

flying fifteen Mallorca

16 September– Pollensa

Unexpected changes in the RCNPP schedule meant that the first race in the Liga de Tardor series wouldn't be sailed as planned. Nevertheless, the *flying fifteen* fleet are always keen to get on the water, and the six boats that entered agreed to race anyway – as the “Liga de Tardor Replacement”.

Using our new and improved electronic start system, we sailed two windward leeward courses. The weather was wet, but as visiting Tim Aisher said, “it may be raining, but it's not as cold as Ireland!”

Michael & Marko (*Dragonfly*) took the first race, with guest helmsman bringing *Ffiel Good* home in second, and John Leaf and Tim in *Spanish Fly* completing the top three. Strangely, none of them were in the top for race 2, which David and Corrine won in *Stormtrooper III*, following a 4th in race 1. *Triffid*, sailed by Steve and Philip Parry, recovered from a first round 6 to second, with another father and son team – Gregory and Michael Clough third in *Speedy Gonzales*.

On points this put *Stormtrooper III* first, then *Dragonfly* and *Spanish Fly*.

ESP 3610	Stormtrooper III	David Miles / Corine Jacobine	5
ESP 3600	Dragonfly	Michael Beecken / Marco Haack	6
ESP 3825	Spanish Fly	John Leaf / Tim Aisher	7

27 – 30 September – CARRS Land Rover Flying Fifteen UK National Championship – Royal Cornwall Yacht Club, Falmouth (by Jonny Fullerton)

51 competitors from all corners of the UK, including one all the way from Perth, Australia, set out for 3 back to back races in Falmouth Bay. PRO Peter Sexton set a course of one windward/leeward lap followed by a triangle lap to allow the Flying Fifteen to race on all points of sailing.

Race 1 started in 8 - 12 knots of Southerly breeze, the early leaders were David Tabb and Chewey Sherrell from Parkstone YC in Poole, from Simon Kneller and David Lucas from Grafham Water SC. However, the current UK National Champions, Jeremy Davy and Martin Huett from Draycote Water SC, worked their way to the front with good speed on the downwind legs to take the first winning gun of the championship with Tabb/Sherrell settling for second and the P&B Race Team of Andrew Farmer and Steve Greham, an excellent third. The whole fleet finished in just under an hour of racing with only 1 retirement due to gear failure.

PRO Peter Sexton didn't hang around getting race 2 started. Another clean start and another split upwind. This time it was Adrian Tattersall and Richard Popper from Parkstone YC, leading the way around lap 1 closely pursued by the Anglo/Irish team helmed by Charles Apthorp from Hayling Island SC and crewed by Alan Green from National YC in Dublin. By the gate rounding,

Apthorp/Green had taken the lead but another Parkstone YC boat, Crispin Read-Wilson and Steve Brown were challenging. The Anglo/Irish team held on to the lead on the triangle leg to score their first win of the championship but Davy/Huett again closed on the runs to record second with Read-Wilson/Brown a solid third place.

For the third race of the day, the breeze just increased a shade to 11 - 13 knots and a few waves started to make the downwind legs a bit more interesting. Still ideal conditions for the Flying Fifteens to get up on the plane.

Another clean start and a good one for the current world champions Steve Goacher and Tim Harper from Royal Windermere YC. They led around all marks of the course extending their lead on the second lap to win quite comfortably from Richard Lovering and Matt Alvarado from Hayling Island SC. Chipping away to move up from fifth to third was Apthorp/Green but this time Davy/Huett had to work much harder sailing from deep in the teens at the first windward mark to recover to 7th by the finish.

Jeremy Davy came ashore satisfied with his first day's racing:

"We were quite pleased with our day, we had to work really hard for the 7th in the last race, we started quite badly and were well down at the first mark, so in many ways that was our best race. But it was a beautiful day, fabulous conditions, there were some shifts to make it interesting, but nothing too dramatic, so you had to work hard, some good waves, great sailing downwind, the reaches were hard work but there were lots of places to be made on the runs."

"In the last race we had some good legs downhill, we seem to be quick downwind today, that is probably where we made most gains, there were some fairly big waves so it was easy to hit a wave badly, so we were trying to look out for them. But it was a good first day and what a fabulous venue!"

Overall after the first day of racing, Apthorp/Green hold a two point lead with their consistency paying dividends. Davy/Huett are second with Goacher/Harper moving up to 3rd to stay in contention.

Charles Apthorp comments on his consistent first day:

"Great conditions, the line was very well set and the course was in good shape, it was difficult to see where the advantage was on either side of the course so as long as you got a clean lane and sailed the boat quite fast, there was only about 5 degrees of wind shift so it was just a case of not trying to do anything too complicated."

Best Classic boat of the day was Bobby Salmond and David Hall sailing the wooden Flying Fifteen number 627.

Throughout the day there were only about 4 retirements due to a few breakages. One boat did have to return ashore due to a fairly heavy battle scar from a collision before the start of the final race of the day.

Some weary but typically happy sailors returned for some local ale and traditional Cornish pasties served up at the Royal Cornwall YC. At the daily prize giving, special mention was made of a few sailors who performed above and beyond. Amongst them, the long distance visitors John Hassen and Bruce Barnard from South of Perth YC in Western Australia were singled out for some extensive trawling at the gate mark without the required Cornish fishing license! The local fisherman are very protective about their catch and using a spinnaker as a net is heavily frowned upon!

PRO Peter Saxton again managed to get racing started bang on time at 1200 noon with another T2 Course (w/l leg followed by a triangle). The breeze began around 8 knots slowly building up into the low teens by the finish. Another well behaved start and an even split up the course on both legs of the w/l lap suggested Race Management had set a good course.

Lovering/Alvarado were the early leaders on lap 1 from Apthorp/Green and a great performance by Graham and Ben Scroggie in the mix. By the second lap, Lovering/Alvarado had established a safe lead to take the gun, but cutting through the fleet like a knife through butter was Christopher Avery and John Rohde from Draycote Water SC, who scored their best result of the championship by far crossing 2nd. The Anglo/Irish duo Apthorp/Green settled for 3rd.

The early haze began to clear and again the breeze pushed up a notch tempting race management to lengthen the course for the second race of the day. Again another clean start and again the upwind split was fairly even. Gusts begun to appear across the course and the fleet of Fifteens were able to get on the plane on the broad reaches.

This time although Apthorp/Green were the early leaders, it was Cadwallader/Sweet who was the team that seemed to be reading the conditions the best. The Chew Valley Lake crew got away with the hammer down to take their first win of the championship and become the 5th different race winner in 5 races. Lovering/Alvarado moved up to 2nd and current UK title holders, Jeremy Davy and Martin Huett (DWSC) gained places to finish 3rd. Apthorp/Green dropped to 5th and with the first discard coming into play the overall positions were very tight at the top.

With 6 races completed the championship will be decided on the final day with the top three boats separated by only 2 points. Two outstanding performances stood out today, in some slightly fresher and gusty winds. Richard Lovering and Matt Alvarado from Hayling Island SC, scored an impressive 1,2,3 to finish the day tied for the overall lead with Charles Apthorp and Alan Green also representing HISC.

The other standout crew of the day was Ian Cadwallader and Dave Sweet from Chew Valley Lake SC, who followed a 6th with two bullets, to climb up into 4th position overall.

Ian Cadwallader sums up his performance edge today:

“We have sailed here in Falmouth quite a bit and Dave is a local Falmouth boy so it is pretty special to get the wins and with all the hard work we put in, we enjoyed it, so yes a good day at the office.”

“I have never been quite so close to the fuelling tankers that were out there and the tide was quite interesting, so there were lots of things to think about. The wind was Westerly so quite shifty, that suits a lake sailor like me. The last race was quite open out there, a bit different to the conditions we get on the lake.”

The final race of the day started in slightly fresher conditions up to 14-15 knots with higher gusts. Because the PRO had done such a good job of getting races completed in the target time, the final race was stretched to 3 laps, (w/l, triangle, w/l).

The closest start of the championship to date but the direction remained fairly steady at 255 degrees. Again the form boats of the day were the leaders, Cadwallader/Sweet were on fire, extending their lead on every leg of the course from the Scroggies and Lovering/Alvarado who fought it out for the other podium places.

Richard Lovering felt he had a bit of lady luck on his side:

“We had a bit of luck in the first race of the day, we saw a bit of pin bias and popped out and had reasonable pace. The second race got a bit funky but we were fast and got a bit of luck. We managed to get some clean lanes. The third race we were very fast in the first downwind, and that got us out of jail, but we were also a bit lucky, to be honest as some of our competitors ahead of us had gear breakdowns and one guy got yellow flagged (Davy/Huett) so that gave us a few places.

We like the breezier conditions and we felt pretty fast both up and downwind today. We will have a couple of beers tonight and get a good nights sleep for the final day.”

The other top contenders, Apthorp/Green struggled for pace in the final race of the day but managed to pull back to a respectable 7th, their discard. Davy/Huett also had to fight back from a yellow flag penalty on the triangle, to finish with a banker, 5th. However, the current World Champions, Steve Goacher and Tim Harper (Royal Windermere YC) had a day to forget (by their own high standards!), dropping to 6th overall with 10,7,15 for the day.

Race 7 of the championship was the first to bring out the general recall flag, but the fleet got away at the second attempt. PRO Peter Saxton set a 2km

first leg in a fluctuating 10 - 13 knot breeze from 210 degrees. The majority of the fleet worked the mid right to right hand side of the course closer to the shore.

The leaders round the windward mark were the top three boats fighting for the title, Jeremy Davy/Martin Huett (DWSC), followed by Charles Apthorp/Alan Green (HISC) and Richard Lovering/Matt Alvarado (HISC). However, down the run, Graham/Ben Scroggie (Parkstone YC) and Ian Cadwallader/Dave Sweet (Chew Valley Lake SC) surged past as the breeze picked up in gusts.

On the second lap around the triangle these two boats reached away leaving the title contenders fighting for third place. At the wing mark Cadwallader/Sweet got inside the Scroggies to reach to the finish line for their third championship race win in a row. The Scroggies held on for second and Lovering/Alvarado squeezed in for third to take the advantage of a 2 point lead into the last race. Apthorp/Green finished 5th and Davy/Huett 7th.

The final race was lengthened to a 3 lap race as the breeze increased as some big black clouds gathered bringing rain squalls with them. With the title going down to the wire the final race was another general recall but when the black flag was raised a slightly reduced fleet calmed down.

The first windward/leeward leg saw the usual suspects fighting it out for the top positions but the race was led by David Tabb/Chewey Sherrell (Parkstone YC). The three title contenders were fighting it out up and down wind as the squalls blew down the race course.

Visibility was becoming poor as the rain showers persisted but the dayglow regatta leader bibs worn by Lovering/Alvarado came into view on the second lap showing that they had worked up to second place and more importantly two places ahead of Apthorp/Green. Despite some close racing and flying reaches around the triangle, once Lovering/Alvarado had got ahead of their main rivals they covered them up the final upwind leg to round for home.

Down the final run the champions elect even managed to surf past Tabb/Sherrell to take the winning gun and seal the 2017 CARRS Land Rover Flying Fifteen National Championship title.

Apthorp/Green crossed in 4th to take second overall by 3 points leaving Davy/Huett with 3rd overall. Cadwallader/Sweet finished 9th to move to 4th overall and Tabb/Sherrell moved up to 5th overall with their final race 2nd. The Lovering/Alvarado partnership have now finished 1st/2nd/1st in the last three Flying Fifteen UK National Championships.

The first boat in the Classic division was Class President, Bobby Salmond/David Hill.

Matt comments on his regatta win:

"We were pretty happy we were never really racing for a bullet in the last race, we just wanted to keep ourselves between the hoop and our main competitors but it just fell right for us up the last beat. We also had a little bit of luck with our own private puff of wind but a great last race.

Fantastic way to end the regatta, we always enjoy ourselves, we have fun morning, noon and night, win, loose or draw we always sail with a smile on our face.”

Richards summed up his experience:

“This week we have been consistent, there were a couple of high scorers in the fleet behind us so it was just a case of keeping it smart and keeping it clean and not taking risks. We are 1-2-1 in the last three UK Flying Fifteen Nationals so a great regatta for us and a great venue.”

2019 Flying Fifteen World Championships awarded to National Yacht Club in Dun Laoghaire

The 2019 Flying Fifteen World Championships will be hosted by the National Yacht Club in Dun Laoghaire. The event will run from 2-13 September on the waters of Dublin Bay in Ireland.

In what is truly an international event it is expected that up to 85 boats will compete with entries from as near as the UK, Europe and as far away as Hong Kong, Australia and New Zealand where the most recent World Championships were held.

As well as being a boost to the local economy it is hoped the event will increase interest in this exciting two man boat and will showcase Dublin Bay as a premier racing venue as it follows on from other European and World Championships events in the Bay in 2018. Next seasons Regional Championships will form the qualification series for the Irish boats so there promises to be some exciting sailing in the buildup.

This 22nd World Championships coincides with the 50th Anniversary of the local Dun Laoghaire fleet and many of the founding fathers are sure to come out and marvel at how these boats have developed and are as exciting to sail as ever.

For further information refer National Yacht Club Web site www.nyc.ie or contact FFAI on www.flyingfifteen.ie



Annalise Murphy (National Yachts Clubs Olympic Silver Medalist from Rio) with Ronan Beirne (Commodore National Yacht Club), Niall Meagher (Event Chairman) and Chris Doorly (Flying Fifteen Association of Ireland President) at the recent announcement of the up and coming Flying Fifteen World Championships to be hosted by the National Yacht Club in September 2019.

Next up

11 November	Liga de Tardor 4	Pollensa
25 November	Liga de Tardor 5	Pollensa
9 December	Trofeo Navidad 1	Pollensa
30 December	Trofeo Navidad 2	Pollensa

And don't forget...
(timing to be advised) New Year's race Pollensa

We've published the full 2017 calendar on our website
<http://flyingfifteen.mallorcaservice.de> and also Facebook [@f15spain](#).