

Wingflap

OCTOBER
2007



Falmouth Worlds, President's Report, Calendar, McCrae and MORE!

PRESIDENT'S REPORT

by Lissa McMillan

Cooee Cobbers!

It's good to be back from Old Blighty, where a group of us have just been contesting the World Titles. The average summer day in Falmouth in Cornwall was wet, windy and 17 degrees if you were very lucky! Fortunately the company and the competition were both excellent. Still, I look forward to the season sailing in proper summer weather.

Eight Aussie crews competed in the Worlds, with seven boats going over in a container and another team chartering a vessel over there. We had heaps of fun, and flew the flag proudly on the water and off. Top Aussie finishers were Guy Brancroft and James Patterson. They went so close to taking the crown – had drops not been counted they would have romped it in! A picture of consistency, the boys racked up six second places out of ten races, but couldn't quite crack the wins needed to defeat Tim Fells and Shaun

Barber. Fells again demonstrated expert skills on the water (he has won this event four times now), and off the water he was rather convincing in a frock.

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Membership Renewals Due Now! 2007/8 Season Renewal Forms Attached



Richie and Lissa not in the nude at the Worlds, it was way too cold for that - bring on McCrae!

Back home it looks like the fleet at Woollahra will be stronger than it's been for some years, with many boats changing hands in the off-season. A warm welcome to all new B14ers. We plan to have a welcome BBQ and drinks (free to B14 Association members) sometime very soon at the club. Watch for emails on the date.

Speaking of Association membership, skippers and crews need to be members of the B14 Association of NSW and of a Sailing Club to take part in any B14 regattas. The fees for the Association have stayed stable for yet another year, with the Senior member fee being \$70 and Associate member fee \$15. There must be one Senior member on each boat. Sailing club membership is necessary as it provides you with affiliation to the AYF and ISAF, which is a requirement under racing rules. It also provides you with a Personal Accident Insurance policy while sailing, cruising, participating and officiating in races, race training and while on the premises of an affiliated yacht club. Many clubs these days also need proof your boat is insured to \$5,000,000 - \$10,000,000 for public

liability so it's a good idea to keep a photocopy of your policy in your sailing bag at all times.

The Travellers' Series got underway on the weekend of the 29th and 30th September with the Callala Bay Regatta at Jervis Bay. Four boats travelled to the event; from Canberra Andre and Jake and Craig and Mel, while Kieran, JB, Karen and Lissa travelled from Sydney.

And that was just a warm up for what's to come. It's time to start thinking about booking accommodation at McCrae for the Nationals (28 Dec - 4 Jan). The NOR and some ideas about where to stay are on <http://www.mccraeyc.com.au>. Click on Regattas.

And of course it's all good training for the next Worlds in Australia - the 2008-9 event in Hobart.

So there's no time to waste! See you on the water.

Lissa

2007-08 NSW B14 CALENDAR

(Stick it on your fridge)

16-Sep	WSC Seiko Series	Race 1 & 2
23-Sep	WSC Seiko Series	Race 3 & 4
29 Sep-1 Oct	Callala Bay Regatta Jervis Bay	TT1
7-Oct	WSC Seiko Series	Race 5 & 6
13-Oct	Training Day WSC	
14-Oct	WSC Seiko Series	Race 7 & 8
3-Nov	Training Day Canberra	
10-11 Nov	Bethwaite Regatta Belmont 16 Skiff Club	
17-18 Nov	Port Stephens regatta	TT2
24-25 Nov	ACT Dinghy Titles	TT3
8-Dec	Training Day WSC	
28 Dec-5 Jan	B14 National Titles McCrae Yacht Club Victoria	TT4
16-17 Feb	Two Fold Bay Regatta Two Fold Bay Yacht Club Eden	TT5
26-27 Apr	Anzac regatta Batemans Bay Sailing Club	TT6
4-May	Peter Loft Marathon Bayview Yacht Racing Assoc	TT7

Club racing at Woollahra SC on Sundays from 14th of October

Club racing at Canberra YC on Sundays from 16th of September

Club racing at Canberra YMCASC on Saturdays from 6th of October

'A JUNIOR'S PERSPECTIVE OF THE B14 WORLDS'

2007 B14 world championships held in Cornwall, England.

by **Dennis Watson**

When I heard the announcement in Sydney 2006, that the next Worlds would be in a place called Falmouth, Cornwall I gave it little thought that I might actually be competing in the event. As a newcomer to the class, Sydney was a chance for me to learn more about the class, but I never experienced what it was to be a true B14 sailor. The only thing I knew for sure was that there was a fierce competition between the Brits and the Aussies. I mean lets face it, the Brits and the Aussies have been battling for the title of B14 world champion for years, and it had always gone the same way. But this didn't matter because there is more to B14 sailing than a trophy, as I was soon to find out.....

Not a great start, to arrive at the Restronguet Sailing Club only to find out that the Aussies container had been placed at least a mile away from the actual sailing club. And then to our further disappointment it started to rain as we lugged our boats and equipment towards the Restronguet rigging lawn. England had certainly fulfilled all my expectations in terms of bad weather, but I was hoping this wasn't to continue. Then on the measuring day, all the boats started to arrive and it was a chance for both the Aussies and Brits to greet fellow sailors, mates, and drinking partners. It was also a chance for both countries to size up previously unknown competition of which there was plenty. The Brits, who had both home and numbers advantage, had arrived with the usual crews featuring Tim Fells, Barnsie, Chris Bines and Mark Watts. But there were also plenty of unknowns in the British crews, crews that Australians had previously not seen. The same could be said about the Aussies; the Brits saw a



line-up of 8 boats which included names they had and hadn't heard before. So it was shaping up to be a cracker event not only on the water, but also off it.

I had one goal during the event. I hadn't gone in with a figure in my head that I wanted to achieve. I went in with the goal of having as much fun as possible, while still learning and trying to do my best. The first few races for me didn't end up going too well. With boat breakages I not only didn't do well, but I also didn't have fun. To my despair I also had packed expecting that an English summer was around 25 degrees with fairly warm water. I could not have been more wrong, but this didn't matter in the B14 class. After some severely cold races my crew and me were offered wetsuits and beanies from all directions. I couldn't believe it - from my experience in the junior classes nobody had done this before. If your competition froze on the water and couldn't think it usually meant that you could achieve better results, especially in an event at Worlds level. It was then obvious that this class was special.

After the 3rd day and a look on the result board, Australia was in with a great chance in among the top of the field. This provided

great racing on the water. I was now warm and with the boat finally behaving itself I began having immense fun out on the water, sailing a great, fast boat with my brother. This fun then transferred from the water to the land and the night events. That was another aspect in which the B14ers never failed to disappoint - the great night activities. There was a Hog-Roast, A “wear a dress” night, several in Falmouth pub nights, a B-B-Q and a great river cruise.

The event that stuck in my mind particularly was the “wear a dress” night. I mean, what can I say? I never expected that the men would actually jump into a massive sail-bag and come out adorned in a lovely dress, but they did. After the initial rejection of the idea because it’s “weird”, I had a rethink. Thank you to the wonderful persuasion of some of the fellow sailors I also went into the sack with another member of the Australian B14 contingent. And when the sack was lifted I was revealed to the crowd in my beautiful denim dress. The party then continued and at the end of the night even the Dj’s who initially thought that it was a ‘cross-dresser’ party, also found themselves in a dress while still mixing tunes for the dancers. The whole night, which was organized by the famous “Leaky”, is what I believe puts the B14 class apart from the rest. When I try to explain the class to other sailors they find it hard to understand how good it is and how much fun you have in the B14.



I was now obviously on a natural high. In the cottage I stayed, roughly 15 minutes away from the club, I experienced more of that well-known B14 kindness. Thanks to the cooking expertise of Adrian Beswick and his crew Josh Phillips we were all well fed. It could also be said that without the brilliant help from Mark Watson the 7 ‘inmates’ of the cottages would not be fed or driven to the club and social events.

Word of the famous Australian B14 team was also spreading quickly throughout the small country town. The team was not only well known among all the pubs, clubs and drinking holes in Falmouth but also known well among the late-night cab drivers, land-owners and chandlery owners (or they just knew me anyway). I was also given the opportunity to billet with a member of the club. The beautiful Victorian house featured great views of Falmouth and the bay. It was a great insight into the typical life of an Englishman staying in the house of Andrew Poole. Thank you.



One moment that I will remember forever occurred when I was rigging up. I had just dropped a pin and when I picked it up I caught a glance of the rigging lawn. I then continued to stare at what went on in front of me. I saw a flurry of activity and mateship, I looked to my right and there were Aussie crews laughing in ways only Aussies could with the English. On my left there were in-depth conversations of the contrasts in weather between Australia and England. And elsewhere there was boat bimbbling occurring with the British throwing suggestions to fellow Aussie B14ers. It was a great atmosphere and one that I hope I will experience again with another B14 worlds. It might be unknown to some of the members of the class that haven't sailed anything else, but in my experience with sailing I had never seen this much mateship within a class.

There could however be only one winner of the B14 world champion trophy. And despite the Aussies giving it a good shake we were unfortunately unable to win the title. It must be mentioned that Guy Bancroft and his crew James did an excellent job, and were unlucky not to win it. Personally after a disappointing start I did not go so well on scratch. In the handicap results I came 14th, which I was very pleased with. I also achieved my goal. I had plenty of fun, and it was a great learning experience not only on how to sail the B14 better, but also on how to host great cross-dressing parties.

Here come the thanks, as with such an enormous event there need to be... Tim Fells and Shaun Barber, great sailing guys, you are proving to be the ones to beat. Congratulations on the win.



Restronguet Sailing Club, thank you for hosting such a great regatta and proving the venue for some memorable nights. Ian Fraser, thanks for setting some great courses, and the opportunity for close racing action.

The Whole Australian B14 contingent, without you guys it wouldn't have been possible for me to be given such an opportunity. The event wouldn't have been

so much fun without every single one of you: Richie and Lissa, Ian and Scotty, The Bancroft family, James P, Kelvin, Fish and Jason, Marty and Drew, Adrian and Josh and of course Mark Watson.

My Crew, Michael, Cheers mate...no skipper could go as well as they did without the efforts from the crew.

Leaky, you were a great mentor and I learnt some great things from you.

Navman and International Facilities Management, thank you for all the support you have given my brother and me. It's been great.

Andrew Poole, thank you for letting me use your house for a couple for nights.

And all of you people involved with the B14, you make the class what it is.

Oh just a quick note on the achievements of the Australian crews, out of 38 entrants there were 8 Australian boats. Which means that for every Aussie there are nearly 5 Brits to compete with. Now if you look at the top 15, the final result for Australian boats is 5 out of 15. This means that even considering the shocking weather of England and the fact that we were outnumbered, we still performed better mathematically. Just another way to look at it.

Cheers, Dennis Watson Aus 356

2007 World
Champions Tim
Fells and Shaun
Barber



World Championships - The view from the Committee Boat

“Thrills and spills on the Roads”

from The West Briton

I MUST confess to always enjoying my visits to Restronguet Sailing Club and -was delighted to be invited on the Committee Boat to watch the final day's racing of the B14 World Championships last Friday.

The club is probably the friendliest around the Carrick Roads and their junior sailing programme continues to produce high quality youngsters more than capable of competing on the national and international stage and has delivered such for the past 40 years.

Ian Fraser, the current Commodore, is an extremely talented catamaran sailor and lists among numerous sailing accolades a Tornado European Championship and joint design credits for the highly successful Dart 18 catamaran.

On Friday I met Ian in his capacity as race officer and having witnessed his talents as RO for the Laser SB3 Sportsboat Nationals several years ago I was reassured that the B14 competitors were in good hands.

On shore another club stalwart Guy English was beach master and another seasoned sailor Buzz Banks in charge of rescue boats.

Numbers for the World Championships were slightly up on the 2006 Sydney event and 38 competitors made the journey down to Restronguet with eight crews visiting from Australia.

The Restronguet team needed to be an experienced and professional race management outfit because as the Aussie visitors soon discovered there was little sunshine during the week but plenty of wind.

Matt Searle and Andy Ramus won the WOO event for the visiting Poms and although the pair were absent for 2007 championship their boat was in the hands of two of the best skiff sailors in the UK, namely Tim Fells and Shaun Barber.

Tim Fells won the B14 Worlds in Sydney in 2000, Melbourne in 2003 Garda in 2004 and although campaigning an SB3 this season was still the man the fleet had to beat. Crewman Shawn Barber won the B14 Worlds with helm Steve Lovegrove at Garda in 2001 before joining Fells to share in the 2004 triumph at the same Italian venue.

The championships started on Monday out in Falmouth Bay and the fleet was greeted with 15-20 knots of breeze and a flat sea. Perfect for skiff sailing and so Jan Fraser set a one-mile windward/leeward four-lap course.

Fells and Barber showed their class winning both scheduled races from fellow Poms Mark Barnes/Peter Nicholson and Chris Bines/Dave Gibbons. The Aussie challenge was led by Guy Bancroft/James Patterson who posted a third and a fifth.

If Monday was tough, Tuesday was even tougher with the wind now ranging from 20 to 25 knots with many boats capsizing before even reaching the racecourse out in the Bay.

Fells and Barber continued where they left off in Race 3 chased home by the leading pair of Aussie boats. Race 4 and the wind moderated and Fells and Barber showed they were human and after a poor first beat could only manage a sixth.

The Aussie team of Bancroft and Patterson should have won their first race of the championship but snared the last windward buoy to let Barnes/Nicholson through but with two seconds led the chasing pack behind Fells and Barber overnight.

Relief came to the light weights on Wednesday with the wind remaining in the north but down to 8-10 knots and light and shifty. Bancroft/Patterson yet again managed to lose when a win looked a certainty in Race 5, gybing into a hole and letting Bines/Gibbons through to take their first gun ..

Overall leaders of the event Fells and Barber had a bad day at the office posting a ninth in Race 5 and 19th in Race 6;

Race 6 was decided by a large shift on the first beat and resulted in the first Aussie victory going to Richie Reynolds/Lissa McMillan in their wonderfully named B14 The Nude and yes the entire boat - hull and sails' - are flesh pink!

The bad day at the office caused Fells/ Barber to drop to third overall with Bines/Gibbons tied on points with Bancroft/Patterson for the overall lead.

Fells/Barber led off the line in Race 7 and managed to hold off all challengers with Aussies Bancroft/Patterson leading home the rest of the fleet.

Race 8 saw Barnes/Nicholson take the lead up the first beat, a lead which they held until they capsized on the final run to the finish. This let Bines/ Gibbons through to take the gun from Bancroft/Patterson with Fells/ Barber back in fourth place.

This left the overall standings with the Aussie pair of Bancroft/Patterson holding a one point lead over Fells/ Barber and Bines/ Gibbons.

Friday was dull, cold and windy with intermittent showers and Ian sensibly decided with a forecast of a building 5/6 breeze forecast to stage the final two races in the Carrick Roads.

The wind was blowing around 18-22 knots and there was a distinct possibility that racing might be cancelled and also that the first Aussie victory in the history of the B14 Worlds would be settled ashore.

More rain showers led to a slight drop in the wind strength and Ian took the decision to stage two quick races.

Barnes/Nicholson led off from Bancroft/Patterson but by the time the fleet had reached the windward mark Fells/Barber had seized the lead from Barnes/Nicholson who failed to round on the first approach and dropped back into the fleet. Bines/Gibbons rounded second then suffered a catastrophic spinnaker hoist, trawl and subsequent capsize to completely crash and burn. That left the battle for the lead of the race and the overall points between Fells/Barber and Bancroft/Patterson. At the finish Fells/Barber just held on from a hard-charging Aussie crew to leave the event all square with both crews on 15 points.

The final race was the final tussle between the Poms and the Aussies yet sadly the needle match between Fells/Barber and Bancroft/Patterson failed to develop.





Seavolution (Mark Barnes/Pete Nicholson) and AUS373 (Guy Bancroft/James Patterson). At the top mark AT&T (Tim Fells/Shawn Barber) led by 2 boat lengths from with Seavolution, who failing to make the buoy bailed out to drop back into the mid teens with CSC (Chris Bines/Dave Gibbons) rounding second followed by AUS373. At the hoist an unforced error saw CSC trawl their kite and capsize so releasing AT&T and AUS 373 followed by Ince&Co (Mark Watts/Tim Rogers) and 758 (Tim Harrison/Johny Radcliffe).

At the start Fells/Barber went left to avoid the tide whereas the Bancroft/Patterson pairing stayed centre/right and lost out at the windward mark with the British crew rounding first and the crack Australian crew round in 11th place.

Fells/Barber sailed the next three laps conservatively and covered any aggressive tactics from the pursuing pack but Bancroft/Patterson could only pick up three places to finish 8th overall and so the World title went to the British crew once again.

Local boat Steve Hollingsworth/Chris Murphy performed admirably and were certainly not disgraced to finish 25th overall.

ANOTHER PERSPECTIVE OF THE FINAL DAY

B14 Worlds Day 5: The final races

With a force 5-6 and a forecast for more the PRO chose to keep the fleet in Carrick Roads for the final showdown for the 2007 title. The wind had held its strength throughout the day and the roads provided a great relatively flat area for the racing.

Race 9 and with the line biased to the pin, the leading contenders all hit the left hand shore hard, led by

The next two laps saw AT&T and Ince&Co fighting for the front from AUS373 and 758.

Up the final beat AUS373 hit the left hand shore with Ince&Co covering 758 up the right hand side to protect 4th overall. At the top mark AT&T had built a solid lead with AUS373 charging in from the right to take second from Ince&Co 3rd, 758 4th. With Seavolution making a late charge 4th to 6th overall was up for grabs.

Down the final run AT&T held on for a comfortable win from AUS373 2nd, followed by close formation of Ince&Co, Seavolution and 758. CSC had retired from the race to conserve their energy for the final race.



With one race remaining the battle was on with AT&T and AUS374 tied for the Championship. CSC needing a win to stand a chance of taking 2nd overall after their disastrous first race.

The final race was upon us. With the leaders tied on equal points, the final showdown had arrived. Would AT&T prevail or would AUS373 take the glory.

Again the pin paid and was relatively chaos free with the fleet spreading to either side early to escape the tide. The top guys favoured the left hand side of the course early, then spreading after the first few minutes with AT&T, MJF and Ince & Co sticking left, Bonework and CSC hit the centre mid beat and stuck right later. Seavolution lead from the middle left up the first beat but were passed by AT&T at the top mark by 2 boatlengths.

The pointy end of the fleet was tight early with AT&T rounding in front of Seavolution closely followed by Velocitek, Hyde, MJF and Craftsman Homes.

This was to be the state of the game of the next 3 rounds with CSC in 8th with Bonework in 11th desperate to break through. The downhill slide was not quite full on but fruity. Those that went out into the channel led by Seavolution lost out slightly to those that went for the wind compression round the headland rather than the tide. At the leeward mark AT&T led from Seavolution by 50 m. followed by Velocitek, MJF and Craftsman Hoes. However, CSC were on the move and closing in on the first group showing some fast downwind speed on a big wind line. Up the next beat the fleet headed right with Bonework rolling the dice and heading left. At the windward mark, AT&T Led but had been reeled in by Seavolution to about 30 m. followed by Velocitek, MJF and Craftsman Homes. CSC was now in the hunt chasing down these latter 3

picking off MJF and Craftsman Homes over the next round.

Down the run the fleet headed left and with no place changes but compression CSC were hounding Velocitek up the next beat. Bone work had rolled their dice and would not break into the top 5 on this round.

Up the next beat, CSC passed Velocitek to move into 3rd, now having the leading 2 firmly in their sites 100 – 150 m. ahead. At the windward mark AT&T led by 40 m. followed by Seavolution with CSC 40 m. back.

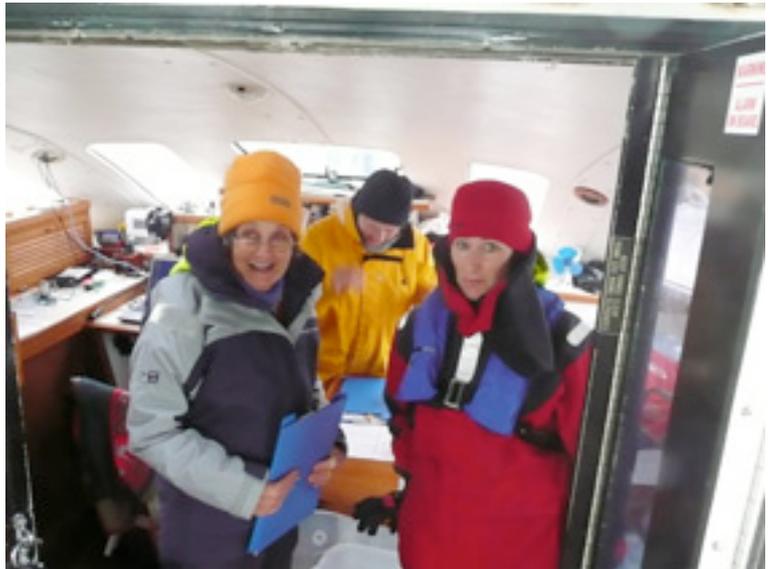
The leading pack all headed left with AT&T protecting their lead but with a big line of wind bringing CSC downwind, the 2 leaders looked vulnerable. At the gybing point, AT&T gybed into the wind but Seavolution had to wait for the Slay ride. When Seavolution gybed CSC followed and came down in much more pressure closing on the leading 2. At the finish, AT&T won the race and the Championships followed by Seavolution less than a boat length in front of CSC. This result relegated CSC to 3rd overall.

So with great winds all day the fleet was thoroughly pleased with the conditions that Mother Nature had provided. The Carrick Roads were a great and not so shifty spot to sail and the shallow water did not cause havoc on the fleet.



Throughout the fleet, the racing was tight, especially in the handicap series which was won by GBR 645 (Harrison/ Miles Ashton) followed by Blue Marine (Allan Stuart/George Morris), Sailsport (Tony Blackmore/Charlotte Jones), 654 (Dan Cowin/Rachel Bennet) and Credo (Theo Gayler/Jack Spencer). First Youth was James Patterson and First Lady Lissa McMillan.

The fleet would like to congratulate Ian Fraser and his race team on the running of the races and Guy English and his shore management team.



2009 Worlds in Hobart

The next instalment of the B14 World Championships will be raced in Hobart, on the Derwent River. Coinciding with the post Sydney-Hobart festivals, and hosted by the famous RYCT, with a huge and enthusiastic local Tassie fleet, the next Worlds are shaping up to be a terrific challenge.

Final Results WORLD CHAMPIONSHIPS 2007

- 1st GBR 773 (AT&T) Tim Fells / Shaun Barber, 16pts
- 2nd AUS 373 (Bone Works) Guy Bancroft / James Patterson, 20pts
- 3rd GBR 775 (CSC), Chris Bines / Dave Gibbon, 21pts
- 4th GBR 772 (Ince & Co), Mark Watts / Stig Rogers, 40pts
- 5th GBR 768 (Seavolution), Mark Barnes / Pete Nicholson, 42pts
- 6th GBR 758 Tim Harrison / Jonny Radcliffe, 46pts
- 7th GBR 757 (MJF), Dave Hayes / Rich Bell, 51pts
- 8th AUS 368 (The Nude) Richie Reynolds / Lissa McMillan, 76pts
- 9th AUS 370 (The Plumbers), Ian & Scott Cunningham, 78pts
- 10th GBR 764 Mark Pollard / Richard Hingston, 79pts
- 12th AUS 369 (Craftsman Homes) Adrian Beswick / Josh Phillips, 86pts
- 13th AUS 374 (The Battered Sav's) Kelvin Boyle / Rhys Bancroft, 91ts
- 19th AUS 357 (Bugger the Bone) Richard Fisher / Jason Walker, 132pts
- 21th AUS 761 (It's not rocket surgery) Marty Johnston / Drew Malcom, 155pts
- 33rd AUS 356 (Blitzkreig) Dennis Watson / Michael Watson, 220pts



B14 Association of NSW

Membership Renewal 2007 - 2008

Please check all details are complete and correct before returning with cheque made out to the B14 Association of NSW to:

B14 Association treasurer

Sophie Hunt

15 Renwick St

Drummoyne NSW 2047

OR

Pay online by direct deposit to the account:

Westpac BSB: 032183

Account Number: 140001 Account Name: B14 Association

Please note your name in the deposit field and send completed form by post, fax or email

(sophie@huntleather.com.au or fax 9810 6211)

Type to enter text

Name

Home Phone

Mobile Phone

Email Address

Date of Birth

I own B14 Sail Number

Name

Member Type - Please circle

Senior (\$70)

Associate(\$15)

Editor's Note: Thanks to all contributors, sorry it took so long between issues. Special thanks to Mark Watson for terrific photos!

And, just in case you're thinking of going to the Nationals in McCrae, this coming January - book now! You won't regret travelling to beautiful McCrae Yacht Club. Check out <http://www.mccraeyc.com.au/> Hope to see lots of you there.

Cheers, Sophie