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Official Newsletter of the NSW B14 Association

Affiliated with the Australian B14 Class Association and World B14 Class Association

Walters & Brewer dominate NSW Championship

The beauty of sailing on Sydney Harbour is that you can always count on her capricious nature to throw even more variables at a sport already heavily over-endowed with unpredictability. Despite the tide, breeze (& lack thereof), rain, debris, ferries, tugs, trawlers, container ships, helicopters, yachts & hangovers, (or perhaps because of these factors) Murray Walters & Rob Brewer demonstrated a level of consistency that the rest of us only dream of at the very height of our sailing slumber (read... wet dreams). Sailing "Dimension Polyant" after a long period out of the boat they won every race leaving the rest of the fleet to battle out their own regatta.

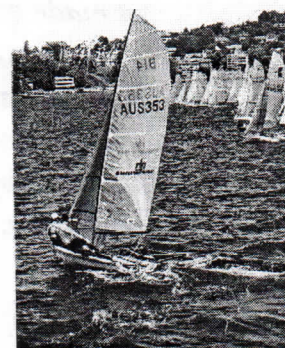
Second place went to a new

combination (of old sailors), Geoff Jakins & Gareth Wells sailing "Peter Ray Plumbing" with three 2nd place finishes on day one to establish them in a strong position to fend off the current National champions, Jake Christian & James Bury in "Firestopping". Abby Parkes & Sophie Hunt continued their good form in "Hunt Leather" (the name of their boat, not what they were wearing) to finish 2 points behind the Firestoppers.

The series was notable for the improvement & potential shown by Groove Monster, Fujitsu Hard Discs & Perry's Lease & Finance. All of these boats featured near the front of the fleet on more than one occasion sending a message that they intend to be contend-

ers in the future. With the World Titles pending later in the year the improvement shown across the fleet is encouraging. Handicap winners Emily Fewster & Keiran Livermore (Groove Monster) are expected to benefit from their prize of a coaching session with the Walters & Brewer team.

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"Dimension Polyant" Port tacks the fleet at the 2000 World titles - Sydney Harbour

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New Look State Executive Committee for NSW

Latecomers to the AGM of the NSW B14 Association were handsomely rewarded by being elected to key positions. The coveted & prestigious position of Race Secretary was eventually attained by John Perry after some tense, behind the scenes, jostling & number crunching. Julian Bolleter, who thought he had timed his run to perfection by turning up a

little bit late, was overwhelmingly ousted when JP took his seat about an hour into the meeting. When JP was spotted walking across the boat park he was hurriedly nominated and a unanimous vote arranged as his bum hit the chair.

Similar methods were used to democratically elect all office bearers who, for the most part,

retained office unopposed.

Special thanks to outgoing Race Secretary, Richie Reynolds, who has distinguished himself with his attention to detail & organisational skills over the past 3-4 years.

Equally, thanks to Barry Foster has handed over *Wingflap* after a distinguished career in publishing.

Walters & Brewer dominate...

"Not to mention the spontaneous bout of cubby house building lead by Emily Fewster"

Continued from page 1

The Sydney Flying Squadron's Social Committee did an excellent job of supporting a class already arguably over-committed to sociable regattas (if that is possible) with the Toga Night being anointed as an unqualified success and yet another B14 social highlight (as if we need more!). Not to mention the spontaneous bout of cubby house building lead by Emily Fewster who received bonus points for using materials found readily at hand (i.e. our sheets).



President's Report

"Four brave crews made the trek from Sydney ... none returned unscathed by the experience."

There's been quite a bit happen since the last Wingflap (the esteemed official organ of the NSW B14 Association). I'll try to be uncharacteristically brief.

The States. They were in March. A blur of togas and spinnakers. There's an update in this edition, which will no doubt jog our memories. Congratulations to our champions, Murray Walters and Rob Brewer.

The Sail Expo was later that month. Thanks to all those who spent time standing by B14s talking to punters, particularly Abby Parkes who did the lion's share of the organising. The Expo lead to the Try a B14 Day at Balmoral, which turned out to be a great day. It was successful in the sense that about 20 potential Wingflap readers

turned up to test-drive B14s despite dreadful conditions - rain and not much wind! But the sausages alone were worth getting out of the house for. Special thanks to Duncan Rutherford and John Perry for the organisation of this one, and again, thanks to all those who brought themselves and their boats along for the day. There was a flotilla of nine vessels, and even more B14 sailors. A top turn out.

Not quite so auspicious was the B14s' showing at Coffs Harbour in the Screaming Kites regatta at the end of April. Four brave crews made the trek from Sydney ... none returned unscathed by the experience.

Day one started well, close racing, constant breeze of about 15 knots, impressive kite runs

...more President's report



President Lissa.... "I'll try to be uncharacteristically brief".

etc. But after lunch, things began to go awry. Hunt Leather (nee Flo), in the lead by a good margin in race 5, hit the bottom mark. While attempting the penalty turn later up the work, Hunt Leather holed Firestopping. Despite James and Jake's best efforts and the eventual assistance of the rescue vessel, Firestopping couldn't be recovered, and sank below the waterline. The weather also took a nasty turn, with four waterspouts racing past the course, looking for all the world like something out of Twister (the movie, not the game). An altogether unpleasant

day for all. Various other less serious things went wrong later - flooded caravans, power outages (read funds shortage as ATMs went dark) and food poisoning (that Hideaway Chicken just didn't want to stay hidden. Apologies again to everyone in that small caravan!).

All was not lost; Firestopping was recovered and towed back to the sailing club by the Police Launch early on day 2. But no amount of duct tape nor desire on the part of the stoic James and Jake would see the red boat back on the

President continues her report.....

water that weekend.

So two boats lined up for day two of the regatta, after the drama of day one relocated inside the harbour. The triangle had sides of about 100 metres if you were lucky, and you weren't permitted to go through the gate, which took up the entire middle of the racecourse! This was all too much for us Nudists, and we decided to turn turtle and bounce up and down on our mast for a little bit. It wasn't a wildly competitive move, and

the rescue boat was busy again, towing us in with the broken mast flapping. For a moment it looked like Martin and Toby would stick it out to the end and lend a shred of credibility to the B14 cause, but it was only a moment, and halyard problems saw them back on the beach half a race later!

As regular Wingflap readers will remember, the Skate Association approached us at the February regatta at Pissendown (the Lake Macquarie

township formally known as Sunshine) about joining up with similar vessels such as International 14s and Skates for a race around Yarra Bay. This eventuated at the very end of the season, and a small but enthusiastic group (Hunt Leather and The Nude) represented the B14s. Former B14er Clive Watts took out the event in an I14, with the B14s leading the Skates home. Abby poached Emily's fo'ard hand, Kieran Livermore, for the event, and the pairing was highly successful with Hunt

*"Firestopping
couldn't be
recovered, and
sank below
the waterline."*

Stop Press: President's report nears end!

Leather leading The Nude from start to finish. All enjoyed the day, and are keen to repeat the exercise next season.

A significant decision was taken by Sydney-based B14 sailors after the season drew to a close. After discussion and debate it was agreed that Sydney sailing would occur out of Woollahra. The Squaddie has been home to the B14s for some years, and the decision to leave was not taken lightly. However, it was felt that among other things, Woollahra

would provide the fleet with more of the windward-return courses we favour, there was an opportunity to join a club with junior sailors, and boat storage is available.

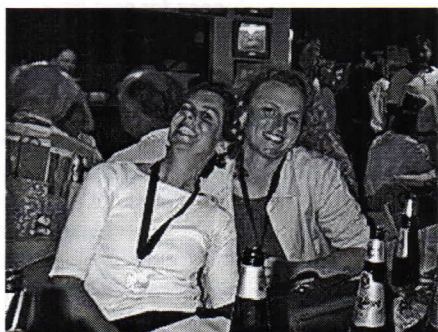
Woollahra will also be hosting our Nationals in January. Race Secretary John Perry has been working hard to tee up a great spread of regattas for the coming season. Check out the calendar.

There'll be a few faces missing from the first couple of races -

seven are heading off to Lake Garda for the Worlds in September. Tony Eccles will be joining up with his OS crew, and meeting Julian, Chris, Abby, Sophie, Richie and me in Torbole. We'll be trying hard, but will not be competing in any wine waves and plan to keep our daks on!

Tiramisu e vino rosso,
Lissa

(Translation: Do ya wanna bit of
wine with ya dessert Rossco...Ed)



Parkes & Hunt...*butter wouldn't melt in their mouths....just don't get in their way!!!*



Bury & Christian... *in happier days...*

Try a B14 day or *Reflections of a Mosman Bikie Swap meet or what am I doing here anyway?* ...Duncan Rutherford



Measurer Paul Hansen welcomed so many newcomers that by the end of the day he was doing it in his sleep.

The Prologue

Hereunder is set out a way of joining boat sellers and boat buyers.

Act 1: Boat Expo: Rozelle Bay

Abbey organised the Sydney Boat Expo in March (see the attached brochure, very funky and NOW), and there I was on the Friday, outside on the hard stand, dodging the 38-degree sun (thank you Murray, for providing sails for shade), and I

thought ... "so what's the initial OTB for a punter? What will they commit to at a Boat Expo? Not a boat – but if they come sailing, who knows?"

So we have to get names of people who want to go for a sail in a B14 – qualified leads (to talk as a seller) – and then match buyers and sellers.

At the end of the Boat Show (rainy for the next 2 days, I wasn't there, recovering from sunburn) we have a long list of

names, numbers and email addresses, but not many of all 3 for anybody

Act 2: B14 Meeting, Rob Brewer's House

We set a date (visions of sunshine, lite NE, nubiles on Balmoral, eager punters etc etc) and organise them for Sunday 22 April. Great effort B14 team, lots of "yes" kinda answers from the punters.

Yep, we'll be there, come what

Try a B14 anyone?.....

may, with the BBQ.

Act 3, Scene 1: Sydney Various Places

Aforesaid Sunday 22 April AMnot so much raining so much as pissing down. 7-month old daughter wakes early to help me contemplate folly....Why me Lord? Is this a good time to renew a casual acquaintance? Would it help? Probably not, His price would be too high.

The punters roll over, go back to sleep, no-one would go sailing in this

Yep, we've said we'll go, let's do it ...

Act 3, Scene 2: Balmoral

Who suggested the tarp? Great idea! It isn't raining that much, look at the attached photographs, besides it doesn't matter if you are in a wet-

suit, horrible if you're not.

60 sausages off the BBQ all went, still have the receipt, Gareth.

About 30 punters went for a sail, who didn't remember a bloody piece of paper to record their details? Dumber and dumber, El Pres. Maybe it would have got wet and illegible anyway!

....keep trying....

Could have sold \$2-5,000 boats, the \$9-\$10,000 is a bit tougher, didn't have any in the former category. Double dumb, El Pres.

The good news about the rain is that nobody got booked, and a few people came up on the beach. Idiots in the rain attract other idiots, I guess.

Denouement

Primary objective was to get buyers and sellers together, up to them to trade, not the Association, after that. The conjunction was achieved, if not the transaction.

No boats sold, as near as I can tell. On the other hand, a good way of introducing buyers and sellers, and some good les-

sons for next time ... and there will be a next time!

Lessons Learned

- Have an event like the Boat Show to get the punter's names and details. Make 'em an offer that commits them (like going sailing).
- Going for a sail is a good intro, will qualify the punt-



".....you're gunna get wet anyway..."

Duncan's still trying....

- ers. Get rid of the tyrekick-ers in the process.
- Have boats of all price points available. Not everyone wants to buy AUS 357, and having cheap boats available may create reality in buyers.
- Lie to them about Lissa being a girl and Ritchie (sic) being a boy... lots of couples could be seduced into madness that way
- Have a bloody clipboard to record the details of who turn up on the day
- Have a tarp and a sausage sizzle
- Pray for good weather, but get someone with better contacts than me to do that bit.



A good roll up despite the conditions

Woollahra Sailing Club Adopts the B14s

....Emily (Groover) Fewster

Woollahra Sailing Club has welcomed the B14s to come join up and sail with the club on Sundays. They will run windward return races with lots of opportunity for a number of short races in one day. We would share the course and start with 49ers and 29ers unless we have 5 B14s racing when we would get our own start.

* Winter sailing

They are right into their winter sailing already and encourage people to come down on Sunday and have a race starting at around 1pm. Either join up as a member or just pay a \$10 casual fee and check it out. Winter sailing goes to the end of August after which a Spring series will start.

* Boat storage facilities

Spaces are available for those interested in storing their boat

at the Club. Cost is around \$640 per year (\$12 a week ain't so bad for those with little space at home).

* Other events at WSC

Woollahra are also hosting the B14 Nationals from the 7th to the 11th of January 2002.

There is also the offer to host an interclub or two during the summer season as well as have facilities, boats

“Woollahra are also hosting the B14 Nationals from the 7th to the 11th of January 2002.”

and so on available for coaching clinics as long as we pre-book.

A welcome B14 BBQ is also in the pipeline for the start of the season.

More info will be forthcoming but in the meantime you can either check out the clubs website at

<http://www.wsc.aust.com>
or phone Emily Fewster on
9314 7668 hm or
0418 960 822.



When asked for a show of hands to indicate acceptance of the B14s at Woollahra, Emily created the illusion that there were many in favour by strapping plastic bags to her feet and whizzing around the room with her arm raised.....a brilliant ploy that ultimately proved to be the deciding factor!

MEET YOUR EXECUTIVE COMMITTEE - JOHN PERRY - RACE SECRETARY

Name

John Perry

Age

33

Nickname

Pecker

Occupation

New Business Manager

Height

6'

Weight

68kg

Bust measurement

inverted

Waist...

small

Hips....

bony

Skipper or crew

skipper

Sail with...

Greg 'Geggs' Dodd

Boat name

Perrys Lease & Finance

Length of time sailing B14s

2 seasons

Length of time as executive member

4 months

Highlight of B14 career

3rd in 2001 State Titles

Reason for sailing B14s

Fast furious fun – on & off the water, great crowd of people involved in class

"... I date married women for fun..."



Personal information that you prefer wasn't published in Wingflap

I'm still learning the rules of sailing... I date married women for fun... We tried sailing a 505 once, failed dismally, hit a 40 foot yacht (we were on starboard!) that just about sank us... I'm single, live alone, cook every night & hate ironing...

Favourite movie/video & why

'The Professional' – story of good overcoming evil in a strange & humorous twist of events

Favourite book & why

'Sparhawk', author David Eddings – sarcastic bunch of knights clobbering people for morally correct issues – great stuff!



MEET YOUR EXECUTIVE COMMITTEE - DUNCAN RUTHERFORD - VICE PRESIDENT

Name

Duncan Rutherford

Age

Way more then anyone else sailing
B14s... can nearly enter Masters single-
handed

Nickname

Various, none flattering.. My father (long
since dead, refer line above) used to call
me "the Professor" but he had no idea
about anything really

Occupation

Management consultant – my mother-in-
law has no idea what I do, probably just
as well

Sail with...

Rodowicz (note the spelling)

Boat name

Brickmans Wines (in liquidation), what
do you want it to be?

Length of time sailing B14s

2 years

Length of time as executive member

Nearly the same, me and my big mouth

Highlight of B14 career

A single gybe on a windy practice day in
Middle Harbour, where everything just
clicked into place ... still trying to emu-
late it in a race

Reason for sailing B14s

Looking for something easy ... oh well.

Height

5'6" when at my tallest (refer line 2 again)

Weight

Just over 60 kg

Bust measurement

Bigger than Abby's

Waist...

Bigger than Abby's

Hips....

Bigger than Abby's

Skipper or crew

My end always crosses first

Oh, and it fits in my carport, an accidental
benefit

Personal information that you prefer was-
n't published in Wingflap

The boat somehow finished up in my car-
port

Favourite movie/video & why

I used to go to the movies BC ... so I'd say
Chinatown, Polanski/Nicholson or 2001, A
Space Odyssey, where I looked like an in-
tellectual for about 10 minutes at a time
when it mattered



*"A single gybe
on a windy
practice day in
Middle
Harbour,
where
everything just
clicked into
place ..."*

Favourite book & why

Economics and History:

- Braudel's Europe 15th-18th Century (3 vols)
- A book of essays by Robert Skidelsky
- His bio of JM Keynes Another 3 vols!),
which is really something if you like that
kind of stuff, and I do ...
- Maybe Sassoon's Memoirs

That's enuff!

Favourite music and why

I added another category, more important than
the above to me:

Elgar's Cello Concerto

Vaughn Williams' Lark Ascending

Rimsky Korsakov's Scherezade



Duncan & Chris flying down the harbour under the influence of RimskyKorsakov's
Scherezade....

**MORE PROFILES IN THE NEXT EDITION OF
WINGFLAP.....**

Pecker's program

Put the following dates in your diary!!!

- World titles (Lake Garda, Italy) 12th-17th September 2001
- Travellers Trophy 1 GSC 27th - 28th Oct 2000 (proposed)
- Travellers Trophy 2 Port Stephens November (date to be advised)
- Travellers Trophy 3 Bayview (BYRA) 16th - 17th March 2002 (confirmed)
- B14 Nationals Woollahra (WSC) 7th - 11th January 2002

Boats for Sale

313 Peter Ray Plumbing \$6600 all offers considered
White hull/deck New design Sobstad sails UK mast Beach trolley and lockable trailer
Contact Gareth Wells 43 855 732 or Peter Ray 0412 244 142

AUS 353 \$ 7 950.00 (see cover story)
Light blue and white boat, built for 1998 boatshow, top AUS boat at 2000 Nationals (2nd)
and Worlds (5th), includes near new suit of Rob Brewer Sails, fitted out with the best of
everything / no expense spared, also includes Brewer Sails tuning guide, new easy load
trailer (rego until 30 / 9 /2000), stainless steel dolly
Contact Murray Walters H: 02 9918 3406 W: 02 9999 2533

AUS 356 \$ 8000.00
Mid blue boat, built in 1998 includes suit of Ian Short Sails, Beach dolly and optional
trailer.
Contact Simon Medd H: (02) 9802 5648 M: 0418 207 645

AUS.357
Built November 1998 KULMAR BOATBUILDING
1 of only 3 Kulmar boats built, North Sails, Full Harken fitout. This boat is fitted out to win -
Rarely sailed - Home 02 9997 8109, Mobile 0416 047022 Fax 9997 6689
email: www.gregaleg@hotmail.com

Wanted

Second hand sails (the big ones not the old little ones). Jib, main and possibly kite.
Contact Emily Fewster 0418 960 822 or (02) 9314 7668

WHAT'S HAPPENING OVERSEAS???

Pommy Nationals: Fells & Dowsett untouchable

The ninth running of the B14 UK Nationals were very ably hosted by Weymouth and Portland Sailing Academy over May 26-29 and saw a devastating performance from reigning World and UK champions, Tim Fells and Richard Dowsett. They ended the regatta counting a perfect set of seven firsts in the nine race, two discard regatta. However, any suggestions that this was a run away victory on the water are incorrect. They only had one start to finish win and were regularly seen pulling through the fleet for last gasp wins.

After days of sunny weather, the first race of the was delayed by thick sea fog. Following a three

and Dwyer third. Subsequently, after numerous protests all the boats that were in the leading pack were awarded average points following protests for redress.

Day two dawned with clearer visibility and a solid south-westerly of 10-15 knots. In this wind direction the winning strategy is to sail into the left hand corner and pick the lifts off the Portland shore. Starting is key with the port end of the line providing the best position to get into the Portland shore first. Kings of the day were defending champions Tim Fells and Richard Dowsett who won the pin end in all three races sailed. With their proven boat speed they were able to capitalise on the port hand course to take three bullets.

came in third to place them fourth.

Day three again dawned foggy and a decision was made to race on a reduced length course with more laps to ensure both ends of the course were always visible. A force 3-4 south-westerly gave testing conditions and the tight courses produced close, exciting racing with broad grins all round.

Early leaders in race 5, Chris Sallis and Dick Roe, were overhauled by Fells/Dowsett down-

hour delay the decision was made to race in marginal visibility. Steve Fisher and Neil Barber, fresh from their Stokes Bay Eurocup win, took an early lead from Simon Nelson and Sandy Ramus with Dave Hayes and Sean Dwyer third. On the second run, the leading group, engaged in intensely close racing, sailed into a fog bank with less than 50 yards visibility and failed to find the leeward gate. Old sea dogs Tim Fells and Richard Dowsett, lying seventh, successfully navigated through the fog to find themselves all alone rounding the leeward mark. They gratefully accepted the opportunity to take the race win from Adrian Williams and Pasty Vigus with Hayes

In the first race of the day, they had a run away victory, never being challenged around the three lap course. Behind them a battle royal was only settled at the line with Jason Andrews and Chimp Hobson overhauling Matt Snedker and Dave Dobrijevic in the last yards.

In the second race they were pushed all the way by Snedker/Dobrijevic who held the lead at all three windward marks but were unable to hang on to their lead downwind. Matt Searle and Richard Bell showed their pace with a strong third.

In the third race of the day, Jonny Ellis and Spike pushed Fells and Dowsett all the way to the line to round off an excellent day - a 5,4,2 lifting them to second overall. Fisher/Barber

wind with Snedker/Dobrijevic pulling into second. Race 6 looked like a start to finish win for Snedker/Dobrijevic until Fells/Dowsett found two big shifts on the last beat to grab the lead.

Jonny Ellis and Spike led the final race of day three at the first mark from Snedker/Dobrijevic. By the third lap Fells/Dowsett had pulled into second and set about hunting down Ellis/Spike but this team was not going to give up easily. In a tense final downwind leg, they gave it their all to cross the line a boat length ahead and break

"...the leading group...sailed into a fog bank with less than 50 yards visibility and failed to find the leeward gate"

*"This gave
Fells/Dowsett
the National
title with a day
to spare"*

Fells/Dowsett's winning streak. This gave Fells/Dowsett the National title with a day to spare, allowing them a big night out at the Rendezvous nightclub.

The final day at last saw the sun appear and with a 12 knot westerly, conditions were absolutely perfect. Fells/Dowsett shook off the previous night's celebrations to lead the fleet at the first mark and looked set for a run away victory until the second beat when Ellis/Spike and Matt Searle/Richard Bell came through. This seemed to shake Fells/Dowsett from their reverie and they retook the lead on the third beat for their seventh win and headed for the boat park.

Going into the last race everything was still up for grabs in second to fifth. With the sea breeze beginning to disturb the westerly there was a new leader at the top of the beat. Matt Grant and Noel Barrington led and looked like they could take their first race win. However, Dave Hayes and Sean Dwyer were battling with Steve Fisher for fourth and fifth overall and set about overhauling the leaders. At the finish Hayes/Dwyer took the win and with Grant/Barrington holding on to an excellent second, secured fourth overall. With neither Ellis/Spike or Snedker/Dobrijevic able to challenge the leading pack, Ellis/Spike secured second overall in their return to the fleet after

a two year break.

All eyes are now set on the Worlds at Lake Garda in September. Tim Fells and Richard Dowsett have shown that they will give a strong defence of their title but there are a number of teams that know they can raise their game to the required levels.

1st 758 Tim FELLS / Richard DOWSETT 7pts

2nd 733 Jonny ELLIS / Spike 22.75pts

3rd 736 Matt SNEDKER / David DOBRIJEVIK
23.5 pts

4th 749 Dave HAYES / Sean DWYER 27pts

5th 734 Steve FISHER / Neil BARBER 27.63pts

6th 725 Matt SEARLE / Rich BELL 43pts

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International B14 webmaster...

<http://b14.interalpha.net/default.htm>



Tim Fells and Richard Dowsett

New Logo??????...Spotted on the Pommy Website

