

## ***flying fifteen Mallorca***

### **20 August, Michael Clough Trophy – Pollensa**

The Windward-Leeward Cup was presented by Michael and Melvyn Clough, and is sailed each year on or close to Michael's birthday – hence its more familiar name. As the donor, Michael sets the regatta rules, which are designed to test seamanship and sailing skills as much as raw boat speed. Above all, the day is all about having fun in flying fifteens!

This year's instructions included the usual windward leeward courses, both with and without jibs (mainsail only). As usual, spinnakers were not permitted for most races. Also mentioned in the Race Instructions: "*Penalty for infringements of Part 2 rules and touching marks is an obligatory round of drinks for the offended boat at the bar afterwards. Otherwise DSQ without a hearing AND an obligatory round of drinks for the whole fleet. (changes every racing rule that ever existed)*"

New this year was a triangular course - with a difference! The two turning marks were laid as a traditional windward leeward course, but the start was well offset to the right side of the course. A further complication was that competitors could choose to sail the course either way – in other words Start-1p-2s-1s-Finish, or Start-2s-1s-2p-Finish (it might be easier if you get a bit of paper!). The impact was that boats could sail: a close reach, run, beat, broad reach, or beam reach, beat, run, close reach – and that they'd meet up at some marks going in opposite directions.

We were joined for this by Steve Lee, visiting from the UK and sailing with John Leaf, and Bridget Shear & Irni Georgien, who had responded to an invitation in PYA magazine, sailing *ESP* (Michael's #2 boat). Finally, opera tenor Jose Montero was here for his annual break, and would sail his boat *Kiwi*, with Diego Riera.

Michael decided to kick off with the special course, setting the start well to the right and slightly below the midpoint. The bulk of the fleet gravitated to the committee boat end, and made a traditional start to the windward mark. However, Teresa had spotted that the bottom mark was closer, and so the reverse course shorter. The reaches were also a bit tighter, which should be faster. So *fuego fatuo* shot off downhill at speed, rounded mark 2 and were halfway up the beat before the fleet had arrived at mark 1. After a contraflow at the top, they followed the others down the run, but at the bottom had only to gybe, harden up and speed for the finish well in the lead. *Triffid* came second with *ESP* third. Everyone enjoyed this so much that Michael kept this course for race 2 (and actually two more after that).

Unsurprisingly, many decided to try the downwind start for the second race. *fuego fatuo* was second at the bottom, just behind *ESP* and ahead of *Ffiel Good*. Up the beat, they tacked out early, and picked up the first of the Embat shift, which saw them first at the top, closely followed by *Triffid* and *ESP*. This led to a great battle all the way down the run, where they arrived in the same sequence. After a close tussle along the final leg, the results were unchanged. The two boats who had gone uphill first finished at the back.

For race 3, Michael moved the committee boat well in and to windward, lengthening the line considerably and favouring the uphill first course. Nevertheless most went downhill first, one exception being *ESP*, who saw the Embat continuing to swing in, and returned to the uphill course. *fuego fatuo* had a problem with rig tension, and dropped to last down the reach to mark two. They recovered some positions, but finished only fifth. *ESP* had read the wind and course right, and finished first, although only metres ahead of *Ffiel Good* who had sailed the other way round, as had *Triffid* who finished third.

To liven things up, Mike now decided to shorten the line, with the committee boat almost to windward of the pin. This split the fleet, with *ESP*, *Kiwi* and *fuego fatuo* – who started very late – going for the windward mark first, everyone else downhill. Again *ESP* pipped *Ffiel Good* at the finish, with *Triffid* beating *fuego fatuo* to the line.

Race five used the same start, and the first two legs of the “downhill” course, so that the fleet would finish at mark one. The twist was that this was to be sailed under mainsail only. *Ffiel Good* took this race, with John and Steve in *Spanish Fly* second, and *Triffid* again third.

Having positioned the fleet at the top mark, it was time for the final race of the day, and the only one where spinnakers would be permitted. This was a race downwind to the port entrance, under either main and job or spinnaker (only). Unfortunately, the wind swung north, making the leg a beam reach, so we were able to compare the two sailplans. Consequently, the results weren't counted in the overall points, although for the record; *Dragonfly* won, *ESP* second and *Spanish Fly* third.

Winner Michael Clough Trophy: ***fuego fatuo*** – Stephen Babbage / Teresa Parry

On the water:

GBR 3763	Ffiel Good	Scott Walker / Andrew Harvey	12
ESP 3432	Extra Sensory Perception	Bridget Shear / Irni Georgien	14
GBR 3471	Triffid	Stephen Parry / Philip Parry	14
GBR 3577	fuego fatuo	Stephen Babbage / Teresa Parry	15
ESP 3825	Spanish Fly	John Leaf / Steve Lee	25
ESP 3600	Dragonfly	Michael Beecken / Steffi Lehmann	28
ESP 2500	Kiwi	Jose Montero / Diego Riera	32

## 26-27 August - Trofeo Cormorán – Pollensa

The *flying fifteen* fleet were once again invited to join the RCNPP cruisers for this annual regatta. The courses are a long coastal race on Saturday, from Puerto Pollensa, around Cap de Pinar and Cap de Menorca, to buoy laid off Alcanada in Alcudia bay; and on Sunday a race around Pollensa bay.

Six *flying fifteens* were represented, of which three were sailing in cruisers – Paco Palmer sailing his Grand Soleil 38 *P-tres*, and Stephen & John in John's Sunfast 3200 *Bond*. Michael Clough was sailing *Speedy Gonzales* with Stephen Parry, Scott and Andy in *Ffiel Good*, and Michael Beecken singlehanded in *Dragonfly*. Other boats in the twelve-boat cruiser fleet included *Crusty*, a Brenta 38 dayboat and First 45 *Pavana*.

The *flying fifteen* race got off well, with all three boats deciding to tack back to the south coast shortly after the start. They then started a long beat up to the point. *Ffiel Good* elected to continue further out into the bay, so as to lay Punta Sabater in one.

The cruiser fleet split after their start, with Paco, *Bond* and a First 31.7 continuing further in towards Punta de l'Avançada, whilst the rest of the fleet followed the flying fifteen's strategy and tacked south.

Coming together towards the point, the fleet received a radio message that there were high waves and little wind on the other side, and that the course was therefore going to be changed to a buoy west of Punta Rasa, back towards the start, with two laps.

*Ffiel Good* had stayed well out on the opposite side, expecting to lay the pint in one, and so was too high for the new course, and had to reach in on port tack, which hurt them at the mark.

The run down into the bay was uneventful. With the *Speedy* and *Ffiel Good* staying ahead of all but the leading cruisers. The second beat saw the leaders consolidate, and the split was widened by a progressively dropping wind. *Speedy Gonzalez* was first *flying fifteen*, ahead of *Bond*, who crossed fourth in the cruisers. *Ffiel Good* followed a little later.

The Sunday race was again to a buoy off Punta Rasa, across to Formentor island, and then back to the finish. The *flying fifteens* again started first, and again went for the south shore, as did most of the cruisers shortly afterwards. The exceptions were the same as on Saturday, but this time it paid less, and they ended up with the rest of the fleet when they tacked back. The Brenta rounded first, with *Speedy Gonzalez* close behind. Paco followed them, with *Ffiel Good* in the next bunch. Although the *flying fifteens* could carry their spinnakers all the way from the top mark, not all of the cruisers could hoist until halfway down.

On the final run for home, *Crusty* finished first, just ahead of *P-tres* and *Speedy Gonzales*. *Ffiel Good* was close to the leading cruisers, finishing second in the *flying fifteens*. *Bond* suffered from having chosen to fly an asymmetric spinnaker, which became less useful as the wind dropped and freed towards the end of the race, allowing two First 31.7 and an older First to slip past.

Many thanks to RCNPP for inviting us!

#### Results

ESP 3804	<i>Speedy Gonzales</i>	Michael Clough / Stephen Parry	2
GBR 3763	<i>Ffiel Good</i>	Scott Walker / Andrew Harvey	4
ESP 3600	<i>Dragonfly</i>	Michael Beecken	7

#### Next up

16 September	Liga de Tardor 1	Pollensa
14 October	Liga de Tardor 2	Pollensa
28 October	Liga de Tardor 3	Pollensa
11 November	Liga de Tardor 4	Pollensa
25 November	Liga de Tardor 5	Pollensa

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