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## Newsletter of the Grafham Flying Fifteen Fleet

Issue 5 - May - June, 2018



Historic Fifteens

### Fifteens on the Clyde

It is a little-known fact that Joe Constable, as well as being an inveterate supporter of the Laser fleet at Grafham, is (apparently) an enthusiast for country sports. Anyway, he's been treasuring a copy of 'The Field' from July, 1955 that features this historic picture of representatives of the then new Fling Fifteen class racing on the Clyde. Joe recently handed over the magazine for the fleet archive and I'm happy to reproduce the illustration here in the hope that it may re-awaken distant memories amongst some of our senior statesmen.

The accompanying caption reads:

*Yachting on the Clyde: two of a Flyibg Fifteen class race on a broad reach(!??) off the mouth of Loch Long. The boats, Flamingo (leading) and Cirrus, are of a comparatively new post-war class, designed by Uffa Fox.*

## Racing

### Spring Series Results – 2018

#### 'Building Needs Trophy'

Based on: All 3 races February, 2 morning races March and April

(22 races with 11 to count)

1 <sup>st</sup> 3789	Allen Cave/Ashley Painter	13 points
2 <sup>nd</sup> 3583	Mike & Jean Wilczynski	33 points
3 <sup>rd</sup> 3727	Barry & Katy Wyatt	42 points

#### Spring Series PM

Based on: First afternoon race March and April

(5 races with 2 to count)

1 <sup>st</sup> 3789	Allen Cave & Ashley Painter	2 points
2 <sup>nd</sup> 3550	Les Rant & Susie Sontag	4 points
3 <sup>rd</sup> 3794	Dave Philpott & Pip Noon	4 points
4 <sup>th</sup> 4050	Mark Aldridge and Richard Ledger	4 points

#### 'Armada Pot'

Based on: Second afternoon race March and April

(5 races with 2 to count)

1 <sup>st</sup> 3789	Allen Cave/Ashley Painter	2 points
2 <sup>nd</sup> 3794	Dave Philpott & Pip Noon	3 points
3 <sup>rd</sup> 4050	Mark Aldridge and Richard Ledger	4 points

#### Spring Series Handicap Cup

3727 Barry & Katy Wyatt

### Current Series

Since the start of the summer series at the beginning of May, the weather has hardly been conducive to good racing. We've had a succession of Sunday drifters and there have been just two Sundays where even six boats contested: for the rest, it's been two or three diehards out there enjoying the sun and cursing the lack of breeze. Bob Gatton & John Forsdike, Allen Cave & Ashley Painter and Dave Philpott (with sundry crews) currently lead the morning series while, in the afternoon, the pecking order is Nick Taylor & Ian Dubock, Allen & Ashley and Bob & John - though none of these has sailed more than 3 races!

Wednesdays have been a little better - at least all the races have been sailed, even if conditions have mostly been very light. The top Wednesday slots are currently occupied by Geoff Floyd & Colin Gilbert, Peter Saxton & Simon Dabson and Bob Gatton & Jim Coates.

### Protests in Club Racing

The following is a message from the chair of Racing Committee:

As Chair of Racing Committee, in order to improve the quality of the racing I support the need to have protests and for them to be resolved in a timely manner. As a result of a number of protests failing because the parties involved were unable to meet, the Club racing rules were modified two years ago in order to have a ruling on the same day as the incident. These are the rules that are particularly relevant:

16.1 The Race Committee shall be notified of the intent to protest as soon as practicable after the race has finished. Protests or requests for redress shall be written on the form available from the Secretariat and delivered to the Race Committee within 60 minutes of the finishing time of the last boat in the protestor's class. The Protest Committee may waive the time limit in exceptional circumstances.

16.4 A protest or a request for redress will in the first instance be dealt with by RYA Arbitration.

16.7 Protests will be heard as soon as possible after the race. Only in exceptional circumstances will the protest/arbitration not be held on the day of the incident.

To avoid doubt, the Race Committee is the race management team that ran the racing on that day. A successful outcome depends on that race management team finding a suitable arbiter to resolve the protest on the day of the incident. The best time to notify the Race Committee, who are the crew of the committee boat, is immediately after the race has finished whilst still on the water.

When races are sailed back to back the Race Committee, can (and should) be notified between the races that there will be a protest.

Ian Rawett

### Another Change in Sunday (am) SIs?

Racing Committee has recently been grappling to resolve a complaint from the slow handicap fleet regarding the duration of their races (too much hanging around before and after races, too many races shortened prematurely). The fleets with class starts (DZeros, FFs, Lasers) have so far been sympathetic to their cause and have made a number of suggestions, principally that the boats in the present start five (or is it six!?) should lead off morning racing. The issue will be discussed at the next meeting of Racing Committee (July 7th).

So I was more than a little surprised to read, earlier this week, a proposal from the slow handicap Fleet Captain that, instead, we should abandon class racing on Sunday mornings (we've effectively already done in the afternoon) and that fleet starts should be determined by handicap band.. Assuming the fleet is in agreement, I shall resist this proposal vigorously. My view is that:

1. the FF fleet views class (i.e. one-design) racing as a key aspect of our racing;
2. handicap racing will irretrievably damage the boat-on-boat competition that is central to our racing
3. handicap racing will almost certainly lead to homogenised courses (trapezoids and nauseam): it has already done so in the case of Wednesday and Sunday (pm) racing.

If anyone differs from this perspective, please let me know your reasons and I'll endeavour to represent them to the best of my ability. In reality, the asymmetric fleet has already indicated they are resistant to the proposal and I think it highly unlikely that the Lasers and D-Zeros would go along with it.

### FF Inlands

We hosted the 2018 FF Inland Championships on the weekend of June 9th-10th and, unfortunately, the weather remained true to form with shifty winds of 5-6 mph pretty much throughout. Helped by the fact that the meeting was a qualifier for the next Worlds, the entry was not too bad (33 boats actually competed), though the turn-out from the home fleet was just six boats. Simon Kneller & Dave Lucas were top Graham dogs, having won the second race outright but the rest of our contingent mostly did the honourable thing and packed the lower ranks.

You may read the 'official' report of the meeting on the [Grafham web site](#) but here follows an entertaining, if slightly rueful first-hand account from Tim. But before that, I'd like to record my personal thanks to various willing helpers from the fleet, including Tim himself (RIB taxi services and driver *par excellence* of the recovery Land Rover), Dave Philpott & Jon Knight (dinghy park marshals - but much more too) and Peter Saxton, whose self-imposed duties ranged from shovelling duck excrement to an extremely efficient trolley dolly. Outside the fleet, John Aston and his team on the committee boat (Sue Saxton, Mark Longstaff, Peter Wolstenholme) did a great job, while David McNamtee spent much of the previous week planning and setting up the traffic controls and, throughout the weekend, coordinated things from the Coxswains' Shed.

#### A View from Tail end Charlie (TeC) - FF Inlands – 9/10<sup>th</sup> June

##### Tim O'Brien

Circa 36 boats entered the Inlands at GWSC - with winds forecast 5-6 knots from the NNE, warm temperate conditions, the first race was scheduled to start at 1300. As usual, several Fifteeners tested the race officer's team resulting in a black flag being implemented for the third & successful off – why they don't do this from the first start I am left wondering.

The course was 2 laps windward/leeward, as it was for all the afternoon's races. Those who went left benefitted from a huge lift into the mark: despite a reasonable start, this TeC was lured into tacking onto Port and into a hole and then another one.... Justin Waples, our official vintner, seemed to get it right and was up in the fray at the windward mark. The downwind leg was equally hit or miss and sailing down wind was no guarantee of being free of holes.

It was good to see Simon Kneller & Dave Lucas leading & then winning the second race: they sailed well and their team work was evident. Apart from Simon & Dave, none of the (too few) GWSC entries were in the mix. This seems weird as we members know the water well, yet we were all slugging it out at the rear- why?

The third race start was a bump and nudge affair – several of the top sailers went left and despite their undoubted starting ability, lost out by the windward mark. When faced with this sort of mishap, winners adopt SUMO tactics (Shut Up, Move On) , as advocated by Dave Lucas and this TeC marvelled how the likes of Steve Goacher & Simon/Dave made up lost ground...

Sunday morning's race was you guessed it 2 laps of windward/leeward over the same race track in NNE winds and, despite a recall, got under way more or less on schedule. It was pleasing to see that Dave Philpott & Pip had a better race but the rest of us struggled to make headway up wind – the downwind leg became a lottery with no rhyme or reason as to which way was best and with the fleet spreading far and wide as they sought better pressure..

A significant wind shift during the start sequence of the second race saw an abandonment, promptly followed by a 3/4 hour wait, by which time several boats decided to vote with their paddles and head back to shore.....

The prettiest boat on the race track was Brett Dingwall's beautifully restored varnished wooden hull – he was remarkably successful too...

## Comings & Goings

Unfortunately, we appear to be passing through a phase where we're losing more people than are joining the fleet - though there continues to be much interest from a number of possible new recruits. Let's keep plugging away to convince them of the merits of the boat, of the fleet racing we enjoy here and of the *cratic*, both on and off the water.

Meanwhile, it appears we must say farewell to Mark Aldridge (who has put his boat on the market and is planning to spend more time of two wheels), and to Richard Ledger, who is off to set up home in Poole and who will no doubt be sailing for the opposition at Parkstone.

Hopefully less permanent changes feature injuries to Trish Knight (back) and Jenny Philpott (long-term back problems). We send best wishes to both our convalescents. I'm also partially hors de combat, since I'm awaiting heart surgery at Papworth and my sailing is likely to be a bit restricted for the next few months.

Some of the old lags of the fleet will remember Colin Nutt who, with crew Chris Hough, was a regular and very successful participant in Sunday club racing. A couple of years back, they returned south and re-joined Bewl SC. Earlier in the year, I heard from Colin, who tells me that Chris was in intensive care last autumn with a burst sailing, which happened just days after he had a hip operation, he is recovering well but will be out of sailing for some time and I'm sure you will wish to join me in passing on our best wishes to Chris for a speedy recovery.

## For Sale

2 x oldstyle genoas (1 x June '15; 1 x July '16) – Goacher G1A

1 x Main sail (June '15) – Goacher E2C

1 x Goacher Spinnaker (June '15) – SL2R

Give me a call on XXXXXXXXXX

Tim O'Brien

[Barry Wyatt](#)

