

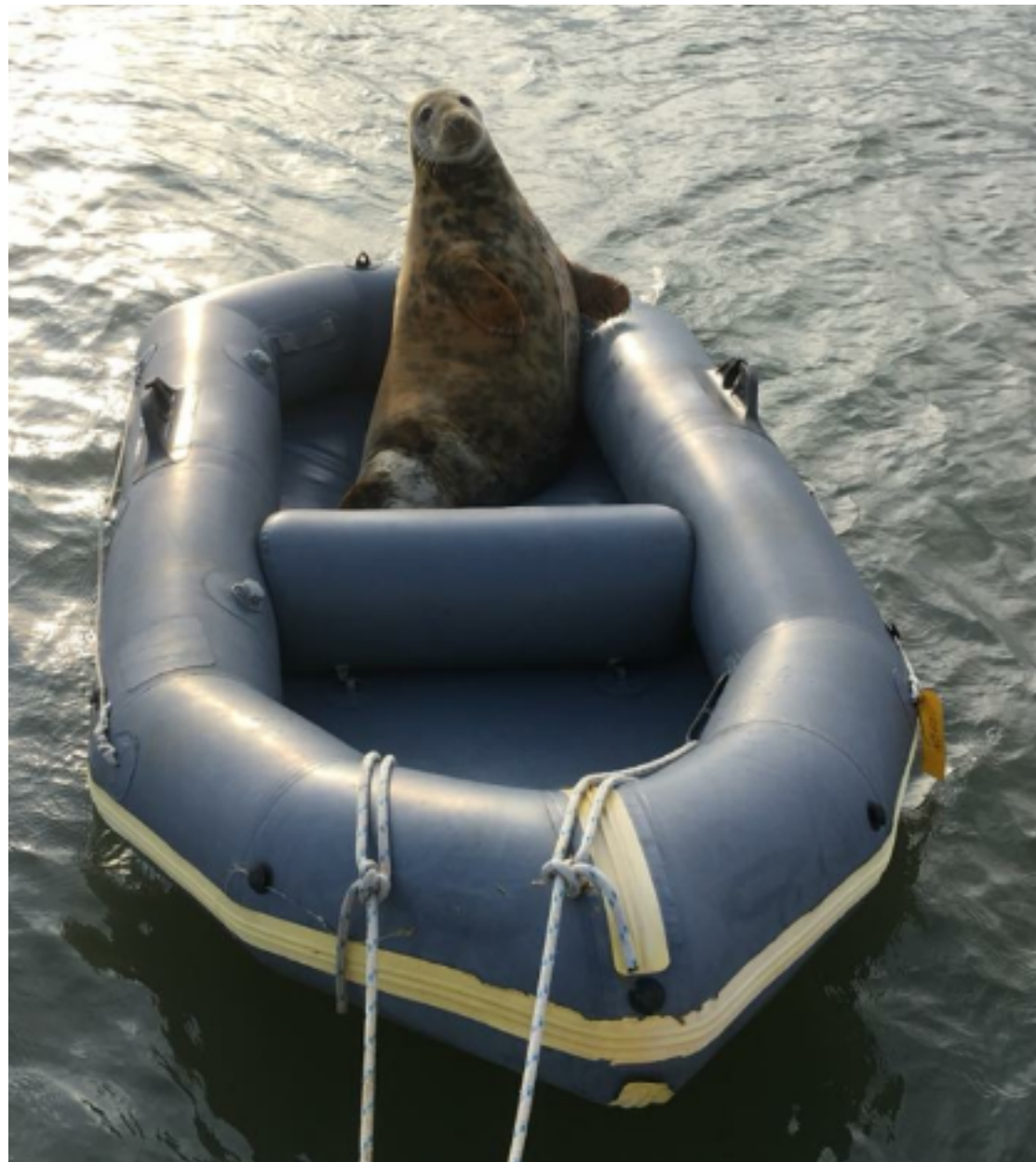


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Newsletter of the Grafham Flying Fifteen Fleet

Issue 7 - August, 2018

Crew Available!



Ice and lemon, please!

This summer, Les and Suzie have taken on an unpaid crew, who might be interested in the odd outing in a Fifteen. Personal hygiene could be an issue.....

Racing

Summer Series

In previous years, we've awarded the series prizes to the winners of:

- AM - both races combined,
- PM – 1st Race,
- PM – 2nd Race

This year, entries for afternoon races have been very low so Trish and I agreed instead to allocate the prizes as follows:

- AM - 1st Race
- AM – 2nd Race
- PM – both races

Summer Series Results – 2018

'Grafham Ducks': First morning race May, June, July. (9 races with 4 to count)

1 st 3789	Allen Cave & Ashley Painter	4 points
2 nd 3924	Bob Gatton & John Forsdike	7 points

'Kircubbin Cup': Second morning race May, June, July. (8 races with 4 to count)

1 st 3789	Allen Cave & Ashley Painter	4 points
2 nd 3924	Bob Gatton & John Forsdike	5 points

'Fifteen Rose bowl': Both afternoon races May, June, July (5 races with 2 to count)

1 st 3789	Allen Cave & Ashley Painter	2 points
2 nd 3924	Bob Gatton & John Forsdike	3 points
3 rd 3794	Nick Taylor & Ian Dubock	4 points

'Akers' Anchor': Handicap Trophy
3727 Peter Wolstenholme & Colin Torbett

Brigg's Trophy: Flying Fifteen Open
4024 Simon Kneller & Dave Lucas

'Grafham Fox' (2017): first pm race 16th June
3789 Allen Cave & Ashley Painter

'Ron Howard': first pm race 22nd July
3974 Dave Philpott & Katy Wyatt

Autumn Series

In the Autumn Series, which began at the start of August, the only change of any substance to the Sailing Instructions is that, in the morning, the 'Slow Handicap' start has been moved to the top of the order and leads off when numeral 3 is displayed. Subsequent starts all move back by two minutes from their previous order. So D-Zeros are now Start 2 (Numeral 5) and we follow them on Numeral 7. The objective of the change in starting sequence is to provide a longer race for the slow handicap fleet. If, in future, entries don't justify the change, the fleet starts will be re-visited. Dave Philpott has designed a very simple table to remind you when to start in each of the main series (Sunday am and pm and Wednesday evening). If you'd like a copy, give him a call.

Wednesday Series and Pursuit Race

Yes, summer is drawing to a close and the Wednesday Evening Series has now completed. Eight Fifteens qualified (7 races or more) and took the top five slots in the Slow Double-handed fleet. Congratulations to Peter & Simon, who placed first with seven bullets (again!) Dave & John were second, followed by Bob & Jim. Full results [here](#).

The final pursuit race is this Wednesday: FFs go on Start 24 at 18:24. Click [here](#) for detailed SIs.

DoE and Bart's Bash

The 2018 Club Championship takes place on Sunday, September 16th, over the usual four races (two morning races, two in the afternoon), with results from 3 races to count. The first morning race will also determine the winner of the 'Past Masters' trophy, while the second afternoon race will double as the 2018 edition of 'Bart's Bash' at Grafham. Sounds complicated - but the racing just follows normal Sunday club racing procedures. Supplementary SIs will be issued on the day: if you plan to join in, you should check these out before going afloat!

News from UKFFA

Although the Flying Fifteen fleet appears in rude health if measured by the number of entrants entering championships on the circuit, the challenge we all face is rejuvenating the various club fleets - especially with younger generations (20/30/40/50/60 somethings!). This is something the UK FFA wishes to address - and something we should all be thinking about. We can't force anyone either to buy or to sail Fifteens, but we can make ourselves accessible to possible new blood and to help anyone interested to experience the boat for themselves.

The Association wants to help engage with budding Flying Fifteeners and has developed a number of initiatives ranging from '*trial a Flying Fifteen*' to helping the evolution of the class to make sailing a Fifteen all the more enjoyable for all crews irrespective of sailing capability. If you have views on these initiatives - or on other areas where you'd like to see UK FFA active, then please pass them on to me or to Tim.

The Association plans to involve Fleet Captains more in its operations and to provide a conduit for feed back from all flying fifteen sailors; two fleet captains meetings will take place this autumn so this is a great opportunity to feed your thoughts in at an early stage. It's planned to carry out a simple survey in the next 3 months to garner input and the Association would like to get a feel for the issues that lay members would like them to target – however small or large. Again, if you have thoughts, please pass them on (preferably by email) to me or to Tim.

The AGM passed without great incident but we did have some good discussion and debate on the following:

1. Whether or not to continue to request FFI consider increasing the number of sails permitted per year from the current one suit per year to a total of 5 sails per year spread as the purchaser wishes through the sail plan (apparently some have been going through a few jibs quite quickly as they sail all year round). The meeting resolved to ask FFI if they would consider putting this to a formal vote.
2. We also discussed the safety aspect of increasing the window area in the main from .3sq mtr to .6 sq mtr – again the meeting resolved to ask FFI to consider this as a proposed change.

The championship venues for 2019 are as follows – Nationals at Parkstone 24th – 28th July;

Northern at Bassenthwaite, Southern at Datchet, Inland at Rutland and Scottish at Loch Lomond (TBC): all dates except Parkstone are TBC.

Finally, I noticed that several regular participants in club racing are not members of the Association. While the decision to join is your prerogative, membership does keep you in touch with developments in the class - and gives you a voice in how the boat evolves in the future. The bigger the membership, the more UK FFA can do to perpetuate a really healthy fleet for the benefit of all.

[Barry Wyatt](#)



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