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A picture is worth a thousand words – so here's a picture of the Ed. in lieu of any words from him. He may look old and in pain [*Ed. note: he is!*] – but he's revelling in classic Whitstable conditions [*try keeping it flat then!!!*]
Photo courtesy of Tania Samus, www.photoblink.co.uk.

Chairman's chat

Firstly I will start with an apology for being the one to make this a New Year newsletter rather than a Christmas newsletter and therefore depriving you of something to do whilst you have all been enjoying the wintery weather ☺ [*Ed. note – no need to apologise Mark, it'll be late with or without your help!*]

Whilst enjoying a long break over Christmas it has been a great chance to reflect on 2009 and look forward to what 2010 will bring for the fleet.

I will start with a huge thanks to all those who have been involved in supporting the work of the class association over the last year. 2009 was another great year for the class, with the highlight of my year being holding our first true European Championships for a number of years in Carnac. It was great to finally meet the developing French fleet who show huge enthusiasm for the class and worryingly were present towards the front of the fleet far too often ☺

In terms of competition I think this has been the most tightly fought for many years. No one boat dominated the season.

Barnsie and Pete finally managed to get their new boat to be as fast as his old one and took the TT series with a number of top performances at the TT events.

Tim and Johnny proved themselves the lightweight kings (interpret that how you will ;)) by taking the Nationals at Plymouth in fine style. (*Shame the 20 knots I booked didn't arrive until a few months later at the Final Fling!*)

Dave Hayes and Richie Bell took the European Title and the biggest trophy seen in the class EVER, with a fine performance in Carnac.

Sadly for me 2009 saw Curious George hang up his sailing boots for a few months with a dodgy Ticker. He departed in fine style by completely losing the plot at Carnac and deciding to randomly say hello to everyone we met on the race course. He also turned in a fine performance in the front with his French language skills at a port starboard incident. Protest now replaced by the far more comical *Qu'est-ce que c'est?*. I expect we will see George back on the water soon, and even sooner still in the bar! Get well soon George.

So for me 2010 will see the return of Chris Bishop to the fleet in the front of 772 and a new sponsor (watch this space!). I am really excited about the 2010 worlds in Carnac and there is a huge amount of activity behind the scenes to make this the best yet. We need support from a number of people to make this event happen so thanks to all that have been involved already and to those that will over the next few months ;)

We also have our first Nationals in the North in September. After we have all recovered from Carnac it will be great to head up for a warm Northern welcome with Kev and Phil doing a great job of pulling the event together. More news on this one to follow but I am looking forward to visiting another new venue and supporting the developing Northern fleet.

Dan has once again pulled together a great TT event calendar. For 2010 we have taken on board comments to reduce the number of events counting towards the TT series overall, whilst having a wider spread of event locations. We will also be modifying the scoring system to make the TT series more closely fought than ever and will be focusing on raising the profile, and prizes associated with the series. More on this later in the newsletter.

The downside to this year has been the ongoing saga with the wings. The move to improve reliability and longevity of the wings through a move to Carbon has not been a smooth one. I know there is a lot of frustration (myself included) that we have not secured a cost effective solution. There is more on the progress with the carbon wings later in this newsletter but I just want to re-assure all that there is a huge amount of effort ongoing to ensure we have a long term solution. I have to call out Barnsie here for the huge effort that he has put into this to date and the continued time he puts towards the B14 Class.

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Chairman's chat, continued...

I hope to be on the water with a set from a UK supplier in February and will keep you all posted on how that goes. This is a big step towards our goal of making the wings cost effective in the current economic climate, the current teams having proven Carbon reliability after some early setbacks. I must highlight that it has been pleasing to see that with the correctors carried by teams running carbon wings this year there has been no discernable performance advantage. I have also crash tested alloy against carbon in fine style during the inlands and pleased to say that although Pete didn't come off too well, the wings look to be very robust (sorry Pete!).

That's enough from me, see you all at Rutland, You can't miss me!! I will be the one lugging around the Girlie boat on the double stacker, as well as undoubtedly spending more hours yet bumbling their boat (Pier's how on earth did you sail 774!!).

Mark Watts

B14 European Class Chairman



"How Plymouth should have been" declares the Chairman. [*Ed note: What – grey and lonely?*]

B14 Class Association

Those of you who have been involved in running or establishing an association, whether sailing or something else, will have an idea of what is involved. If you have not been involved, it can be time consuming but also very rewarding. The old boys walking past our house in the village on the way to the pub opposite (the wicked 40 steps across the green) often see me at my computer working away prior to their indulgence of a couple of pints whilst discussing the ways of the world. Sometimes I manage to join them!

When an association is formed, one has to primarily remember that any one person is simply a part of what makes it all work. We are lucky as we have a fantastic product that over a number of years has evolved under careful management to make the boat more robust, keep the class current and in the forefront of dinghy sailing. This makes the job much easier to fulfil.

The running of any association is usually done by volunteers. So the art of making a successful team is to recognise people's strengths and asking them to join an homogenous team. If leading from the front, it makes it easier to persuade people to help. After all, a successful team manager is one who successfully surrounds themselves with like minded people and is able to delegate accordingly, so avoiding burn out, and if someone is heading that way to retrieve the situation. Having been involved in other class associations over the years, I have seen burnout occasionally happen to others and it can be sad if not unfortunate as it could probably have been avoided.

One extreme example: I attended the 1976 or 1977 Mirror Nationals AGM, where someone from the Mirror group stood up half way through the meeting representing the copyright holder, and announced that a percentage of the committee were family and not full members so all decisions etc. made over the previous few years were null and void. You could have heard a pin drop, then total confrontation and resignations. This was totally uncalled for and on the part of the protagonist, malicious if not reckless. The class took years to recover. Thankfully, that was a one off, but it left a lasting impression of what should not ever be allowed to happen.

All the lieutenants of the committee put in sterling work behind the scenes to make it all work. With a small association, we have a smaller pool of people to draw on, but the quality is good. We have seen the class grow under the current stewardship, reflecting the work put in by Tim Fells and co. in the early days. France is no longer a dream but a reality and other countries are in the offing.

Some of you will know but others may not, that we have a structured plan to move the class forward and secure its future. It has taken a while to arrive at a situation where we are now looked on as a professional group, which delivers if we are invited to high profile events. What they do not know, is we use it as an excuse to have fun whilst delivering what is required and self publicising the class at the same time.

One example of this was the Fat Face Night sail, now sadly no more due to budget cuts. However, Fat Face Events Manager Ian Williams put on a great event in harsh conditions. Oh and we won it. For me, seeing the team spirit amongst our group on that day makes it all worth it. Another occasion was at Brightlingsea when several boats were broken, they were met as they came ashore by fellow sailors. The fleet regrouped and had them all ready to race the following day. Nothing was said, it was taken for granted that we treat each member as part of a large family. Other classes can only match but not surpass us. Long may it continue.

We have a big year in 2010 and the committee/sub committees are putting in the time to make sure that all goes according to plan. We have both the European and World championships back to back in Carnac. For us as a class, we believe this is a first and for those attending, possibly the pinnacle of the Northern hemisphere's B14 sailing experiences. It may even surpass Hobart which was an experience in itself. Then we are off up north to Sunderland for our first northern Nationals in September. Long overdue and will hopefully be well supported.

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Barnsie's blathering, continued...

So, to sum it all up, we work many hours to deliver what is perceived as a structured achievable season with the infrastructure to complement it. There is a hard core who we all know and those that kindly step in to run specific events. Usually they come back for more and we'd like to think it is because they find they are well supported and realise the amount of work put in by the rest of the team. If you'd like to one day be a part of the Management, let us know and as we grow, in the future we'll offer you something that may be of interest.

Good sailing and one way in which you could show your appreciation, is to attend events in 2010 and help us to make them special.

Carbon wings

The B14 carbon wing development has been a long drawn out process, but we now have viable carbon wings available. Ovington Boats currently have several CST sets in stock ready for delivery and assembly. However, due to currency fluctuations, Sterling is weak but the Australian Dollar is strong. This has made this option a bit expensive. This is always a potential risk when buying internationally and that is all part of international commerce.

We have therefore, revisited the UK option for carbon wings and the first set of the Mk2s (Chris Bines/Dave Gibbons have the MK1s) will be going on GBR772 (Mark Watts/Chris Bishop) during the second week of February. They are very similar in specification to those supplied by CST. The idea, is that if either manufacturer have a failure at a regatta, parts will be interchangeable. So that will mean that only one set will be required to be carried as spares at regattas in future. The cost of these will be similar to the CST cost if exchange rate was AUD\$ 2.25 – GBR£ 1.00. Weight and construction is going to be slightly different due to the manufacturing process, but aesthetically they will be similar.

This new MK2 UK style set will be heavily tested as soon as we can get them afloat to make sure that they are fit for purpose. Assuming this is the case, sets will be ready for dispatch mid March, but if needing racks imminently, Ovington Boats do have CST sets in stock ready for delivery.

Using the carbon version of the plumbing joint system, either manufacturer should be fairly straightforward to assemble. So each wing can be set into the boat by the owner with the use of 4 'G' cramps. This makes delivery much cheaper and as each boat has the horn mounts in a slightly different place, the wing strut alignments will be slightly different. The bonus of using this process, is that wracks should be able to be repaired during a regatta on site by any member of the fleet, no matter how practical they are.

We appreciate the frustration of those wishing to purchase a set of carbon wings and moving forward in 2010. However, with small margins and it being a bespoke product, we have found it to be a protracted process. The good news is we are nearly there and your Committee will advise through the website when developments progress. So to a good strong season and looking forward to seeing familiar and new faces on the circuit in 2010.

Mark Barnes, B14 783

It's all on at Weymouth.
Photo courtesy Tania Samus,
www.photoblink.co.uk.



Plymouth Nationals

When I was persuaded to help arrange the B14 nationals in Plymouth it was quite a scary prospect. It's not that easy sorting out an open meeting in Plymouth – it's not the usual affair of deciding when we want a meeting, organising a race officer, rescue boats and back up crews, and then throwing some buoys over the side to race around. There is a huge amount of traffic in the Port of Plymouth. The majority of the traffic is either military or military support; the port serves the biggest Naval Base in Western Europe, and includes nuclear submarines and large warships. There is also the Brittany ferry and other large commercial traffic to avoid and finally there are the local [Janners](#) out cruising around in their yachts and powerboats.

There are 22+ sailing clubs that lie within the Port of Plymouth, with whom you have to co-ordinate, to make sure that you are not going to infringe on their racing. However only 2, possibly 3, clubs within the port could have provided the style of racing the B14's were after.

Mayflower SC was chosen to run the Nationals, as they primarily had a strong history of running excellent open meetings, with a committee boat start held outside or inside the breakwater.

We had also indicated our interest in running a national championship with the club at the Final Fling and they were keen to help us out.

Discussions about the event started in January '09, between the club, Mark W, and Barnsie. Dan was to sort the trophies, and Mark E the B14 National forum page for info and links to the event. I was to be the local Mr Fixit, to arrange national and local publicity, possible sponsorship, and an evening's entertainment.

The next step was to present the club with our standard racing specifications, with an estimate of boats expected to race – always a bit tricky! There was a little confusion as to how many days we wanted to race, so there was a quick vote on the forum by the B14ers on a 4-day vs 3-day nationals.

The club provided the class with a fixed cost per boat, for that they would organise all of the racing and shore side of the arrangements. This cost had to be at the right level, otherwise it was felt that boats would not travel to Plymouth. We also had a Europeans in the summer, which was going to be costly.

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Rod & Sharon enjoying Champagne conditions at the Europeans.
Picture courtesy of Ingrid Abery, www.ingridabery.com

Plymouth Nationals, continued...

I busily rang around, called in and emailed all of the local businesses that may have been interested in sponsoring the event in Plymouth. I tried trading the projected publicity against the sponsorship, but no one was really interested as money was starting to get tight - my efforts didn't go to waste however, as the groundwork was laid for obtaining sponsorship later in the year, for the 2010 Worlds in Carnac from Neil Pryde Sailing.

Dan had the prizes sorted, so all I had left to do was sort out was an evening entertainment session. How could I come up with something to better Leaky's handicap indoor volleyball or, the now legendary 'Sumo wrestling on space-hopper' challenge?

The only thought I had, was that it must involve drinking, getting dressed or undressed, be competitive, and provide lots of opportunity for cheating. After a brainstorming session with a bottle of Mount Gay and a few emails with Mark and Kathy the idea of the West Country Challenge was born.



An NFWCF (Normal For West Country Folk) family night out in Plymouth.

In retrospect the nationals went well. The racing organised by the Mayflower was good, only let down by the lack of wind. You can't, unfortunately, plan for the weather, but hey it was sunny and that was almost a miracle.

However every open meeting that is organised in Plymouth draws on the experiences and lessons learnt from the last. With a bit of luck, maybe all of the elements will come together and Plymouth will deliver the first class conditions and racing that is possible in the port for the next open meeting.

Rod Boswijk, B14 767

Ovington Inlands

The B14 circus arrived at Grafham to be greeted by great winter conditions with sunshine, force 2-4 and later, plenty of beer at the Wheatsheaf!

Race 1 and European Champions Axxess/North (Dave Hayes/Richie Bell) picked the shifts well to take first blood, overhauling Team Gill (Nick Craig/Matt Johnson) and Quinta Raddison (Chris Bines/Dave Gibbons).

Race 2, Pocket Elephant (Mark Watts/Chris Bishop) led, only to be overhauled by Team Gill who split down the run on lap 2 to break free and lead to the finish. Behind them a right battle ensued and the next 5 boats were closely grouped, but Pocket Elephant did just enough to close out 2nd from Quinta Raddison.



Race 3, Quinta Raddison led off the line with the fleet in hot pursuit. Again Team Gill broke through from the middle of the pack with Axxess/North. However, though Team Gill squeezed through to the lead and yet another win, Quinta Raddison held on to take second from Axxess/North.

Race 4, Dynamic Sails (Dave Dobrejivic/Phil Eltringham) led the charge closely followed by North (Alan Davis/Toby Barsley-Dale) and Seavolution (Mark Barnes/Pete Nicholson). At the windward mark first lap however, it was Team Gill who had hit the right hand side that was to round first and head for the hills and yet another win. With the fleet splitting to either side of the course downwind, a recovering Anthill Mob (Tim Harrison/Johnny Radcliffe) pulled the rabbit out of the hat to pass the front pack other than Dynamic Sails to take 3rd.

Hayes/Bell went on to score 1,7,3,7 whilst National Champions Tim Harrison/Jonny Ratcliffe were poised with a light wind Sunday forecast with 7,6,5,3. Dave Dobrojivec/Phil Eltringham were consistent in the shifty breeze with 4,5,6,2. New combination Mark Watts/Chris Bishop found good pressure out left to show their potential with a 2nd in race 2.

Overnight, Team Gill led from Quinta Raddison and Dynamic Sails. TT Series and The Anthill Mob and Seavolution were equal on points in 5th and 6th. With light winds forecast for Sunday, The Anthill Mob were poised to build on a day's solid results and take it to Team Gill. So the fleet headed off to various watering holes but reconvened at the Wheatsheaf to close the night out.

Sunday dawned and the initial northerly force 3 turned into a shifty force 2 – 3, resulting in constant place changes and no security out front.

Race 5 Quinta Raddison, found pressure left up the first beat to lead and potentially open up the event with Team Gill buried out right. Axxess/North also got into the action chipping away at the lead to open a useful lead on the last run. Team Gill pulled back to 3rd relieved to get the gun after pushing the line at the start, still lead but the gap was closing.

Race 6, Quinta Raddison and Axxess/North were 1st and 2nd at the windward mark with Team Gill 5th, but little to choose between the pack. After many place changes, Axxess/North extended to a big lead on the last run but sailed into a massive hole, allowing Axxess/North and Team Gill through and so giving Team Gill the event with a race to spare.

Race 7, and in the sub-plot, the TT Series, The Anthill Mob and Seavolution were both locked together on equal points but The Anthill Mob had a 3rd. Off the start Seavolution led with Quinta Raddison and The Anthill Mob recalled as OCS. Up the beat it was neck and neck between Seavolution and Dynamic Sails.

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Ovington Inlands, continued...

At the windward mark Pocket Elephant came in on a flyer on port. Seavolution led slightly ahead and to windward of Dynamic sails closing on the mark on starboard, all fully hiked. Pocket Elephant faltered at the mark and thought better of trying to tack but lost speed. With Dynamic Sails to leeward overlapped, Seavolution was boxed with nowhere to go. Dynamic Sails eased a little and Seavolution avoiding a T bone, leant on Dynamic Sails as they contacted Pocket Elephant wiping out Pete Nicholson. Pocket Elephant spun and eventually Seavolution rejoined the racing but now the adrenalin was spent.

Over the next 2 laps Team Gill again worked the magic and came through to win from Axxess/North with a recovering Seavolution and Dynaminic Sails looking to 3rd, only for Seavolution to plant it on the gybe and close out their challenge. So The Anthill Mob finished 4th and won the TT series. In the overall results, ex-400 sailor Team Allen (Alex Willard/Dan Hollands) were best newcomers, Betty Boop (Kathy Sherratt/Rachel Bennett) were top ladies in 11th and Bluebird (Rhys Triffitt/Simon Reynolds) were top tin rig in 12th.

Nick Craig

Overall Results:

Pos	Sail No	Helm	Crew	Club	R1	R2	R3	R4	R5	R6	R7	Pts
1st	773	Nick Craig	MJ	Frensham Pond	2	1	1	1	-3	2	1	8
2nd	775	Chris Bines	Dave Gibbons	Brightlingsea SC	3	3	2	-4	2	1	DNE	15
3rd	785	David Hayes	Ritchie Bell	Hayling Island SC	1	-7	3	7	1	3	2	17
4th	777	Dave Dobrejivic	Phil Eltringham	Hayling Island SC	4	5	6	2	-7	6	3	26
5th	758	Tim Harrison	Jonny Ratcliffe		-7	6	5	3	6	5	4	29
6th	772	Mark Watts	Chris Bishop	Weston SC / BCYC	-9	2	8	5	5	4	6	30
7th	784	Mark Barnes	Pete Nicholson	Whitstable YC	6	4	4	6	4	-7	7	31
8th	763	Alan Davis	Toby Barsley-Dale	Weston SC	8	8	7	8	-9	8	8	47
9th	769	Daniel Cowin	Tom Steavenson	Ely SC	10	9	-11	9	11	10	5	54
10th	760	Alex Willard	Dan Holland	Royal Corinthian YC	DNC	10	9	12	8	12	9	60
11th	774	Kathy Sherratt	Rachel Bennett	Weston SC	-12	12	10	10	12	9	10	63
12th	733	Ryss Triffitt	Simon Reynolds Jones	Queen Mary SC	11	11	12	11	-14	13	12	70
13th	681	Gareth Russell	Dawn Barsley -Dale	Little Paxton SC	14	DNC	DNC	DNC	10	11	11	80
14th	678	Barry Price	Al Storer	Thorpe Bay	13	13	13	DNC	13	15	13	80
15th	771	Mike Bees	Ferret	Brightlingsea SC	5	DNC	DNC	DNC	DNC	DNC	DNC	90
16th	720	Chris Gandy	A Grant	Draycote Water SC	15	DNC	DNC	DNC	DNC	14	DNC	97

I'm supposed to talk about our major experiences in 2009. (in the B14 of course, my other experiences with my crew is a private story...).

The training session of the French fleet in La Rochelle by Barnsie.

We were all excited to see in live a reaaal English B sailor and to learn how to increase our speed. Great time on water, on the ground and around the barbecue. I remember some moments:

On the water – first a picture:



Just a moment after, Mark was the crew on my boat. I gave him the main, he hesitated and finally took it and said "never say that to my crew!!!"

On the ground: we learned how to tack and gybe step by step. Very helpful, but Barnsie lost our attention when he said: "Guys! Don't forget to close the kite bag downwind in light winds to go quicker!" We all thought "Are you serious?!?"

Our carbon wings.

Macc Bana (FRA 737) broke one front leg during a French event (very sad day). Few weeks after, Walter found an arrangement to get some carbon tubes for a couple of red wine bottles and we had the authorisation from the board to build our carbon wings with the same minimum weight. We decided to not put the pins to avoid any weakness point. No problem so far.

The European championship.

I won't talk about the event as Sébastien (our French representative) is supposed to do it [*Ed. Note: Ooops, maybe in the next issue!*]; but I will describe our feeling on the water. What surprised us the most is the fleet configuration for EVERY race (we never noticed that in our French events). And it's easy to talk about all those "groups" as we all tested them.

1. The leader group (6 to 8 boats), always at the right place with perfect tacks and jibes. We were, only once, in the group. Don't ask me how we finished 5 but I remember the first mark as I asked my crew: "But?!? Where are they?" He answered "They are all behind! Shut up and pull out the pole!!!" I appreciated this group as it's easy to follow the better boats and as there's no noise, no shouts, no screams [*Ed note: Really???? Were some of the usual suspects missing from the leading group?*].
2. The "mix". Half a nautical mile behind, there's this 15 to 20 boats group where we were often placed. Very hard, as there's a lot of tension in there. You can looe at least 5 places if you miss a tack and at the mark we heard a lot of very polite phrases from the other boats (we supposed it was polite...and we gave polite French words in return).
3. The back. Here you can find some boats after a couple of capsizes with crew shouting at poor helm as he (one more time) missed the tack (I'm sure you know what I'm talking about...).

See you next July for the Worlds.

JB Perié (Macc Bana, FRA 737).

High Profile – Tim Fells

1. **Name:** Tim Fells
2. **Date of Birth:** February 1958
3. **Year you started sailing:** 1969
4. **What boat was your first sailing experience in:** A Puffin Pacer on a bitterly cold, windy and snowy February day. My father, lacking any sailing experience, capsized and we soon discovered that jeans and jumpers were not ideal for the conditions!
5. **Major Nationals and greater events won in classes other than B14:**
 - LARK UK Champion in 1988, 1993 and 1997.
 - J24 UK Champion in 1992 and 1993.
 - 2nd in Endeavour Trophy in 1997.
6. **Year started sailing B14s:** 1993 – narrow wings, big genoa and trapeze.
7. **Major B14 achievements:**
 - UK Champion 1994, 2000 and 2001
 - World Champion 2000, 2003, 2004 and 2007
 - Class Chairman for more years than I can remember
8. **Home club:** Salcombe YC and soon to join Hayling
9. **Favourite tippie and why:** What, only one? Impossible!
 - Beer: Fullers London Pride, ideally served in local pub with roaring fire and rugby on TV
 - Gin: Tanqueray and full fat tonic, ice and lemon – the perfect pick-me-up after a hard day's work
 - Rum: If on a Caribbean Island it has to be a Pussers Painkiller, the quickest way to put a smile on your face.
 - Wine: For Red my favourite is Pinot Noir, preferably from Burgundy, ideally a premier or grand cru such as Gevrey Chambertin. For white, it would be a French Chardonnay, again preferably from Burgundy with Puligny Montrachet top of the favourites.
10. **Favourite food:** Shellfish of all types but you can't beat Langoustine with garlic mayonnaise, accompanied by a bottle of white Burgundy – bring on Carnac!!
11. **Favourite film:** I am a sucker for all types of film except horror movies. I have very little taste and will enjoy anything which probably explains why the film I have seen the most (and paid good money to see) is Airplane – sad but true.
12. **Favourite song track:** Behind Blue Eyes from The Who's album, Who's Next. It was the first album I bought and that track just grabbed me. A close second would be Anarchy in the UK by the Pistols (you needed to be there in '76) followed by just about anything performed by Prince.
13. **Most memorable moment sailing:** Sailing the B14 for the first time! It blew my socks off, opening my eyes to a whole new world of apparent wind sailing, put a smile on my face and still does.
14. **Those funny moments other than sailing:** I have been fortunate to meet many great characters through sailing and have lots of hilarious moments. Jason Andrews has always been the source of some of the funnier stories, none more so than his final week as a single man at a B14 Torbole regatta when after a big night out he woke up naked in a strange house with a small Italian boy standing by his bed.
15. **Other interests other than sailing:** My family, some running, a bit of cycling, a sad amount of Sudoku, playing the piano, watching any sport on TV and socialising with friends.
16. **Marital/family status:** Married to Sue with 5 grown up children aged 18 – 24. No more school fees ☺ but only 2 are financially independent ☺

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Tim Fells profile, continued...

17. What does your day consist of: I spend most of my day dreaming about sailing, playing Killer Sudoku online and wondering what it must be like to live in Leaky's parallel universe. In between times, I run a European sales team for AT&T putting together complex network solutions for major global clients. We are currently running about 20 projects with an average deal size of \$5m. As our work tends to be on the bleeding edge of new technology and service models I spend my day negotiating between our sub-contractors on 'the art of the possible', our customers on 'faster, better, cheaper' and our internal police on 'you're doing what?!'. Most days this is as much fun as a chap can cope with!

18. If you had to be stuck on a desert island for a week, 5 items that you'd take to make life easy and who'd you choose to share with other than a family member:

- Number 1 item clearly has to be a B14.
- I would also take a kite board with me. Not that I can do it but I would have a lot of fun trying.
- A foiling moth. For when the kite board has defeated me.
- A very large fridge full of everything a chap could desire.
- A wet bike – I know they are the spawn of the devil, but also huge fun and probably essential to survival when the kite launches me miles offshore.
- The person I would choose to share this with would have to be multi-talented – cocktail maker, life-saver, B14 crew, attractive on the eye. Hmm...I would hope Uma Thurman could make a stab at it.

Thankyou, Tim Fells.



More comebacks than Sinatra – Tim borrows back an old friend (and Nick Craig's boat) for a blustery Tide Ride. To leeward, Dave Hayes drops hints to Richie that the leech of his new main might be a bit too open.

Picture courtesy of Tania Samus, www.photoblink.co.uk.

Here come the Girls

I never realised how useful it was to have someone to help you get your kit off after sailing..... well when both your hands have seized up due to fatigue, there are serious advantages to sailing with another girl.

So apart from the stripping, shared showers, make up tips and the odd hug what is it like sailing as a an all girl boat. [Ed. note: OK boys, if that hasn't got your attention then I give up!]

I'm not denying there aren't problems, both of us are still learning the joys of boat bimbling and many thanks to all those who have helped us on our way. There is the odd issue of brute strength, but these are learning points that are far outweighed by the pure enjoyment we have on the water. There were a few eyebrows raised when me and Rach decided to sail together, both from the old farts who don't believe one girl can sail the B let alone two (luckily these are a minority) and those who know both of our slightly fiery temperaments - however it works!!!

From a helms perspective sailing with Rach is is no different to any other crew in the fleet, its poor Rach who gets the the short straw from sailing with a 60kg helmswoman, were are having to work out our own methods of doing manoeuvres because I can not keep the boat upright on my own, bit of a problem while Rach is packing the kite!! As the Blue boat say, we thought you were heading for the finish the leeward mark! Nope we just had to keep going until the kite was bagged :) – note to self DROP EARLY:)

But the nicest thing about sailing with another girl isn't the laughs or the singing (we did get some funny looks, freezing cold in the rain singing our lungs out), it is the respect we have for each others ability - we are equals in the boat allowing us to learn together with no pressure.

Yes it's hard work, yes we have a long learning curve in front of us and yes I do need to use more kicker but as Don likes to tell me when he's had a few "you girls can't grunt it when it goes wrong so you have to get it right which means you are technically better....."

So from the girly corner we say - here come the girls and we are here to stay, so watch out boys.

Quote 29er boy "are you two really sailing that together – *respect*".

Kathy Sherratt

B14 774



Bodge's last stand: Sadly Kathy & Dawn's girl-on-Bodge action proved too much, RIP!

Picture courtesy of Ingrid Abery, www.ingridabery.com

Girlie corner

From a crew's perspective

So what's it like sailing with a helmswoman?? So far I have to say so far it has been great fun! Sailing 774 with two girls on board definitely hasn't come without its challenges but I think it is fair to say we definitely have a laugh.

The learning curve has been steep, and with the weather having been rubbish the opportunity to actually get out and practice has been limited, but so far I think my biggest lessons learnt are:

1. Kathy can't keep the boat up right on her own!! Unfortunately I am the weight on the boat and so I can't fall off and hope the boat will come back and find me!!
2. Kite drops have to be much quicker!! Again having the majority of the weight not out on the rack as you head up because the b****y kite isn't in the bag is not useful for getting a good line round the mark.
3. It is a real pain in the a**e when the kicker cleat won't hold - two hands isn't enough!!
4. Kathy can't sing!! [*Ed. note: Fight Fight Fight!!!*]

But to be serious, so far with the little time we have had on the boat I think we are having a great time and doing a lot of learning together. Certainly my confidence in being on the water in less than perfect conditions is growing, and that has come from learning with Kathy and always talking about what we are doing and what we think we should do. We know we aren't as heavy/physically strong or skilled (yet) as some of the rest of you in the fleet, so if we have any hope of being competitive we have to try to make sure we do things the best way for us - and that has meant trying to work out what that is. So it has definitely been accelerated learning and will continue to be so. So far it's the most fun I've ever had sailing a B14 and long may that continue!!! So here's to 2010 and seeing what the girls can do!!!

Rachael Bennett

B 1s 4 Budget

3 years ago I sold my beloved classic Merlin Rocket 'New Potato' due to spiralling repair bills (and John Claridge was fed up of her taking up an entire shed every time Toby and I had been sailing).

With £1,200 in my pocket, we left North London after the delivery trip and carried on to Burnham in Essex in response to a Y&Y ad.

After some wandering around Burnham (we didn't even stop at a pub!), we found the club and tracked down a rather sorry looking, neglected B with some ratty sails and no road base. But the price was right and we had a base, so what the hell, I plunged back into the world of B14 sailing (again), but this time, on a budget.

681 has (so far) proved to be fairly sound. She has a good hull with no leaks (always check the seals around the hatches otherwise you spend ages looking for a more complex and scary problem!) and had a reasonable aluminium mast. The sails were sound and OK for messing around with at the club so I was set for my re-initiation.

But how do you do this on a budget? A B14 is not a cheap boat to run [*Ed. note: - it is the way I do it!*]- new parts, events, nights out with the fleet....you have to prioritise.

I was lucky in that I was able to find good second hand sails so here we come to the first lesson - always make friends with the sail company employees in the fleet or the guys that buy their sails brand new. If your boat is as old as mine, what good are brand new sails going to do?

Continued on next page...

B 1s 4 Budget, continued...

The second lesson is to renovate and rebuild whatever you can. Strip the boat back (not that difficult in a B) and check every block, clean what you can, only replace what you have to and, if you can find a good second hand replacement, all the better. Also, invest in a buffing head (£10-£20) that fits your electric drill and a bottle of polish – trust me, you'll use it again!



Thirdly, always keep an eye on second hand kit on the market or, lying around in boat parks – you'd be amazed what you can find.....

Innocently wandering along Hayling Island Sailing Club waterfront I was presented with an apparition resembling an almost dead B14. A visitor for the ??? worlds that had never been repatriated and my boat being minus a mast after a disastrous visit to the Brightlingsea Nationals, I enquired about purchase price, trust me, always ask! £100 later I was digging the boat out of the sand with Toby, removing anything vaguely useful or not moulded in (including a road base) and giving the hull to the class (ask Kathy about the season of Bodge – see right).

What more could you ask?

Elbow grease and keeping your eyes and ears open are definitely the secrets. So that's sails, hull and spares.

Next come events. If you need to economise but still enjoy yourself, try these (and remember I said you would have to prioritise)...

- Plan ahead – book your travel either as soon as possible or risk waiting for the late deals (rather you than me!)
- Make friends with people with double or triple stack trailers (any class as long as they're about 14 feet) and large cars, or offer people with small cars and no way of getting their boats there a cheap way to get to events, sharing costs is always good.
- Camp or share accommodation and make sure you have cooking facilities – breakfast and lunch don't need to cost any more than the cost of the food.
- Make the most of anything included in the price or discounts offered, you've already paid for it!
- Find a crew who is in a position to pay their half of the costs, otherwise you can find a student, plentiful and enthusiastic but poor.



Hopefully these little tips should help you cut your costs, help you make friends in the fleet and come on the nights out with plenty of cash – you know you're here to have fun and I said you would have to prioritise!

Yes, that's 681 at the front and no, I can't afford to buy the photo!

Dawn Barsley-Dale

B14 681

Photo courtesy of Champion Marine Photography.

www.championmarinephotography.co.uk



B14 and Beyond

My "attraction" to the B14 began years ago through seeing a photo of one sailing on Sydney Harbour. How was I to know that that photo would turn into a near obsession, requiring miles of travelling, litres of drinking, a host of bruises and general aches and pains, and ultimately a note from the doctor politely telling me that my past-time might actually be "too exciting" for me?

It is a well known fact amongst the B14 fleet that the best way to get someone to buy a B14 is merely to get them in the boat when it is blowing something around 15 knots. The boat comes alive and any dinghy sailor remotely interested in going fast and having fun will immediately start trawling the classifieds for their B14. However, it didn't quite go that way for me. I had sold my RS Vaneo (please, take pity on me) and, without even trying a B14, was sold on the wide wings and speed for a relatively low price. I settled on the cheapest boat I could find with a carbon rig (GBR 728) and started to learn. Slowly.



In case you missed it the first time...

Anyway, three seasons, three different helms (I don't steer, crews are first to finish don't you know) and three different B14s later it is clear that my attraction to the B14 is still as deep set and fervent as it ever was. The racing throughout the ranks is excellent (and I have sailed B14s at all levels, from being DFL in club racing to winning a race at the Worlds), the après-sail is still legendary and the boat continues to impress with its light weight, easily managed rig and beautiful looks. However, the photo that I stare at is no longer a B14 on Sydney Harbour, but a certain airborne B14 in Hobart...

However, as a crew what has kept me in the fleet throughout is the sheer depth of teamwork required between the helm and crew to sail a B14. Most definitely it is the most "crew-centric" boat on the mainstream dinghy scene in the UK – probably topped only by the 18ft Skiff. If the helm thinks their speed in a B14 is mostly down to them, they are either misguided or just plain wrong.

Sadly for me the B14's biggest attraction was also my downfall – the boat and the racing is, first and foremost, exciting. It just seems that the excitement is, in my doctor's opinion, a bit too much. I will be back though!

On another note – The Dinghy Show 2010

As usual, the first weekend of March 2010 is the RYA Dinghy Show at Alexandra Palace, and again as usual the B14 is taking centre stage on the Ovington stand as the latest and greatest in skiff technology (despite being over 20 years old!).

Once again I will be trawling heavily for volunteers to man the stand and to entice unsuspecting punters into buying a B14. As always, this is totally voluntary, but this year I am keen to avoid the situation of some charitable souls manning the stand for hours on end, therefore I may get slightly militant in getting some of the more "shy and retiring" members of the fleet to help out.

As always, new members are the life blood of the class. We need new people on the circuit and enthusiastic people to buy up the boats and get them on the water. The Dinghy Show 2010 is our chance to bolster our numbers and secure the boats future. So please, give a hand.

George Morris

Ex 728, 761, 772

2009 National Champions Tim Harrison and Jonny "Iron legs" Ratcliffe – doesn't he know that's supposed to hurt?



Mark Emmett and Allan Stuart cleared for takeoff.

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To view many more pictures, and order high quality prints, visit www.ingridabery.com

Dan Cowin & Rachael Bennett bid for "Position du mois".



Photocall #1 continued...



2009 European
Champions Dave "I could
win this with one arm tied
behind my back" Hayes
and Ritchie Bell. No
looking back in this boat!

"I only need one arm to
lift the trophy too."



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A sunny day at the seaside – it's enough to make a Scotsman happy.

Barry Price and Al Storer at Thorpe Bay.



Starting with the 49ers at Thorpe Bay. Who's rigs look the best? No contest! Leaky's bum is first across the start line, closely followed by Leaky.

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Photocall #2 continued...



Flat is fast - Chris Bines & Dave Gibbons putting the effort in at the Tide Ride.



A close call? Keeping the umpires busy at the Tide Ride.

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2010 Nationals, Sunderland Yacht Club

It's Great up North!

Those of you who have ever heard a chorus of 'North, North' emanating from discussions on the venue of the next B14 nationals over the last few years will know that I have been going on about heading north for almost as long as I've been in the class. Well now finally you can get to see what you have been missing all these years, and I'll finally shut up! In return for having my wish granted I get to organise the event (don't worry, I'll have help). The Northern B14 fleet has been growing steadily in the last year or so (mostly since I moved south!?!). This has been in no small part due to the enthusiasm of Kev and Phil sailing 702 and now 757. We now have a real opportunity to help the fleet grow on a truly national level.

2010's nationals will be held at [Sunderland Yacht Club](#), which is situated on the mouth of the river Wear [*Ed. note: Where?*]. The club has an excellent record of running races for asymmetric classes, from SB3 and 29er (and 18'ers and Ultra 30s too) Grand Prix events to the Musto Skiff nationals. The club house was purpose built with lottery funding less than ten years ago and has large changing areas, and an even larger bar with great views over the race area for those tagging along. Launching is off the [beach inside the shelter of the sea walls](#) (streaming webcam) at the mouth of the river. There is then a very short sail out of the harbour and round the corner to the sailing area in Whitburn Bay just to the north of the river mouth.

The coastline is quite low-lying so the Westerlies that we will likely be sailing in are quite steady. The water as a result is usually flat, except for the odd day of long rollers coming off the sea, no short Solent-esque chop here! I will steer clear of the trap of talking up the conditions too much as in previous years only to arrive at the club to a chorus of "It's never normally like this". Suffice to say that with even the smallest amount of grace from the wind gods we should have some great racing.

Then to the evenings... Accommodation-wise the [club's list](#) runs to 16 pages ranging from camping in the club grounds to some nice hotels in the city. We are planning to have a reception at the club on the first night of the nationals, having been to events at the club before I can promise it will be a good one. The following night there is a huge array of options available, both Sunderland and Newcastle city centres are within reach, for those interested in finding out how much of the legends of North-East nightlife are true (my bet is on Johnny ending up in the Bigg Market). I'm sure Kathy and Rach will make it a good one.

Notice of race and entry form are included at the end of the Newsletter.

Phil Eltringham, B14 777

2010 TT scoring system

Following some fruitful discussions at the AGM the committee have determined the scoring system for the 2010 TT series. The main aims of the scoring system are:

- 1) Encourage attendance
- 2) Reduce the effect of the fleet size on the scoring
- 3) Incentivise travel to certain events
- 4) Leave the series results in doubt as long as possible

So what we did was classic B14... we stole a system from someone else! Welcome to the [Merlin Rocket B14 Scoring system](#) for 2010, which works like this:

Continued on next page...

2010 TT scoring system, continued...

- 1) All TT events will be scored on standard low-point scoring (1 for 1st, 2 for 2nd etc.), plus...
- 2) Events with 15 or more boats will have the base points reduced by 10%
- 3) Events with 22 or more boats will have the base points reduced by 20%
- 4) Some far flung events get the 10% reduction guaranteed (even if there are less than 15 boats, you still get the 10%) to encourage attendance:
 - a. Derwent
 - b. Whitstable
 - c. Either Plymouth or Starcross (TBC)
- 5) Grafham gets a minimum 20% reduction to encourage more people turn up for what we hope will be the series decider (and beer and mild hypothermia...)
- 6) Your best 6 scores count
- 7) Least points wins

Simples!

Series prizes are awarded throughout the fleet, to the extent you probably have more chance of a prize in the middle/aft of the fleet than near the front... Think "getting better", "newbies", "old mast", "ladies" and "nippers" and you won't be far off.

Your New Season Resolutions?

1. Sail one additional TT event this year
2. Take a holiday in Carnac with your boat, say around July...

Enjoy!

Alan Davis

GBR763

2010 Calendar

February

27th/28th Hoo Freezer Hoo Ness YC (Winter Event)

March

6th/7th Dinghy Show Alexandra Palace, London

20th/21st TT Series Round 1 Rutland SC

April

2nd - 5th Weston Easter Grand Slam (Friday-Monday) Weston SC

10th Training day, Draycote Water SC

24th/25th TT Series Round 2 Brightlingsea SC

May

8th/9th TT Series Round 3 WPNSA, Weymouth

15th/16th TT Series Round 4 Mayflower SC, Plymouth

29th/30th TT Series Round 5 Derwent Reservoir SC, Northumberland

Continued on next page...

2010 Calendar

June

5th/6th TT Series Round 6 Whitstable YC
19th/20th TT Series Round 7 Starcross YC, Exeter

July

8th – 10th EUROPEAN CHAMPIONSHIPS YACHT CLUB DE CARNAC
12th – 16th WORLD CHAMPIONSHIPS YACHT CLUB DE CARNAC
24th/25th Weston Skiff Open Weston SC

August

Rest/ holidays! or Summer Regatta's /club sailing or sailing other stuff as appropriate 😊

September

4th/5th Asymmetric Open Restronguet SC, nr Falmouth
10th - 12th NATIONAL CHAMPIONSHIPS SUNDERLAND YC
25th/26th TT Series Round 8 Thorpe Bay YC, Southend

October

9th/10th TT Series Round 9 The Tide Ride Hayling Island SC
16th/17th Final Fling Mayflower SC, Plymouth (date TBC)
31st/1st Nov TT Series Round 10 & Inlands Grafham Water SC

See Alan's article above for details of the new scoring system.

The Events section of the website will be updated shortly and will include extra details of the events - NOR, SI's, start times, contact details etc

Any other events during the season likely to attract a B14 attendance will also be posted in due course.

We are also looking to confirm some training for mid April

See you on the water...

Dan Cowin

GBR 769

Ed. note: Well done Dan, is this the best calendar we've ever had? It looks it to me. We all owe you big time for organising this.

Ed's postscript

Huge thanks to everyone who contributed to this issue, and to Ingrid and Tania for providing superb pictures. Apologies for the lateness, I've been overrun at work, I've been runover in the road, it's the cold weather, the dog's been sick, the cat's ill, and my wife has broken her ankle and had pneumonia (actually she has).

Hope to see you in some semi-spazzy form (me, not you) at Brightlingsea and maybe again towards the end of the year if the NHS can get their arses into gear and fix me a date for having a go at fixing my shoulder...

Mike Bees, B14 771

2010 B14 National Championships
10-12 September 2010
Sunderland Yacht Club (SYC)
Notice of Race

1. RULES

- 1.1 The regatta will be governed by the rules as defined in The Racing Rules of Sailing (RRS) 2009 -2012 and the Sailing Instructions and any local Sailing Instructions.
- 1.2 The class rules of the B14 Class Association will apply.
- 1.3 The organising authority is Sunderland Yacht Club. In the event of any conflict, the Sailing Instructions and local Sailing Instructions shall prevail.

2. ADVERTISING

- 2.1 Boats may be required to display on the front 25% of their hull any advertising chosen and supplied by the B14 Class Association .

3. ELIGIBILITY AND ENTRY

- 3.1 The regatta is open to all boats of the B14 class.
- 3.2 At least one crew member of each boat must be a member of the B14 Class Association.

4. ENTRY FEES

- 4.1 Entries shall be made using the event entry form
- 4.2 Before 27/08/2010: £75
After 27/08/2010: £85
- 4.3 All Helms and Crews under 18 years of age must submit declarations signed by their Parent or Guardian

5. SCHEDULE

- 5.1 Registration will take place in the club house from 17:00 to 18:30 on Thursday 9th September and then from 09:30 on Friday 10th September.

5.2 The scheduled time of the warning signal for the first race is 12:55. The scheduled time of the warning signal for the first race each following day will be 10:55.

5.3 A competitors briefing will be held at 11.30 on Friday

5.4 10 races are scheduled to be sailed as follows:

Friday 10 th September	Races 1, 2 & 3
Saturday 11 th September	Races 4, 5, 6 & 7
Sunday 12 th September	Races 8, 9 & 10

5.5 There will be one discard provided four or more races are sailed. There will be two discards if nine or ten races are sailed.

5.6 The last race on Sunday will not be started later than 13.30

6. MEASUREMENTS

6.1 The B14 Class Association reserves the right to undertake measurement of the competing boats to ensure compliance with the B14 Class Rules. If applicable, fleet measurement will be undertaken from 15:00 on Thursday and then on Friday morning before 11:15 . Each boat shall lodge a completed measurement form signed by a fleet measurer with the club officer administering registration of entries. Confirmation of any measurement exercise will be placed on the B14 website www.b14.org, in advance of the event.

7. SAILING INSTRUCTIONS

7.1 The Sailing Instructions will be issued at registration and will also be available in advance from www.b14.org , and the Sunderland Yacht Club website: www.sunderlandyachtclub.co.uk.

8. SAILING AREA

8.1 Courses will be set either outside of the piers in the open North Sea and/or within the confines of Sunderland Piers as detailed in the Sailing Instructions.

8.2 Courses will be windward/leeward as detailed in the Sailing Instructions.

9. SCORING

9.1 The Low Point Scoring System of Appendix A will apply.

10. PENALTY SYSTEM

10.1 Penalty Turns as described in RRS 44.1 and 44.2 shall apply except that a 360 degree turn, including one tack and one gybe shall be required rather than a 720 degree turn. The Scoring Penalty, rule 44.3, will not apply.

11. PRIVATE SUPPORT BOATS

11.1 During racing support boats shall remain more than 100 metres from the course area except when asked to assist by the Race Committee.

12. BERTHING

12.1 Boats shall be kept in the boat park at SYC.

13. PRIZES

13.1 Prizes will be awarded dependent on the number of entries.

13.2 The prize giving shall be held in the clubhouse as soon as possible after racing on Sunday 12th September.

14. DISCLAIMER OF LIABILITY

14.1 The safety of a boat and her entire management, including insurance, shall be the sole responsibility of the owner/person in charge who must ensure that the boat and crew are adequate to face the conditions that may arise in the course of the racing. Neither the Notice of Race, Sailing Instructions nor any inspection of the boat limits or reduces the absolute responsibility of the owner/person in charge for the crew, the boat and her management. The organising authority and the B14 Class Association shall not be responsible for any loss, damage, death or personal injury howsoever caused to the owner/person in charge or crew as a result of their taking part in the race or races. Moreover, every owner/person in charge warrants the suitability of the boat for the race or races. The organisers encompass everyone helping to run the racing and the event, including the organising authority, the race committee, the race officer, patrol boats and beach masters

15. INSURANCE

15.1 Each participating boat shall be insured with valid third party liability insurance with a minimum cover of £2,000,000 per event.

16. SAFETY REGULATIONS

16.1 Adequate personal buoyancy shall be worn by all competitors at all times whilst afloat. Wetsuits and drysuits are not adequate personal buoyancy

17. DIRECTIONS TO SUNDERLAND YACHT CLUB

17.1 Directions:

From the A19

Easy Way:

Leave the A19 at the A1231 junction and drive East.

Follow the brown tourist signs for 'National Glass Centre'.

After a few miles you will reach the roundabout off which the Glass Centre is located (the sign for the Glass Centre is black on white).

Go straight on.

Turn right at the next roundabout to 'Beach'.

Go to the bottom of the hill then turn right at the yellow shed. You are now facing Sunderland Yacht Club.

Hard Way:

Leave the A19 at the A1231 junction and drive East.

Follow signs for 'City Centre' until you reach traffic lights.

At first traffic lights take 1290 to 'Roker, Seaburn' (straight on).

Soon after passing the 'Stadium of Light' follow the signs to A1018 'City Centre, Roker' (one way system).

When you see A183 'Whitburn, Sea Front, Roker' filter left.

Straight over first roundabout.

Turn right to 'Beach' at second roundabout.

Turn right at bottom of hill (yellow shed).

How do you find the A19 ?

From the South on the A1(M). Junction 62 then A690 to Sunderland.

From the North on the A1. Take A19 at junction near Cramlington.

17.2 Clubhouse contact details:

Sunderland Yacht Club
Old North Pier, Roker , Sunderland
Tyne and Wear, SR6 OPN,
United Kingdom
Tel:0191 567 5133
Fax:0191 565 7499

18. ANY OTHER INFO

www.sunderlandyachtclub.co.uk
www.b14.org



SUNDERLAND YACHT CLUB

B14 NATIONALS 2010 ENTRY FORM

Helm's Name..... Club.....

Helm's Address

.....
.....
.....

Email address

.....

Crew's Name..... Club.....

Crews Address

.....
.....
.....

Email address

.....

Sail Number..... Boat Name..... Hull colour.....

Emergency Contact Name & Number

.....

THIS DECLARATION MUST BE SIGNED

The entry of the above boat is conditioned on acceptance of the following by the Owner / Competitor racing the boat:

1. The race organisers (including Sunderland Yacht Club) shall not be liable for any loss, damage, death or personal injury howsoever caused to the Owner/ Competitor, his/her helm as a result of their taking part in the race. Moreover, every Owner / competitor warrants the suitability of his boat for the race or races.
2. The provision of safety equipment and boats by Sunderland Yacht Club neither guarantee that assistance can be rendered to any Competitor in need, nor an acceptance of any responsibility for rescue of competitors. Further, in the event that assistance is rendered to any Competitor, neither the Club/Association nor the crew of such rescue craft accepts liability for any loss, damage or injury to the Competitor and/or the boat and its equipment.
3. RRS Fundamental Rule 4: A boat is solely responsible for deciding whether or not to start or continue racing shall apply.
4. I agree to be bound by the Racing Rules of Sailing and by all other rules that govern this event. In particular I have read Paragraph 14 of the Notice of Race that excludes my right to claim compensation in certain circumstances.
5. I hold and will produce a current measurement certificate for the above boat and membership of the B14 Class Association.
6. I declare that I hold a valid certificate of insurance that also covers me whilst racing (including Third Party liability cover of at least £2,000,000) and which will be valid for the duration of the event.
7. I understand that if the boat is in the charge of any person other than the undersigned, it is the responsibility of the undersigned to bring the attention of the person in the charge of the boat to the provisions of this entry form.

I have read the above conditions and accept the responsibilities contained therein.

Signed..... Print (BLOCK CAPITALS).....Date:

I enclose a cheque for: £..... Cheques should be made payable to Sunderland Yacht Club
Please post to: Sunderland Yacht Club, Old North Pier, Roker , Sunderland, Tyne and Wear, SR6 OPN