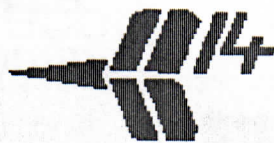
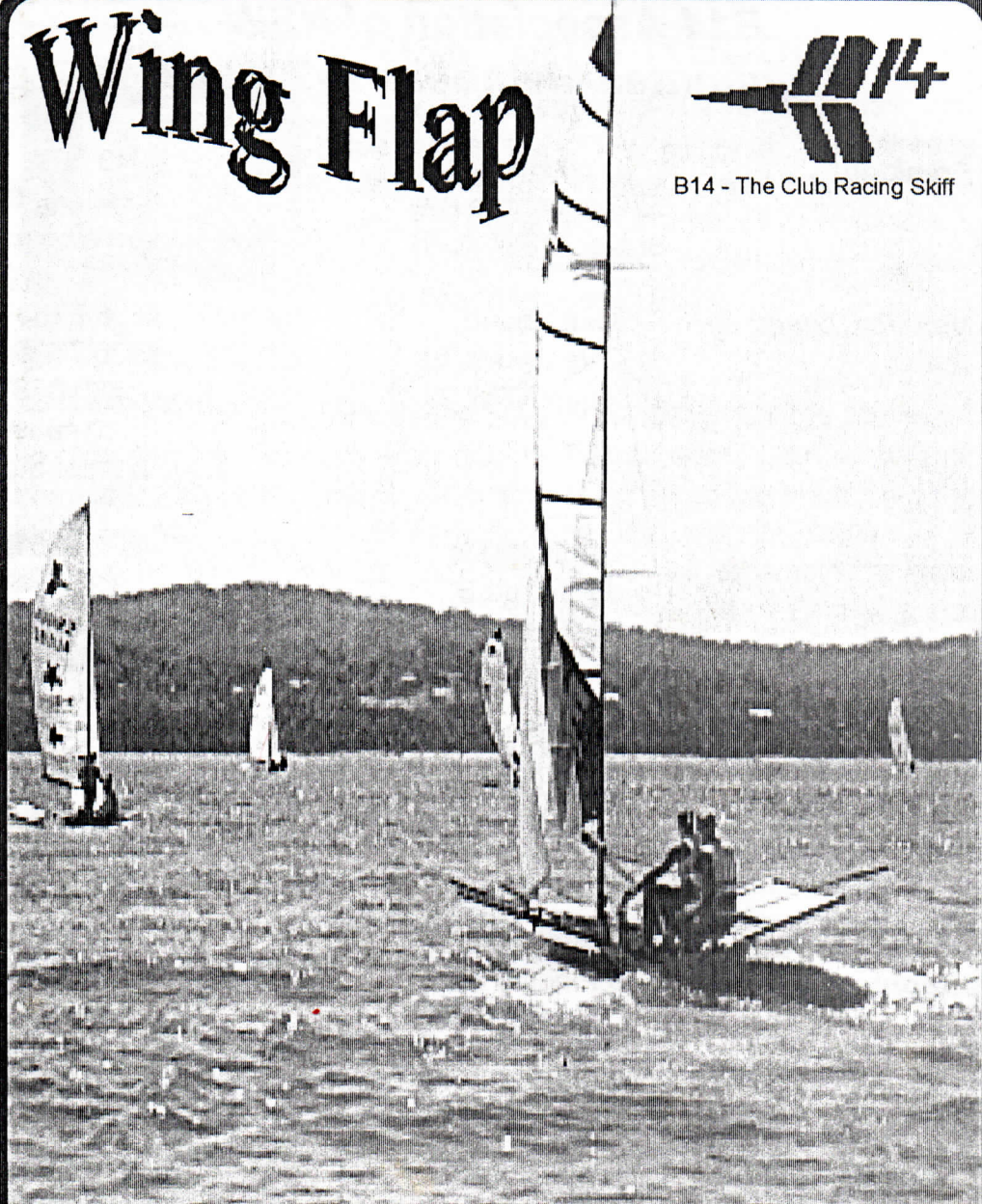


# Wing Flap



B14 - The Club Racing Skiff



**Newsletter of the B14 Class Association of New South Wales**

Affiliated with Australian B14 Class Association and World B14 Class Association

PO Box 577  
MILSONS POINT NSW 2061

**July, 1999**

# **B14 Association of NSW Committee Members 1999/2000**

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<b>Publicity Officer:</b>	Barry Foster 215 Burge Rd Woy Woy NSW 2256	H 4342 3849 E-mail fosterbarry @yahoo.com.au





## President's Report

The new Management Committee has met twice since the AGM in April and already planning for next season is well advanced. A particular thank you to the new members - Barry, Richie & Gareth - for volunteering their time to help this association.

As most of us are aware, we have a lot of activities to plan for. The fortnight of Nationals and Worlds next January will certainly test all of us, both on and off the water. We are going to require both help and patience from the local membership to successfully host the biggest regatta this association has organised. Additionally, we are organising a NSW Championship for the now traditional last weekend of February and a slightly cut-down State Pointscore.

Your management committee has decided to bring us into line with most other sporting organisations and with requirements of the Yachting Association of NSW. Next season ALL sailors participating in events run by this association must be at least Associate Members (but one on-board must still be a Full Member) and all must be a YA member. You receive YA membership through your sailing club and an association membership form is included.

Please remember that your committee is always open to suggestions and comment from you and would welcome your input. Our contact details are listed in this newsletter. I hope your winter maintenance is going well - next season is almost here!

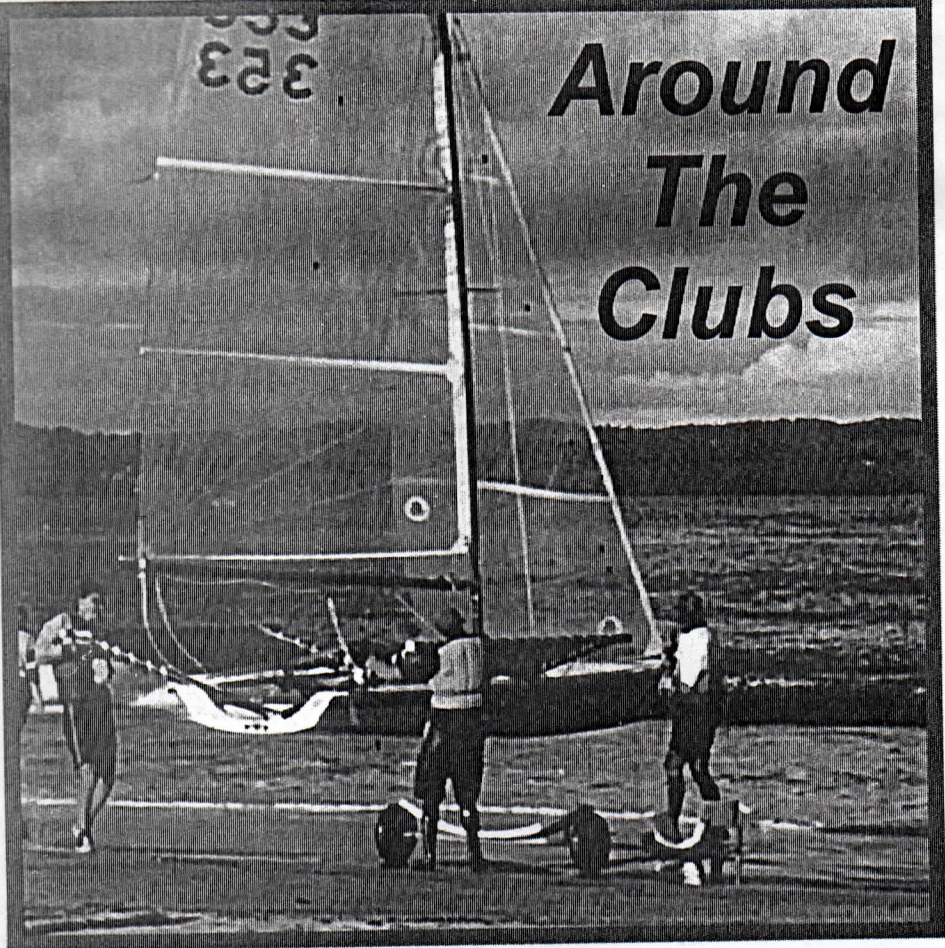
Grant Hudson

### ***The Final Word:-***

If you don't start off with a boat that is capable of winning -  
you'll never win.

*-Davis Adams*

# ***Around The Clubs***



## ***Sydney Flying Squadron - Richie Richards***

The squaddie's season ended with the two regulars taking most of the loot, proving you have to be in it to win it. Fire Stopping with Damon and James on board had a good start to the season taking out the Spring Championship. They had to work hard to stay ahead of their old boat 222, Crash'n'Bum and new comers to harbour sailing Big Blue (starting off in a borrowed boat) who came second and third. On handicap Fire Stopping managed to edge out the Fujitsu team of Grant and Brett who were getting their new boat going.



As spring warmed into summer the scene changed a bit. James and Scotty deserted the fleet for a while to try their hands at an eighteen. Unfortunately, an incident with a yacht led to a premature end of that campaign for the season. It took two boats out of the fleet although Hitachi did make a few appearances with various skipper and crew combinations. The Crash and Bum team had a few visiting crews and if they hadn't slept in so much they would've been a big threat. So it was the regulars Richie and Lissa (with a few substitutes for the worker) on Swing Shift first with the other frequent flyers Grant and Brett on Fujitsu second. After joining the fleet again FireStopping came in third with James and Jacob. James steered in one race to show us what brotherly love was all about and did a great job. Perhaps he should stay up the front! On the handicap scene it was those red boats again - Swing Shift, Fijitsu and Fire Stopping.

Over the season Fire Stopping ended up taking out the club championship just ahead of Swing Shift and Fijitsu third. Again it was the same red boats on handicap. Watch out for next year as the competition promises to be tougher with some new faces. We will all be watching Flo next year, as Abby is promising to be around more often. Her surprise visits this season were frightening enough.



The Sydney Harbour Skiff marathon was on the 11th of April and was as always a great event. Unfortunately for the B14 fleet the wind was a bit light so the other skiffs went for big rigs. Even so Tony and Doug on the green Social Menace from the new B14 fleet on the Pittwater gave them all something to worry about. In their first sail

on the harbour they led at the first mark and held off the competition for as long as possible to finish in seventh spot. The event was taken out by the eighteen Austar followed by a few twelves and fourteens before the Menace. Then a few more skiffs before the rest of us shuffled home. Watch out for this event next year - it will be HUGE!

## **Gosford SC** - *Gareth Wells*

The B14's had 10 or more boats turning out each week for great racing throughout the season. The excellent turn out of boats provided good spirited and competitive club racing which probably had a lot to do with the club's success at the B14 National and State regattas this year.

### **REGATTA RACING**

At a national level the Gosford fleet proved to be a force to be reckoned with, many of our boats achieved high placings at different stages of the regatta at Toronto, Lake Macquarie. It was however, the dual between Paul Hansen/James Ellis aboard Priority 1 and Geoff Jakins/Phil Thuaux aboard Basic Instinct that was the highlight of the regatta. The final result came down to the last race with Priority 1(1st) getting the better of Basic Instinct (2nd) and better still making it a one/two finish for Gosford sailing club. Brian Pike/Marc Gunasinghe on Good Gear Clothing (10th) and Brad Favelle/Cameron Fawcett on Wacky Racer (11th) were fast in the light stuff with Dave Turner/Ben Connell on Eastwind Sails (8th) and Peter Ray/Gareth Wells on Peter Ray Plumbing (5th) fast in the fresher conditions. Peter Ray Plumbing wrapped up 1st place on handicap.

The States were held at Batemans Bay in light winds and big swells. Once again it was the Gosford crew of Paul Hansen/James Ellis on Priority 1 who were victorious with Geoff/Phil on Basic Instinct in 4th position. Paul and James outclassed their rivals and



were always the boat to beat.

In the State Pointscore Travelling Trophy it was Geoff Jakins/Phil Thuaux on Basic Instinct victors with Brett Ball/Phil Frances on Good Question in 3rd, Craig Rowe/Cindy Parker on Batteries Not Included in 4th making it a whitewash for the Gosford B14's.

## CLUB RACING

After sorting out the courses, introducing the two race format, coming to grips with Bob's flying trapeze act, steering the "Plumbers" away from the dreaded Point Frederick, deciding who gave best ballast up front of "Good Gear" and toying with the new sail plans, the club racing season ran fairly smoothly and for the most part was sailed in ideal conditions.

The Club Championship was easily won by Paul Hansen/Various crew with Kevin Phillips/Alex Burl on Bondi Tram (2nd) ahead of Geoff Jakins/Phil Thuaux on Basic Instinct (3rd). Kevin's result was a particularly good one in his first season aboard the B14's. Good Gear Clothing (4th) and Wacky Racer - Alias "The Insects" (5th) were always menacing. The Season Pointscore was taken out by Brett Ball/Phil Francies on Good Question despite sailing a new look NE course in the last race. Priority 1 was 2nd, Bondi Tram 3rd, Wacky Racer 4th and Basic Instinct 5th. Brett & Phil's result was welcomed by all and well deserved. Wacky Racer sailed by Brad Favelle/Cameron Fawcett were the big improvers of the season getting faster and faster as the year progressed, they will be right up there next year.

WELL DONE TO ALL FOR CONTRIBUTING TO A GREAT SEASON  
AND LET'S LOOK FORWARD TO AN EVEN BETTER ONE NEXT  
YEAR !!!!

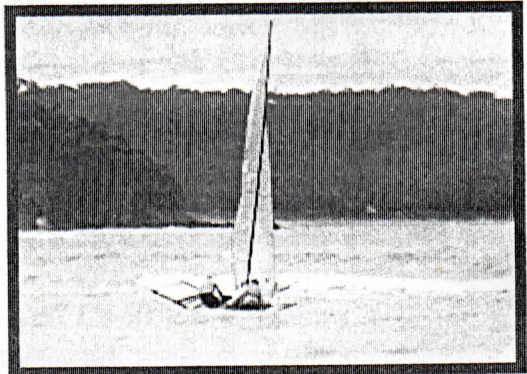
# *What's happening* *Overseas?*

> From: Fells, Tim <tfells@uk.att.com>  
> To: Geoff & Sophie Jakins <jordell@coastal.net.au>  
Geoff

Thought it was about time I gave you the latest status on our organisation for Worlds and Titles. Currently, we are planning on 3 containers of 9 boats and interest continues to grow so there is an outside possibility of a fourth container. I would expect 20-25 boats to do the Aus titles at Gosford. We are negotiating with the shipping companies to manage the land transport from Port to Gosford to Squadron to Port. Our challenge is that communication with the land transport agents in Oz is through the sea shipping agents which is very convoluted and it is very difficult to lock down on details and costings. It would be really helpful if someone your end could be volunteered to help us by talking directly to the land transport people. Can you suggest someone? I have copied Matt Snedker and Steve Fisher who are organising the transport on our side.

Also, can you suggest contacts for arranging accommodation for the Gosford event. Ideally we would need either self catering or bed and breakfast accommodation. In total (sailors plus support) we have around 50-60 visitors. Are there any local agencies that can help?

> Best regards  
> Tim  
> TIM FELLS  
> +44 171 746 4246  
> +44 468 493173 (Mobile)





# ≡≡≡ State Pointscore Results ≡≡≡

BOAT NAME	SKIPPER	CREW	TOTAL
BASIC INSTINCT	GEOFF JAKINS	PHILL THUAUX	10.00
SWING SHIFT	RICHIE RICHARDS	LISAMcMILLAN	10.67
GOOD QUESTION	BRETT BALL	PHILL FRANCIS	18.00
BATTERIES NOT INCLUDED	CRAIG ROWE	CINDYPARKER	19.08
FUJITSU PCs & PRINTERS	GRANT HUDSON	BRETT WALKER	21.25
PRIORITY 1	PAULHANSEN	GRANT WARD	23.00



Geoff Jakins - Winner State Pointscore

# ≡≡≡ Know Your Rules ≡≡≡

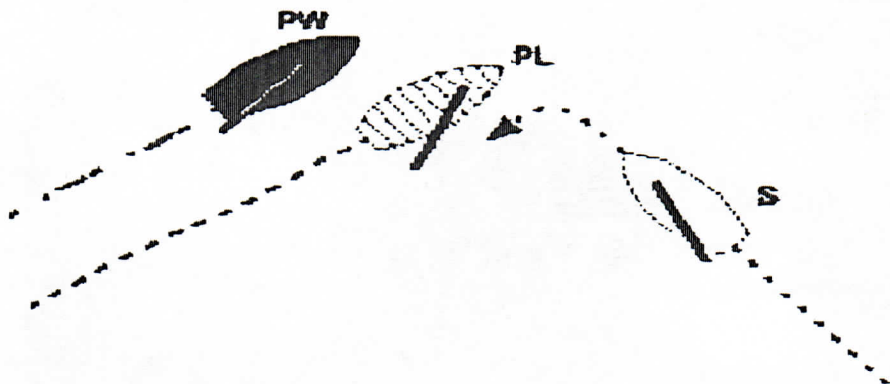
The ISAF rules are backed by case law. If you're ever in a protest you may be able to find a case and apply it to your situation. If your case is exactly the same you're almost certainly going to win! Have a look at Case 3 below. Would you have ruled this way if you were on the protest committee?

Rule 19.1,  
Room to  
Tack at an  
Obstruction

Wind



Rule 64.1(b),  
Penalties and  
Exoneration



## *Summary of the Facts*

S hailed PL as the two dinghies approached each other on collision courses. PL then twice hailed 'water for starboard boat', but PW did not respond. PL hailed a third time, and PW then began to tack but S, now within three feet (1m) of PL, had to bear away sharply to avoid a collision. PW retired and S protested PL under rule 10. **The protest committee disqualified PL** observing that, not having had a timely response from PW, she should have used her right to luff and forced PW to tack.



***PL appealed, claiming that:***

1. she had no right to force PW onto the opposite tack;
2. even with both of them head to wind, S would still have had to change course to avoid a collision; and
3. she had foreseen the development and had hailed PW in ample time.

***Decision***

**Appeal upheld.** Having hailed three times, PL was entitled to expect that PW would respond and give her room to tack. She was not obliged to anticipate PW's failure to comply with rule 19.1 or to bear away below the obstruction S. PL is exonerated as the innocent victim of another boat's breach of a rule, under the provisions of rule 64.1(b).

A leeward port-tack boat, hailing for room to tack when faced with an oncoming starboard-tack boat, an obstruction, is not required to anticipate that the windward boat will fail to comply with her obligation to tack promptly, or otherwise provide room, nor is the leeward boat obliged to bear away below the stern of the starboard-tack boat.

ISAF Racing Rules Cases

## ***Weight - Weight - Weight***

It's winter time and that means it's time for you to examine your whole outfit to see if you're carrying any excess baggage. Olympic gold medalist and F.D. world champ, John Oakley, suggests you might look in the following areas to save all up weight.

Ed.

In planning to get the all-up weight down a few points worth remembering are:

1. Keep the centreboard and rudder blade as strong and light as possible. The difference between a light and heavy centreboard can be as much as eleven or twelve pounds.
2. The rudder blade, rudder assembly, tiller and tiller extension are frequent culprits.
3. The mast should be the minimum weight allowed by class rules and special attention should be given to the boom and spinnaker boom.
4. The sails you cannot do much about except to make sure they are not made up of excessively heavy cloth.
5. All the cordage in the boat should be kept to a minimum. When choosing the type of rope that you intend using it is worth getting samples from different manufacturers, weighing them in a dry condition, and then leaving them in water for twenty-four hours. Weigh them again and you will see the extent of soakage that occurs. I find that in this respect sixteen-plait terylene rope is far superior to the eight-plait version.
6. In many classes the rigging is not calculated in the weight of the mast, and careful attention should be paid to the size of the wire and also the length. The majority of halyards on small keel boats and dinghies can be shortened by at least two or three feet. If everybody could be persuaded to bring halyards directly down on to the cleat rather than down through a sheave cage at the base of the mast and up, it would save at least half a pound and do away with the sheave cage.
7. Spreaders should be carefully studied, they must be made up of aluminium and not of stainless steel. To get the necessary strength they may well have to be of an aerofoil section.



8. Paddles should be left ashore, unless the class rules state otherwise, if so they should be very small and light.
9. Anchors would naturally be down to the minimum weight, but why bother to carry an anchor line. Once the mainsail and jib are up and the wire on the halyard attached directly to some hook or tension lever there is no reason why the tail rope of the halyards should not be removed, joined together and used as the anchor line. This will keep the base of the mast neat and solves the problem of the additional weight of an anchor line.
10. A careful check on the battens should be made, it may be possible to make them lighter by using a different type of wood or even to thin them down.
11. All shackles should be carefully checked to see whether smaller ones can be used.
12. If you are using winches, are they the lightest on the market?
13. What about the mainsheet blocks, spinnaker blocks, etc., are there lighter ones available?
14. Bottlescrews, get rid of them and use link plates.
15. Can the weight of your spinnaker bags be reduced?
16. Are there small bits and pieces from previous years which are not now used that can be removed?
17. Keep the bailer and sponge up underneath the deck where they can stay dry (if you are wondering why, try weighing a wet sponge).
18. Have some means of keeping your spinnaker dry, not only is a wet spinnaker hard to haul up but think of its weight!
19. What about the burgee, small and light?

I hope that these points may help as a check list on your own boat. If you really go to town on all the points mentioned you may well reduce the all-up weight considerably. Try weighing the boat before you start and then with all the items of gear you would use if going afloat. To show you to what lengths some people will go to reduce weight in the boat, Mario Capio of Italy drilled out the centres of all the bolts holding fittings on his Flying Dutchman, and not content with that he proceeded to put four or five holes in each of the nuts! You may well say this is going too far but . . . !

# Free Ads

## *For Sale*

100 Best offer accepted

Black/ white hull  
single set of sails,  
some work needed  
on cockpit floor

Murray Glase

W: 02 9251 6911

H: 02 9880 2654

157 Good Question

\$5800

Grey and white boat  
excellent condition.

Beach trolley, new  
stutts and bow ring.

Trailer

Brett Ball

4329 1411

0418 437 646

150 Living

Colour

\$4500

Multi coloured  
hull newsails

Robert Roberts

on

02 4325 0228

0414 419 832

103 Swing Shift

\$5500

Red hull/white  
yellow deck 2

sets of sails

trailer

Richie Reynolds

02 9550 0565

***For more information or a test sail contact Jeff Keane***

***H:(02)9526-7005***

***W:(02) 9556-3733***

***M:0411 860 058***

***Geoff Jakins H: (02) 43 220 551***

***M: 0411 427 475***



269 Priority 1  
\$6500

Current Aust. & State  
Champion  
1998/99.

1 main, 2 jibs  
(1 new), 2 spinnakers.  
Very original boat  
in excellent condition,  
an extra \$300 with trailer

Contact Paul Hansen

W (02) 4389 8266

H (02) 4388 6465

183 No Name  
\$5000

Green on white  
deck,  
white hull sails  
and spars  
in good  
condition.

S/Steel beach  
trailer

Damon Stova

07 4939 8935

102 - White Pointer  
**\$4000ono**

White hull /  
Grey deck, looks a  
bit untidy, 4 kites 2  
jibs new spars &  
rudder

Glenn Smith

0417 481 690

H: (02) 9523-6993

324 No Name  
\$6800

Red & white  
hull/white deck.  
Sailed 20 times.

1 set of sails & foils  
1 spare spinnaker.  
Beach trolley no  
trailer.

Sam Williams

W 9248 4287

M 0411 647 123

299 Basic Instinct  
\$6400ono

Current Aust. Runner  
up 1998/99.

Full set of new sails.  
Excellent condition.  
With trailer

Contact Geoff Jakins

W 0411 427 475

H 02 4322 0551



# ≡ **AGM** (Highlights) ≡

## **President**

**The president made an appeal for all members to look for World Championship sponsors. The Nationals and Worlds will be expensive and any sources of sponsorship will be welcomed.**

## **Treasurer**

**The treasurer reported that membership had been static. There were 10 new boats on the water but the old ones were no longer sailing and we had lost contact with some.**

## **General Business**

- **There was a discussion about new sails and measurements.**
- **The number of new sails per season rule has been abandoned for the moment. Jeff Keane will develop a new rule after the World Championships.**
- **There will no longer be an entry fee for the State Pointscore. Free entry will be one of the benefits of joining the association.**
- **The Race Secretary listened to comments from the membership about aspects of the State Pointscore. He plans to take these ideas in account when organising the race program.**