	8	7	24.00	7
1682	Classic	Force Five	Chris Weight	J Weight	8	10	8	5	9	30.00	8
2827	Mk 3	Tis Irish Luck	M Harrison	C Taylor	5	5	DNC	DNC	10	31.00	9
3171	Mk 3	Fflagship	D Collings	J Houlihan	10	9	9	7	8	33.00	10

Racing got underway around 9.30am with a course of a triangle, sausage and short work (start & finish line being in the middle of the work). Racing was extremely close on flat water which of course particularly suited the Classics. Iffy managed to get away quite nicely and rounded the first mark first and went on to win the race. In fact she managed to win 4 out of the 5 races, although she had to work harder for some of the others, Demon won the other one. Races were barely 30 minutes long so they were over in a flash and you were lining up for the next start. Almost everyone of the 10 boats competing had their moment of glory and equally most had their moment of disappointment, but in this type of racing missing a windshift or getting dirty air can be disastrous. Rounding the buoys was always a challenge demanding and making sure you get your rights. A 360 or 720 would ensure you are last in this type of racing. Amalffi seemed to point higher than the wind and still go forward quite quickly, I guess this is the Canberra tuning guide! Tis Irish Luck broke a jib luff wire and had to go ashore to hoist a new jib, this cost her 2 races. Fflagship being sailed by new owner Dale and his trainee crew John had a lot of practice getting the kite up and down, Relience Ffenty Ffun under the new management of Gunwhale Bum struggled in the first couple of races and then seemed to get into gear.

It was fun, it was exciting, it was quick. All 5 races were completed around midday with the trophy going to South Australia.



Apollo Bay Sailing Club Report

Its early days in Apollo Bay and at the time of writing this report the club has not started racing. Here is an update on our Flying Fifteen Fleet.

Keen female sailors aboard **Black Pearl** and **In the Pink** went 'head to head' at the Women's Keel Boat regatta on Port Phillip Bay, literally!!!! In the third race a sickening sound of splintering timber and crunching fibreglass resonated across the water. The 'port side' of the newly refurbished Black Pearl looking more like a cannon fodder from a scene in 'Master and Commander'. Bravely 'The Pearl' limped back to Williamstown while the In the Pink was heading towards Davey Jones' locker, two gaping holes adorning her stem. Black Pearl is currently receiving a new fore deck whilst In the Pink has taken the opportunity to have her hull re-sprayed. No pink to be seen?

Lids and Leo (**Windswept**) always searching for that winning edge spent many long hours over the winter reshaping an old ff keel, only to have it topple over and break on the garage floor. It has been left in no doubt as to who won the 04/05 Club Championship in Apollo Bay. This fact is now emblazoned down the top sides in bold signage for all to see. Perhaps this is a reminder to Lids's major sponsor Sue that all that sailing time is paying off!

April Dancer has found a new home. Two young fellas new to the Apollo Bay Sailing Club have taken her on. Its always great to see some fresh energy and entertainment coming into the club. Someone to take over from Captain Col.

Captain Col in **Miss Molly** has worked tirelessly over the winter 'tricking' his boat up for the coming season. Collin provided the 'best' entertainment last year when after colliding with an anchored fishing boat, wiping of the rod holder on the stern then selflessly diving into the depths to recover the lost item. He was back on his boat before his crew even knew what had happened. No one is going to beat that one Col!

Euffemism was last sighted abandoned in the back blocks of the Royals car park. Although looking sad and unloved she still seemed to be serving a useful service, providing a habitat for the local fauna. There is a rumor that Parks Victoria may ask that the boat remains there rather than displace the possum family who have taken up residence.

- Whats the story with **Town Bike**? Hasn't been ridden for ages.
- **Knives and Forks** (Australian Champion for a day!)
- **Zapper**. All maintenance deferred until Saturday morning, first day of the season.

The Apollo Bay Sailing club is experiencing a change this season. Some of its most loyal, skillful and likable members are bucking the 'sea change' phenomena and moving to Melbourne. In the Pink, Black Pearl, Red Back and In Your Dreams will probably be seen more on Port Phillip Bay, for the next few years anyway.

Any takers for the new correspondent from down south, please don't hesitate to call me?

Lisa Deppeler



**44th International Flying Fifteen
Australian Championships**

**Canberra
8th – 13th January 2006**

**Entry Form etc available from the
News Page of the FFIV Website**



Cairn Curran Sailing Club Report

Cairn Curran's season kicked off on 1st October with the Commodore's Trophy. This was fittingly won by Alan Carson in his Flying Fifteen the "Demon" with Tim Dean. There were three Fifteens on the water with Darren Carson in "Relience VI" and Michael Monk in "Fiasco". Michael is taking a very competitive approach in hiring a professional helm, namely Alan Matthews. I believe he charged the princely sum of two bottles of Shiraz, is there no end to Michael's willingness to sacrifice his pleasures for racing glory.

The lake was at 17% capacity and has risen steadily to the heady heights of 21%.

The rest of the Fifteen fleet have yet to be seen. Chris Weight's "Force Five" has just returned from the boat builder after having some holes in the deck repaired. This was due to overweight "Weights" pretending to be nimble for'ard hands but having the effect of large weights dropped from a height onto 3mm ply. Andrew Pollard has unfortunately suffered a major breakdown. How else can one explain the mass pilfering of fittings from a perfectly good Fifteen to resurrect a Contender whose condition resembled a very badly decomposed corpse and bore no resemblance to Ben Lexcen's design? Last weekend Andrew spent a very uncomfortable race in light winds trying to find somewhere comfortable to sit and wielding that dirty great eight foot tiller extension. A couple more races like that and sanity may prevail. We all wish Andrew a speedy recovery. Chris Telford has started looking at his boat. A very positive step - Chris. Well done. Unfortunately Chris has been speaking to a fine furniture maker and is contemplating exotic veneers for the deck and French polish! Whilst I commend the use of timber the risk is that the boat may not touch water and may become a piece of fine furniture and remain in the sitting room. "Finesse" is still in Elvyne Hogan's shed along with another classic unused article, namely a 1960's Lancia sports car. Cairn Curran is looking forward to hosting the Ossie McCutcheon trophy regatta on the 29th and 30th October. Response has been mediocre and I request that all Fifteen sailors consider the pleasure of travelling to an area of great beauty and cultural charm, plus the

joy of combining that with sailing your Fifteen. Saturday afternoon there will be tuning and coaching advice followed by dinner and then on Sunday after a hearty breakfast there will be the five races for the trophy.

The thought of a major regatta has shaken Elvyne Hogan and Max Stevens out of their mid life crisis flirtation with a NS14 skiff (does this equate to a red sports car?). "Finesse" is leaving the shed and will be sailing in the Ossie Mac.

Meanwhile I am madly trying to find all the fittings and have them installed in time for the Ossie Mac. Mr. Editor, you will of course be blamed for any gear failures due to lack of preparation.

Chris Weight
"Force Five"

It is a poor excuse – you have had all winter to check out your gear!!!!

Ed



I think Brian must have been talking about a fish he caught in Cairn Curran



**Davey's
Bay Yacht
Club
Report**



**Gippsland
Lakes Yacht
Club Report**

The training session run by Chris Mason over the winter certainly honed our drinking skills as heavy winds prevailed on the scheduled Sundays, while the ones in between were perfect sailing days – I think Mr Murphy has a lot to explain!!

What a start to the season magnificent sunshine, almost 20 degrees, light 8 to 9 knot winds and 6 Flying Fifteens on the water. It was idyllic to get everything working again.

Coutsie & Shane in Ffidelity got off to a great start and powered away from the rest of the fleet after the first mark. City Lights ably assisted by Liz Keep enjoyed a laugh a minute but couldn't reign in Ffidelity and in fact lost out to Owyagoimate sailed by Andrew & Patrick Cody, however, the first two boats did not cross the finish line in the right direction so City Lights managed a win, followed by Tis Irish Luck – Michael Harrison & Cameron Taylor, Owyagoimate managed to undo the error of her ways to finish third. Alasdair & Tracy and Michael & Dominique still have a few cob webs to blow out, and Hardie & Greg had a nice sail.

The second race was almost a carbon copy of last week. The start was delayed until after 1500 hours to see if the sea breeze would fill in, but it didn't and racing started on Course 1 in about 3 – 5 knots of wind. Fortunately the water was flat so it was quite possible to sail in these conditions. There were only 4 boats, City Lights being on duty roster and Ffidelity on domestic duties. Forever Fifteen was leading up the first work, shortly to be overtaken by Tis Irish Luck, then Flying Boat and O'Kaye, which turned out to be the final finishing order although there were a couple of place changes on the reaches between Forever Fifteen & tis Irish Luck, the latter prevailing at the finish line.

**Michael Clark
City Lights**

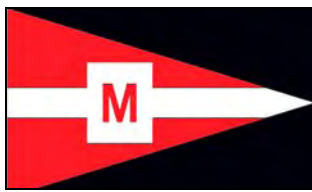
The boats are slowly coming out of winter hibernation but some boats are still in the repair and improve stage with Wendy Gardiner's boat receiving a complete overhaul inside and out. Bill Shand reported that his new boat is still three weeks off being on the water. We all are looking forward to seeing his new boat.

Gippsland Lakes Yacht Club did send three representative to the ACT state titles on the first weekend in October. The three boats produced mixed results. Craig and Ian Rainy had a slow start in the first race finishing 10 but followed up the next four races in brilliant form to finish first overall--well done Craig and Ian! Trevor William and Paul started strong in the first race to lead the fleet only to fall prey to the shifty wind conditions but still placing well. The following four races produced mixed results with a final overall placing of 9th. Jim Callahan and a new crew Peter Foxtan found the conditions challenging and produced mixed results throughout the regatta to place 14th. We were all impressed with the excellent facilities and the friendly atmosphere at the club. I am sure that the nationals will see a significant contingent from the GLYC.

There have been two club races, one that occurred during the ACT titles and the second last weekend which saw four boats participate. We expect to have between 6 to 8 boats sailing regularly this season.

**Jim Callahan
F'nF**





Mordialloc Sailing Club Report

As Mordialloc Fifteeners would know (from my pleas for input) after a rush of red to the head I volunteered to write the FF column for the newsletters – Flagstaff and Fortissimo – does anyone know of a “morning after” pill I can take to reverse the decision?!!

Well where do I start? The home club might be a good place!

Fifteen power is certainly in evidence at the Mordialloc with Lyn Wallace as Commodore, Bart Scheen as Vice and our “Jockanese” Rear Commodore Crawford Wintersgill joining the class having purchased Richard Heath’s boat. I am sure he will enjoy sailing a “gentleman’s” dinghy! I think that this season the fleet has had a net gain of two boats.

Greg Gleeson should be mixing it with the “green boats” this season following his acquisition of Bill “the legend” Shand’s boat, although he may be distracted by having to continuously look over his shoulder to keep an eye on Dale Collings who now owns his old boat “Fflagship” and may give him some hurry up.

On a more practical note with Dale having to train a new-to-sailing crew John Houlihan, Crawford in a new boat, Ben Hosie also new to the fleet with “The Velvet Glove” and John Toner sailing with crew Chris Gianatti, who’s total sailing experience amounts to three races last season, there should be keen racing in the two fleets!

Greg Gleeson organized a “Tuning Night” at the Club for the 15s in September. The gathering was informal and the experienced skippers and crews passed on their knowledge the “lesser mortals”. The session covered the Basics with information ranging from how to set up the rig, to sail control. A special thanks to David Williamson and Brian Carroll for imparting their tuning expertise and to Dale Collings for sharing his experiences from the sharp end.

A fair turn out at the club Working Bee saw the car parking areas restored courtesy of the “ffenian” crew – not sure if “Gardening Australia” would have approved of our pruning methods or technique! – at least your car won’t get scratched by vegetation! Greg Gleason and Ben Hosie were seen

sweating red over a hot Victa in the storage compound so that on Opening Day the club area looked very “Pusser”. The Bee also presented an opportunity for those Fifteeners present to exchange views and rigging ideas. Thanks to Dale (in between varnishing his gunwhales) for some rigging tips and on some new knots for securing spinnaker sheets – they reduce the chance of the pole snagging on release - we “L” platers need all the help we can get!!

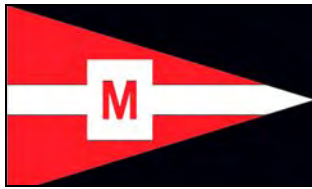
On the same weekend as the Bee three Mordi crews traveled to Canberra for their Champs. Weather ranged from drifters to 20 knots. Nick Carew and Harley Kruse in FIZZ finished 2nd, David Williamson and Craig Morton in Slythly Ffirmer were 4th just ahead of Brian Carroll and Phil Parrish sailing Super Toy Plays in 5th.



L to R: Brian Carroll, Phil Parrish/ Nick Carew, Harley Kruse/ David Williamson, Craig Morton in Canberra

Despite our best intentions, Ffenian failed to make it to the champs due to work interference – can John Howard do something about that in the new Industrial Relations Legislation?!! There must be something in O.H.S Regulations covering sailing as a compulsory beneficial rehabilitation process to be partaken of at least once a week!

The first Club race of the new season was blown out. Gusts of 40 knots and chilly temperatures ensured that bar takings were on the up! Opening Day was almost a repeat of the first race of the season the previous week. Only “Super Toy” took to the waters and having sailed a blinder was DSQ for failing



to sign on – no sympathy there from the Commodore! Bans may have even been put in place for such an elementary and embarrassing blunder!! Brian tells me that the wind on the course was much less than in the boat park but I am not convinced. Ffenian was all set to launch but lost the spinnaker pole topping lift in the mast and spent 3 hours reeving a new one – at least that's our excuse. Dale Collings conducted an on shore training session for crew John who seemed more concerned about what time the bar would open rather than the niceties of the Bowline as a non-slip knot! Greg G and Chris Flack chose to sacrifice their opportunity of sailing by collecting a Corsair from the bush (Mulgrave was mentioned) to add to the club fleet. Such heros!

Brian and Lyn's efforts to run Tuning Day with current FF World Champ Nick Jerwood have been postponed due to Nick's work commitments. It is hoped to run it at some time in the near future. Ideally it would be at a weekend so that most of the Vic FF sailors could attend.

All FF sailors should keep a close eye on the revision of the current marine safety requirements. It could just be that FFs may be exempt from having to carry flares. There is a proposal to reclassify Port Phillip Bay to a Sheltered Water.

As it is the start of the new season it might be timely to remind everyone of the:

Ten Commandments of Yacht Racing

- 1 Thy boat shall be on minimum weight and shall not leak, for when thou art beaten thou shall not blame thy craft.
- 2 Thou shall trim thy sails according to Bethwaite, for thus fly the birds of the air, and out of the sky they falleth not.
- 3 Thou shall have neutral helm, both upwind and down, for thus sayeth the god Elvstrom, and thou shall have no other gods before him

- 4 Thou shall not choke thy gear. Likewise shall thou bear away and ease sheets through waves; for loss of way leadeth to leeway and the anxious pulling on of sheets. Verily I say unto you, this is the Cardinal Sin upwind.
- 5 Thou shall study the wind patterns of the day, whether the gusts be long or short, whether the wind directions be true or changing, for the wind god Huey is indeed fickle.
- 6 Thou shall concentrate downwind, even more than upwind; for if thou ridest the waves thou shall indeed enter the kingdom of the Trophy Winners.
- 7 Thou shall not lose thy temper in light airs, for when all thy competitors have lost theirs thou shall be placed at the right hand of the Almighty Local Member at the Presentation Dinner.
- 8 Thou shall get a good start, for it is easier for a Flying Fifteen to pass through the eye of a needle than for a boat in the ruck to gain the gun.
- 9 Thou shall know the Rules, for when the Forces of Darkness cry "Starboard" when they have it not, thou shall reply; "Go to hell whence thou hast come"!
- 10 Thou shall seek clear air, but not sail off on flyers, for verily I say unto you, "What shall it profit a sailor to inherit the lead if it be lost when the Southerly change cometh"?

***John Toner
FFenian***



Mornington Yacht Club Report



Royal Brighton Yacht Club Report

Why is it so? This season has begun where the last one finished, with two weeks of no races!! First, we couldn't get the boats into the yard because the keelboats were a week late slipping (That's a technical term for launching big boats), and then last week – no wind. Perhaps it is just as well the fleet is still assembling; so far we have Roland with a new skipper for Cinderella, Richard with new sails looking and sounding as only new sails do, and Joe pacing around muttering about how difficult it seems to be to get a new boat out of Perth. We are all nearly as anxious as Joe – it's a bit like expectant fathers, so the arrival of "Under the Pump" will be a big event.

Ken Barker and Tony Hynes are yet to arrive, but have promised something to show for their winter work, and Peter and Graeme in *Finnigan* will no doubt be planning to continue their dominance of the Mornington fleet.

We are waiting on news from our recruits of last season, Jenny and Sally, to step up again, with hopefully another boat to replace the late *Matilda* and continue their success in Fifteens. Finally, there is a strong rumour that *Cheeky Chic* is making a comeback to sailing at Mornington.

All in all, a fleet of quality if not quantity. There is sure to be some close racing and we are all looking forward to it getting under way.

Doug Bell
Lean & Mean

YOU CAN NEVER START THEM TOO YOUNG!!



'Then he tacked, so I tacked to cover.'

ROYAL BRIGHTON SET TO RUN THE 2007 NATIONALS



RBVC Flying Fifteen - **SHALOM #1129** sailed by Cadet Coach John Cain and Cadet sailor 17 year- old Ben Blackett during the Sail past, October 2005. Ben is expected to travel to Canberra next January with Ari Sherr to compete in the Nationals. New Sails Courtesy "The Armstrong Family RBVC"



MAG#1401 previously known as the QUIDICI, seen here training off Brighton in preparation for the Canberra Nationals.

The RBVC Sailing Committee is currently preparing a preliminary Notice Of Race and a presentation package for the Canberra Nationals, see you there.

Paul Woodman
Chairman Youth Committee RBVC



Calendar of Events Flying Fifteen International Victoria 2005 - 2006

21 st – 22 nd November 2005	Crayfish Cup	Apollo Bay Sailing Club
8 th – 13 th January 2006	44 th Australian Championships	Canberra Yacht Club
11 th -12 th February 2006	Schnapper Point Regatta	Mornington Yacht Club
25 th – 26 th February 2006	Summer Regatta	Royal Yacht Club of Victoria
11 th – 13 th March 2006	Victorian State Titles	Mordialloc Sailing Club
14 th May 2006	Team Race Regatta	Docklands
5 th - 12 th January 2007	45 th Australian Championships	Royal Brighton Yacht Club
9 th – 21 st January 2009	Australian & World Championships	Royal Yacht Club of Victoria

Boats For Sale

- FF 3761** "Supertoy Plays" , 24 months old Ginnivan-built, foam-sandwich G&R mould. 14.5kg correctors. Harken fit-out. SuperSpar mast and boom. Several sets of Horizon Sails, less than nine months old, some only nine races old. \$ 23,000. Brian Carroll 0411 743 602
- FF3723** "Watches of Switzerland" Gale & Rimington hull fully fared by Blue Marine, baked finish painted hull, Proctor Epsilon mast and Proctor boom, new Gale & Rimington CM1 sails still to be made, cover, trailer, all spectra controls, carbon tiller. \$16,000 03 9555 5639 email: cjmason@hotmail.com.au
- FF3663** "Grin & Bare It" A well prepared Victorian boat with a number of gear options available upon negotiation. First place Victorian Titles 2002 and 2003. Located: Victoria Craig Rainey 03 5143 1215
- FF3261** "City Lights" Shand Mark 3, Proctor Epsilon Mast with Dyform rigging, 2 sets Sails, Cover, Trailer, etc Everything works - ready to sail.. \$8500 Michael Clark 03 5976 2277 email: Michael@nwh.com.au
- FF3099** "Shipping News" Current measurement certificate, Gale & Rimington hull. New sails, standing and running rigging 2004, New Boat Cover 2003 and New Wind Indicator 2005, Trailer, New Tyres and Dolly wheel 2003 . Competed in State Titles 2004, Club Aggregate 2002-2003-2004 Shipping News is ready to race. \$7850.00 Contact Peter on 0419 006 398 pgsails@relax.com.au
- FF 2911** "Split Enz" Currently at Davey's Bay Yacht Club waiting for some tender loving care and restoration. It has not been sailed in the past 3 years. I'm looking for about \$3,000. Tony Oldjohn. 03 8549 9253 Oldjohna@nobleparksc.vic.edu.au
- FF 2356** "Ricochet" Good condition, one very good set of sails, another main and jib which are OK \$3300 Geoff Warren 5156 2750/0438 527 389
- FF 2344** "Luffin it Up" previously "Morna 2" Shand built balsa core has been cut. Sails and hull are in very good condition. Sails new for 2001/2002 Nationals. Goldspar mast, central control box on good resisted trailer. Boat in Tura Beach 5km from Merimbula. \$8000 Tim 0414 646 550 or 02 6495 9302
- FF 2113** "Moody Blue" 3 Mains, 2 Jibs & Spinnakers, Registered Trailer Located NSW \$1700 Anthony Carroll 0405 220 832
- FF 1687** "Softly" Shand mk 1 VGC, 1 main , 2 jibs, 1 spinnaker Road trailer/beach Trolley \$4900 Fred Baker 03 55723956
- FF 1403** "FFootloose" - Cut Mk 1. Sails, trailer, etc \$2500 Boat at Davey's Bay. Bob Swinton 0420 063 608