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Pictures from the Endeavour Trophy and Ovington Inlands are reproduced with the kind permission of Sergei and Tania Samus, <http://www.photoblink.co.uk>.



The shape of wings to come (sorry, that *is* the best I can do) – these are on Phil Eltringham's boat, GBR 777
Ovington Boats

Chairman's roundup of 2008

Who would believe it's the end of the 2008 season already!!!!

Many of you will have seen that I rather embarrassingly closed the season in style watching the immaculately prepared (borrowed) Axiom come to a shuddering halt as the rig went over the front at the Inlands.. Sorry Mark but at least it gave a few of you a laugh ☺ My first broken rig ever in over 20 years of sailing!

This year is going to go down in history for all the wrong reasons sadly. I think we can safely say that we must have done something to offend Mother Nature and she has been getting revenge throughout the season with poor weather at many of the events this year. In fact I think the best sail I had in 2008 was in the summer like conditions that were laid on in Plymouth Mid October!



Final Fling 2008 - © Sam Tucker / Mayflower Sailing Club (<http://www.mayflowersc.org.uk>)

I want to pass on my thanks to all those that despite poor forecasts have made the efforts to attend the 2008 circuit and once again plenty of new faces. Some will have seen the final rankings up on the website and wondered what happened to the prizes... well given the patchy turnout at the inlands (due to longer shipping times to Australia) we have decided to hold the 2008 prize giving at the first big event of 2009 as a season opener over a few beers. Plan at the moment is to have this on the Saturday night of the Rutland training event, full results later in the newsletter.

Many of us will be off to Hobart in a few weeks time to try and make up for the poor conditions in the UK so I just want to wish the British Team good luck in retaining the Ashes once again. I have a feeling it is going to be harder than ever in Hobart but I have seen some sneaky winter training going on so watch out the British team will be ready. The big question is can we keep up in the bar!

So sat on the train heading in to the office waiting for it to reverse back to platform after the driver (clearly related to Lewis Hamilton) overshot the platform its time to look forward to next year!

Chairman's round-up of 2008

What a year we have for 2009. I usually rave about what next year will bring but I have to say 2009 raises the bar once again. We start the season with a string of new boats being launched and the secondhand market has been a frenzy of teams upgrading for 2009.

We have the Nationals in Plymouth over the late May Bank Holiday which as well as providing some of the best sailing waters in the UK is going to see some legendary socials. So book up accommodation now... We will all be staying in and around the Mayflower Sailing Club locale and more details on this from Rod (Bimble King) Boswijk later in the newsletter.

We are expecting to see our first Northern Circuit event to pay a visit to the growing northern fleets, take a look at Dan's event listing for details but I for one am looking forward to some northern hospitality!

2009 will see the much anticipated return of the B14 Europeans with us heading off to Carnac to formally welcome the growing French fleet over the August Bank Holiday. More details from Mark on this later but get those ferries booked. Carnac really couldn't be easier to get to so there are no excuses for missing out on sailing at one of the top Skiff destinations in the world and enjoying the French hospitality. It's hugely encouraging to see the hard work in reviving the class paying off outside the UK. Once again it has shown that all it takes is support from the fleet and one or two keen local B14 sailors to spread the word.

With no boat to play with since 772 went in the container to Hobart I have been spending time ensuring that I am once and for all cured of my addiction to Boat Bimbling... AUS321 AKA Primal Scream AKA Frankenstein or more lovingly 'Bodge' was relaunched at the inlands after a 2 week intensive refit including fitting her out in the snow by torchlight!!! Weekend job my arse Barnsie! Thanks to all who donated parts to get the class association boat on the water (still looking for an old daggerboard). For me it was interesting to go back and repair an old boat back up to racing spec. It is amazing how many of these old hulls are out there (she holds as much rig tension as an Ovi hull!) and can be picked up for no money and returned to racing. Watch out for 'Bodge' on the circuit during 2009. Full details on our plans to follow in the new year and more from Kathy on Bodge later in the newsletter.

Right enough from me.. The gloom of London beckons.. For those I wont see in Hobart have a great Christmas and see you all in 2009.. and in case you missed it I think Barnsie might be organising a B14 Winter Team.. there is nowhere to hide ☺

Mark Watts, B14 772 Simmons & Simmons

Countdown to Tassie

B14 World Championships – Hobart, January 2009

As I write this article it is exactly one month until an expected fleet of 50 boats have sore heads after celebrating New Years Eve 2009 in Hobart. A fitting warm up for the B14 World Championships which commence in anger on the 6th January.

It would be fair to say that the organization to date has gone well. PRO for the event, Tasmanian Nick Hutton, has been honing his skills with the Tasmanian fleet, having conducted the Tasmanian State Championships in late November out of the Sandy Bay Sailing Club, which uses the same piece of water that will be the World's racetrack. Nick conducted an excellent regatta in trying conditions over two days.

The championship was won by Australian class stalwart Chris Bibby from Victoria, with Dave Lorimer second and Richard Fisher third and first Tasmanian. The regatta proved not only to be a good training run on the water, but off the water as well. Kelvin, Josh, Raff and Scotty Cunningham completed the Victorian team, joining Fish and Stu in a training run on Saturday night. The night course has now been set and navigation lights will no longer be necessary for competitors.

I keep watching the shipping notices in the newspaper, but I haven't noticed the English container as yet. I expect you Poms are feeling very similar to Bangers at the moment, with his new boat taking a little longer than expected to get on the water. Evidently Bangers has become a little rusty of late, although Kelvin has been helping out with the loan of his boat for training.

Weather will be an interesting factor at the Worlds. Lately Tasmania has been experiencing a series of lows crossing the state at roughly seven day intervals. They seem to correspond with the weekends and there has been plenty of high wind training both in Tasmania and Victoria. The next few weeks should see the patterns alter back to our traditional summer patterns, although don't be surprised to see at least one or two windy days.

For those that can't come to the Worlds, make sure you stay in touch via the web sites. Relevant sites are of course:

www.b14.org – the International B14 web site

www.b14.yachting.org.au – the Australian B14 web site

www.ryct.org.au – the Royal Yacht Club of Tasmania web site

And for those that are coming to the worlds, make sure you stay in touch with up to date weather and tide information at the following sites:

www.bom.gov.au – Australian national weather site

www.bom.gov.au/oceanography/tides/MAPS/hobart.shtml#form – tidal information for Hobart

www.bom.gov.au/products/IDT60900.shtml - all the latest weather observations for the Hobart area

I for one am certainly looking forward to having a great time at the Worlds. Tassie IS one of the best places on earth and I look forward to sharing a drink or three with you all....

Fish, B14 AUS 357

Carnac Yacht Club



Located in South Brittany, 2h30 drive from Saint-Malo, Carnac is particularly renowned for its megalithic alignments unique in the world. It is also well-known for its huge beaches of fine sand, its preserved setting and a particularly mild climate, which make it a special holiday destination.

In the middle of the beaches, the Yacht Club opens up in front of one of the most beautiful bays in Europe: the Bay de Quiberon, very much appreciated by sailors and swimmers. The bay of Quiberon is the continental sailing Mecca.

The Carnac water base was built in the late 1960's by the Joint Union of the Morbihan Harbours. The Yacht Club, organization created in 1960, has become one of the first three French sailing schools.

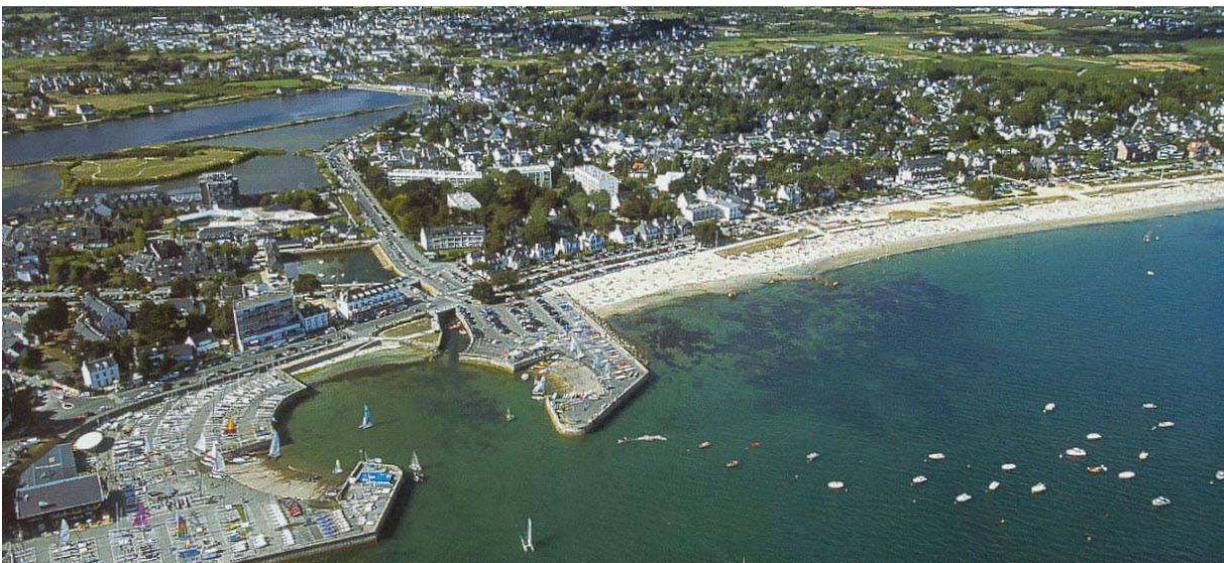
The YCCarnac counts on average each year:

- 2856 members
- 16755 teaching sessions during the season
- 2675 boats and 4350 crews sailing from the YCC

In addition to the Sailing School and dinghy rental, the Carnac yacht Club is also well known for having organized some great events in recent years: Eurocat, one of the biggest events in the world for catamarans; Dart 18 European championship; Laser Eurocup; RS Eurocup; GP 14 European championship; 470 & 420 nationals; Topper worlds; Optimist Nationals; Funboard nationals; 18 Foot Skiff Europeans etc.

In 2009 the Carnac Yacht Club will host Eurocat, the Windsurf "raid des megaliths", 18 Foot Skiff Mark Foy Trophy (world championship), the RS Eurocup, the GP14 European championship, the B14 European championship, the 2009 breizhskiff.com trophy.

Cédric Fraboulet



Champions of Champions

2008 Endeavour Trophy



Toby & I really enjoyed representing the Bs at the Endeavour this year mainly because the food was good & we won, as light wind sailing is never that enjoyable!!

The event is superbly run with new boats provided on arrival, free coaching on the Friday, breakfast, lunch, afternoon snack & dinner each day, accommodation at members houses in the evenings and 8 races run by an on the ball race officer! That takes some organising, though of course if the Bs came to Frensham Pond for an open you would get the same treatment...

The racing is in Topper Xenons which for £5K are a good value learner/club racing boat. They are pretty heavy and not used to some of the loads that the Champion crews place on them so it's definitely about as different to B sailing as you can get!

The forecast for the event looked windy early in the week, I was grinning ear to ear as we are one of the heavier crews & I like nothing better than blasting in a gale! However, as is often the case with XCweather, things changed during the week...nice force 4 Friday, force 2-3 Saturday and 1 knot forecast for Sunday!

The training day went well – we sorted out some teething problems with the boat, got used to sailing in lots of tide again and Toby became boat rescue man! One of the teams couldn't get their (not light) Xenon up so the coach boat stole Toby to help right another boat, leaving me single handed for a few races. Not sure 9 stone Toby was the right person to get these boats up either though, he came back a little bemused!

We were fast in training, Force 4 is what we like. We did ask for the training races to count towards the series but no-one listened!

After a good pasta meal & not much beer (serious event this!), we had an early night as it's a 9.30 launch followed by 5 races on the Saturday. No surprises, we came off the water after nearly 5 hours of intense racing totally knackered. It wasn't that windy but the concentration for 5 races with lots of tight situations was draining.

Champions of Champions, continued...

We had a great day on the Saturday – we were very punchy on the starts knowing our speed was going to be pretty ordinary. Thanks to Tobys lightness and deft touch around the boat our speed was actually OK though nothing special and our punchy starts got us top 5 in every race. Most other boats had some up & down races, mistakes are pretty seriously punished with 29 other Champions lurking! It's impossible to keep track of all the results with so many races & top sailors so we were very pleasantly surprised to find we had a 9 point lead after day 1.

Sunday emerged with thick fog & no wind. Never ideal, it's hard to not watch the clock and hope for an abandonment when you're out front but we kept ourselves ready & eager (well maybe that's going a bit far) for potentially 3 very light wind races.

The fog lifted at around 10am and we got our boats on the slipway to launch only for the fog to return even thicker. The race officer sent us anyway and the fleet were escorted to the start by some RIBs to stop us sailing into the shore or off to Denmark! We finally got to the race area to find only 3-5 knots of wind and more fog. Around lunchtime the fog lifted but the wind was dying. Up went the warning flag!

I didn't say anything to Toby but this concerned me, I did an Endeavour race a few years ago in a Xenon in light winds and me & James were slow!

With strong tide against us upwind, we could be very aggressive on the start which I thought we needed to be. It worked, we got a great start, led briefly & held on to 4th by the windward mark but our main rivals were 1st & 2nd. Not a big issue but we had to hold on and potentially do this in 2 more races to maintain our overall lead.

Thankfully the tide was with us downwind so that bit was over before anyone could catch my fat arse! The next beat was a minor miracle, we found some nice shifts & tide breaks up the bank to take the lead! With the wind dying, the race was only 2 laps so we won in my hated Xenon weather! The wind then died even further so most of the fleet ran out of time. The race officer waited a bit for wind to arrive (we were enjoying watching the clock tick by at this stage!) and finally abandoned the last 2 races ☺ It was a great result because I never expected to win in light winds, major credit & thanks to Toby's awesome crew work!

So Toby has now won it twice, can he match the crewing record of a certain D.Hayes who has his name on the trophy 3 times!

Nick Craig, B14 GBR 773



Ovington Inlands

With 11 teams' kit already Tasmania-bound for the 2009 World Titles, a slightly depleted fleet arrived at Grafham for the Ovington Inland Championship and final Travellers Trophy meeting of the year. Some of the usual faces begged and borrowed boats. Like a last minute shower during a Grand Prix this was bound to shake things up and add some unpredictability to the results.

Saturday, day one, dawned cold and breezy. Grafham always feels 5°C colder than it really is, and today was no exception.



Race 1 and a force 3, up the first beat the lead was exchanged between 2 racks of Pork (Piers Lambert/Mark Batt) and Ronstan (Mike Bees/Ferret) aboard their usual steeds, and Acxiom (Mark Watts/George Morris). Ronstan made the best of the lighter and shiftier windward mark approach and assumed a reasonably comfortable lead. Acxiom and 2 Racks of Pork battled for second till the finish with Chattanooga Choo Choo (Dan Cowin/Rachel Bennett) in fourth and Dryshirt (Phil Murrey/Kevin Rutherford) fifth. Bluebird (Nick Craig/Matt Johnson) found their borrowed steed to be reluctant in the softer going.

Race 2 and the breeze picking up to top end force 4, Bluebird with prebent tin rig, shot off the line and held the lead to the finish. showing that when the breeze is up all is possible. Behind them Ronstan, 2 Racks of Pork, Acxiom, Hyde Sails (Alan Davis/Toby Bardsley-Dale) and Whacky Races (Mark Barnes/Pete Nicholson) gave chase. 2 Racks of Pork pulled out shortly after their front rack horns had done likewise, and headed ashore to break out the epoxy for overnight repairs. Ronstan held the baton chasing Bluebird round the top mark second time ahead of the pack, a position they held to the end. Acxiom's hopes were shattered on the first run along with their carbon mast, leaving them no option but to take the Early Shower of Shame and an embarrassing telephone call to the boat's owner. Whacky Races went on to finish 3rd followed by Hyde Sails.



Race 3 and the with the wind still on the up, the fleet launched up the first beat with Ronstan, Hyde Sails, Bluebird and Whacky Races scrapping all the way but with the latter struggling for upwind pace and eventually dropping back, then pulling out with blown outhaul. The lead swapped between the other three for the remainder of the race with Ronstan stealing it approaching the final windward mark and holding on to the finish from Hyde Sails. Bluebird remained 3rd and Chattanooga Choo Choo avoided the carnage to grab 4th.

Race 4 and with a strong force 5 plus, the course area littered with I14s, 49ers and Musto Skiffs furiously washing their sails. Only the truly hard (and fortunate) remained. Bluebird again found their pace and led. Ronstan gave chase and just managed to cross ahead at the end of the first run but at the expense of rounding the less-favoured gate mark. Behind them Whacky Races (outhaul repaired) led Hyde Sails and Dryshirt (Phil Murray/Kevin Rutherford). Round the final weather mark Bluebird were a few lengths clear of Ronstan. As the breeze further increased and with boats making very deep angles downwind, it was all to play for. Bluebird survived the final nery gybe to take the gun, but Ronstan stopped to wash their sails letting Whacky Races through to take a comfortable 2nd from Hyde Sails.

Ovington Inlands, continued...

Overnight Ronstan led by a point from Bluebird, the latter not looking forward to Sunday's lighter forecast conditions in which their borrowed ship would struggle for pace.

As predicted Sunday dawned much lighter. Race 5 - a fairly even start had Ronstan, Hyde Sails, 2 Racks of Pork and Whacky Races scrapping up the first beat. 2 Racks of Pork dropped back, and at the 2nd and final windward mark, Hyde Sails just lead from Whacky Races and Ronstan. The latter spotted pressure out to the left and gybed away, which proved decisive as they sailed around the leading pair to win followed by Hyde Sails who survived an altercation with a typically ambitious 49er at the final gate to hold on to 2nd, followed by Whacky Races, 2 racks of Pork and Chattanooga Choo Choo. Primal Scream (Kathy Sherrat/Allan Stuart) the B14 Class Association boat, debuted with impressive style to take 6th.



Race 6 – Whacky Races and Hyde Sails lined up to port tack the fleet but found the door shut, leaving Whacky Races over early. An ever-increasing left shift saw Ronstan lead easily around the first weather mark and stay clear. Behind them a fracas at the weather mark ensued involving a number of B14s and 49ers. Whacky Races pull backed through and eventually took 2nd followed by Chattanooga Choo Choo, Spectrum Pursuit Vehicle (Iain Macintyre/Phil Eltringham) and Bluebird.

With first place now decided the battle was on for 2nd, any one of three, Whacky Races, Bluebird and Hyde Sails could take it. The RO relaid the course to suit the new wind direction with no noticeable delay in the proceedings, and the last race was under way. Bluebird and Ronstan headed left of centre. The majority of the fleet went right and it was from the right hand side that Spectrum Pursuit Vehicle came to lead around the top from Ronstan and a still-scrapping Whacky Races and 2 Racks of Pork. At the bottom the order remained much the same, but up the 2nd beat the wind decided to flick back to it's original direction allowing Ronstan through to the lead by a margin. Spectrum Pursuit Vehicle held 2nd round the top but ended up low of the gate as the wind continued to swing round allowing 2 Racks of Pork through to 2nd ahead of Whacky Races. The last beat was a one-tack procession with Ronstan in the clear, the next three were in close contention. At the windward mark 2 Racks of Pork rounded next with Whacky Races on their tail. Whacky Races was the quicker on the hoist and their pole made contact with the back of 2 Racks of Pork, allowing Hyde sails back into contention. 2 Racks of Pork finished second followed by Hyde Sails and Whacky Races.

The final scores on the doors left Ronstan first, followed by Hyde sails winning 2nd on the tie break from Whacky Races.

Results:

1. 771 Ronstan - Mike Bees/Ferret, Brightlingsea SC. 1, 2, 1, (4), 1, 1, 1. 7pts
2. 753 Hyde Sails - Alan Davis/Toby Bardsley-Dale. Weston SC. (12), 4, 2, 3, 2, 6, 3. 20pts
3. 705 Whacky Races - Mark Barnes/Pete Nicholson. Whitstable YC/Brightlingsea SC. 6,3,(12),2,3,2,4 20pts
4. 718 Bluebird - Nick Craig/Matt Johnson. Frensham Pond SC. 7, 1, 3, 1, (8), 5, 6. 23pts.
5. 769 Chattanooga Choo Choo - Dan Cowin/Rachael Bennett. Ely SC. 4, 6, 4, (12), 5, 3, 5. 27pts.
6. 774 2 racks of Pork - Piers Lambert/Mark Batt. Brightlingsea SC. 3, (12), 12, 12, 4, 7, 2. 40pts

Full results are available at http://gwsc.no-ip.org/Gwsc_results/Open%20Meetings/2008/Ovington%20Inlands.htm#b14

Mike Bees, B14 GBR 771, and Mark Barnes, B14 GBR 768 Seavolution

Carbon wings

As most of you will now know, we have now put the referendum out to the regional associations. The reason for the delay, is that we would not release the vote if we could not secure the price of the new wings below £1,000 for the United Kingdom/Europe and Australia AUS\$ 3,000 per set. The vote needs to be completed prior to the Worlds as the vote if both sections are yes, will need to be ratified by the World Council prior to passing over to ISAF.

We are now awaiting the response from the membership, and hopefully people will look at this as a positive way forward at a realistic price.

The primary reason behind this move is to improve the reliability of the B14, especially the wings. If you look at the B14 as it was in 1999/2000, it was much more fragile and liable to break. We have due to carefully driving developments, now got a robust, almost bullet-proof boat that can handle nearly all conditions, and is not that expensive to run, unlike some other boats.

With the advent of carbon fibre components, we now have the ability to repair rather than replace parts. Great for the insurance companies and the fleet as a whole. This has been very noticeable with the masts and to a lesser extent with the glass kite poles and tiller extensions. If you were to break a carbon wing strut, you would be able to repair the section and be back on the water within a couple of hours and do the finishing post-racing.

We have therefore looked at possibly changing the material that the wings are built from and, taking the opportunity to galvanise the world fleet in time by having all wings in the new material, aesthetically look the same and be built to the same/similar specification. To date this has not always been the case as supply has dictated the material used in the finished product, particularly in Australia.

With changing the materials, assuming the vote goes through, we will have opened the supply chain to greater number of suppliers and so enable us and the license holder (Ovington Boats) to have greater control of price. This must be a win-win situation for the class. The other benefit is that your main concern will be UV rather than salt water. So every 2-3 seasons, if you leave the boat in the dinghy park and sail every week, you will need to recoat the carbon using varnish or paint. You will see carbon masts in dinghy parks where they have lost their protective coating. If they do not address this issue, the mast will go soft and boat go slower with potential mast failure in the future.

The corrector weights are a must, as we do not want a situation where there are those who have and those that do not. With weight equalisation the weight will be equally placed at either end of the end rail. This will mean that any benefit in stiffness will be negated by the extra pitching motion the weights generate. In 4-5 years we would anticipate that the alloy wings that are currently around will potentially be at the end of their lives if used on a regular basis. However, this will vary due to maintenance and abuse given during that period.

Alloy spares and wings will be available for the foreseeable future but the costs are increasing more quickly than carbon and will not last as long as carbon.

If the vote is carried through, we would anticipate that carbon wings would be available around the time of the Dinghy exhibition or shortly thereafter. If the vote is not successful, we will endeavour to enhance the product we have and make it better but there is only so far we can go.

Watch the forum and we will be updating all as the voting process moves forward.

Mark Barnes

World Council Technical Officer

Crewing the B

I have been asked to write a piece on crewing the B14. All B14 crews know we could write a whole essay about crewing. I will keep it simple and run few some essentials on how I sail the boat upwind and downwind in light/medium/strong wind conditions.

UPWIND

Light Stuff

- Lie down/sit on the foredeck and try to keep out of the jib slot area.
- Keep the boat flat even if a gust hits and you not powered up enough to join the helm on the rack. In these conditions I hike from the side, just in front of the shrouds. Sometimes to get my weight fully extended I put one foot under the centreboard rope and use it as a toe strap. This works pretty well.
- Tacking - many crews do this in different ways. I prefer to stand up to get more of a feel for the boat. I can then adjust to what the boat wants to do before and after the turn. When we decide to tack I stand up and take the middle of the jib sheets to the leeward side of the mast before tacking. I take up all the slack. This means that as we tack I can pull on the sheet quick to power up the boat on the new tack.

Medium Conditions

- You will now be powered up and planning. Play the jib together with the main to keep the boat flat and powered up.
- Hiking wise, if its flat water get as far forward on the wing horn as possible. If its a bit choppy and slight waves are building, come back of the front of the wing say 4-5 inches to stop the bow digging in.
- If the kicker and Cunningham controls are at the front of the wing make sure you play them accordingly to gusts and lulls. Communicate with your helm on how the boat feels. Playing the kicker and Cunningham are very important when powering up/depowering the rig.
- When tacking, the helm will go through first and I follow. Ease the jib 5-6 inches into the tack when coming in from the wing. This will help the boat glide through the tack and stop the boat healing after the tack.

Heavy Airs

- Keep communicating about everything with your helmsman.
- Move back to adjust sea state when hiking.
- Don't cleat the jib. If you have ratchets on the jib sheet, flick them on and play the jib.

DOWNWIND

Light Stuff

- Before you hoist the kite, cleat the jib fairly tight, or back the jib. This will help the kite shoot up without snagging on the jib leach.
- Try to keep body movement to a minimum.
- Keep communicating about how much pressure there is in the kite. "More pressure" means the helm can sail lower. "Less pressure " tells the to luff a bit to keep the boat moving.
- Gybing - I sit down with my feet either side of the mast and do the same thing with the jib sheets to take up the slack on the new gybe. Back the spinnaker slightly through the gybe and sheet through onto the new side using both hands.

Crewing the B, continued...

Medium Conditions

- Before the mark ease the kicker and cunningham.
- Once you have born-away round the mark, sheet in the jib about 2 inches from the blocks to stop the kite snagging on the jib.
- Once the kite is up move back on the rack to get the nose up and stop it digging in when hiking.
- Again the helm goes first before gybing and crew follows.
- Again keep communicating about the amount of pressure you've got in the kite "more" or "less".
- Dropping the kite I stand up and take a wide stance for balance with one foot on the rack and the other foot just behind the bag.

Heavy Airs

- Again ease the kicker and Cunningham before windward mark Kicker,
- crack off the jib.
- Once round the windward mark get the boat flat and then hoist. Once again, sheet in the jib to stop the kite snagging on the jib leach.
- You and your helm should be as far back as possible to get the bow out of the water.
- Play the kite constantly.
- Watch out for and get use to the wave pattern as your speed will be dictated by how well you are handling the waves.
- Keep constant communication with your helmsman e.g. pressure, when to gybe, traffic, lay lines and dropping.

If you are new to the class and have recently bought a B14 my advice would be to practice the basics and then try putting them out during club racing or with other members of the fleet. The best practice is to race and learn from your mistakes. The class also holds a training event which is usually early in the year which will also help you - not only with your sailing, but also with the tuning, setup and boat handling skills.

Hope this helps.

Pete Nicholson.



Pete & Barnsie's rigorous training schedule for the 2009 World Gurning Championships begins to show promise.

French fleet

4 to 5 boats are back on the regular circuit racing on the Breizhskiff trophy.

- Crew: Gendron & Co.
- Crew: Cadre & Co.
- Crew: Perie / Duchastenier.
- Crew: L'Ange-Berteau & Co.
- Crew: Le Cam & Co.

The comeback of the B14 in France saw two boats finish in the first three places of the Breizhskiff Trophy:

- 1st. JB Périé / Walter Duchastenier
- 3rd. Le Cam Sophie / Le Cam Séb.

The European championship 2009 in Carnac delighted us because we will have the opportunity to meet the UK fleet. Thank you very much to the class UK for its assistance to rig our machines.

Finally thank you to Mark Barnes for his future come to France to perform training for "les petits français". We are looking forward the European championship.

For UK practitioners who wish come to France (North Brittany near Roscoff and St Malo) at a weekend navigation, they are welcome.

Sportingly,

Séb Le Cam

The Wonderful World of Bodge the B14

Once upon a time there was a poor little B14 called Bodge. Bodge lived all alone on the beach at Hayling Island because his owner didn't love him any more. Bodge was very lonely!

Then one day two people called Dawn and Toby pulled him off [! Ed.] the beach and took him home. Bodge was glad because he had lots and lots of other boats to talk to in the garden but he was still sad because he was missing lots of parts and never got to go sailing.

Then one very wet and windy day Bodge was loaded on to a trailer and taken to a sailing club called Brightlingsea, there were lots of other broken b14s there. Bodge thought maybe he was going to get repaired too, but he was whisked away by the evil Prince Barnsie who he recognised had abused him before and was dumped in a strange mans garden. Bodge was devastated; he resigned himself to never feeling the wind in his sails or the water on his hull ever again.

6 months had passed before Bodge was once again pulled from the weeds by a rather stressed looking man called Mark, who told him he had someone he wanted Bodge to meet.

Bodge was taken to a driveway in Hampshire were he met Kathy who was lonely too as she had no boat or helm as the evil uncle had taken hers away from her.

Kathy told Bodge that he was now part of the B14 family and that the evil Prince Barnsie was actually Bodge's fairy godfather and had provided lots of sheets and tramps for him.

When the rest of the B14 family heard about the new boy Bodge they all gave presents:

- Uncle Simon the Shepherd gave a rudder
- Uncle Marks the Wise Kings gave lots of blocks
- Uncle Tony the (orange) Angel gave a mast and shiny pins
- Even the Evil Uncle gave some blocks

The World of Bodge, continued...

Bodge was very happy, Mark and Kathy worked every night for 3 weeks to put all his bits back on, during this time bodge learnt that his mast foot was in the wrong place, his rudder bar was too far forward, his wings were weird and lots of other strange things about himself. Bodge also learnt a lot of new words from Mark, especially in the dark when it was snowing and his rudder would not fit.

Finally the day had come, Bodge was very excited as he was trailed up to Grafham Water Sailing Club, he still had lots of things missing but he knew he was going sailing, at least Mark was determined he was going sailing! When Bodge got to Grafham it was very cold, and although Kathy and a nice man called Allan worked very hard to get Bodge ready for the first race Bodge decided it was too cold so wouldn't open his centreboard casing to let in his centreboard. No matter what Allan and Kathy tried Bodge would not open up, it was too cold and he didn't want to go sailing, just to emphasise the point he opened a hole between his hull and foredeck.

When the other B14s came off the water Kathy told Mark what Bodge had done, Mark, already annoyed by the misbehaving "Axciom" was soooo cross that he took a stanley knife to Bodge and told him not to be such a silly boat in more new words that bodge hadn't heard before! Bodge felt very bad that he had caused all that trouble and promised to be a good B14 the next day.

The next day was bright and sunny [*Ed note: Was it? Where? In BodgeLand?*], Bodge behaved very well and didn't hit any other boats, he was on the water! He was so happy he raced though the water to catch up with the other B14s to say hello, some of the other B14s were not too happy that Bodge caught up to say hello to them but Bodge didn't care - he was having fun ☺ In fact he was so happy he threw Allan into the water to celebrate, Bodge learnt some more new language before Kathy explained that he wasn't allowed to do that until after the race had finished.

That night after a long trip home bodge was back on his driveway dreaming about the next race and all the love and attention he was going to receive before his next sail.

The EndOr is it?.. Expect more adventures with Bodge in 2009!

Kathy Sherratt (Carer of Bodge the class association B14)



Above: 'Bodge' after her re-launch at the 2008 B14 Inlands (6th in 1 race!)

Right: The Evil Uncle's Evil Eye



Une lettre from France

Jean-Baptiste Perié, barreur 32 ans, marié et 3 enfants (juste pour préciser que la vie de famille n'est pas toujours un frein à la pratique de la voile, du moins en loisir...). Walter Duchastenier, équipier 32 ans, marié et 1 enfant.

Nous venons du Laser 4000 et nous avons décidé, fin 2007, de changer de support pour évoluer vers un bateau plus puissant, qui ne nécessitait pas trop de bricolage et de prix abordable. Les caractéristiques du B14 et son esthétique nous ont décidé à passer la Manche pour acheter le 737 en mars 2008. Comparé à notre expérience en laser 4000, nous avons 2 appréhensions : la puissance des voiles pour nos 135kg et le fait d'avoir le spi dans un sac. A notre grande surprise nous avons été agréablement surpris sur les 2 points. Tout d'abord ce bateau est étonnement stable et prévisible, même au portant. Quant au spi, l'absence de cargue le rend plus facile à manier et une fois qu'on a compris que le foc servait d'écran. Les manœuvres d'envoi et d'affalage sont très saines.

Je dirai que, dans une plage de vent raisonnable, il est tout à fait envisageable de naviguer avec une personne novice.

Au niveau ergonomie, le plan de pont est relativement bien fait et les règles de jauge suffisamment simples pour pouvoir adapter le bateau à nos envies. Le seul regret que nous ayons, est de ne pas pouvoir transformer le halle-bas pour adopter un système placé au dessus de la bôme. (il faut bien que les français assument leur image de rôleurs...). Nous n'avons toujours pas trouvé la bonne technique, pendant le virement, pour éviter que mon nez se retrouve à moins de 2 cm du cul de mon équipier. Cette position, en plus d'être humiliante, nous empêche d'être efficaces pendant le virement.

Autre surprise agréable, nous avons trouvé une classe anglaise dynamique et très disponible, ce qui aide beaucoup lorsque l'on sait que le nombre de B14 en course en France ne dépasse pas 4 bateaux... Mais ce n'est qu'un début.

Nous apprécions le fait de pouvoir planer rapidement au près et avons été parfois surpris des accélérations au portant au point d'en perdre l'équipier ...

C'est un bateau extrêmement fin qui semble être très sensible aux modifications de réglage en fonction du vent et de l'état de la mer, c'est la raison pour laquelle nous attendons avec impatience le championnat européen, en France, en Août 2009 afin de pouvoir nous améliorer.

En résumé, le B14 est un bateau agréable, accessible, tolérant mais assez difficile à bien faire avancer en régate.

Et maintenant, en Anglais!

My name is Jean-Baptiste Perié, I am a 32 year-old helm, I am married and I have 3 children (yes, it is possible to combine family life and sailing!). My crew is Walter Duchastenier who is 32 years old, he is married and has 1 child.

We owned a Laser 4000 for 4 years and at the end of 2007 we decided to invest in a more powerful boat which did not need high maintenance and which was not too expensive. The characteristics and the design of the B14 convinced us to cross the English Channel in December 2008 to buy the 737, now called "Macc Bana".

Compared to our experience on a Laser 4000, we had 2 apprehensions: the sails' power as we weigh 135 kgs (21 stones) all together and hoist/drop the kite in a bag. To our great surprise, this boat is stable and unsurprising, even downwind. As far as the kite is concerned, there is no retrieve line which makes it easier to control once we got that the kite could be depowered by main and jib during the drop. Hoist and drop are quite easy. I think that it is possible to sail with an inexperienced person when it is not too windy.

Continued on next page...

Une Lettre, continued...

Ergonomically speaking, the deck is rather well-made and class-rules are not that difficult. The only regret we have is that we can't move the kicker above the boom (French people have a reputation for moaning constantly: they have to assume it!). We still do not know what to do for preventing me from having my nose at 2 centimeters from my crew's bottom while tacking. This humiliating posture prevents us from being efficient.

Another big surprise: we found a dynamic English class. This helps us a lot because the number of B14 in a race does not exceed 4 boats in France. But this is only the beginning.

We enjoy flying quickly upwind and we are sometimes taken by surprise by downwind acceleration. Every once in a while, the crew falls into water!

This is an extremely responsive boat which seems sensible to adjustments according to the wind and sea conditions. That is the reason why we are looking forward to take part in the European Championship to improve ourselves. It will take place in France in August 2009.

In brief, B14 is a fast, pleasant, accessible and tolerant boat but hard to control in a race.

Authors: JB et Walter (FRA 737).

Translation: Flore

Northern Report

So another summer season comes to a close.

Way up in the Northern reaches of the UK we are seeing a small but increasingly growing population of B14s.

Our good steed has now been sold to Simon Benson and I'm happy to say is remaining in the North to be based at Derwent Reservoir SC, as we count down the days for the arrival of 757 back from the Worlds.

Derwent seems to be the newest B14 fleet in the UK with 3 boats now permanently based there, and a possible further two heading there for next season. This growing Northern base has even led the Association to consider holding a TT event up here! At the minute I am discussing two venues, Derwent Reservoir SC or Sunderland YC, both clubs who I am sure are more than capable of holding a TT for us. So keep your ear to the ground as things are starting to happen up here.

In order for the Association to consider the Northern fleet in the calendar we must show some support the other way therefore I would ask that all Northern boats make an attempt at attending one or more of the TT events in 2009, I appreciate that most of the events are 4hr+ drive but I believe they are well worth the effort.

Myself & Phil were well travelled in 2008 and enjoyed every minute of it. I have purchased a double stack trailer and am happy to take other Northern boats wherever we go.

Again if you are reading this and class yourself as a Northern boat please send me an e-mail to Kevin@dryshirt.co.uk with some basic contact details and I will attempt to inform you all of any "Northern Events".

The winter schedule for the North is pretty depleted but if you know of an event happening please let me know.

Thanks,

Kevin Rutherford.

King George Sailing Club

As the fleet huddled at the side of the Rutland clubhouse one Sunday in March, watching the only people daft enough to go out that day (Nick and Toby) fly down the lake, a plan was hatched. To make up for the lack of racing that day, it was decided to try and arrange another inland event at short notice. Ever shy and retiring, Barry, using his position as commodore, offered to host the fleet at King George in North London. Thankfully, no-one else at the club objected (at least, no-one that Barry was going to listen to) and so three weeks later race, rescue and catering teams were in place to greet the fifteen visitors, with both resident boats rounding out the fleet. Two good days sailing were had, with a fantastic, sadly never-to-be-repeated, night out at the dogs in between- the full racing report is on the website. The club were impressed by the level of self-organisation displayed by the class, which helped with the smooth running of the event.

For those unfamiliar with the club, it's sited on the Lee Valley in North London, five minutes from the M25. We have about 240 acres of water, and on a good day can lay a windward-leeward course of about 1000m- especially with a south westerly or north easterly. Launching is from pontoons- in light winds, you can go sailing without getting your feet wet!

Race management, safety and catering are provided by experienced volunteers, with safety being supplemented for events by the local diving club who share our facilities. Being volunteer run helps costs down for both members and visitors.

As the reservoir is wholly artificial, the boat park is well below the lake, but a tractor takes the strain out of getting boats up. Being elevated to tree-top level helps smooth out some of the gusts, but it is still very much an inland venue, with a group of tower blocks near one corner! On a clear day, the views across London are fantastic, with Canary Wharf, the City and Alexandra Palace all prominent. Unlike certain West London venues, the club is untroubled by low flying airliners.

Club racing takes place every Sunday year-round. There's also a fortnightly Saturday series through the summer, and a weekly Thursday race and barbecue whilst the light allows. Most racing is run on handicaps, with the starts on Sundays being split between Fast (PY<1000 + asymmetrics) and general handicap plus a separate start for Solos. If another class were to field sufficient numbers regularly, they too would get a separate start. The fast fleet is a mixed bag of Mustos, RS 300, 400 and 700s, various Laser 000's, Contenders, Isos and B14s amongst others- there were up to five Bs at the club at one time. Whilst there's some shouting on the water, in general everyone is pretty laid back, with any disputes usually worked out over a pint in the bar.

Barry Price, B14 GBR 678

Plymouth 2009 Nationals

Well it's been a while since the B14's have had their nationals in Plymouth. We've been off the open meeting map for a while, but I'm not sure if you know what you've been missing.

Bizarrely I remember the last nationals well. I was racing a Merlin at the time at Mayflower SC, I was fully aware of the B14 class, because I'd read about the introduction of the Exocet in Y+Y, and appearance of the boat with purple+ ? pink sails at the boat show later on. I was very interested to see how they got on, as they looked a high performance upgrade if I ever decided to jump dinghy class.

I talked to Mark Watt's father Steve, who was manning the rescue boat at the time. I asked him how it was going, and he said it was crazy out there. Loads of capsizes, the boat made good sailors look really crap. For instance there were a couple out there who were really in a bad way after a series of capsizes, who begged him to take away the kite from them and put it into the rescue boat. They couldn't right the boat as the kite kept coming out of the bag and dragging the boat over again.

That was in 1996, I think Chips Howarth and Steve Lovegrove won

However much has changed since then, the B14 class has come of age, and everyone is much more in control.

2009 Nationals, continued...

So who's going to win this time?

For those who have never sailed at Plymouth here is a quick guide to wet your appetite

Similar to Falmouth we have a choice of sailing areas, dependant upon wind and wave conditions.

The main championship racing area is to the south of the breakwater. It takes approximately 20 -25 mins to reach the area from Mayflower SC. Outside the breakwater, the wind is consistent and there is little tide to influence the tactics. The course can be held towards either end of the breakwater, but in general is held at the eastern end because the wind is predominately westerly and the dinghies are out of the way of any shipping movements.

With the wind from the south – the wind is predominately South Westerly, as demonstrated by all the bushes and trees in Plymouth growing at a bizarre angle - there can be rather large swells that develop on each end of the breakwater. These swells increase in size as they move north into the sound as they hit the out going tide. Downwind with the kite up, they can be rather intimidating for the uninitiated, but once mastered, they provide crews with maxed out, white knuckle down wind rides.

You need to be right at the very back of the bus and the crew has to make sure that the sudden acceleration doesn't throw the helm off the back of the rack. Have you ever had a few too many beers late at night and decided you are the king of the mountains and that you can mountain bike down a set of stairs on a knackered old Raleigh? Usually 1/2 way down, reality hits, the fear kicks in, and at this point it can all go horribly wrong with a tedious inevitability. Now I'm not advocating a bit of Dutch courage when it gets a bit gnarly, but when one of the large swell grabs the boat, and it starts to accelerate, the boom flaps around in the middle of the boat and the kite looks as though you should change it for a code 0, it may be best to just shut your eyes and let instinct take over. Uttering descriptive careful words of comfort to yourself or the crew is optional.

So when it all gets a bit too much, either too much wind or too much swell, the race area just gets moved 1/4 mile to the north inside the breakwater. Happy days, or as Barnsies over used Y+Y race report term, champagne sailing (I'm not sure what this really means?)

A bit more tidal, but flat water, with big wind, results in full out speed. You need to bring the GPS and see how fast you can push the boat. In the 2 open meetings this year the B14's attended, Plymouth delivered consistent fairly full on conditions, nice force 4, a bit of swell outside the breakwater to play with and sunny weather!! (I won't mention the Fate Face event) However once everyone got inside to sail home, the speed of the B's almost doubled due to the protected flat water just inside the Sound.

So what else is there to do after sailing? Ok lets face it Mayflower SC is not the most picturesque or cleanest sailing club I've ever been to, but it must surely be one of the only clubs where there are at least 20 pubs (I lose count after 12) that are well within staggering distance. I'm talking about the Barbican, the Jeckyll & Hyde area of Plymouth, the quaint Elizabethan houses + the party zone. If you haven't tried a bit of Cripplecock Scrumpy (it's guaranteed to destroy brain cells or your money back) whilst holding on to the ceiling, or had 1/2 a yard from the infamous Capt Jasper - don't worry it's nothing to do with homosexual practices – you really have to try it, as it only hurts the first time.

On the other side there are plenty of bars which serve up a fine mixture of Jazz – Nice!, quality restaurants, and then clubs later on if you really want to send your hard earned results down the pan.

So what else can I write to encourage you to drive all the way to Plymouth and race in the nationals? Perhaps I could mention, meeting the dolphin that tries to have sex with your boat, or the weather being always kind to the B14 fleet. However, for me, it is business as usual in a fab place to sail, a great race team based at Mayflower SC who always seem to deliver the goods at every open meeting, and finally Plymouth that has a great potential for après sail with my mates in the B14 fleet.

Rod Boswijk, B14 GBR 767 'Mo B'

Winter Pursuit Team – 2008/2009

As all will know, the Winter Pursuit Team has become a high profile flag bearer for the B14 European Class Association. Clubs now ask, not if, but how many of us will be attending as the class has left a welcoming and exciting image behind over the last two years at the chosen venues.

This winter, many of the key teams will be heading to Hobart and so will be missing some of the main events. We therefore, are looking for teams currently sailing B14s to look at the possibility of attending at least one, if not two events in the series.

In doing this, you will be promoting a great boat and will meet up with like minded B14 sailors who you may not have met before. For us, this series has provided some of our best memories when sailing B14s. One especially comes to mind with the B14 fleet gybing in formation off the club house at the Tiger in 2007, a third of the way into the race and we were not leading. A first for any class during a major pursuit race. We sailed as individuals but worked as a group by keeping out of each others way. In doing so, it enabled all to get the best out of their steed.

At Excel in 2008, we raised the bar for the Ovington Race Series and we are attending the event again this year. Last year, the prizes were worth winning, courtesy of Harken. This year we have said yes when asked and now we need 7 – 8 B14s to attend with 4 – 5 currently saying yes.

The class works because we all tend to look out for each other and socialize as one big family and pull together when needed. So let's have another great winter's sailing and show that the B14 can punch well above its class size.

Please email the following if interested in attending one of the events.

Dan Cowin - Daniel.Cowin@basingstoke.gov.uk

Mark Emmett - Mark.Emmett@eu.sony.com

Mark Barnes – barnsieb14768@tiscali.co.uk

Mark Watts - mark.watts@symbian.com

The events are:

Sat 27th December 2008 - Brass Monkey Race, Leigh-on-Sea SC, Essex, (Handicap Race)

Sun 28th December 2008 - Grafham Grand Prix, Grafham Water SC, Cambridgeshire, (Handicap Race, Assymetric) Pre-entry required

Sat 10th January 2009 - Bloody Mary, Queen Mary SC, London (Pursuit Race)

Sat 17th January 2009 - EXCEL Ovington Event, Royal Victoria Dock, EXCEL Arena, Docklands, (B14 Fleet Race) – 8 boats required

Sun 18th January 2009 - Y&Y 'Battle of the classes', Royal Victoria Dock, EXCEL Arena, Docklands, (Pursuit Race) - 2 B14s required

Sun 18th January 2009 - Starcross Steamer, Starcross YC, Exeter, Devon (Pursuit Race)

Sat 24th January 2009 - Steve Nicholson Memorial Trophy, Northampton SC (Handicap Race Asymmetric)

Sat 7th/Sun 8th February 2009 - Tiger Trophy, Rutland Sailing Club, (Handicap Sat/Pursuit Sun) - Pre-entry required

Sat 7th/Sun 8th February 2009 - Hoo Freezer, Hoo Ness YC, Kent (Handicap Event)

Sat 7th/Sun 8th March 2009 - Dinghy Sailing Show, Alexandra Palace, London, Ovington Stand - Volunteers Required

Date TBC Weston Warm Up - Weston Sailing Club, Southampton, Hampshire (Handicap Assymetric)

Mark Barnes, B14 GBR768 Seavolution

2009 Training Program

Over the last year we have been seeking feedback on the training program at and away from the TT events. After taking into consideration the input from several members in the fleet, we will be slightly changing the format that we use.

Firstly, the non-discardable race series on the Sunday will be retained as this certainly adds spice to the weekend's sailing and adds dimension to the TT series. However on top of this we will be adopting the following changes:

1. The Saturday afternoon racing will be run as a handicap series like the previous two years, but this is where the similarity ends. The race will be the normal TT mass start but we will have 2 or 3 windward marks upwind. Depending on your designated group, you will be sent to one of either top marks, then return to the leeward gate. This will be repeated for the declared number of rounds and then boats will proceed to the finish. This will mean that the top boats have to work hard to get on a par with the mid to back of fleet B14s. The downwind leg should regroup the fleet and put an emphasis on boat handling and positioning your boat correctly for the mark/gate rounding. To see how this works, have a look on YouTube (or www.sailcam.tv) at the Sydney 18 footers handicap series and you will get a taste of what is to come.
2. We would anticipate running 2 – 4 races over the series subject to conditions. Handicaps will be set by the committee and will be retained for the event. The series races will be none discardable. Prizes for the day's performance will be awarded as on prior occasions with possible spot prizes for the best performer on the day that did not finish in the top 3.
3. Your final position from the Saturday series will count as Race 1 towards your Sunday race series, which will consist of a further 3 – 4 races.

The Saturday morning training will be run in groups. This will mean that if we have a wide range of sailors, the top sailors will pair with those new to B14s in one group, and the B14 mid fleet regulars will be in group 2. Both groups will be under instruction. The advantage of this is that those new to the boat can be fast tracked away from bad habits and be given valuable one on one advice. I would anticipate this being a group of less than 10 boats.

The larger group, group 2 will be taken through tight manoeuvres with the emphasis on refining their skills and getting them to the front of the fleet.

In doing this, we should be better able to raise the standard of the fleet as a whole and not individual boats. Though the previous system was good, I feel that this will be an improvement.

We also have regional co-ordinators who are responsible for their areas. These can be found on the website under the Buddy System. During 2009, it is up to individual teams/sailors to contact the Regional co-ordinator and ask for assistance. The system is designed so that they can answer your questions and possibly offer one to one on the water assistance. However, the traveling may well be down to you.

During 2009, we aim to have at least one workshop day. This will consist of several clubs throughout the UK where we will have top TT Teams to offer advice and assistance. They will be regional and so require some travel. You will be signed into the club for the day if a member of an RYA affiliated class or club. The B14 Class Association is affiliated. This will be on the same day throughout the country. The day will be made known to all in plenty of time and definitely one not to be missed.

For France, I have already been in communications with our Gallic cousins and we will be running a training weekend, possibly 2, but subject to costs, in La Rochelle prior to the Europeans. More information to follow in the New Year. With our French teams aiming to be on the pace if not already by August, we should have a spiced up Europeans. You have been warned.

The training does not work without teams turning up, both to instruct and be instructed. We have a tightly knit group and though 2009 may be a hard year financially for most, if not all, we are looking to give it that something extra. So feedback is much appreciated, especially after one of these events and we look forward to seeing familiar and new faces attending the B14 events.

...continued on next page

2009 Training, continued...

On a closing note, to participate in any European B14 Class Association Events, you need to be a member of the association. This membership goes to helping us run the training events and maintain the Class's position in sailing. If for example, you join from the end of October 2008, you will be given membership till the end of February 2010. The membership form can be downloaded from the website and Trish is very efficient in getting back to you.

So looking forward to a vintage 2009, seeing the fleet continuing to grow in numbers, improving depth of knowledge and even closer racing with great socials.

Have a good Christmas and try to keep fit. We're playing Cricket with Fish and Co in Launceston on Christmas day. They're training us in the Aussie style of conditioning for the Worlds. Just need the Liver and Kidneys to hang on in there.

Bye for now

Barnsie

European B14 Class Association Training Co-ordinator

We Are Not Worthy!

UK Fleet Prize Winners 2008

National Champion	GBR773	Boulder Mobile	Nick Craig / Tobes [Frensham Pond SC]
Nick & Tobes followed this up by winning the "UK Champion of Champions Event" representing the B14 fleet.			
Inland Champion	GBR771		Mike Bees / Ferret [Brightlingsea SC]
Travellers Trophy			
1st Overall	GBR 768	Seavolution/Blue Marine	Mark Barnes / Pete Nicholson [Whitstable SC]
2nd Overall	GBR 772	Simmons and Simmons	Mark Watts / George Morris [Weston SC]
3rd Overall	GBR 758	Anthill Mob	Tim Harrison / Jonny Radcliffe [Burnham SC]
1st Tin Rig	GBR 644	Sailsport	Tony Blackmore / Charlotte Jones [Starcross YC]
1st Youth	GBR 735	Credo	Theo Gayler / Jack Spencer [Emsworth Slipper SC]
1st Lady			Kathy Sheratt [Weston SC]
Best Improvers	GBR 678		Barry Price / Al Storer [King George SC]
Best Newcomer	GBR 761	Acxiom	Mark Emmett / Allan Stuart [Weston SC]
Crews Union - 'crew guru series'			
1st Pete Nicholson		Brightlingsea SC	
2nd Jonny Radcliffe		Burnham YC	
3rd Allan Stuart		Weston SC	

2009 TT

A look into 2009.....

Here's a look ahead at how the TT Series is shaping up for the 2009 season with the full calendar to be confirmed shortly.

Following the fleet's attendance at the winter warm up events and/ or Hobart the 2009 B14 TT Series will commence on 21st / 22nd March at Rutland Sailing Club. The prize giving to award the various winners in the 2008 series is scheduled to take place on the Saturday night at this event.

April sees the joys of spring and a further training event at King George Sailing Club (date to be confirmed). Barry P and co. are no doubt putting together another social plan for the Saturday evening. Unfortunately the Walthamstow dog track is no more, so an alternative is on the cards.

For round two we will be visiting Stokes Bay for some solent practice on 18th/19th April with our friends in the Mustos. This marks a return to a former B14 circuit venue, just down the road from Lee-on-Solent. Sure to provide a good opportunity for some open water practice before the Nationals.

As mentioned separately in this newsletter the Nationals are to be held in Plymouth over the Whitsun Bank Holiday weekend in May.

A fortnight after this (6th / 7th June) we are pleased to announce a welcome return to Whitstable Yacht Club. No doubt the bar will be well stocked!

Final negotiations are underway to secure a Northern TT event/possible training weekend. This is likely to be in early July. Please see website announcements for further details, once confirmed.

Unfortunately due to unfavourable tides we will not be able to visit Starcross in 2009 for the TT Series (please note however that a short term fix can be had at the Starcross Steamer winter pursuit race on Sunday 18th January!)

Following the B14 Euro trip to see our French friends over the August bank holiday weekend the Autumn TT series line-up will include the familiar venues of Thorpe Bay, Hayling Island Tide Ride, Weymouth and Grafham Water.

At this early stage we have been given advance notice of a minimum entry requirement of 20 boats at the Tide Ride (3rd/4th October). This is a great event but we do need advanced commitment to secure the required turnout and our future participation in this event. Further details to follow on the website.

Here's to another great year of B14 sailing. The finalised calendar of all events will be published by the end of the year.

Dan Cowin, B14 GBR 769 Chatanooga Choo Choo

[Ed. Note: Sadly Brightlingsea don't have a slot for us in 2009, but we hope to be back in 2010.]