

DECEMBER 2005

Wingflap



Countdown to the World Championships

Letter from your President

It's not all hard work!!

Even before the Nationals and Worlds begin, the socialising will get under way. First up is the New Year's Eve Toga Party at the Woollahra Sailing Club. BYO drinks with a harbour view and plenty of fireworks.

The Nationals will kick off with a welcome party, and after racing each day there will be an informal gathering of mad B14ers looking for a good time. Come to think of it, when did you ever see a formal gathering of B14ers? The plan is to have videos of the day's activity on the Club's new plasma screen in the café.

The Nationals' Presentation Function will probably wrap up just in time for the Worlds' Welcome BBQ.

The Luffmans are planning to lead excursions to various hotels and other places of disrepute on other evenings.

The Worlds will wrap up with a Presentation at WSC, followed by the piece de resistance: an evening buffet cruise on Sydney Harbour. There will be a bar selling drinks on board, so if you're under 18 you need to have a guardian along for the ride. Numbers are limited, so book now if you want additional tickets for friends or family or the person you just met at the bar with the Luffmans (\$55 a head).

Inside

Calendar - stick it on your fridge!

Reports - Port Stephens

UK report for North Sails

Boats for Sale

Member Profiles - B-Sting

port stephens - the travellers saga continues



Eden. B14s started with the 505s, which made for some interesting tussles on the start line.

Saturday was amazing – flat water, steady breeze, and no traffic – and terrific flat out boatspeed type racing, the kind that invokes wobbly leg syndrome because you just had to stay on one tack for so long.

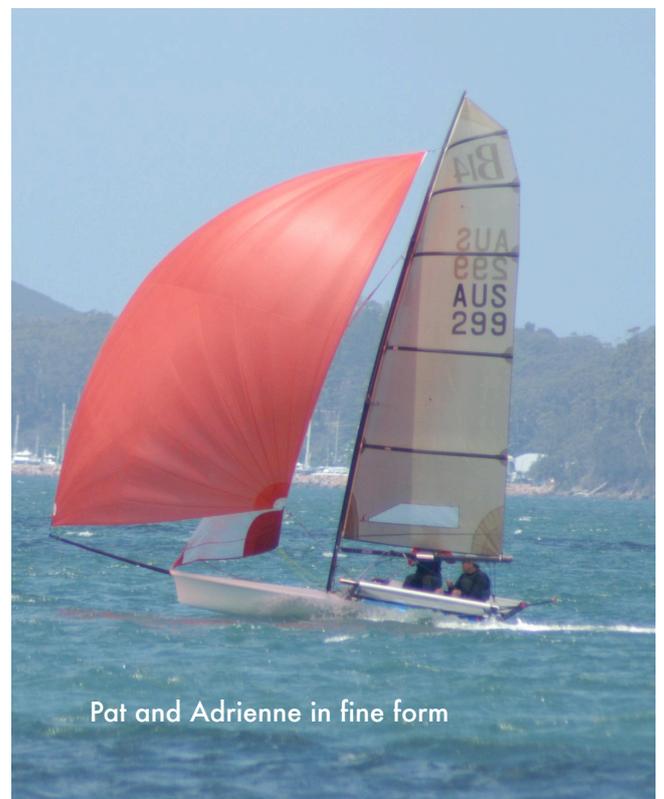
The Plumbers, who haven't sailed since the State Championships, took off and led for most of the first race, extending their lead the whole way. Marty and super-sub crew Kieran came from dead last through impressive starting techniques to come second.



Second race The Nude had a terrific start close to the boat, headed to the beach early and led the whole race, followed closely by the Plumbers who ended up third. Scott and Cameron Kennedy in Octopussy showed some terrific speed, coming up to second through the fleet.

There was a fabulous turnout for Round 3 of the Travellers Trophy, held at the Port Stephens Sailing and Aquatic Club as part of their very popular Annual Regatta.

Nine B14s gathered at Soldiers Point, (a feat in itself after broken down cars and trailers stranded a few boats en route) with boats from Sydney, Pittwater and





The B-Sting Boys: Dennis and Daniel Watson woo-hoo

Great dinner at the Bowling Club – clearly the local hotspot, the place was jammed and we had to fight for our tables. We passed on the Grease theme show. Unfortunately Richie and Lissa, whose 10th anniversary it was, were keeping the old Falcon company by the side of the road near a dead kangaroo so couldn't join us.

Sunday – after some wind and rain overnight, we had a southerly of about 10-15kts. It was a shifty and up/down pressure kind of day, with the odd gust and hole, which made for more strategic racing. Hunt Leather led round the top mark and then clearly went the wrong way with a gybe set. The Plumbers, with a bear away set, took off in a gust and were never headed.





Last race of the weekend – Hunt Leather led round the first two laps then made a startling backwards capsize, letting the Plumbers, the Nude, and Chris Bibby and Drew Malcolm in Thrills ‘n’ Spills through. Plumbers took out the regatta in style (see below - photo doesn’t do justice to the glowing new blue wing tubes), winning three out of four races.

With that kind of training schedule (none) planned for the leadup to the Bethwaite series, they will be hard to beat. Gareth’s new bionic knee could be the secret weapon.



MORE FABULOUS PHOTOS BY MARK WATSON FROM THE PORT STEPHENS LEG OF THE TRAVELLERS TROPHY AT <http://users.tpg.com.au/adslh9m8/watfam/virtual-album/Sailing/>

TRAVELLERS TROPHY STANDINGS

	Jervis Bay	BYRA	Port Stephens	Eden	Batemans Bay	BYRA Marathon	Total
The Nude	1	3	2				6
B-Sting	3	8	8				19
Thrills and Spills	2	15	4				21
Octopussy	15	4	6				25
Hurricane	15	5	7				27
Nerd Work	15	11	3				29
Bang Bang	15	1	15				31
The Plumbers	15	15	1				31
Evil Empire	15	2	15				32
Gretel 3	15	15	5				35
Rock Lobster	15	6	15				36
Satisfaction	15	7	15				37
Living Colour	15	9	15				39
Flo	15	15	9				39
DNF = No of starters in race plus one							
DNC = No of boats in series plus one							
After Eden one drop introduced. That's it!							

Olympic coach talk at WSC

B14 Coaching Talk. 25th Oct 2005 by Emmett Lazich

Theme: Race Priorities Examples via Athens2004 49er race videos.

All winds:

1. Pre-start tasks: Wind bearing, current, bias (incl gate and finish), transits, marks, wind, waves, boat setup, warm up, gear check, body check.
2. Start: Speed, time, clear air + direction. -7 to +7 seconds.
3. Speed: Basics of power control and balance. Heeling forces.
4. Clear top mark approach.
5. Know thy apparent wind direction and visual scan sectors!
6. Gate approach.
7. Communicate, not chatter.
8. Pre-agree on responsibilities.
9. Same tasks: winning or back in the fleet.
10. Body comfort: Clothes, ropes, tillers, etc.

Light Wind:

1. Line and/or course bias.
2. Up on line. Ends of line.
3. Smooth!
4. More energy return from tacks and gybes.
5. Strategy = evolving and essential.
6. Edges of course downwind. Fleet effects on true wind.

Medium winds:

1. Start: Maximum VMG ASAP. Get up the course. No fighting.
2. Pre-start handling control.
3. Timing for a bail-out move (gybe away or break line).
4. Simple strategy but keep checking it.
5. Be fast through the water, upwind and downwind.
6. Quicker handling: Tacks, sets, gybes and drops.
7. Less tacks and gybes.
8. Laylines!

Heavy Winds:

1. Search for upwind speed. Avoid the trouble.
2. Downwind laylines.
3. Stay smooth: Still all about weight and timing.
4. Two sail reaching skills..

B14 MEMBER PROFILES AUS 668

Name Dennis Watson

Nickname(s) German Porn Star

Crew or skipper? Skipper

Why are you sailing a B14 and when did you start?

For a challenge (and it is), this is my first season in B14s.

Your best sailing experience?

Sailing offshore in an 11-foot dinghy (Flying 11) next to dolphins.

Favourite website?

Any with good sailing photos.

Do you have any superstitions on the boat?

Don't laugh at capsized boats – it might then happen to you.

Do you have any pets? Two hermit crabs

Your worst sailing experience?

Sailing in the middle of Pittwater Mum on board and with the bungs still on the beach. Oops.

Favourite thing about the B14?

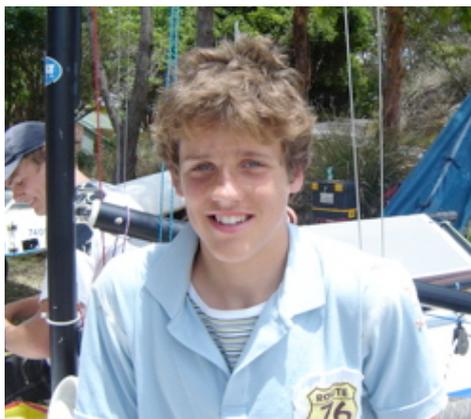
The exhilarating ride and all the little admirers.

Least favourite thing about the B14?

Cleaning bits of Manly Junior off the bow after a 20-knot race.

What will you wear to the B14 World Championship Prizegiving?

Standard issue German Porn Star outfit – tight pants and retro 80s top.



Name Daniel Watson



Nickname(s)
Watto

Crew or skipper?
Crew

Why are you sailing a B14 and when did you start?

Because it's the only boat to fit our weight range that we know of sailing on Pittwater. Started this year.

Your best sailing experience?

First sail on a B14 after putting around on a Spiral.

Favourite website?

www.bom.gov.au and www.b14.org

Do you have any superstitions on the boat?

Yeh. The boat's name is B-Sting. While sailing we find bees in the boat and my sister was stung by one after sitting down next to the boat and touching its proboscis.

Do you have any pets?

No, unless younger sisters count.

Your worst sailing experience?

Flying through the main after a fast reach prior to a race.

Favourite thing about the B14?

The speeds it gets to under kite. Then sailing over MJ sailors who look up and mutter "Holy sheet".

Least favourite thing about the B14?

All the attention and questions you get when all you want to do is rig the boat.

What will you wear to the B14 World Championship Prizegiving?

Jeans and T-shirt.

Trials of a Traveller by Lissa McMillan

The day started well. Richie's plane home from the Solomon Islands was only slightly delayed, and we made good time to the Club to pick up the trailer with *The Nude* and Sophie and Andy's new beast, *Hunt Leather*. Not long after 9am we were away, heading for Soldiers Point and one of our favourite Travellers' Series Regattas at Port Stephens.

Just before Newcastle we stopped to change drivers and have a loo break. I had been worried about how the car would go, given I'd had to take it to the mechanics twice in the two and a half weeks that Richie had been overseas. Foolishly tempting fate, Richie said, "The car's been running well." His view was that it only played up when he was away. WRONG! I had not driven 30 metres from the toilet block, and was concerned there was a red light on the dash.

"I don't think that's too important," Richie said hopefully. "It looks like a thermometer," I said as I turned down the off ramp. "Actually, you'd better pull over, the temperature gauge is quite high," Richie admitted. Quite high indeed! As I pulled over, steam started pouring out from under the bonnet, and all the coolant rushed out all over the road.

It was 11am. We poured lots of water into the radiator and rang the NRMA. A 2 hour wait, they said. Don't bother, thanks, we'll miss the race at that rate. We rang Sophie, to tell her of our shared dilemma. "Andy's on his way in Kieran's car," she cried, flying into organisation mode. (Sophie and Andy were travelling in Sophie's mum's car, which didn't have a towbar).

We took the trailer off the car, managed to get the car back into the carpark we'd just left, and took out all the bags and gear we thought we'd need for the weekend, being mindful that we wouldn't be able to fit much in the ute. We were right. Don't get me wrong, the bags fitted OK. But after the cheering had subsided after Andy roared up like a white knight on his steed, and we piled into the front (and only) seat, I found there was a shortage of leg space in the middle and most of that was taken up by the gear stick. Now my legs are not the longest, but I still had to wrap them up onto the dashboard on the passenger side. Andy apologised in advance for anything untoward that may accidentally occur, and we tentatively set off.



We were reckoning we might get there with 20 minutes to spare when Sophie rang with the news that the start had been pushed back to 2pm, due to some missing Lasers. Well the Lasers never turned up, but we managed to get to the start comfortably. Paul Schultz and Mark Woods were not so lucky. Their borrowed trailer got as far as Berowra (not Brewarrina, as I told the race officials in my excitement. They were very impressed with B14 enthusiasm to travel so far for regattas) before the bearings went. They got to Port Stephens before the race, but didn't quite get the rigging done before race 1. A sterling effort though!

After the race, Richie announced he would head back to get the car. I did not understand why we would want to bring a dodgy vehicle further away from Sydney while there was drinking and eating with a bunch of B14ers at the Bowlo. But it was clear that Richie didn't want to leave his car alone overnight (although he'd happily left me alone for the previous two and a half weeks!). I decided he was jetlagged, and shouldn't be left alone given there was so little phone coverage along the road. Peter Ray kindly dropped us off at the car as he headed home for the night.

The car started perfectly. It ran well for nearly five minutes. But then the temperature gauge stick started wrapping around the "H", and we pulled over just after the turn off to Tomago. The radiator was boiling like a jug, and the engine and I were both steaming.

The NRMA was pretty quick. The guy got to us half an hour after we made the call. However, he quickly decided we needed to be towed to Raymond Terrace. The tow truck would be an hour or so. He drove off. "What a nice sunset," Richie exclaimed, trying to distract me from killing him. It was after 8pm, and it was looking less and less likely that we would get to eat and drink with our friends. Then I became disturbed once again by something that I'd been noticing for that past hour. "What IS that terrible smell?" I looked around, and followed the swarms of flies to a rotting roo carcass, just two metres from our back tyre. And the mossies were starting to bite.

"Happy tenth anniversary, darling," Richie said. Just like that. And I realised he was right.

It got better from that point. For a start, we laughed a lot (probably hunger-induced hysteria). We rolled the car back a bit from Skippy, and the smell and the flies eased. The tow truck driver was a nice guy and he got us to Raymond Terrace just after 9pm. And Andy did the White Knight thing AGAIN and came and picked us up. And this time it was in the Beemer, which had a tiny bit more leg room (no offence meant by this, Kieran!). By the time we got back to Soldiers Point just after 10pm, the Bowlo had stopped serving. But Betty Hunt had the most superb tomato tart that we hoed into. And I managed to buy a \$10.50 bottle of bubbles. Even Richie had half a glass to celebrate our anniversary.

I couldn't think of a better way to celebrate 10 years of my life with Richie Reynolds.



PS: That last sentence is not actually true, but at least it was memorable.

PPS: We managed to get the car back to Sydney on Monday night after spending an enjoyable day in Raymond Terrace (you should try it some day!) while the radiator was flushed out. Richie thinks his car will be very reliable from now on!

PPPS: Thanks to Sophie Hunt, Andy Payne, Betty Hunt, Kieran Livermore, Peter Ray, Mark, Daniel and Dennis Watson, and any one else who drove us somewhere or fed us or helped us out in general.

North Sails Article by Matt Searle, UK National B14 Champion Skipper

2005 has been a challenging and exciting season for us in B14 773. The fleet has seen a significant change in the rig set up due to the official introduction of the carbon mast earlier this year. Work first began on a carbon mast over 3 years ago however it has only really been within the last 14 months that the development has been on fast forward. The aims outlined at the world council meeting in 2004 were to identify a production carbon rig that would offer a good weight saving over the alloy rig whilst improving reliability and consistency in rig performance. With two main fleets worldwide to consider then we had our work cut out to develop a rig that offered good performance over a large crew weight range and one that did not obsolete all current sail shapes. Initial work started with two suppliers, CST composites from Australia and Proctor in the UK. After much debate it was decided to focus on one supplier world wide in order to further strengthen the B14 as a one design racing dinghy.

CST composites were able to work closely with key sailors in the UK and Australia to optimise the rig's bend characteristics to the B14. As I had offered to project manage the introduction of the new rig then myself and Andy became heavily involved in the bend characteristics development here in the UK. Finally after revision 5 of the rig we arrived at a solution that gave a good consistent bend not too dissimilar to the alloy mast but that offered good gust response yet plenty of power. Throughout this development we used the North Lake Garda main and jib configuration. These sails performed remarkably well

through all of the revisions and proved to offer excellent flexibility. Initially boat speed looked great when we married the final prototype mast with the LG main and so the decision was to leave the sails as they were and see how we got on.



GBR 773 in the B14 nationals at Paignton

Unfortunately our early season did not go so well! We put a brand new ship on the water in April this year which coincided with the final stages of the rig development. The first event was written off by a spreader breakage on the prototype mast. In the next event we had a collision that wounded our pride! The event following we managed to break the prototype mast by sticking it in the mud at Whistable. For-

tunately the production rig was ready and waiting for us at Ovington. From here our luck changed and we haven't looked back. With a couple of weeks practice B14 773 won the lee on solent open and was showing fierce pace upwind, particularly in the upper wind range. We then went on to win the Europeans by a whisker at Weymouth and finally the Nationals in Paignton with a race to spare.

Overall we have found that the North LG main and jib with the new CST rig offers fantastic flexibility and pace in all conditions. Light and heavy sailors have been competing at the front of the fleet and the racing is very exciting. With over 10 carbon masts on the water now the fleet is in great shape. Now we are looking forward to the worlds in Sydney in January 2005 where we will line up with other B's sporting the CST rig. It's here that boatspeed and sailing skill will really be put the test and needless to say we cant wait!

B14 PROVISIONAL NSW SAILING CALENDAR 2005/06

Club Racing: SUNDAYS AT Woollahra Sailing Club and BYRA
 Woollahra SC events calendar and club weather station info available at
www.woollahrasailingclub.org.au

Date	Venue	Event	Status
10-11 December	Woollahra SC	Bethwaite Skiff Series	It was great!
17-18 December	Pittwater??	(No club racing at WSC because of SIRS, some informal training planned, possibly on Pittwater)	contact Richie!
3, 5-6 January	Woollahra SC	National Championships	
7-13 January	Woollahra SC	B14 World Championships	
21-22 January	Woollahra SC	Bethwaite Skiff Series	
26th January	Woollahra SC	Australia Day Regatta	
11-12 February	Eden Regatta	Travellers Trophy	
16th April	TBC	Easter Regatta	TBC
22-23 April	Batemans Bay SC	Batemans Bay Regatta, NSW STATES, Travellers Trophy	
30th April	BYRA	BYRA Marathon, Travellers Trophy	

**B14 WEBSITE STILL TO BE RENEWED -
WATCH THIS SPACE, THE NEW WEBSITE
REALLY IS COMING SOON?!!**

BOATS FOR SALE

AUS 356

comes with double boat trailer.on gal trolley,
2 sets of wings 1set brand new.
2 masts 1carbon set up by rob brewer.
2 rudder systems 1 brand new 29er style rudder box and
blade new this season.
2 centre boards 1new blade by dolly
2 sets sails but only one kite.
various new sheets and pulleys.
asking \$10,500 for the lot.
would like to sell as soon as possible
mstotts@bigpond.com

AUS 103 - for sale by Woollahra Sailing Club \$1500, see the
www.b14.org message board for more details

B14 for sail 359 on the edge (ex Epic) Kulmar epoxy boat
only few built , Hull great very stiff good condition , 3 kites
,2 jibs 2 mains , one set of brewers only 9 races old carbon
centre board and dagger rudder , 29 rudder box , carbon
tiller exections , beach trolley , stiff wings , very well set up
boat , very fast and good results . \$ 11 500 one
m.pearce10@bigpond.com.au

Boat No 200 full set of sails, SS trolley and road trailer
ready to race, my contact No is 0411751896 I'm from Cronulla
Price \$4000.00ono Boat must sell. Gavin Mead
sscdevelopments@ozemail.com.au

AUS 373 Nerd work

Available after the worlds
The whole box and dice
Carbon mast, Boat/mast/foil covers.
Immaculately prepared. martinsj@tpg.com.au

**ANY MORE BOATS TO SELL OR BUY? CHECK OUT
OR POST ON THE AUSTRALIAN MESSAGE BOARD
ON THE B14 WEBSITE AT WWW.B14.ORG**

Boats for Sale:

The Diamond

Cheap way of doing the
"worlds" in Australia
Aus 155 "The Diamond"
\$6,500.. Re-built for the 2003
worlds including new mast,
centerboard and case, boom
and kite pole, including new
29er rudder box, new glass
rudder, new square transom
bar, lightweight glass tiller
extensions, new halyards and
new Walker Sails kite bag
(your crew will love it!). Also
comes with heavy duty alu-
minium beach dolly with deep
chocks and 190mm wide
wheels, huge registered box
trailer (spare wheel and re-
cently re-wired with new lights
and all), full boat cover, mast
cover, spare rudder & box
and a spare set of sails. Sadly
we are having to sell as we
are moving interstate and they
have no B14's there.
Ben Calder 0425 333 543

