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Left: Chris Bines and Dave Gibbons, 2007 Tide Ride winners  
Below: The Chairman and The Stig  
Photos: Sergei and Tania Samus, [www.photoblink.co.uk](http://www.photoblink.co.uk)



Where did the summer go? Fortunately September showed the Fursty Ferret and your Editor a quick glimpse of what we have been missing as the good ship 771 made a rare appearance at TT06 @ GYGSC, her decks squinting in the sunlight after several months of hiding under the cover. What great hosts GYGSC were too, with Dick Roe and the Vice Commodore providing us with free booze out of their own pockets (I thought the bitter was a bit fluffy) and more food than you could shake a carbon stick at laid on at unreasonably reasonable prices. Dick also entertained us with his pornographic course diagrams, a sure-fire way to make sure that no-one forgets what the course looks like.

Aside from that brief respite an Editor's lot has been restricted to mostly working and enjoying less frantic pursuits than sailing a B14. Wearing a groove in the motorways between Essex and Bristol has been driving me to distraction lately, with my brain straying into that wide grey area which lives between the sanctity of sanity and lock-me-up-I'm-bonkers-land. Tip: don't drive from Bristol to Brightlingsea on a Friday afternoon – my 'record' is 7 hours, which was enough to leave me sitting there trying to find amusement in random place names to relieve the boredom. So with apologies to the *Meaning of Liff* here are some places which should or could feature in a history of B14 sailing:

**Virginia Water** - a newcomer to the fleet gains an overlap on you at the leeward mark

**Great Barton** - large tufnel pulley (unsuited to a B14)

**Bagshot** - excuse given by crew for bungled kite drop

**Dumbarton** - large tufnel pulley, seized, has been at the bottom of the toolbox for 15+ years

**Overstead** – South African (sorry) for tacking beyond the layline for the weather mark

**Tadlow** – Olde Englishe for tacking just short of the layline for the weather mark

**Liversedge** – the extreme limits of alcohol consumption, B14-party-style

**Warboys** – those nice chaps at Ovington Boats, like

**Stubhampton** – uncomfortable feeling experienced when straddling the upper wing bar after a capsized

**Barnsley** - place of little wind and much noise

I could go on, but I won't.

Mike Bees, B14 GBR 771



Left: Anybody recognise these sad old men?  
Below: Fine conditions at Great Yarmouth & Gorleston  
Photos: Dick Roe



### **Chairman for another year (you are all so kind!)**

Since my last rambling it would be fair to say that my comment that the season wasn't winding down after the worlds was oh so true!

The last few weeks has seen more thrills, spills, fun and games than most anticipated. So let's start at the beginning!

The nationals.. Finally Mark Barnes ably assisted by Pete Nicholson took a well deserved and long time coming Nationals title in SeaPollution (sorry, the nickname is sticking!). Congratulations, it just shows there is no substitute for time in the boat with Mark and Pete without doubt spending the greatest amount of time on the water of any team out there. It also appears his lucky pants haven't quite run out of steam yet!

I think it's fair to say the nationals will not be remembered for the light, fluky, frustrating winds. (I could go on!) It will be remembered as the B14 fleet has after a bit of recess finally remembered how to party. Fuelled by the late arrival of summer, a cheap bar and with the entire fleet camping at the club it could only really have gone way. Throw in an enormous football (with ball boy George), Sumo suits with Space Hoppers, free wine and plenty of left over energy and what a recipe! Sorry to Charlotte for her involuntary B14 scar, my brother for a good beating at Sumo and to anyone else that is still suffering the after effects.

Phew, the nationals over and it was off to the tame, relaxing and completely unique tide ride at Hayling. Not quite! One sunk/bowless B14, 3 broken masts and some of the most horrified faces I have seen in the B14, the leftovers from a 16 minute, 3 lap course with 3 downwind gates in 20 knots. It was crazy but that's why we do it, it's a love hate relationship that keeps us coming back for more. We look forward to seeing Little Blue back on the water with all her friends soon. Thanks to Baywatch Pete for his heroic, if involuntary efforts, and Barnsie for proving you can sail a B14 single-handed. Perhaps next year slightly bigger courses! Oh and well done to Chris and Dave for showing us how it's done.

Next up Great Yarmouth. Another event with its own unique character spiced up with a barrel of free beer (cheers Dick & Kate) and some serious chop... The waves were how big? A bigger turnout this year and with the local hotel (Dick & Kate, what were you thinking opening up your house!) hosting Georges Gimp room and varying other after party fun and games it firmly marks itself as a must attend event for 2008.

But 2007 isn't over yet, with some of us heading off to a long awaited return to the Final Fling in Plymouth this weekend (We will have been and survived (hopefully) by the time this goes out). Then on to Weymouth for some flat water blasting at the home of the 2012 olympics followed by what proves to be an epic end to the season at the ever popular Grafham for the inlands.

So many new faces this year and renewed enthusiasm from the veterans. I look forward to fronting the irrepressible Barnsie to drive the class forward into 2008. It's been a great year so far and with the B14 winter events circuit to keep us all topped up over the winter and to show the rest of the UK why they should be sailing a B14, 2008 looks set to be bigger still, I just hope I can keep up!

My parting reminder is of the January 2009 Worlds in Hobart. It may seem a long way off but now is the time to start thinking about your attendance. The class needs to begin to organise containers, pre book the bargain accommodation being offered up and more importantly time for people to start saving. We are hoping to fill 2 40ft containers for the trip (approx 16-18 boats) so lets see if we can top the turnout at Sydney last time, we are assured of a very warm welcome!

Mark Watts, B14 GBR 772 Ince & Co

## A girl's view

Well I am trying to speak on behalf of all the girls in the fleet when I write this, so I apologise ladies if your opinions differ!

Not strong enough, brave enough, fit enough, big enough are comments that have either been thought or even said about the girls in the fleet-admittedly mainly excuses used by me when I'm trying to convince Dan that actually going sailing when it is really windy is a silly idea!!- but to any others, either male or female that may ever have thought any of those things or anything similar about the ladies of the fleet, I believe over the past season we have done ourselves proud in proving that they are well and truly misguided ideas!!

It has been an exciting season all round having both the Nationals and Worlds on our doorstep! Ok at the worlds, I certainly had a slight waver in confidence when the breeze got up, kept company on the beach by a couple of others, but equally there the majority of the female fleet both UK and Aus were out there showing how we are cut out for it and can keep up with the guys in the fleet.

Don't get me wrong, the fairer sex do seem to be a little riddled with injury, amongst us I think we have injured knees, shoulders and the occasional split chin; but I think some of those injuries may be testament to our commitment to having as much fun off the water as we have on it (and our passion for both!!!).

But seriously for any girls reading this that were sat there thinking, 'maybe I'll try sailing a B14,' as a female B14 crew I would say definitely! You certainly wouldn't be the only one, and would be joining an increasing group on the B14 circuit! This season has been fantastic for seeing lots of new faces at events, what has made it more exciting is the number of those faces that have been female. Admittedly we do still only have one female helm, but she is doing the girly contingent proud so we will let her reign as the only one! As for those of us who reside at the sharp end - who would ask for a better boat to sail. Yes it is physically demanding, and I have to admit there have been races when I have come in off the water vowing never to set foot on the boat again, but haven't we all had that at some point with whatever class we have sailed in? The difference about this class is the other people we sail with, all amazing sailors but who know how to relax and have fun off the water.

I have sailed in fleets before now where sitting in the bar after sailing as a girl has been, shall we say not the most comfortable experience. Sitting in the bar with the B14 crowd is quite simply laugh after laugh, with the girls being as much involved with the drinking and antics as any of the men! So if we can't hold them on the water we'll give as good as we get in the bar.

I have always found it quite daunting when I have joined new classes in the past, as a girl asking the men for tips and trade secrets on the best or easiest way to do things - but the 14 fleet is so receptive and open, everyone talks to anyone, and even to the point that the new blokes joining the fleet ask advice of the girls as well as the guys - it is nice to be part of a fleet where the ideas and opinions of the female sailors are as respected as the mens!

But the best thing about this fleet in my humble opinion, other than sailing the B14, is simply the fact that other girls have seen the light or just disposed of all common sense and joined the fleet. At the end of the day we are different to the guys! In most cases we aren't quite as physically strong, but that doesn't make us any less able as crews or sailors. We have other girls to sit in the bar with at the end of a hard day and discuss the days sailing from a girls point of view, where we might have found things hard that some of the guys didn't even think about (like that final windward drop after 6 laps in a force whatever), and it is so great to know that while it may have hurt you more than the men, as a group of girls you all managed it and in some cases managed better than then men!!!

All we need now is a few more females to join the class, and maybe even one day an all female crew, to really see what the fairer sex can do!

Rachel Bennett, B14 GBR 654 Mess Around

## Back to the fold

So Barnsie asked me to pen a few words on my return to the class and my observations... I have returned, everyone got faster in my absence and I didn't win anything (not that I did before). The End. OK, so maybe Barnsie had a bit more of an article in mind?

I guess the reason I'm back is pretty straight-forward: the boat was unused in the garden being consumed by the clematis, along with other assorted foliage and strange animals that I will call weevils (not knowing what these were nor what a weevil looks like I reckon I'm on safe ground there...), it hadn't moved (the boat, not the weevil) since the middle of 2005 – so I decided sell it...

Then the little voices started: Whoa boy! bad plan, Worlds in the UK this year, Falmouth, Cornwall, pasties, cider, sunshine, 15-20kt sea breezes, beaches, girls in bikinis, snorkelling, coral reefs, tropical fish... The little voices were getting over-excited - I put them to bed and ignored the boat for another two months.

Then came the phone call... Toby's got a new job at Hyde Sails, and a new B14 (or his wife, Dawn, has anyway...) did I want to sail the Easter Chase at Rock? Didn't take much thought, a sailing weekend in Rock is always a giggle. Did I want to helm or crew? Hmm... I have crewed a B. Once. Helm!

So out came the boat in whatever state it was in, on went Toby's new Hydies (I bet that was day one in the new job... induction day, "helping yourself to new sails") and we went and got drunk at Rock. The breezes were "light" (15 minutes to cross the *start line* in one race!) and we'd never sailed together before. Suffice to say we won (!). Great weekend, go home, put the boat away and leave it to grow back into the hedge. The weevils were no doubt pleased to get their house back.

Then came the next call... Do you want to do the Worlds? Urk! "I'll think about it..." About a hundred Skype messages later I succumbed – of course I wanted to do the Worlds, the little voices are always right! (apart from the coral reef, girls, fish and snorkelling that is...). Then the "T" word was mentioned (training), followed by the "P" word (practice). Worry sets in... you mean I have to actually SAIL?! Sheesh... I thought the B was all about driving around the country, bimbled and drinking? (I know Dave Hayes – I've seen what the man does!).

So we went sailing (not training and not practice – just sailing), we did a skiff open at Weston where there were 4 B14s and I found my long lost mate Don still in the B. Don's welcome back words stuck in the memory, "glad to see you back mate, erm.. you won't beat me will you..." – so we did, then we went to the Worlds where he well and truly got his own back...

Ah! Cornwall, the land of cider and pasties. A trek to the West Country ended with a drive into the familiar surroundings of Restronguet and the even more familiar surroundings of a group of B14s being bimbled by Fells, Barber, Hayes, Bell, Roe, Bines, Lambert et al. For some reason if you stop sailing your brain tells you that everyone else did too... unfortunately they don't, they bumble, practice, bumble, buy new boats, carbon masts and generally get faster. And bumble.

Leaky was first to step in, deciding that on my return I must have put on weight so I shall be weighed – hey, Leaky, isn't this for boats?? Then we rigged the boat whilst Chris [Bines] helpfully pointed out that I needed a Carbon stick if I wanted to go fast... I had the strangest feeling he was right...

"No worries Tobes, there are people here we can beat! What was the aim? Top half? First tin stick?", "Who's got a tin stick?", "I dunno..." so we settled for "not last" on day one and to see what the plan was after that. The practice race didn't tell us much except that it seemed everyone was a bit lethargic off the start and a bit average speed-wise... can't be right, can it? So the next day, race one, and it was satisfying to sail across the finish a couple of places behind Binesy and point out the hulk of aluminium we were using as a mast. Personally I was quite pleased we didn't fall in, Toby was more pleased that we beat Dave and Richie in the North Sails boat by a place... A 12<sup>th</sup> in race 2 and I was feeling right at home, 10<sup>th</sup> overnight. "What's the aim?", "...not last".

## Back to the fold, continued

Day two, breeze up! It was this stage of the week that the blatant neglect of the boat for two years started to show. "Might have a bit of a problem, I can't steer...". Canned race 3, hit the beach, screwdrivers, pliers, string (to fix the main strops that fell off in front of my eyes while fixing the pintles) and go... full bore out of the Roads, past Fraggie Rock and see the sight we didn't need to see - boats lining up for race 4 about a mile away and we can't lay it with the kite up... nearly five minutes late for the start, luckily the breeze was up and there was plenty of carnage and we grabbed an 18<sup>th</sup>. God we're good!

Or not... the rest of the week was jinxed after I pointed out to Piers and Kathy that they would be "seeing a lot of my transom", this brought 15, 22, 8 (better but Piers and Kathy were 7<sup>th</sup>...), DNF (broken boom, just at that really worn out bit... fancy that!), 24 (swim) and a 12. But we did finish on a mental high with a "Death or Glory" mid-line port-tack start in race 10 that led to a few comments: "stunner", "ballsy" or the more sane comment from Dick and Kate, "we were NOT going to follow you into that gap...". Great fun, great week.

So I caught the bug again. What's next? Nationals – I'm there. Wished I hadn't... you call that wind!?!? "I've never been actually last in a race before" (this quote appears for the amusement of Dick, Kate, Don and Anna...). The drinking however was stellar and I'm glad that someone was organised enough to refill the bar on a daily basis! And it is always good to see that a man who can barely stand without vomiting can win the Nationals, gives us all hope. Well done Barnsie!

Next? Tide Ride... [sharp intake of breath], I'll think about it. Kathy put the pressure on, "If you want to do it I'll crew...". Bugger, that's another excuse gone... and with a few work and other commitments moved around I was there, Saturday night, playing touch rugby with The Tractor using my shoe in the bar... and we came 7<sup>th</sup>. Things are getting better. Next? Great Yarmouth & Gorleston... I so don't want to tow the boat all the way there, I don't even want to *drive* all the way there. Do they have an airport? Can we take a boat as hand luggage? "Alan, if you want to do Gorleston you can borrow my boat, Pete will bring it and crew...". Will people just leave me with one or two good excuses, PLEASE!

So, what's it like being back? New boats, carbon sticks, a bunch of old (quite literally in many cases) mates along with several new faces who like fast sailing and fully committed socialising.

Everything's changed and everything's stayed the same.

Alan Davis, B14 GBR753



Alan and Kathy in full flight at the Holt Tide Ride 2007.

In the background a shifty-looking Rod Boswijk pretends he's not trying to steal one of the gate marks...

Photo: Sergei and Tania Samus,  
[www.photoblink.co.uk](http://www.photoblink.co.uk)

## Holt Tide Ride 2007, take 1

### Shootout at the Holt Tide Ride

Authors Mark Barnes/Mark Watts/Dave Gibbons

The B14 circus arrived at HISC for the weekends games. As predicted Master of Ceromnies Tim Hancock Had some treats in store. With light winds, some fleets were to sail a new style course, slalom rather than gates. However, the B14s due to the rig setup were not and sailed the windward leeward course with 2 gates.

Following on from the Laser 4000s, the B14s sailed up the harbour off the club on Sandy Bar/Juno course. With only a slight sea breeze and strong flood tide it was going to be a tricky day of snakes and ladders.

Race 1 and off the committee boat end of the very short line, Seavolution (Mark Barnes/Pete Nicholson) were followed by MJF/North Sails (UK) (Dave Hayes/Rich Bell), Leaky Pipes (Gerry Brown/Chris fermor) and AT&T (Tim Fells/Andy Ramus). With many place changes in the fleet these 4 were to be regularly challenged. However, Seavolution pulled out to a 50 m. lead at the finish of lap 3 and AT&T got the better of Leaky Pipes with CSC (Chris Bines/Dave Gibbons) rolling Leaky Pipes for third on the finish line.

Race 2 and the 2 main protagonists off the start line were AT&T and Seavolution. These two were to battle for the lead throughout the race with AT&T getting the better to win by 2 boat lengths. The real dogfight was going on behind between 5 boats with no quarter given. Initially led by Leaky Pipes who were to fade in the continuous onslaught. So coming into the finish in third was Blue Marine (Allan Stuart/George Morris) followed by CSC, with Blue Marine getting the nod for third by the smallest of margins.

Race 3 and with several OCSs to count the fleet held back, bar Leaky Pipes who were OCS. Off the line Seavolution won the committee boat end and CSC the pin. With these two neck and neck up the beat, the breeze backed half way up on starboard. This gave CSC the opportunity they had been looking for. They and 758 (Tim Harrison/Johnny Radcliffe) tacked and cleared the fleet. The other boat doing well was AT&T recovering from a bad start taking a flyer out into the channel coming in third followed by Seavolution. CSC pulled away into a 25 m. lead with Seavolution getting the better on the run to pull into second only to clip the leeward mark and do penalty turns so relegating them to third. Over the next leg CSC held their lead to take the win and 758 holding onto second. In third/fourth AT&T and Seavolution were neck and neck at the windward mark with Seavolution splitting with AT&T and getting the better of them by the finish.

Race 4 and with slack tide and all was to play for, Seavolution ended up spinning behind the fleet, AT&T, Blue Marine and 758 were deemed OCS at the pin as AT&T had tried to roll Blue Marine so taking the group over. This was to be a close fought race. Ince&Co (Mark Watts/Tim Rogers) led up the beat chased by MJF/North Sails UK, 753 (Alan Davis/Kathy Sherret) and Leaky Pipes. Down the run the player was CSC recovering to 5th at the leeward mark with Seavolution climbing back to 7th. Up the next beat Ince&Co and MJF/North Sails (UK) raced neck and neck with nothing to separate them. This was to be the case to the finish with a dead heat declared with the R/O unable to separate them. CSC recovered to 3rd followed by 753, Leaky Pipes and Seavolution with Mark Barnes having fallen out of the boat (first time ever) on the kite hoist but recovering to hold on and not loose a place.

So overnight CSC led on 11 points with Seavolution on 12 points with AT&T on 24 points. Velocitek (Guy Whitby/Anna Payne) look as if they have shot their bullet with Anna sustaining an ankle injury.

Sunday with more of the same, 2 more qualifying races which all count to 50% of the score, followed by the final, all is still to play for. The party is promising to be a big night with some casualties for the second day's racing.

Sunday and what a day. The B14 launched into a good force 3 that was building.

## Holt Tide Ride 2007 take 1, continued

Race 5 and many boats struggled to make the pin. However, the boat showing the pace Was MJF/North Sails (UK). They led from the start to finish followed closely by a pack of 3 boats consisting of AT&T, CSC and Seavolution. At the finish AT&T just piped Seavolution who rolled CSC on the Gybe for the finish. The big event of the race was 745 (Rod Boswijk/Sharon Binney) Having capsized being hit by 763 who had Leaky Pipes capsizing on them. The result was the end of 745s event with a broken mast and bow.

Race 6 and Seavolution was to be awarded average points as Pete had gone into the water to assist with 745. Off the start it was CSC showing the way with AT&T chasing hard followed by Ince&Co. Over the next 2 rounds there was nothing to chose between CSC and AT&T with CSC winning the race by a nod. Ince&Co fell in on the last run to let MJF/North Sails (UK) through to 3rd but they recovered to finish 7th.

CSC won the qualification series from Seavolution followed by MJF/North Sails, AT&T and Ince&Co.

The final and all to play for with 6 boats in the hunt. Off the start, it was 753 who port ended the fleet. They were chased hard by CSC, Seavolution and AT&T. Up the beat AT&T got the shift off to the right with Ince&Co. With so much a stake the fleet changed places throughout the race with CSC working their way to the front with the pack hot on their heels. Ince&Co pulled through hotly followed by Seavolution and AT&T. At the finish, it was Ince&Co who pipped CSC at the finish followed very closely by AT&T and Seavolution.

As the numbers rolled out CSC won from Seavolution on countback from Ince&Co with 3 boats on equal points for 4th – 6th. Again it was a great event with the fleet having some real adrenalin rush racing and looking forward to the next year's event.

For the complete results see [www.b14.org](http://www.b14.org)



Winners CSC and runners-up Seavolution demonstrate their style. Note that Dave appears to be enjoying the pain whilst Pete grimaces. Photo: Sergei and Tania Samus, [www.photoblink.co.uk](http://www.photoblink.co.uk)

## Holt Tide Ride 2007, take 2

### The view from the front , back and middle of the fleet! A crew's view of heaven and hell by Dave Gibbons.

4 years ago the changing room conversation at Brightlingsea turned to this fantastic event that was being run at Hayling Island; "it would have to be truly amazing to get me to Hayling twice in the year" I thought. Foolishly showing some interest I asked "What's it all about then this Tide Tide thing?"

"Like no other event you've ever sailed, 20+ boats on short upwind / downwind courses with 2 gates (or is it 3), on the river in front of the club, with a qualifying day, a knock-out final and cash prizes."

"So when you say short – what ... 10 minute beats?"

"No, short, really short, 5 mins at most, less if its fully hiked. It's real CRASH and BURN racing. You have to go."

So ever since then we have been going and the 2007 Holt Tide Ride proved to be another classic. The CRASH element of the racing being very obvious on the second day, when the race committee thought it would be a good chuckle to use the 3 gate downwind option. This soon turned into a 2 gate course with a new mid course slalom section made up of capsized, broken and sinking B14s.



Prepare for lift-off...

Photo: Sergei and Tania Samus,  
[www.photoblink.co.uk](http://www.photoblink.co.uk)

The BURN element of the Holt Tide Ride is however less obvious, especially to those who sit at the blunt end of the ship. It is of course the affect generated in the lungs of the crews as they frantically either hoist or bag what seems like several thousand square meters of genniker just too late for that vital first gybe or tack. However to be completely even handed, after all (unless you are Barnsie) it does take two to sail a B14, the helms must suffer quite a bit of lung burn themselves as it must be quite challenging to pack the same amount of encouragement (dare I say abuse) into 20 minutes instead of the usual 45.

In terms of reporting the full event in detail, to plagiarise a saying "if you can remember a Tide Ride race you were either black flagged or you're lying!", on this basis writing a detailed report of the 2007 Holt Tide Ride is impossible, especially as for once we avoided being black flagged all weekend. My best effort reads "5, 4, 1, BANG, tack, tack, tack, hoist, gybe, gybe, what the F....., gybe, pack, tack, Bang – where were we?"

## Holt Tide Ride 2007, take 2 continued...

If you did n't go to the 2007 Holt Tide Ride ...."You have to go in 2008", no words can fully convey this awesome event. Despite this there is still only one way you will get me to Hayling twice in the year and that's if they run the tide ride twice!

Which only leaves me to report the 2007 Holt Tide Ride results:

1. CSC	Chris Bines / Dave Gibbons	Brightlingsea S.C.
2. Seavolution	Mark Barnes / Pete Nicholson	Whitstable Y.C.
3. Ince&Co.	Mark Watts / Tim Rogers	Weston S.C.
4. MJF/North Sails	Dave Hayes / Richie Bell	Southport S.C.
5. 758	Tim Harrison / Jonny Radcliffe	Burnham S.C.
6. AT&T	Tim Fells / Andy Ramus	Salcombe Y.C.

Dave Gibbons, B14 775 CSC

## UK TT06, Great Yarmouth and Gorleston S.C.

The B14 fleet headed for the Norfolk coast over the weekend of the 22<sup>nd</sup>-23<sup>rd</sup> September for B14 Travellers Trophy event 6. As the TT event was to be held on the Sunday those that arrived on the Saturday joined in the races being held in the afternoon for the clubs Asymmetric Handicap Open. After a short postponement whilst the wind veered 90 degrees, two races were held on a race course laid parallel to the beach providing an exciting spectacle for those taking a stroll. The first race was held in a light to moderate breeze with crews hovering between the foredeck & the racks. Close racing with much place changing followed until Mike Bees/Ferret in 771 emerged to take the gun followed by Piers Lambert/Kathy Sherrat in 774 ahead of Tim Harrison/Jonny Ratcliffe in 758. In the next race those at the pin end trying to make a prompt start did not allow for the building tide which was carrying them over the line resulting in two general recalls. When the fleet finally got away in marginal planing conditions Bees/Ferret soon built a commanding lead with Harrison/ Ratcliffe finishing second ahead of Dick Roe/Kate Dulieu in 776. Lambert/Sherrat crossed the finish in 2<sup>nd</sup> but were scored DSQ after missing the upwind gate.

As the fleet retired to the beach, late arrivals Geri Brown & Leaky decided to make the most of the balmy evening & go for a sail. The fleet then enjoyed a meal in the club house on the promenade & a Firkin of "Chalk Hill Best" donated by Roe/Dulieu as well as a selection of lager donated by the Vice Commodore. Winners of the day's informal series Bees/Ferret received 2 bottles of wine [Ed: and very nice they were too - hic - ].

Sundays Travellers Trophy event was to be a no discard series of 4 races run back to back. With the wind forecast to build considerably the race officer was keen to get to sea before conditions deteriorated. The first race was held in choppy planing conditions but in slightly less breeze than was expected before the start with several boats finding themselves under powered. Bees/Ferret started the day as they had finished the day before by winning ahead of Harrison/Ratcliffe with Chris Bines/Dave Gibbons in 775 third.

In race 2 as the breeze built & the chop became more extreme Roe/ Dulieu decided that discretion was the better part of valour as Kate was sailing with cracked ribs & headed for the shore. As luck would have it this was a wise decision as when they got to the beach they found their boat full of water & the bungs missing! Meanwhile back on the race course Bees/Ferret were again demonstrating their mastery of the conditions finishing ahead of 768 Seavolution steered by guest helm Alan Davis along with the boats regular crew Pete Nicholson. In spite of halyard problems which had necessitated a capsized pit stop between races Bines/Gibbons managed to finish third.

## UK TT06 continued...

With conditions worsening several crews decided to head ashore for an ice cream leaving the main protagonists to fight it out for the prizes. There was an interruption to the perfect score line of Bees/Ferret in race 3 when they capsized on a gybe leaving the similarly fast team of Harrison/Ratcliffe to win from Davis/Nicholson with Lambert/Sherratt taking third. An unfortunate casualty of this race was the team of Simon Hadley/Tristan Hutt in 770 who broke their starboard wing.

As only 2 boats could now win, the rest of the fleet left them to it & headed for an early bath. Bees/Ferret returned to form in this final race blasting around the race course in the now extreme conditions to win the race & the event overall ahead of Harrison/Ratcliffe who took second overall with Davis/Nicholson settling for third overall.

Results:

Helmsman	Crew	Boat Name	Club	No.	R1	R2	R3	R4	Points	Place
Mike Bees	Ferret		Brightlingsea	771	1	1	4	1	7	1
Tim Harrison	Johny Ratcliffe		Burnham	758	2	4	1	2	9	2
Alan Davis	Pete Nicholson	Seavolution	Whitstable	768	4	2	2	10	18	3
Chris Bines	Dave Gibbons	CSC	Brightlingsea	775	3	3	10	10	26	4
Piers Lambert	Kathy Sherratt	2 Racks of Pork	Brightlingsea	774	7	7	3	10	27	5
Simon Hadley	Tristan Hutt		Bewl Valley	770	5	5	10	10	30	6
Geri Brown	Leaky	Leaky on Purpose	King George	760	6	6	10	10	32	7
Dick Roe	Kate Dulieu	Hydrotherapy	Gorleston	776	8	10	10	10	38	8
Allan Stuart	George Morris	Blue Marine	King George	728	10	10	10	10	40	9

Dick Roe, B14 GBR 776 Hydrotherapy



Above: Can you spot which boat was over at this start?

Below: Jonny demonstrates the 'eyes shut' technique, whilst Saturday's conditions were more clement  
Photos: Dick Roe



### Gorleston. Where?

Mr Barnes does have a way with words, this is an "alternative report on their dealings at Great Yarmouth" – sounds like we were collecting a shipment of Columbia's finest from the docks or something... though we really didn't need stimulants for this one!

OK, so Barnsie lent me his boat and SuperCrew™, the boat was being delivered by Pete for the open on the Sunday so I just had to drive there, nice and leisurely, during Saturday - no early start. Easy. Until Kathy offers to share the driving: "Great idea, when do you need to be there?". "About lunchtime on Saturday". It's a fine line between the joys of a 4 hour lie-in and the convenience of someone else driving... having someone to talk to swung the deal. "See you in Winchester at 8".

So I had a lie in anyway and was 40 minutes late, and Mr. Watts had moved the navigation landmark ("boat on drive") into the garage out the rain... very conscientious Mark!

The journey up went as expected, lots of chat, little traffic, making great time - then long journey syndrome kicked in, "we're nearly half way" are words you don't want to hear two hours after setting off... Anyway, not much bother – Kathy was doing all the driving! However the arrival was welcoming.

After the dubious delights of stopping for a quick shop on Gorleston High Street we headed for the club, me: "it's down that road there, 2<sup>nd</sup> one on the left", K: "how do you know? I thought you hadn't been here before...". I hadn't, I just knew it was, erm, by the sea... best navigation call of the weekend that one!

What a fantastic club! The smallest clubhouse in the world (probably), great cup of tea (40p), hot pasties (1 of your earth pounds), as friendly as you like and a great beach! Even better, as everyone else dashed around to go and race in the light wind and fog I relaxed, checked the Firkin of CHB had been properly treated by Dick and chatted about local tides and life in general with "B14 legend" Chris Sallis. Oh, and I went for a walk on the long sandy beach and took some photos as the sun came out. Really, really hard day... I couldn't push the pace that hard too often.

There was a social on Saturday night which involved free beer. Apparently. It's a bit fuzzy, I think there was food too, and didn't Leaky start a wine-wave... did I have a hair band? and did Ferret fall asleep at the table? I sort of remember, the pieces are a bit fragmented though. I DO know that Dick and Kate basically put the whole fleet up in their house and that somehow we all got there that night, and I remember the car doing laps of a roundabout... and, no, it's gone...

So, Sunday, the big one. Pete's there with the boat nearly rigged. If I do badly today with Barnsie's boat and SuperCrew Pete then I'm obviously shit. No pressure! "Oh, by the way, it's getting quite windy in a couple of hours". For a moment I really wanted my own boat and an AverageCrew™, but then the feeling went away and I realised what I really wanted was a pastie and a nice cup of tea.

So, careful off the beach – how does this rudder dagger thingy work? Can I stand on it? No problems... at this stage I'm more than happy that Pete made a last minute decision to drop the jib tack, the breeze is building nicely. We hoist and gybe-drop (probably just to look keen, I'm sure Pete's tied all the string on OK) and we're ready. Heavy port bias, always a nice ice-breaker in someone else's boat... Port tack it is. Steady race, good speed, 4<sup>th</sup>. Race 2 and the port bias is worse and the breeze is up more. Port tack again. Looks a bit bumpy in the gybe zone, Beezer and Ferret wobble a bit through the gybe, probably a bad wave, Binesy and Dave wobble *more* on the gybe. Looks like all the waves are bad! Clench. It wasn't pretty but the carbon bit pointed generally at the sky throughout. We were OK. A few laps of that and we're still 3<sup>rd</sup> but a shift on the last downhill left the beat much more biased so we took the chance of a couple of extra tacks on the lumpy left side of the course, 2<sup>nd</sup>, nearly had Beezer on the line too!

OK, now it's really getting large and the breeze is gusting more, "Pete, the boat seems to have fallen over", Whoops! We righted the boat and lined up for race 3. Port tack? You guessed it. Big tide against us, hit the beach (not literally Barnsie, promise), overstand the top mark because everyone else is ahead

## UK TT06 @ GYGSC, an alternative view continued...

and to leeward so we're still going to get there first... well I think Beezer beat us there by a boat-length. Cracking downhill, an almost perfect gybe at full tilt on the top of a wave, only let down by the fact we shot off the top of the wave with the bow fully 8ft above the bottom of the trough and fell bow first into the hole. Clench more. We didn't fall in! We kept it all together, even dead running the last few lengths into the mark to avoid a short dog-leg and two more gybes. Beezer and Ferret had more cojones, but not the skills to match and dumped it in on their next gybe. Tim and Johnny won, we got 2<sup>nd</sup> again, followed in closely by a rapid Piers and Kathy.

So the waves are at this stage "quite horrible" (I'm paraphrasing a little...) and my rudimentary mathematics told me that to get 2<sup>nd</sup> overall we had to beat Tim by two places. How many boats left? Three. With only three boats left in the race we had to win and hope Tim and Johnny were last. Possible, but not really likely given the only thing that had stopped Beezer and Ferret from winning all the races was a swim... cup of tea Pete? OK.

The beach didn't look quite so inviting on the way back, something to do with a bit more wind, a few bigger waves and being responsible for Barnsie's pride and joy (the boat, not Pete). However, an easy landing, flat beach, cup of tea, hot shower. You couldn't ask for more. Another tea? Oh, go on then.

"So, Alan, what's the boat like? How's the carbon stick?". Erm.. I dunno, OK I guess... seemed fast, might have been the stick, might have been Pete, might have been me... [peels of laughter...]. OK, it wasn't me – but at least I know I'm not s\*\*\*!

2008? You know you want to.

Alan Davis, B14 GBR753



Alan demonstrates how much easier a port tack start is in a borrowed boat

Photo: Dick Roe

## 2007 Endeavour Trophy

**Mark Barnes & Pete Nicholson represented the B14 class at this year's Champion of Champions event. Here's their report.**

For those that do not know, the Endeavour Trophy is an event held at the Royal Corinthian Yacht Club at Burnham for the champions of 30 RYA recognised classes, being sailed in 30 brand new Topaz Xenons.

Having qualified for the event a number of times in the 1980s and early 1990s, this was my first attendance as on other occasions had been working abroad.

So on arrival we were allocated a Topaz Xenon, a roughly 15 ft. dinghy with asymmetric kite and rig similar in size to that of a Merlin Rocket. However, the hull weighs at least 130 kg and is rotor moulded rather than GRP. You are allowed to do very little to the boat as it will be handed over to its new owner after the event.

We therefore added tell tales and kite line tabs (see 3 grey tabs in the photos), but were not allowed to replace or shorten any lines. Putting the boats together took approximately 2 hours, so get there by 0900 hrs. if you are the lucky combatant next year.

Friday consisted of a training series conducted by Adam Bowers. This you must not miss as it will teach you a lot about the boat. It is sluggish to sail compared to an all out racing boat, so will take some getting used to as it takes time to accelerate, stop and turn. Some of the systems are due to the size of rope (mainsheet 10 mm.) used not as smooth running as we are used to but all systems do work. One problem we had was our lowers were too short but Russ at Topper had a new set (from Seldon) for us on Sunday morning to our relief as our mainsail had been very full up to this point.

Hiking the boat is not that comfortable and with my toe straps being too short departed the boat in one race. I now know how Anna (Payne) felt at Weston a few years ago when crewing for me. Do not make the mistake that I did and not wear hiking shorts. Top of my list if I ever do it again.

So Saturday dawned and we launched into a building breeze. The races were to be a humbling experience as we had one of those days you wish had not happened. Out of the 5 starts we had 3 top drawer starts only to be absorbed on the first beat. We could not get the boat to point no matter what we did, but in all the photos and according to the tell tales etc. the rig looked spot on, so it must have been something else. This we found very demoralising as we were losing roughly 8 – 10 places on the first beat and on average 3 – 4 places a beat over the next rounds but gaining places on the runs and leeward mark roundings. So with the game plan set, we had to fight our corner and that we did, but the result of this was having to spin a couple of times on the course at windward marks and at one start where second up the line from Nick Craig, there was a wind shift resulting in our boat going head to wind and slipping onto port (slightly) but ending up being one of 5 – 7 boats in a pile up. It was noted that some boats did not spin during the weekend, which was not cricket.

In the second race, our best one to that point, we were on the second beat and the boat started vibrating as if we had hit the bottom. We checked the foils etc and could not see anything. This carried on for another round at which point I had had enough as we had lost more than 10 places. So Pete took the helm and I lifted the rudder only to find that we had been carrying a black plastic bag on the bottom 6 inches of the rudder. Oh for hindsight. Overnight we were 17<sup>th</sup> and the Musto boys 21<sup>st</sup>.

Going into Saturday evening, we all attended the Endeavour Dinner other than Rob and Pete Greenhalgh who having failed to get redress for one of their OCSs, called it a day and headed for the hills. A very pleasant evening was had but all dispersed by 2300 hrs.

Sunday dawned to very little breeze, but this was to build throughout the day to a force 3 and for the last race drop back to a force 2. With our new lowers and flatter mainsail and reduced rig tension (27 rather than 30 on the Loos gauge) and extended helm's toestraps lines, we launched to do battle and retrieve the situation we now found ourselves in.

## 2007 Endeavour Trophy continued...

The day was however to be more of the same. Race 6 (first of the day) we won the committee boat end of the line and all looked really good, only for us to be absorbed again as we were bounced by several boats shortly after the start. We knew we were in trouble again and so had to change our strategy by heading to the corner which is not what we wanted to do. We ended up fighting mid fleet and coming home in 14th and getting one of our best results.

Race 7 and we won the pin, tacking onto port just after the start and clearing the fleet, the highlight of the weekend. Alas as we had a 2 boat-length lead, we managed to hold on and rounded the windward mark in 2 – 3 with the Laser boys and Nick Craig astern of us in 4th. However, the first 8 boats headed right and onto the wrong shore and into oblivion with our ending up around 20th at the end of the run. Only one boat was to recover from this position, the RS Feva of Barry and Sue Parkin to 13th. We lost Nick on the finish line and came 18th.

Last race, race 8 and we had another great start rounding the windward mark in mid fleet but struggling for height. On the run we headed left but this time it paid to go right (Tide had dropped and Battson point came into play with a back eddy into the Roach), so we slipped back as a group of boats sailed round us. Once this had happened we were back in the pack and having to fight for our position. At the end of the race, we ended up going through the finish line alongside the Musto and RS Vereo boys as one combined unit but at this point the regatta was over and the pride battered.

Had we enjoyed the event, in a sadistic way I suppose we did. We had given it our all and were worn out with my feeling like I had a broken body and Pete was not far behind. On a positive note, we had shown the fleet how good we could start in most races and obtained a lot of information for the teams attending the event in the future, but boy did we both miss the B14 and its handling characteristics.

The Topaz Xenon is a real leveller for all concerned but as in any class we and some of the observers believe that there were good and not so good packages, of which we believe we and the Musto boys had 2 of the 3 not so good packages.

Racing is very tight and due to a number of factors, it is more important than normal to get clean air and wave pattern or you are dead in the water. Crew weight should aim to be around 20 – 23 stone as suspect they do not carry weight that well unless breezy and this may have been one of the deciding factors of the winning teams at the event.

Steve and Toby sailed a very good event as were worthy winners.

Gear required: Hiking shorts, tactic, burgee/windex, duck tape, slot gasketing for tabs, 2.0 m. of 4mm dynema rope, 2.0 m. of 5mm elastic, pliers, possi drive screw driver, rolls of electrical tape.

See next page for overall results.

Mark Barnes, B14 GBR 768 Seavolution/Blue Marine



## 2007 Endeavour Trophy continued...

Pos	Sail No	Class	Helm	Crew	R1	R2	R3	R4	R5	R6	R7	R8	Pts
1	1	Firefly	Steve Tylecote	Toby Lewis	1	1	2	1	8	10	6	2	21
2	18	Merlin Rocket	Roger Gilbert	James Stewart	6	7	1	15	4	2	1	7	28
3	12	OK	Nick Craig	Steve Dunn	3	2	7	6	1	22	17	4	40
4	30	Vortex	Keith Escritt	Elaine Marsh	5	14	5	29	2	1	3	11	41
5	13	Fireball	Tom Jeffcoate	Mark Hogan	2	3	4	5	14	8	8	14	44
6	21	Europe	Chris Gill	John Gill	15	6	9	4	3	6	14	3	45
7	25	Scorpion	Dave Wade	Ben Ratner	11	8	22	3	7	4	11	9	53
8	9	Solo	Andy Davis	Andy Thompson	10	4	18	29	6	9	4	5	56
9	5	National 12	Graham Camm	Zoe Ballantyne	4	12	10	11	18	29	9	1	65
10	26	RS500	Michael Saul	Sophie Hartley	7	9	6	14	16	7	16	8	67
11	6	RS400	Paul Hilliar	Stu Jagger	20	11	12	8	13	11	12	10	77
12	19	Mirror	Hector Cisners	Graham Williamson	14	16	8	7	11	5	24	18	79
13	4	Lark	Steve Cumley	Eluded Jones	18	19	17	2	12	13	2	17	81
14	8	RS Feva	Barry Parkin	Sue Parkin	8	10	16	29	26	3	13	6	82
15	3	Hornet	Richard Garry	Matt McGrath	13	5	19	9	29	16	10	13	85
16	2	Laser 2000	Rob Burridge	Amy Hulley	12	15	23	29	9	17	20	12	108
17	15	Musto Skiff	Rick Perkins	Simon Reynolds	24	21	20	13	17	15	5	22	113
18	16	B14	Mark Barnes	Peter Nicholson	16	24	13	18	15	14	18	21	115
19	11	Laser	Mark Powel	Dan Ward	23	13	26	29	10	12	21	15	120
20	20	Comet	Ian Coppenhall	John Coppenhall	17	26	14	17	24	18	15	20	125
21	17	ISO	Lloyd Walker	Graham Sexton	25	18	15	16	21	29	19	16	130
22	24	International 14	Rob Greenhalgh	Peter Greenhalgh	9	29	3	29	5	29	29	29	133
23	28	Supernova	Steve Broom	Clive Evans	22	17	21	12	20	20	23	24	135
24	10	Topper	Andrew Brown	Tony Wilcock	27	23	25	19	19	19	7	25	137
25	14	Cadet	Joshua Pistol	Benjamin Pistol	19	25	11	10	25	29	25	26	141
26	27	RS600	Ian Marshall	Andy Heissig	21	20	28	20	27	21	22	27	158
27	22	British Moth	Robert Wilder	John Waying	26	22	24	21	23	24	27	19	159
28	7	RS Vareo	Andy Temple	Tim Seward	28	27	27	22	22	23	26	23	170



If you can't beat 'em, gurn at 'em... All pain and not much gain at the Endeavour. Photos: Toby Barsley-Dale

## Mayflower Final Fling

The B14 circus headed down to Devon for the Final Fling. The boats that made the trip were in for some peachy sailing outside the breakwater conducted by R/O Dave Curno and his race team.

Saturday and overcast skies with 15 knots of wind greeted the fleet. With 10° pin bias, Seavolution/Blue Marine (Mark Barnes/Pete Nicholson) won the start followed by 762 (Mark Elkington/Charlie Game) and 764 (Mark Pollard/Richard Hingston). Being the second start chasing down the Larks, both fleets arrived at the windward mark together but the B14s headed back directly downwind away from the Larks. At the mark Seavolution/Blue Marine were followed by Leaky Pipes (Gerry Brown/Chris Fermor) who were to fade to 4<sup>th</sup> with 764 and Ince&Co (Mark Watts/Kathy Sherret) finishing 2<sup>nd</sup> and 3<sup>rd</sup>.

Race 2 and a repeat at the start but this time 764 led followed by 767 (Paul Bartlett/Mark Philips) and 730 (Will McGrath/Charlotte Jones). At the windward mark, 764 led from 767, 762 and Seavolution/Blue Marine. Over the next two rounds Seavolution/Blue Marine picked off the leaders to win followed by 764 and Ince&Co.

Race 3 with a flat line and no bias, there was nothing to be gained. Seavolution/Blue Marine took the pin but this was not where to be as the right started to pay with increasing pressure. Therefore those to windward gained the advantage led by 646 (Crispin Taylor/Tom Baker). At the windward mark, 767 led the way and rounded first followed by Ince&Co and Seavolution/Blue Marine. Over the race Seavolution/Blue Marine passed Ince&Co and 767 to take the win followed by Ince&Co and 767. With the fleet retiring to shore to watch the rugby match, a great days sailing was had with grins on all faces. Sustained downwind speeds up to 15.6 knots in 15 knots of wind were recorded on the fleet's Velocitek's.

Sunday and with a few sore heads and only 10 knots of wind, the fleet headed out to the race course. Race 4 and with the usual 10° pin bias, the fleet piled into the pin with 762 leading the fleet off the line. Up the beat the right was to pay with the fleet evenly split. Those heading right led by 767 rounded first followed by 764, 646 and Seavolution/Blue Marine. By the leeward mark Seavolution Blue Marine had passed 646 and took the next 2 on the following beat to lead to the finish followed by Ince&Co and 764.

Race 5 with the usual suspects winning the pin the fleet split left and right. First to the windward mark the right had paid with Ince&Co taking the lead followed by 762, 764 and Leaky Pipes. Over the next round, Seavolution/Blue Marine reeled and passed the latter three to head for a showdown with Ince&Co on the last round. Going into the leeward mark they were nose to tail with Seavolution/Blue Marine tacking under Ince&Co for the finish, taking the gun by a nod, followed by 764 and 762.

Race 6, the pace setters from the start were 767 and 764 followed by Ince&Co and Seavolution/Blue Marine. Rounding the windward mark 764 led from 767 and Seavolution/Blue Marine. Over the next 2 rounds Seavolution/Blue Marine worked their way past the 2 boats to take the win from 764 and 762. With their 6<sup>th</sup> win Seavolution/Blue Marine won the open from 764 and 772 with some very close racing had throughout the fleet. The showdown between Ince&Co and 764 was not to happen as racing was abandoned due to the breeze becoming unstable, so the R/O called it a day.

A great weekend was had with the race team running a good slick event. The next event is Weymouth on the 27 – 28 October with a good turnout expected.

Pos	No	Helm	Crew	Club	1	2	3	4	5	6	Total	Final
1	768	Mark Barnes	Pete Nicholson	Whitstable YC	1	1	1	1	1	1	6.00	5.00
2	764	Mark Pollard	Richard Hingston	Starcross SC	2	2	6	3	3	2	18.00	12.00
3	772	Mark Watts	Kathy Sherret	Weston SC	3	3	2	2	2	4	16.00	12.00
5	762	Mark Elkington	Charlie Game	Starcross SC	5	5	5	4	4	3	26.00	21.00
7	767	Paul Bartlett	Mark Philips	Starcross SC	7	7	3	6	5	5	33.00	26.00
6	760	Gerry Brown	Chris Fermor	King George SC	4	4	4	5	10	10	37.00	27.00
9	730	Will McGarth	Charlotte Jones	Starcross SC	6	6	7	7	7	7	40.00	33.00
8	757	Crispin Taylor	Tom Baker	Starcross SC	8	10	8	8	6	6	46.00	36.00
9	644	Tony Blackmore	Sam Game	Starcross SC	9	8	9	9	8	8	51.00	42.00

Mark Barnes, B14 GBR 768 Seavolution/Blue Marine

## Winter pursuits

Well another year is drawing to a close. One that has taken the B14 from success to success with the help of many in the fleet. As a group we have shown the sailing world just how great and active as a class the B14 is.

This raising of the boat's profile all started with the Winter Pursuit Series last year at the Brass Monkey at Leigh on Sea in Essex where Readycrest (now Seavolution) won the event. The aim was to put a group of B14s at each event. The class was very successful in doing this and those that attended these events had great fun, and when needed, we helped each other including using Paul Manning's (Musto Skiff Supplier) double stacker to rescue Dan Cowin's B14 from the A1 hard shoulder.

The highlights of the series was in my opinion, the 5 B14s sailing the length of Rutland water in formation during the Tiger Trophy, where we triumphed bar the Thames A Rater and its Dodgy kite. Another being the Starcross Steamer where we had 13 B14s turnout and finally the Hoo Freezer where we had 8 boats turnout and but for AT&T, CSC and Readycrest not sailing the wrong way, one of these boats would have easily won the event.

This year we will not be attending the Starcross Steamer which is a shame, but have been advised that the tides are not suitable for the B14s and it will be a shallow water event.

We are therefore aiming to run a repeat of last winter's series but on a better/grander scale. We want to put the B14 in as prominent a position in the dinghy sailing world as is possible. To do this we need your help as we need numbers. So what we are aiming to do is designate a member of the fleet to co-ordinate each event. They will be responsible for pre-entering the group attending each event so as to make sure the clubs are aware we are attending and so raising our profile prior to our attendance.

What we would like from each member is for them to take a look at the list and see if they can do two events or more and get back to me so that we can co-ordinate the fleet's attendance at each event.

26 December	Leigh on Sea	Brass Monkey
30 December	Grafham	Grafham Grand Prix
12 January	QMSC	Bloody Mary (to be confirmed)
XX January (19 – 20?)	Excel	Y&Y/Barton Pursuit Race (only 2 pre-entered boats)
26 January	Northampton	Steve Nicholson Memorial Trophy
2-3 February	Rutland	Tiger Trophy
1-2 March	Dinghy Show	
8-9 March	Hooness – Medway	Hoo Freezer

The destiny of the class is in our hands and we need to make sure it is a success to ensure we have great racing and longevity of a very special racing boat. We will be throwing our hats in the ring by letting all know we will be doing most events. So come on commit and attend some of the countries greatest sailing events. If there are others that you feel we should consider then let us know.

Mark Barnes, B14 GBR 768 Seavolution/Blue Marine

## Final events of the 2007 UK TT circuit

October

27<sup>th</sup>/28<sup>th</sup> Weymouth Sailing Academy - UK Series Event 7

November

3<sup>rd</sup>/4<sup>th</sup> Grafham Water SC - UK Series Event 8 and **Inland Championships**