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### Editorial

This month, I have been mostly drinking beer. Apart from beer (and curry – mmmmm, curry), isn't this what it's all about:



Mike Bees, B14 GBR771

## 2007 B14 World Championship



Report by Mark Barnes

The 7th B14 World Championships, sponsored by North Sails (UK), CST and Ovington Boats, were hosted by Restronguet Sailing Club in Cornwall from July 8 – 13<sup>th</sup>.

Day 1 greeted the fleet with northwesterly 15 - 20 knots. PRO Ian Fraser caught out in the practice race set 4 laps (45 minutes) of an extended course of 1.0 n.m. legs. The two races were sailed in fantastic conditions with full on racing and many place changes at the front. The teams showing early form were AT&T (Tim Fells/Shawn Barber) closely followed by CSC (Chris Bines/Dave Gibbons), Ince&Co (Mark Watts/Tim (Stig) Rogers), Bone Work (Guy Bancroft/James Patterson) and Seavolution (Mark Barnes/Pete Nicholson).

Monday night and what was to be a full on week of socials commenced with a bang as the visiting Australian team rolled out their now legendary Bugger the Bone party.

Tuesday, day 2 and full-on potential boat breaking conditions in Falmouth Bay. The fleet screamed out to the race track in winds gusting to 25+ knots where the breeze compressed in Carrick Roads, resulting in some of the fleet doing spectacular pitchpoles in the standing waves. Once clear of the entrance, conditions were less testing. The fleet sailed two full-on races with AT&T working their way to the front and winning race 3. Race 4 and with many changes of leader, Seavolution took the bullet to break AT&T's stranglehold. Other players on the day were the ever-consistent Bone Work and CSC with AT&T struggling in the lighter airs. Top speed on the day and for the week for those carrying one of the four Velocitek GPS's went to Australia's AUS 374 (Kelvin Boyle/Rhys Bancroft) at 19.4 knots. AT&T was to hold onto their lead overnight but only just.

Day 3 and the promised light airs brought a change of boats at the front. Race 5 and with CSC leading but being chased down by The Nude (Richie Reynolds/Lissa McMillan) and Bone Work only for them to sail into a hole and allow CSC to take the bullet.

Continued on next page...

## 2007 Worlds continued...

Race 6 and The Nude gave another demonstration of their light airs speed by nearly lapping some of the championship contenders chased by Leaky Pipes (Gerry Brown/Chris Fermor), only to be caught by Ince&Co and relegated to 3rd. CSC snatched the lead overnight as the fleet closed up.

In the more relaxed conditions, bodies had a chance to recover and so the fleet enjoyed the cruise of Carrick Roads with a stop over at Saint Mawes visiting some of its local watering holes.

Day 4, with less hard core racing, in shifty 5 – 14 knots, the fleet had a real snakes and ladders day. Race 7 and with the black flag out, the runners and riders were not shy. AT&T picked up the challenge to win the battle from Bone Work and CSC.

Race 8 and more of the same was led by 758 (Tim Harrison/Johny Radcliffe) chased by Seavolution. Seavolution took up the torch on lap two but as they say, wait till the fat lady sings as they had gear failure due a collision with a back marker in the previous race resulting in capsizing 150 m. from the finish handing the win to CSC.

At the end of the day, Bone Work had taken the lead with the first 3 boats separated by 1 point.

After refuelling at the evening BBQ the fleet headed to Falmouth for a night on the town led by the Australian cultural attache partying long into the night.

The last day and what a day. 30+ knots out in the bay with big waves, so the decision was made to race in Carrick Roads. In 20 – 25 knots the fleet took up the banner with the top 3 separated by a single point. Seavolution led the scream up the first beat from the left only to be overtaken AT&T from the right at the windward mark. CSC capsized on the hoist and retired. AT&T showed their dominance by holding off the protagonists led by Bone Work to win with Ince&Co just holding off a resurging Seavolution for 3rd.

With the last race and roll of the dice, the top 5 were still to be decided. The same 2 led off the line to the windward mark with again AT&T crossing to take the lead and hold off Seavolution to the finish taking the 2007 World Championship title. CSC finishing 3<sup>rd</sup> to secure 3<sup>rd</sup> overall and Bone Work using their consistency to take 2<sup>nd</sup> despite a disappointing final race.

Having had a full on week and some adrenalin rush racing, this was to be an event that would be talked about for some time to come (despite the best efforts of the weather).

Friday night and the fleet celebrated in style before descending again on Falmouth to give the Australian teams a great sendoff ready for Hobart 2009.

A well run event both ashore and afloat. Huge thanks to the team at Restronguet SC.

### Results:

P	Boat	Nat	No	Helm	Crew	1	2	3	4	5	6	7	8	9	10	Total	Nett
1	A T & T	GBR	773	Tim FELLS	Shaun BARBER	1.0	1.0	1.0	6.0	(9.0)	(17.0)	1.0	4.0	1.0	1.0	42.0	16.0
2	Bone Work	AUS	373	Guy BANCROFT	James PATTERSON	3.0	5.0	2.0	2.0	2.0	(8.0)	2.0	2.0	2.0	(8.0)	36.0	20.0
d	CSC	GBR	775	Chris BINES	Dave GIBBONS	4.0	2.0	4.0	3.0	1.0	(7.0)	3.0	1.0	(39.0 DNF)	3.0	67.0	21.0
4	Ince&Co	GBR	772	Mark WATTS	Tim (Stig) ROGERS	5.0	3.0	6.0	(39.0 DNF)	7.0	2.0	(9.0)	7.0	3.0	7.0	88.0	40.0
5	Seavolution	GBR	768	Mark BARNES	Pete NICHOLSON	2.0	8.0	(16.0)	1.0	6.0	11.0	(13.0)	8.0	4.0	2.0	71.0	42.0
6		GBR	758	Tim HARRISON	Jonny RADCLIFFE	(21.0)	10.0	7.0	7.0	4.0	4.0	6.0	3.0	5.0	(15.0)	82.0	46.0
7	MJF/North	GBR	757	David HAYES	Richie BELL	8.0	6.0	5.0	(12.0)	10.0	6.0	(15.0)	5.0	6.0	5.0	78.0	51.0
8	The Nude	AUS	368	Richie REYNOLDS	Lissa Mcmillan	10.0	13.0	13.0	(17.0)	5.0	1.0	(19.0)	11.0	12.0	11.0	112.0	76.0
9	The plumbers	AUS	370	Ian Cunningham	Scott Cunningham	6.0	4.0	3.0	4.0	19.0	(24.0)	(23.0)	18.0	11.0	13.0	125.0	78.0

## 2007 Worlds continued...

10		GBR	764	Mark POLLARD	Richard HINGSTON	12.0	11.0	10.0	14.0	3.0	(16.0)	4.0	15.0	(39.0 DNS)	10.0	134.0	79.0
11	Velocitek	GBR	744	Don FORSTER	Anna PAYNE	(28.0)	15.0	11.0	5.0	13.0	5.0	(39.0 OCS)	19.0	8.0	4.0	147.0	80.0
12	Craftmans Homes	AUS	369	Adrian BESWICK	Josh PHILLIPS	9.0	9.0	17.0	9.0	(29.0)	(19.0)	16.0	13.0	7.0	6.0	134.0	86.0
13		AUS	374	Kelvin BOYLE	Rhys BANCROFT	11.0	7.0	8.0	10.0	(26.0)	(31.0)	25.0	12.0	9.0	9.0	148.0	91.0
14		GBR	645	Harrison ASHTON	Miles ASHTON	(26.0)	(39.0 DNF)	9.0	11.0	21.0	9.0	12.0	10.0	13.0	16.0	166.0	101.0
15		GBR	711	Chris BISHOP	Christian HUMPHREY	29.0	(39.0 DNF)	12.0	8.0	12.0	10.0	5.0	(39.0 DNF)	10.0	25.0	189.0	111.0
16	2 racks of pork	GBR	774	Piers LAMBERT	Kathy SHERRATT	(25.0)	18.0	18.0	(20.0)	11.0	13.0	7.0	14.0	17.0	17.0	160.0	115.0
17	Hyde Sails	GBR	753	Alan DAVIS	Toby BARSLEY-DALE	7.0	12.0	(39.0 DNS)	18.0	15.0	22.0	8.0	(39.0 DNF)	24.0	12.0	196.0	118.0
18		GBR	762	Mark ELKINGTON	Chris LLOYD	19.0	(39.0 DNF)	(25.0)	13.0	8.0	20.0	24.0	6.0	19.0	18.0	191.0	127.0
19		AUS	357	Richard FISHER	Jason WALKER	15.0	(22.0)	15.0	16.0	14.0	18.0	18.0	16.0	20.0	(39.0 DNF)	193.0	132.0
20	On purpose	GBR	760	Gerry BROWN	Leaky	(34.0)	25.0	21.0	15.0	28.0	3.0	10.0	9.0	27.0	(31.0)	203.0	138.0
21	It's not rocket surgery	AUS	761	Marty JOHNSON	Drew MALCOLM	27.0	19.0	14.0	21.0	16.0	29.0	(30.0)	(31.0)	15.0	14.0	216.0	155.0
22		GBR	724	Russ GIBBS	Owen TAYLOR	16.0	23.0	23.0	(39.0 DNF)	(25.0)	21.0	22.0	20.0	14.0	22.0	225.0	161.0
23		GBR	695	Mark PHILLIPS	Lewis TURNER	23.0	16.0	19.0	25.0	17.0	25.0	14.0	(39.0 DNF)	(39.0 DNF)	23.0	240.0	162.0
24	Credo	GBR	735	Theo GALYER	Jack SPENCER	18.0	(39.0 DNF)	24.0	19.0	(37.0)	32.0	26.0	21.0	16.0	19.0	251.0	175.0
25	Smack my b** up	GBR	672	Stephen Hollingsworth	Chris MURPHY	24.0	14.0	22.0	24.0	20.0	26.0	17.0	29.0	(39.0 DNS)	(39.0 DNS)	254.0	176.0
26	Hydro-therapy	GBR	776	Dick ROE	Kate DULIEU	17.0	(39.0 DNF)	(39.0 DNS)	39.0 DNS	18.0	14.0	11.0	23.0	26.0	39.0 DNF	265.0	187.0
27	Blue/TMC Marine	GBR	728	Allan STUART	George MORRIS	33.0	17.0	(39.0 DNF)	(39.0 DNS)	30.0	28.0	20.0	22.0	18.0	21.0	267.0	189.0
28		GBR	741	Liam PIKE	Philip ELTRINGHAM	13.0	27.2 RDG	28.0	(39.0 DNF)	22.0	15.0	33.0	17.0	(39.0 DNS)	39.0 DNF	272.2	194.2
29	Boatshop Falmouth	GBR	656	Steve KAACK	John FAZAKERLEY	(39.0 DNF)	24.0	20.0	22.0	23.0	(33.0)	28.0	33.0	22.0	26.0	270.0	198.0
30		GBR	646	Crispen TAYLOR	John DONNELLY	14.0	(39.0 DNF)	(39.0 DNF)	39.0 DNF	31.0	12.0	31.0	24.0	30.0	27.0	286.0	208.0
31	Mess around	GBR	654	Daniel COWIN	Rachel BENNETT	22.0	(39.0 DNF)	(39.0 DNS)	39.0 DNS	24.0	34.0	21.0	26.0	23.0	20.0	287.0	209.0
32		GBR	749	Henry WELLS	Alex CAPON	20.0	20.0	(39.0 DNF)	23.0	34.0	36.0	32.0	27.0	25.0	(39.0 DNF)	295.0	217.0
33	Blitzkreig	AUS	356	Dennis WATSON	Michael WATSON	30.0	(39.0 DNF)	27.0	26.0	33.0	(35.0)	27.0	32.0	21.0	24.0	294.0	220.0
34	Bfourbean	GBR	644	Tony BLACKMORE	Charlotte JONES	32.0	21.0	26.0	(39.0 DNS)	(35.0)	23.0	34.0	28.0	31.0	28.0	297.0	223.0
35		GBR	713	Chris GOULD	Sam WOOLNER	35.0	(39.0 DNF)	(39.0 DNF)	39.0 DNF	27.0	27.0	35.0	25.0	29.0	30.0	325.0	247.0

## 2007 Worlds continued...

36	GBR	745	Rod BOSWIJK	Sharon BINNEY	31.0	(39.0 DNF)	(39.0 DNS)	39.0 DNS	32.0	30.0	29.0	34.0	39.0 DNF	39.0 DNS	351.0	273.0
37	GBR	685	Craig BROWN	Duncan ADAMS	(39.0 DNS)	(39.0 DNS)	39.0 DNS	39.0 DNS	36.0	37.0	36.0	30.0	28.0	29.0	352.0	274.0
38	GBR	653	Paul McGAHEY	Matt McGRATH	(39.0 DNF)	(39.0 DNS)	39.0 DNS	39.0 DNS	38.0	38.0	39.0 DNF	39.0 DNF	39.0 DNS	39.0 DNS	388.0	310.0

Handicap Trophy: GBR 645 Harrison Ashton, Miles Ashton Starcross SC

First Tin Rig: GBR 645 Harrison Ashton, Miles Ashton Starcross SC

First Youth: AUS 373 James Patterson, Macrae SC

First Lady: AUS 368 Lissa McMillan

First Buddy Team: AUS 374 Kelvin Boyle/Rhys Bancroft/GBR 757 (North Sails/MJF) Dave Hayes/Rich Bell



## Oh no – not more from the Chairman!

Sat once again on the floor of a London commuter train it's time for another summary of all things B14 and it's been a pretty hectic month with the Worlds and now straight into ensuring the Nationals are even better.

Firstly I would like to say a big thanks to the Aussie team for making the trip to the usually sunny Cornwall to assist in eating our own body weight in Pasties. I know the weather didn't deliver but hopefully the sailing did and I for one had a great time feeding you all Sambuca and enjoying some close battles on the race course and some interesting post race discussions with super quick berth partner Bangers. Where did he get that UK North main? Richie!!!

I will certainly never eat another battered sav and look forward to playing my Barnsie again at future events [*Ed. Note – eh???*]. I am already looking at the Hobart brochures and the Worlds Jan 2009 can't come soon enough! Congratulations Bangers on 2<sup>nd</sup>... hopefully Mr Fells will let someone else have a shot at the title for 2009, nice one Tim & Shaun showing us yet again how it's done.

It was great to see so many new faces at the worlds and so many of you popping up in the front half of fleet despite some pretty challenging conditions. I think all will agree that it doesn't matter where in the fleet you finished there was great racing enjoyed by all and it was great to see the inner fleet competitive battles and camaraderie. It was also great to see you all at the socials while some of the veterans took it all far too seriously and snuck off to bed!

I had my first experience of major regatta gear failure and we will continue the discussions about future enhancements to make the B14 even more solid than it is today. As I have said to many of you this is the first major failure (other than a knackered old boom) I have had in over 5 seasons in the B14 so this is all part of working for continual improvement of an already great design.

Watch this space for discussions on what improvements we as a class can make and I hope that many of you will be at the AGM scheduled for Sunday night at the Nationals to share your views. The committee act on behalf of the fleet interests so I look forward to taking this opportunity to hear your views on all things B14 as well as electing the 2008 committee.

Discussions between the Aussie and UK committee at the worlds were low key this year with no proposed rule changes or major issues. The general consensus has been to look for the next northern hemisphere worlds to be on mainland Europe with first choice being to return to Lake Garda for the Worlds Mid 2010 (where the weather can't possibly be as bad as Cornwall!)

It's strange but after the worlds it feels like the season is over. NO WAY! In fact it's really only just halfway, next stop Weston SC for what I hope will be a nationals to better last years hugely popular Lee-on-Solent event. We are focusing on building on the things that made Lee great, low entry fee, full inclusive social/food program, friendly club, and of course great racing (although perhaps not wall to wall 20+ knots!).

The association has also formally adopted two new prize categories at major class events. Categories for Top Tin Rig and Top Handicap Overall will be rewarded with glassware from now and for the foreseeable future, so expect to see people hoarding those tin rigs ☺

This year goes one step further with FREE camping and FREE parking. So it really is just entry fee, beer and snack vouchers required. See the Notice of Race for the full program and I don't want any excuses... see you ALL there!

It's also great to have Velocitek on board as event sponsor. All boats entered will go into a raffle for a brand new Velocitek GPS to be drawn at the prize giving. We will also have 4 units passed around the fleet to borrow over the weekend.

And in case some of you missed the posting on the Forum... I have it on good authority from a magical elf that the nationals will be blessed with sunshine.. who am I to argue!

Mark Watts, GBR 772 Ince & Co.

B14 Class Chairman (well until the next AGM at least ☺..Vote me... Vote me... )

Rod Boswijk and Sharon Binney are new to the class this year – here are their thoughts on their first few events, and the B14.

We decided to buy a boat so that we could spend time on the water together, train up the kids and have fun. We wanted a light, responsive, pretty boat with minimal maintenance that we could use in wind strengths from 5 – 15 knots.

I test sailed a B14, but decided it was a little too extreme for the first timers in our family, so we bought a Laser 4000. After sailing and training in the boat for 18 months, we realised the 4000 didn't fit that well into this niche. It felt too heavy and was not responsive in light winds and only started to get up and go when we would rather be out windsurfing anyway.

I finally persuaded Sharon in January 2007 that we should go for it and move to a B14. She didn't really like the sensation of swinging around the mast attached to a wire anyway. I told her that keeping your arse firmly in the boat would improve her confidence - you could push the boat harder in strong winds, and not get too freaked out.

The class was certainly always in the news. There were always photos of boats at the winter events and a lot of positive chat about the boat on the Y+Y forum. The class website was full of useful info, and it had a really active forum.

We went to the dinghy show at Ali Pali to see B14'ers in the flesh. We wanted to confirm that we were doing the right thing, and that we were not joining a fleet that was full of teenagers, mad gung ho stupidly fit nutters, but just mature cultured folk like us. There was no boat to look at but plenty of enthusiastic owners who were really helpful in making up our minds that we'd come to the right conclusion.

### **The Big Day - March 2007**

We purchased B14 745 in March. The plan was to get as much info and tips about the boat as possible in a short time from the website, and practice sailing in sunny summer evenings after work. After a while, perhaps if we were up to it, we might do a little local racing.

From our first sail in the boat, we knew that it was as good as we had hoped. It was responsive. It would give you feedback through the helm, if you weren't doing something right. It was certainly fast enough, without being overwhelming in the windy stuff. Helming with 2 extensions and a boom led mainsheet was different but no real problem. Crewing was more of a worry however, with the spin bag system and completely new take down routine to learn. The kite too, looked intimidating, but it had lighter sheet loads than the 4,000. We discovered that the boat is highly sensitive to weight placement, so all the crewing manoeuvres had to be relocated to the foredeck when sailing in light winds. However we did notice that we started to spend more and more time sailing in the boat. It was addictive, and we wanted to learn to sail it well, and set the boat up correctly.

Help was easily obtained from my local fleet contact Mark Elkington at Starcross and an old acquaintance, Mark Watts. They both patiently answered all my never ending questions. Thanks guys!! Meanwhile, I asked all my other boat bimbling questions via the website forum, so to get a general consensus and ideas from a wide background. I received help and encouragement from new owners, who had also gone thro a similar learning curve and also from the top sailors in the fleet. We were encouraged to get some boat specific tuition by attending the combined training and open meeting in a few months time at Starcross.

Mark Elkington meanwhile invited us to come over to Starcross for a sail. We could compare ourselves to the other B's in their rapidly expanding fleet, see how far we were off the pace and identify our training needs. These were our first 2 races in the boat - Sharon's only other race up till now had been the infamous Starcross screamer, her first and my last race, we were ever to do in the 4,000 before it was sold. After 2 fleet races, we realised we still had a serious amount of training to do, before we felt we even could attend the training weekend without embarrassing ourselves.

## Newcomers corner continued...

### Starcross TT - June 2007

Summer had arrived overnight and we were excited to be at our first B14 open and training event on time - we're well known to be habitually late for everything. We'd camped overnight at the club, the trains had stopped at 01:30 and hadn't started till 05:45 so we'd had plenty of sleep.

After introductions, Barnsie split us up [*Ed. Note – he always makes a great first impression ☺*]. He introduced Kathy as my expert crew and Sharon was to crew for Mark Watts. Sharon was really worried - she didn't mind making a fool of herself with me but didn't really want to fall on her arse in front of Mark.

Whilst I was worried about how Sharon was getting on – she'd already snapped Mark's main halyard - I thought his boat would have better prepared being a top sponsored team? I was out sailing, and taught by Kathy the way to keep your crew happy. She kindly mentioned how little information I was providing her with. She required at least 2 minutes notice to tack or gybe when she was dancing on my foredeck and everything was please or thank you. Crikey I didn't realise that crews had attitude or were so LOUD. Meanwhile, we were playing a mad max version of follow my leader down the Exe with Kathy giving it beans on the deck and Barnsie shouting instructions into his megaphone. This was very useful, now I kind of knew what I should be doing, but still couldn't quite get it.

The second half of the training day consisted of playing River Exe dodgems - too short a course with too many boats and not enough water for all of us at once. I was reunited with my partner Sharon and amazed by her improved ability to fall over and utter new obscenities, thanks Mark! The racing was utter madness but fun I think.

An evenings rig bimbbling and some sorting of secondhand sails resulted in missing the first round of the starcross BBQ, but since we'd already were into our second cool bucket of Stella we were very chilled. Sitting on the warm veranda of the clubhouse drinking and sharing our evening meal of bread, olives and spirits was a very peaceful way to end the day.

We'd cunningly pitched our tent away from the noise of the other campers (Allan's legendary snoring) but were awoken by bright lights and machinery. Brilliant! The lads at Railtrack had decided to replace some sleepers 10 m. away from our tent at 0400. Race day dawned and we had a plan. Keep it clean, don't push it.

So 4 races, 2 collisions, one hole, and one retirement later - cause we started to sink- we went home exhausted. We had learnt loads, really enjoyed the camaraderie, and we knew that we were skilled enough to do our local races. However we had been persuaded on Saturday evening, when we'd had a few too many, that we should do the worlds as it was only down the road, and it would be a laugh.... We decided our game plan for the worlds if we could make it, was to get stuck in and see how many races we could do, and remember, we were only there for the beer.

### Falmouth Worlds - July 2007

Saturday arrival

Put up tent. Deliver boat to Restronguet at 1430 to find all measuring team about to sail or out on water. Put boat together and finally relax, hey it's sunny! Not much wind so no real pressure to get out on the water. So get a chance to chat, socialise, drink Stella and eat pasties.

Sunday

Sharon helps to weigh boats, meanwhile I learn and help Ritchie measure sails. I try to make sure no one is around when measuring our very used, rusty and mouldy kite. Rig the boat and get out for practice race. Realise that it's a long way out to the start line. It's a bit windy isn't it? We capsize on the 40 min sail out, trying to switch kite on to the port side. This is the first time we've binned it in with the kite up. What did Mark Watts say about recovering it?

Practice race. Windy and sunny. Bloody hell it's really competitive at the back and getting on the front row on the start line seems impossible. There are too many boats and not enough room on the line for everyone.

## Newcomers corner continued...

Even 2<sup>nd</sup> row would be nice giving us the option of tacking off in clear wind. However 3<sup>rd</sup> row is very bad news, no clear wind and really bad chop gets us spat out of the back, going very slowly. Sharon freaks out. She's just not used to so many boats, and so close together.

Commodores reception. Get changed into relatively posh clothes. Expect dinner jackets etc and faced with Cornish pasty supper. We unwind by ODiNG on pasties and Stella. Brilliant!

### Monday

Sharon wakes up at 5am in the tent, with pre race nerves and can't get back to sleep.

1<sup>st</sup> race. Sharon freezes in the boat and goes to pieces. I have to talk her thro all the manoeuvres we practiced and all the way around the course. Hey we finished and weren't last. More importantly we could see everyone else having big problems, and we'd sailed smoothly, with no major errors, so it was ok. We gain a bit of confidence.

2<sup>nd</sup> race. The reality of the situation dawns on us, we are not just sailing out of our comfort zone, we are off the scale. It was the conditions, the wind, the number of boats, the competitiveness of the other helms, our lack of experience – all of which was overwhelming. However we decided that we were going to finish and were not giving up. The boat was going ok and felt fine. We passed a few boats up the beat – this was ok! We passed some more on the first hoist, cause they'd all binned it in – serves them right for being faster. We had no major cock ups until hoisting 2<sup>nd</sup> round. Sharon gets really pumped up and pulls the kite clew through the kite ratchet block, and the kite is stuck ½ way up, and we're all over the place, I'm steering with my back leg, trying to sort the mess. The inevitable happens and we're over the side unfortunately taking another boat over with us. Sorry guys.

Good job we'd practiced the capsize routine earlier! We decide to hoist and continue. But yet again we bin it in – what's going on? We decide that our nerves have made it a little tricky to get this sorted. We see Tony and Charlotte do their orange rocket thing. Wow!!

We decide to just get round and take a finish rather than kill ourselves and everyone else, by hoisting the kite again. We sail 4 rounds and watch the rescue boat taking away the outer limit mark. We're gutted, because it looks like we timed out. At least we'd got round, weren't rescue boat fodder and tagged onto the back of the committee boat, but it's a hard lesson to take.

Packing boat up and realise we'd been protested. Not only we were last and DNF now we are DSQ. (*Class has reviewed the SI's to extend the time limit –Mark Watts – UK Class Chairman*)

Get back to our tent exhausted, only to find all our stuff is soaking wet and it's going to rain more. So we throw all our stuff into the back of the van and move into our hastily arranged student accommodation. Change clothes, hit the red bull & vodka to keep us awake, and out again in 25 minutes back to the club.

Meanwhile everyone is ½ way thro the Aussie quiz, wine waving and playing their Barnsie's. We grab a few Stellas, sit down, and finally relax. We realise that we've not eaten since breakfast or stopped since 5 am this am. Feel a little out of it, but I'm forced into the singing round of the Aussie quiz. It was a very good night's end to a traumatic day.

### Tuesday

A quick trip to a Falmouth charity shop to ensure we have something suitable to wear for the leaky social. It's 0930 and I'm trying ladies dresses on, not sure whether to go for the really silly short dress or the little Britain Emily look. The staff in the shop, don't seem too bothered, maybe this sort of thing happens all the time in Cornwall. I'm pleased cause I found the perfect shoes to match my dress. No wonder women love shopping.

Drive madly to sailing club, checking the wind status all the time. Rig boat and join the fleet already hoisting sails on the beach. It's a bit mental out in the river, we watch and wait. There's mutinous crew talk on the beach. We're told 'The Nude' pitch-poled in the river on the sail out. Then a few more boats come back to the beach because it's too rough. We decide to keep our boat and relationship intact and not race today.

## Newcomers corner continued...

We windsurf in the roads and watch as the wind slowly dies throughout the day. We wonder if it was the right thing to do, after all we were here to race and not play? The fleet comes ashore, with them saying it was not as bad as Monday, but the B's and crews look a bit beaten up with lots of wing work taking place. We think in retrospect we made the right decision.

Later the disco and a strange psychological experiment take its course. I'm intrigued how the reluctant males in the fleet have become very excited girlies.

### **Wednesday**

The wind has dropped and maybe a chance for us to race today, and we decide to really go for it. Unfortunately everyone else has the same plan. I can't believe how competitive the fleet is, we madly fight to gain places and lose them really easily on hoists, the leeward mark roundings, and lack of pressure downwind. We're consistently ok at finishing 30-something.

The evening boat trip is quiet and there's more Stella and pasties, but where's summer gone?

### **Thursday**

Another intense tactical day, at least we're starting to race properly now and not just getting round. We lost places on last run otherwise would have been mid 20's. Finish 29<sup>th</sup>. In the second race we were doing really well for us, but lose track of how many legs we've done and completely balls up the 3<sup>rd</sup> gate rounding, capsizing on mark and let everyone through.

Back at the club, the B14 fleet girls congratulate Sharon on doing so well, which really improves her confidence.

### **Friday**

It's our last chance to get a good result. We feel we're improving all the time, but we always seem to blow it with the slightest mistake. We hope for another medium wind day. We find that the race has been moved into the roads cause it's too dangerous to sail outside in the bay. It's windy but forecast later to drop. We have a conversation on the beach whether to go on the water, as it looks a bit crazy out there.

However, we decide to go for it, but take it easy and 2 sail reach down to the start line. Pre race nerves hit and we capsize on a gybe. As I stand on the board I notice that it is making strange noises.

We make the start, but it's so windy I seriously wonder if I can get enough weight on the side, so I can head up for the start line. We have a reasonable start considering the conditions and head far right. Through a tack we capsize because we backed the jib a touch too long. I stand on the new board worrying if the mast will stick in the sand, when it suddenly fails and splits in 2 on the leading edge. We decide to call it a day and sail over to the rescue boat to retire and head off home. We carefully sail upwind so as not to cause the board to fail completely.

### **Friday eve prize giving**

We are both so exhausted. I can hardly hold a glass in my hand I'm so tired. We cheer all the prizewinners of the event, and wonder how they manage to be so consistent. We are not worthy.

### **What next?**

Back in Plymouth, we sit at the top of our sailing centre in the sun, drinking a few Stellas, talking over the week's events. The week has probably been one of the most emotional and stressful rollercoaster rides we've ever been on. We're bruised and emotionally scarred from the trauma of it all. I can see why it's really hard sailing with your partner; it's very hard to distance your relationship from the sailing. We talk about whether we should continue with the racing. Our original intention was to just get a boat for sailing after work, to de-stress, but now we are trying to race with the big boys.

However down we are, what really came through was the positive stuff: Bloody hell what an amazing event!

## Newcomers corner continued...

Everything was so well organised, from the boat park, the racing, to the social events. We really liked how much everyone looked out for each other, everyone swapped stories, we all listened to them and sympathised.

Sharon looked forward to her pep talk from Adrian in the boat park every morning. She had the fantastic support from all the B14 girls. We've made good friends, and can't wait to see them all again.

So we decide to pick up the pieces, get the boat back together and carry on training. We may not win the worlds, or nationals, or open meeting, but maybe we can win a tin rig prize, buddy prize, handicap prize, or win our own prize for getting there, just doing it, maybe getting better at it too.

As it states on the website, it's a drug, and it's addictive.

See you all at the Nationals ☺

Rod and Sharon B in B14 745 'Little Blue' ('cause of the language not the colour) is gratefully sponsored by Stella and Ginsters pasties.

## Youth report from the Worlds

The latest B14 worlds were definitely one to remember. There was much fun to be had and the official events of the regatta were definitely thoroughly enjoyed by all. On the race track the whole fleet was very talkative and we definitely got to know each other fairly well during the week. There was much to be told on the night of the ferry trip and it gave us a good chance to talk about some of the past days events in the heavy weather. The competition between Craftsman Homes: AUS 369 and GBR 645 really showed with AUS 369 getting the better of them in the last days racing. Credo GBR 735 also showed good speed throughout the regatta with great potential in the future. Also other youth crews showed great form like James Patterson on Bone Work and Christian Humphrey who won and came runner up in the under 21 competition. The bunch certainly enjoyed themselves and are keen to meet up again in Hobart as long as \$\$\$'s allow.

From way down under,

Adrian Beswick, AUS 369 Craftsmans Homes

## Webmaster's World

Ok Ok this is going to be another round of excuses for what I haven't done with the website. My best excuse this time is that I am about to start a new job for which I am mostly unqualified and I am trying to remember how to do hard sums 'really' quickly. I have made some progress on the team's database and hope to be able to reveal it in September - there will be an entry for every class association member that should be a lot easier to maintain than the current website system we have at the moment. I would also like to extend it so that we can produce a boat database to record where boats are - including those that are being used as flower pots.

I am also working on a Sailwave configuration that will make it easier to produce the results for the big events. Barnsie doesn't want much - it only has to do the overall result, first tin rig, personal handicap and buddy prizes at the touch of a button. It should all work OK - but it may need every boat to have a rather large bar code painted on the sails!

Mark Elkington, GBR 762

## Forthcoming attractions

### **Holt Tide Ride 2007 15/16 September 2007 Hayling Island Sailing Club**

Hot on the heels of the Nationals we have yet another must-do weekend lined up for all B14ers – the unique event that is the Tide Ride at Hayling Island Sailing Club. The B14 is again one of the select few fleets to be invited. We have separate class racing but are sharing the event with the RS700 and 800's, the I14's, Laser 4000's and 29ers. With the main emphasis being on fun for all, this is short course crash and burn racing which often throws up unexpected results. Mix that with the renowned Saturday evening social where all of the fleets come together and party hard whatever the result of Saturday's sailing. Due to the high tide feature of the event the courses are usually set right off the club for maximum spectator entertainment.

As I write we are still waiting final confirmation on the race format but going on the popularity of last year we're expecting 6 races over the two days, all to count to overall position in getting into the final, which will probably be a double points race. You can typically expect plenty of close races with two gates downwind, black flag starts, and on the water umpires to keep things moving nicely and everyone on their toes. If it is nice and breezy a top Hayling tip for those that like crashing is to keep your weight off the hull when initially righting from a capsized as it tends to be 'kinder' to the rig if it happens to touch the bottom - use the wings instead !!! Tide Ride regulars Geri and Leaky mastered this technique last year.

The event organisers are looking to get fleets of 24+ boats from each class, so we hope to see as many of you as possible. It's another excellent opportunity for us to showcase the B14 to the other fleets. Further details about the club can be found on the Hayling Island website <http://www.hisc.co.uk> Entries in advance are recommended and the online form will shortly be available on the Holt website <http://www.holt.eu>

There are a range of accommodation options at Hayling but the most convenient are the club's own bunkrooms and chalets. These are always popular so it's best to book in advance with the club secretary. We do have 4 reserved but they are nearly full so get in there quickly - further details on the message board.

Oh and if you need any more incentive the top three get cash prizes too with the top boat winning £250.

Dan Cowin, GBR 654 Mess around

### **Training & UK TT06 22/23 September 2007 Great Yarmouth & Gorleston SC**

I hope you are going to join us at Great Yarmouth & Gorleston S.C. for our B14 TT & Training event on the weekend of the 22nd & 23rd September. Those that have made the trip before have found the journey worthwhile & enjoyed our excellent sailing venue. We are a small friendly club located in the town of Gorleston on the coast of Norfolk just South of the river mouth at Great Yarmouth. The club house is located on the promenade next to the Pier Hotel at the North end of a long sandy beach which extends 6 miles South to Lowestoft & is great for families.

Launching is from the beach directly into the racing area to the South of the entrance to the port. We sail at all states of the tide & all but the most challenging conditions. The water is deep, so no risk of breaking your mast & the tide is strong, providing you with a tactical challenge. All racing will take place from our committee boat over windward/leeward courses.

The plan is to run a class training event on the Saturday morning followed by a short sprint series with prizes in the afternoon. The TT event will then be held on the Sunday alongside our handicap Asymmetric open which will be running all weekend. There will be a meal at the club on the Saturday night & as we have no bar licence I will throw in a barrel of one of our finest local ales for free. There is plenty of B'n'B accommodation locally & there is limited 'Unofficial' camping possible in the dinghy park.

See our website at [www.gygsc.cco.uk](http://www.gygsc.cco.uk) for directions to the club & details of accommodation etc. Or contact me at [dick.roe@bt.com](mailto:dick.roe@bt.com) or on 07962 007176 for help & information.

Dick Roe, GBR 776 Hydrotherapy

## What's left in 2007

### Main menu

August

25<sup>th</sup>-27<sup>th</sup> Weston SC - **National Championships**

September

15<sup>th</sup>/16<sup>th</sup> Hayling Island SC - UK Series Event 5 'The Tide Ride'

22<sup>nd</sup>/23<sup>rd</sup> Great Yarmouth & Gorleston SC – Training/UK Series Event 6

October

27<sup>th</sup>/28<sup>th</sup> Weymouth Sailing Academy - UK Series Event 7

November

3<sup>rd</sup>/4<sup>th</sup> Grafham Water SC - UK Series Event 8 and **Inland Championships**

### Light snacks

September

22<sup>nd</sup>/23<sup>rd</sup> Prestwick SC – Scottish Skiff Championships

See the **Events** section at [www.b14.org](http://www.b14.org) for more details.

## Ooer mum (caption competition time)...



Helmsman: "So, what is that on the centreboard?"

Crew: "Me if I get there before you mate."

Or:

Helmsman: "Sh\*t, I hope nobody is watching."

Crew: "Don't worry, our kite looks a bit like Leaky's - and you've got ginger hair."