

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

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October, 1999

B14 Association of NSW

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President's Report

Welcome to a new season - particularly to those sailors new to the class. This season is shaping up to being our biggest ever with our fortnight in January of Australian and World Championships. We are expecting about 30 overseas' entrants, mainly from the UK but also from France, Switzerland, Ireland and Japan. The competition will be tough but I'm confident that our top crews will match it with

the best.

We also have two weekends planned for Port Stephens this season. The club's normal November regatta plus our NSW Championship on the first weekend in March. The state executive have also decided to hold the association's AGM on the Sunday morning of the championships to make it easier for more members to attend.

I would like to remind you of two changes that have been brought in over the last 6 months. It is now mandatory for all competitors in association events to be members of a recognised B14 class association (at least 1 being a full member) and also that competitors must adhere to RRS AYF Addendum 'A' Part 2 Clause 2 (wearing personal flotation devices).

I look forward to having a safe, enjoyable, friendly and competitive season with you all.

Grant Hudson

The Final Word:-

"The art of racing is not in winning, but in winning so that the rest of the fleet are pleased you have won, and the only way they can be pleased is for you to have shown better helmsmanship than they and also shown perfect sportsmanship." - Uffa Fox

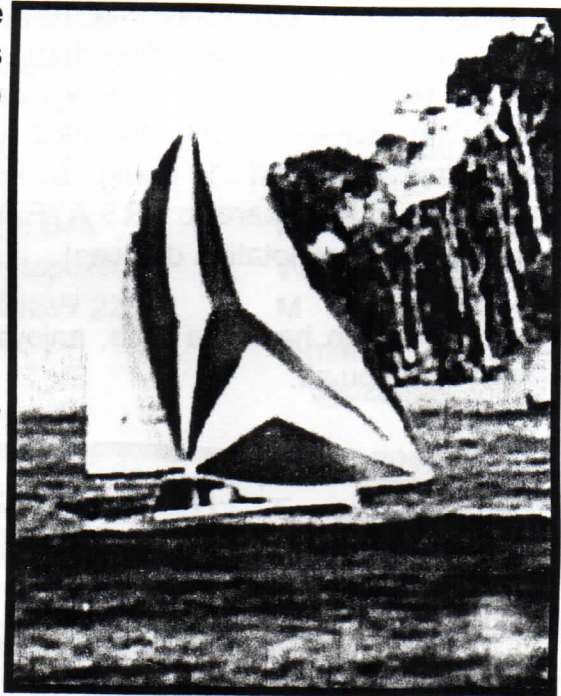
Sydney Flying Squadron - *Richie Reynolds*

Winter has been fairly quite at the squaddie, although there has been some movement as the weather warms up and the breeze increases. On occasions there have been up to three boats out practicing at the same time. With new members to the class being amongst the keenest. Chris and Duncan in the new boat 360 have been getting in some practice and had there first racing at the RPAYC winter centreboard regatta where by the last race they were getting on the pace. Julian and Chris in 183 are some other new faces that have been spending time on the water. To snag their bargain boat they drove to the Ettamogah Pub north of Brisbane and exchanged money for a boat in a dark car park, not really getting to see their new boat until the next day at Byron Bay on the way home.

Quite recently "The Nude" shared its christening with "Flo" (belatedly) to have a short and sweet maiden voyage.

Over winter the starters have completed a YA race officers course and are warming up to host the Worlds in January.

The season for the squaddie starts off with opening day on the 2nd of October (delayed due to the Olympic warm up events). Come along join in the fun and enjoy the new brightly painted clubhouse. Good fleet racing is expected with an enlarged fleet with quite a number of new faces joining the regulars. The Squaddie is the place to be this summer!



LOOK

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You'll also give Richie
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Robert Robertson

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For more information or a test sail contact

Jeff Keane

H - (02) 9526 7005

W - (02) 9556 3733

M - 0411 860 058

Geoff Jakins

M - 0414 013 964

H - 02 4322 0551

02 - White
Winter \$4000ono
White hull
Grey deck, looks
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M 0414 013 964
H 02 322 0551

Know Your Rules

ISAF rules case 76

A boat changing course to a new proper course may break rule 16. This case is particularly interesting because in effect **starboard** ends up giving way to **port** - read on! -ed.

Applicable Rules:

16 CHANGING COURSE

When a right-of-way boat changes course, she shall give the other boat room to keep clear

18 PASSING MARKS AND OBSTRUCTIONS

18.1 When this Rule Applies

Rule 18 applies at a mark or obstruction to be left on the same side when boats are about to pass it until they have passed it. However, it does not apply

(a) at a starting mark or its anchor line surrounded by navigable water from the time the boats are approaching them to start until they have passed them, or

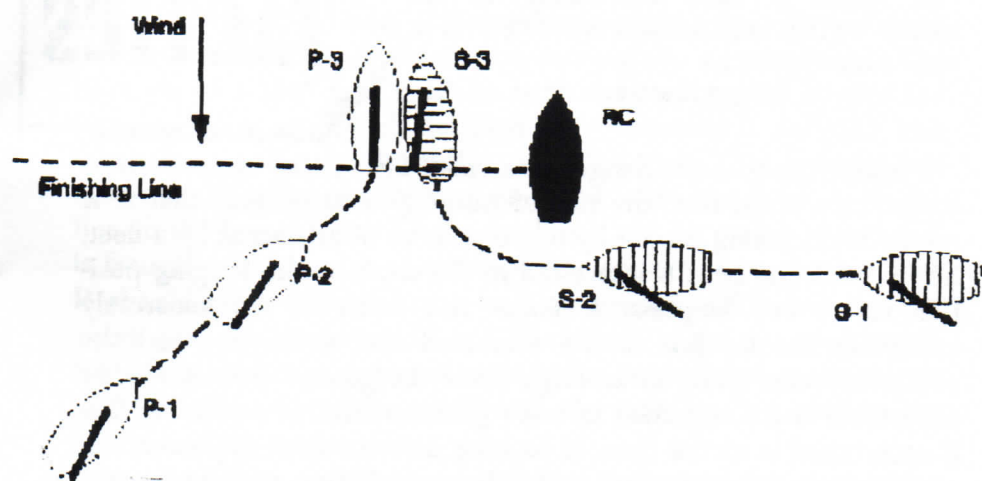
(b) between boats on opposite tacks when they are on a beat to windward or when the proper course for one of them to pass the mark or obstruction is to tack.

18.2 Giving Room; Keeping Clear

(a) When boats are overlapped before one of them reaches the two-length zone, if the outside boat has right of way she shall give the inside boat room to pass the mark or obstruction, or if the inside boat has right of way the outside boat shall keep clear. If they are still overlapped when one of them reaches the two-length zone, the outside boat's obligation continues even if the overlap is broken later. This rule does not apply if the outside boat is unable to give room when the overlap begins.

10 ON OPPOSITE TACKS

When boats are on opposite tacks, a port-tack boat shall keep clear of a starboard-tack boat



Question

S on starboard tack and P on port tack are beating to the finishing line. S has oversteered and sails free to clear the stern of the committee boat at the starboard end of the line. P can cross S clear ahead if S maintains that course, and P hails S to hold her course. As she passes the stern of the committee boat, S comes up to a close-hauled course at which point there is less than a hull length between S and P. Both then go head to wind, and they manage to avoid contact by the narrowest of margins. What rules govern the relationship between the two boats?

Answer

S is not entitled to room from P under rule 18.2(a) because, as stated in rule 18.1(b), the boats are on opposite tacks on a beat to windward. P is subject to rule 10 which requires her to keep clear of S, but S is subject to rule 16 which prohibits her from changing course without giving P room to keep clear, even when S is changing to a new proper course. In this situation when S changed course just after passing the stern of the committee boat, she did not give P enough room to keep clear. S is disqualified for breaking rule 16.

Below is an extract from Stuart Walker's book "The Tactics of Small Boat Racing" on the special tactics required when starting with a small number of boats

Happy Starting - Ed.

TACTICS

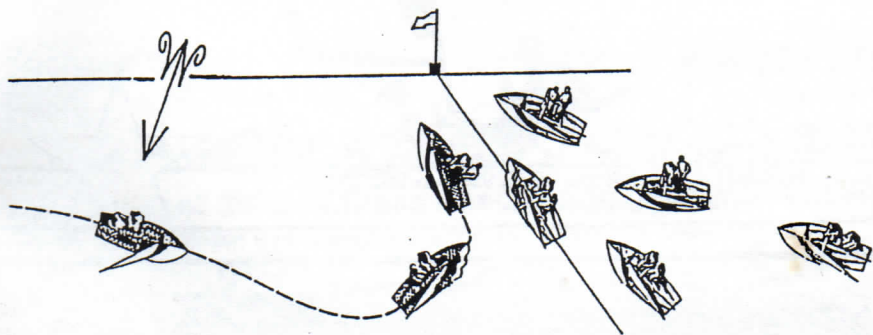
Perhaps the greatest danger in a small fleet is the temptation to barge. In a large fleet the risk of barging is so evident that it is rarely dared. Being caught by one boat is as disastrous as by a fleet, however. If one boat is interested in the capture, the barging position leaves one helpless. A major risk exists in not accurately evaluating the lay line to the windward end of the line and the course of boats along it. In large fleets the general flow is readily detectable and recognition of one's position relative to the lay line is ascertainable at the time of tacking into the final approach run even from a hundred yards away. In a small fleet the open water permits wide variation in the approach course so that the other boats become poor indicators of the safe course below the lay line. Frequently the leeward boats may sail a circular course, heading low of the lay line initially, which may lead the unwary weather boat into a trap when she attempts to slip between them and the weather mark.

Several tactical control techniques can be applied in small fleet starts that facilitate a successful start but that would be untenable in large fleets. The smaller the fleet the closer it simulates the match start in which success is determined by holding the competitor to a less advantageous start. I once watched a Snipe Class start in which the entire barging fleet (of about six boats) was trapped by a boat ahead and to leeward at the weather end. The leader luffed almost head to wind with each competitor overlapping her neighbor to leeward forced to luff responsively. When the gun went the leader bore away to clear the weather mark while each of her competitors was forced to fight her way around to leeward of her and the mark. This technique can be successful against a major portion of a group of barging boats and is most effectively applied by approaching the weather-end lay line from down the line on port, then tacking ahead and to leeward of the approaching bargers.

A modification of this same technique can be applied at any location along the line to permit tacking just ahead and to leeward of the approaching starboard tackers. When this technique is applied just before the gun and just below the line it can insure reaching the starting position ahead of the competition. The technique is

risky in large fleets or at times when the small fleet is excessively scattered, but even then, if properly timed in a hole between advancing starboard tackers, can be successfully accomplished. The duration of a 180° tack must be accurately recognized so that the tack may be completed, forward way reinitiated, and the line reached immediately thereafter with the gun. This technique is extremely effective in a leeward-end start when the reach down the line to the favored start at the mark can not be readily timed and is fraught with the risk of a competitor appearing on the lee bow. It should be possible to come in from beyond and below the leeward mark with between 10 and 20 seconds to go, to tack beneath the nearest approaching starboard tacker, to luff her as necessary, and to slip across at the mark with the gun, leading and on the lee bow of the entire fleet.

It may also be possible in a small fleet to mislead the competition (if you are considered of sufficient competence to attract their attention!) into making an inappropriate start. If the port tack is favored but the line is biased to place the leeward end farther to weather, hanging about the leeward end for the last minutes before the gun may bring the fleet down the line. Then in the last minute it may be possible to reach below the approaching fleet on port and to cross their sterns for a clear start on port. When the weather end is favored it may be possible to tack ahead of the fleet gathering on the lay line and to rush for the line as if but a few seconds remained. This may induce the competition to come rushing in astern and, while you luff to a halt, to roar past, above and below, on down the line. Twenty seconds later when the gun goes you may be all alone in the ideal position, crossing at the mark.



If in a small fleet the majority of competitors tend to barge, it may be possible to catch them and to make an ideal start by reaching up the line on port and tacking beneath the leaders a few seconds before the gun.

FORMULA ONE SAILING

15 Wentworth St
Dolans Bay, NSW 2229

DATE 1/10/1999

B14

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