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Newsletter of the Grafham Flying Fifteen Fleet

Issue 4 - April, 2018



FF Fleet Trophies

Annual Dinner

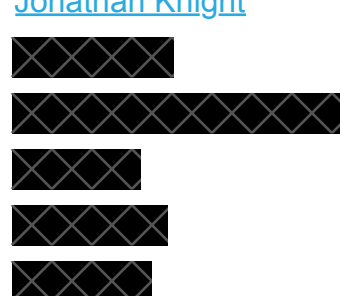
The annual dinner and prize giving on March 24th was the usual convivial affair: numbers were slightly down on the record attendance of 2017, but that certainly didn't detract from the enjoyment. Lisa and her gang provided her customary fine fare and the wine flowed copiously - but not too copiously, given the start of summer time and plans of several of us to race the next day.

The event provided a good opportunity to thank the outgoing Committee for services rendered - all well above and beyond the call of duty. Tim, Jim and John can now concentrate on their racing and Freda is spared the annual chore of tracking down, cleaning and engraving the fleet silverware.

Commodore, John Aston, updated us on current plans for improvements in the wider club arena (a new hot water system is high on the list of projects for the coming year), Jim conducted the prize giving in record time - though finding space for his usual witty asides - and Pip and Shawn proved astonishingly successful in selling raffle tickets. This should go some way towards keeping fleet dues under control next year!

Speaking of which, if you have yet to settle up, Jonathan Knight will be delighted to accept payment of your 2018 fleet levy. Please send cheques (£8.00 for helms, £6.00 for crews), payable to Grafham Flying Fifteens to:

[Jonathan Knight](#)



Easter Salver

Miserable weather leads to disappointing turn-out

Entries to racing for the Easter Salver on Sunday, April 1st, numbered just 5 boats - reduced to 4 when Simon & Dave decided by lunch time that they'd had enough. The weather forecast had promised that Sunday would bring the best conditions of the weekend: in the event, that proved to not a great challenge for the weather gods. Nevertheless, we were all a bit affronted when Sunday morning presented us, not only with 5 degrees and a fitful 8 mph northerly, but with persistent drizzle too. Things improved marginally through the day, but the conditions really only pleased the light airs specialists. RO Richard Keyworth set Olympic Triangle-Sausage courses (of which more later) for the first three races, reverting to a Reverse 'P' for the final race.

In Race 1, Simon & Dave sailed off up the first beat into what proved an unassailable lead, to be followed home by Allen & Ashley and Dave & Pippa, who had recovered well, having been soundly squeezed out on the start at the Committee Boat.

Race 2 saw Jonathan & Trish play the left side of the first beat to perfection. They were able to capitalise on this through Simon & Dave's navigational error - the RO had indicated that the first lap should be the sausage and the fleet unanimously decided not to draw the attention of Team Easyjet to this change. With friends like this, who needs enemies? So the top places went to Jonathan & Trish (1), Simon & Dave (2) and Dave & Pippa (3).

In the afternoon races, Simon & Dave were substituted by Nigel & Fiona Denchfield, sailing their Lark. They proved invincible in the prevailing light airs but we succeeded in ignoring them and continuing our private FF warfare. Race 3 was won convincingly by Jonathan & Trish, followed home by Dave & Pippa and by Allen & Ashley.

The final race was brought to a merciful halt by the RO after just one circuit when the breeze (and most competitors) threatened to expire altogether. Dave & Pippa took first place, followed by Barry & Katy, who managed to stave off a run of four last places with a final thrilling burst on the downwind section of the course.

And so Jonathan & Trish took the Easter Salver (and the biggest easter eggs!) with two first places and a fourth: Dave & Pippa placed second, with a first, a second and a third and Allen & Ashley (2, 3, 4) took third place overall.

Wednesday Evenings

Wednesday evening racing begins on April 11th, with the first three weeks starting at 18:30. Arrangements for racing are substantially unchanged from last year [except](#) that this year the first start will be signalled by numeral '3'. Our fleet starts three minutes later - [look for numeral '6'](#).

Jetties

I'm grateful for your thoughts, expressed verbally at the AGM and subsequently in emails. Suggestions centred on a) better fendering, b) more cleats and c) installation of grab ropes to help landfall an subsequent disembarkation. There were divergent views on the vertical posts on the end of the jetties: crews like them but some helms find them a hazard to safe docking.

I've conveyed these views to Andrew Lawman, who plans to begin the build of a new (eastern) jetty: the existing jetty will then be moved to replace the one that serves the second (western) slipway.

Crews Available / Sought

Brian Appleyard is seeking a regular crew for Wednesday evening sailing; if you're available and interested, please get in touch with [Brian](#).

Rebecca Ogden, from Notts County is an experienced sailor and last year crewed for Andy Farmer in the FF. Because Andy is probably not sailing Fifteens this year, Rebecca is looking for a crewing position that preferably involves taking part in open events. If you are interested, please contact David Mckee on [XXXXXX](#).

FF Nationals

The UK Flying Fifteen Nationals take place on June 27th - 30th at [Strangford Lough YC](#). Check this link for online entry, accommodation details and ferry deal. There will be limited camping available, and there is space for (a few) camper vans on club premises.

UKFFA

Those of you who are not on the UKFFA email distribution list may wish to note the following safety-related communication: this applies to all owners of FFs, irrespective of whether or no they are members of the Class Association. Please note that, when you re-join GWSC you are required to sign confirmation that your boat complies with class buoyancy rules.

There have been a couple of incidents involving flying fifteens in the last 12 months and whilst the association does not and cannot legislate for pilot error or indeed has no responsibility for the sea worthiness of a craft whilst it is the hands of the owner, we do have a set of rules which we have a responsibility to ensure are being adhered to.

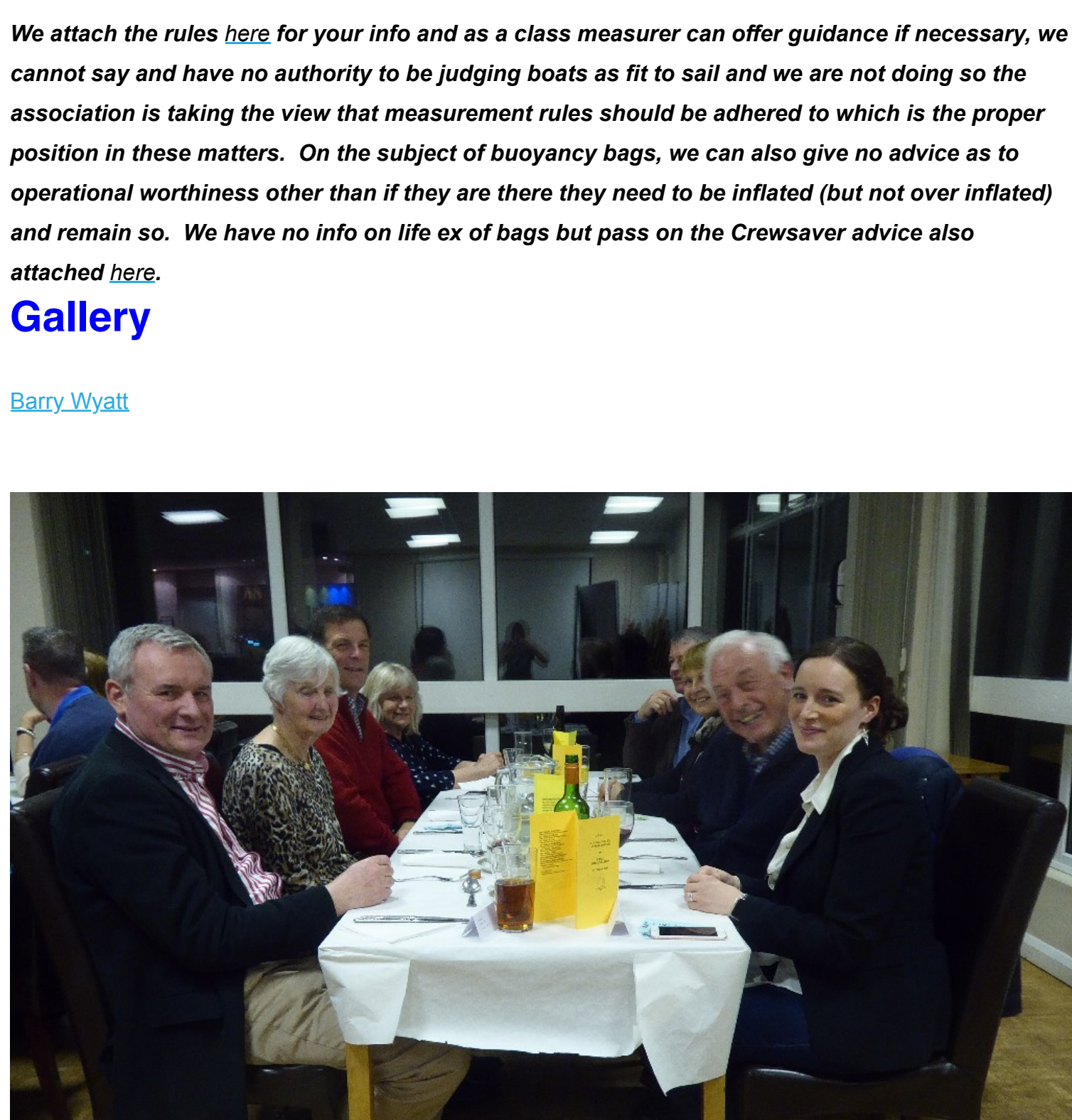
We at the association are urging all fleet captains and owners to make themselves aware of some of the fundamental rules of the class; First General Administration rule 8, Second Measurement rule 5 Buoyancy, Third Measurement Rule 15 Equipment. It is each owners responsibility to ensure that their boat complies with these rules, they are fundamental:

So basically your buoyancy bags should be in & inflated (enough) & your hatch covers should be on (securely), you should have a paddle, and two hand bailers of one ltr each or one bailer and a pump. We are aware some clubs have a local rules about anchors but would point out that this is also a class equipment rules and there fore should also be carried; if these rules are not complied with I'm afraid you are not sailing a flying fifteen. It is expected compliance with all these rules will be monitored at the various championship events of the year.

We attach the rules [here](#) for your info and as a class measurer can offer guidance if necessary, we cannot say and have no authority to be judging boats as fit to sail and we are not doing so, the association is taking the view that measurement rules should be adhered to which is the proper position in these matters. On the subject of buoyancy bags, we can also give no advice as to operational worthiness other than if they are there they need to be inflated (but not over inflated) and remain so. We have no info on life ex of bags but pass on the Crewsaver advice also attached [here](#).

Gallery

[Barry Wyatt](#)



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