



Wing Flap

Newsletter of the B14 Class Association of New South Wales

43 Wentworth Street
Dolans Bay NSW 2229

OFF TO A SLOW START.

The Sailing season is now 2 months young. It's time that all B14's were on the water on a weekly basis. If you haven't hit the water by now then you had better dust off the cobwebs and prepare the excuses. If there is a problem getting a skipper or crew for your boat then contact Grant (Have I got a skipper or crew for you) Hudson on 9949-4874. Remember the National Titles are approaching soon and you should be on the water practicing by now.

Darren Dazza Bolton

Olympic Selection

The decision will be made on the 8 November as to which class would receive Olympic selection. The B14 was well represented and unfortunately looks like missing out on the selection. The 49er looks to be the boat to be selected with the B14 being selected as the development class for the 49er.

State Pointscore

The first heat of the state pointscore was held at RMYC Toronto in October. Unfortunately Mother Nature didn't exactly turn on a great day. Those of us that made the effort to travel were greeted by a very strong and gusty Westerly, everyone except for Geoff Jakins and Glen Smith got blown off the water. After establishing a large lead over Geoff, Glen gave in to Mother Nature and graciously let Geoff pass after he decided to have a rest in the water. Thankfully the only damage sustained was a pair of tiller extensions on 290 (it took a lot of effort to break the tiller extensions so that we didn't have to finish). It was even too windy for the 'Fat Boys' boat.

Race Results for all the events will be published in the December Wing Flap.

National Titles/1st World Titles

The National Titles will be held at the SFS from the 28 December 1996 to 3 January 1997. This year we are hoping to finally reach 30 entries. We have chartered

1 boat already to a crew coming out from England and we are trying to cater for others who wish to sail in the titles.

If you do not intend to sail in the 1st B14 World Titles the association would like to know. We are looking for more boats to charter as we have had interest from several 18ft skiff sailors including current B14 National Champion and 18ft skipper David 'NOKIA' Witt, to sail in this event.

It is understood that we have secured a sponsor for the Titles details of which will be disclosed in the next newsletter.

Important Notice

Welcome to our new B14 owners,
Robert Bates with 155 who is sailing at Gosford.
James Bury with 222 who is sailing at SFS.

Good Luck & Good Sailing!

Enclosed with this news letter is your association membership forms. It is a good idea to pay your membership as soon as possible so that you are not paying large amounts of money at the National titles when you have to pay your membership and entry fees all at once.

Those members participating in the Port Jackson Cup are also required to pay fees so that you don't miss out on your hard earned prize money at the end of the series.

Also included is another National Titles Entry Form.

Jeff Keane has written a discussion paper in relation to possible changes to the B14 (see enclosed). Please read this paper as there will probably be an opportunity for a group discussion on the issues raised at the National Titles.

The next Board of Management Meeting will be held at the Sydney Flying Squadron on Thursday the 28th November 1996, commencing at 7.30pm.

Notice of Change

The contact Numbers of Darren Bolton & Jeff Keane have changed.

Darren has a new mobile no. 0411 424329.

Jeff has a new mobile no. 0411 860058.

Please make a note of these new contact numbers.

Special Item

In the last Wing Flap a request was made for those witnessing something out of the ordinary or just plain funny to forwarded your version for inclusion in the wing flap.

1. Skippers Log:- SFS - Saturday 26 October 1996.

Its a nice day, great breeze. The winds blowing at around 10-15 knots from the SE. The boats enjoy a nice start and a pleasant work from Robertson to Double Bay. Turning left at Double Bay, spinnakers raised we race off at full speed up the Harbour to Tailor Bay, This is truly a wonderful day to be sailing. We turn right at Tailor Bay and head on a nice work towards Rose Bay with the wind increasing all the time.

At Rose bay we made a fast right turn popped the chutes and headed back towards Tailor Bay, the wind is really pumping now and we're travelling at a speed some would say was crazy and out of control. My crew was heard to say, "There are a lot of yachts out here." A quick check by myself (only a quick check can be made by the skipper as they work so hard) revealed that not only was the Tailor Bay mark out of sight but the whole of Tailor Bay was out of sight due to the amount of yachts that had decided to grace the harbour with their presence on this a fine day. Deathly silence engulfed the boat as panic struck the crew. "How are we going to get through there?" squawks the crew. "Ready to gybe" I command as the skipper, "Ready" says the crew nervously. A beautiful gybe, skipper and crew hit the wing the sails fill and the B14 heads off across the harbour like a lethal projectile.

THEN IT HAPPENED. The 'Smith' Factor. I witnessed the 'Smith' Factor. Glen Smith was heading across the harbour like a missile looking, no searching for a target. Then he did it, he locked on. Not onto anything small either his target was North Shore 38 and it was making great speed down the harbour. trying to outrun this missile that was heading across the harbour. Glen had worked the angles out precisely, without even having to deviate at all within the last 300m to his target he struck this 38ft monster a blow to the port side, there was screaming and yelling as the two craft became locked together in a ugly scene. Men on the deck of this 38ft monster were running about with flailing arms and still the panic stricken yelling and screaming continued. After what seemed an eternity B14 number 102 managed to free herself and continue across the harbour. Glen keeping a watchful eye for the rest of his journey.

But it doesn't end there. We're still heading across the Harbour like a lethal projectile when my crew yells, "lookout". As a skipper I calmly reply, "Lookout for what". The crew replies, "We're not going to make it". Again I calmly answer, "We're not going to make what". The crew is in a state of panic and now screaming at the skipper, "Look out for the yacht. What are you going to do? You'd better do something." . I quickly and expertly evaluate the situation as any skipper would, whilst trying to decipher what my gibbering crew was trying to say. Which of the hundreds of yachts am I supposed to be looking out for, Why should I do anything I Don't have to.

Then suddenly from behind the spinnaker and underneath the boom I observe another one of those large ocean going monsters lurching out of the water trying desperately to get me, my crew is by now hysterical and ready to jump overboard. With my left hand I grabbed my crew, I had my mainsheet in between my teeth and very calmly as any skipper would avoided this large monster by the narrowest of margins (the bow of the yacht missed the rear of the wing by inches & the Pulpit passed over the rear of the boat). I then wanted to know what was my crews problem for I felt that at no time where we in any danger from that lurching ocean going monster as was witnessed by the fact that it never got its teeth into us.

The rest of the day passed quickly and uneventfully. Although whilst in the refreshments area of the sailing club Jeffrey Keane was approached by one very irate North Shore 38 owner looking for the owner of the B14 that ran into his beautiful new yacht.

Whilst at the SFS some 6 days later I had the pleasure of meeting the owner of the North Shore 38 (he's a member of the SFS) that had suffered as a result of the 'Glen' factor and he's still looking for you.

Name and Address withheld,

So as to save the crew embarrassment.

If you have a story to tell or would like anything else related to the B14 fraternity just send it to Darren Bolton of 43 Wentworth Street Dolans Bay, NSW. 2229. for inclusion in the Wing Flap.