

Wing Flap



Newsletter of the B14 Class Association of New South Wales
Affiliated with Australian B14 Class Association and World B14 Class Association.

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July, 2000

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President's Report

Oh my God, Grant's lost his beard! Or is it that he's just gained a bit more spare time? Whatever, he's looking pretty good!

Many of you would be aware that the new executive was voted in at the AGM at the State titles held on Salamander Bay. (Had to write that so Gunna could note the correct spelling! But of course, the tee-shirts are even more valuable now as collector's items.) On behalf of everyone involved in the class in NSW, I'd like to thank Grant and those outgoing members of the Committee for their work over many years. Their efforts have ensured that this season – was particularly successful, culminating in the World Championships on the Harbour. The new team is keen to keep the momentum going.

It's great to see we're on a bit of a publicity wave at the moment, with a rash of articles (two!) about the class in Australian Sailing following the Nationals and Worlds. There'll be a concerted push to have more information published about B14s over the next few months.

I think there's been a bit of post-regatta burnout after such a full and exciting season. But we can all do a bit of recruiting in the off-season, attracting new members to the class so that next season's sailing can rival this one. And there's a lot to look forward to.

The Nationals will be held in Melbourne after Christmas, giving Wing Flap readers a chance to show the NSW flag to the rest of the country! It also gives the B14s a chance to be seen as a national class, and enhance the opportunities for growth. The more boats, the more fun! And not to underestimate the social side, we also seem to have a great deal of fun when we travel away together. (or is that just me?).

Speaking of fun and socialising, "l'esperienza molto bene"* is up for grabs next year, with the Worlds planned for Lake Garda in Italy in July. I understand the new Secretary is preparing selflessly to learn Italian to enable us all to negotiate the restaurants.

Ciao for now,
Lissa

*apologies to anyone who can actually read Italian.

The B14 State Championships were held at Port Stephens Sailing and Aquatic Club over one weekend – March 4 and 5. The 5 heat series attracted 16 entries representing all the main clubs.

Weather Conditions:

Weather conditions varied. Saturday, was one of those grey, cloudy days with some possibility of rain. However, the wind was just right for B14s with a general breeze, from the south, of around 12 knots with some gusts up to 18 knots. The conditions led to some top sailing with boats planing most of the time.

Crews were required to swing hard to keep the boats at their best but unfortunately for some, there were

many capsizes - some crews embarrassing themselves on several occasions. Sunday, was a much quieter day. Enough sunshine to require sunscreen and a light breeze, from the northeast, sufficient to keep the boats on the move. Later in the day the breeze began to build and forward hands were able to move from the foredeck to the wing and in some cases the lighter crews were swinging hard towards the end.

The Courses:

Two courses were used for the Championship. On Saturday competitors sailed two and a half laps of a windward/leeward course with a gate being used on the downwind legs. Races lasted for approximately 45 minutes for the fastest boats with most others finishing well before the time limit had expired. The course for Sunday was a traditional triangle/sausage/triangle configuration.

The length of each course was set so that the distance between the top and bottom marks was close to one kilometre. On Sunday the course length had to be varied, due to the light conditions, so that racing could take place within the time limit set by the Sailing Instructions.

Both courses were located approximately two kilometres from the club.

The Racing:

Racing commenced on time with all competitors out well before the start getting in that last minute practice before the real stuff to come. A few hardy types put in some capsizing practice as well just before the countdown.

Capsizing practice.



Saturday starts were fairly conservative with few, if any competitors, willing to test the starter's patience. The top guns were handily placed but really when the starting signal sounded most crews were two boat lengths from the line which prompted, chief Race Officer Mark, to say, "It's good to have such well mannered starts."

Once under way there were battles throughout the fleet. Dimension Polyant Sailcloth picked up two wins, dominating heat 1 and snatching a win on the last downwind leg of heat three. The finish of heat three was really exciting with some great tactical downwind sailing from the last mark and finally 6 seconds separated the first three. Priority Powder Coating, defending champion, scored a win in heat two and so at the end of Saturday racing it was clear the two combatants who fought so tenaciously during the Nationals and Worlds, earlier on in the season, would be at it again on Sunday. Third place would be hotly contested with The Nude, Basic Instinct, Eastwind Sails and Peter Ray Plumbing all showing good form at one time or other. Eventual third place winner, Peter Ray Plumbing, began the series with a DNF in heat one and a fifth in heat two and looked out of it early on.

On the handicap side of things Marie Celeste and Wacky Racer looked the boats to beat. Unfortunately, Marie Celeste was unable to compete on Sunday due to gear failure. This and other similar gear problems sparked

considerable discussion at the AGM held on Sunday. A number of sailors felt there should be spares available at important regattas. This issue needs to be dealt with but not here (see AGM report elsewhere in Wingflap). Other boats doing well on handicap included those fighting out the scratch placings. Regrettably, there were an incredible 16 DNF or DNSs, on Saturday among the back markers, the very crews we are hoping will share the handicap honours. This statistic needs to be improved if battlers are to sail to their handicap and seize the initiative from the Championship hopefuls (OK – I know I'm the worst offender).

Sunday arrived and in general the rigging area was fairly quiet. I thought there would be stories about yesterday, perhaps a few good excuses but most sailors were concentrating on getting the right set up for the light conditions. So NO Bogger Bob story this year.

The boats headed out for a light weather race. The breeze was sufficient to keep the boats on the move and crews were in their most forward positions. The plumbers took control of this one and led around all buoys. Due to the light breeze it was clear the time limit would expire so the course was shortened to a triangle/sausage. The plumbers managed to scrape in the time limit by 20 seconds so the others had 20 minutes to make it and it was good to see most did.

Due to the light weather, the Race Officer decided to shorten the course for heat 5 by bringing the marks in closer. This was a good move and the time for the last race was nearly the same as the Saturday races. A mistake in the starting procedure saw the race abandoned, however, it was resailed immediately. The start was quite aggressive. The Nude won the honours with the closest possible position on the line. Dimension Polyant Sailcloth made sure of the championship with a clear win from Priority Powder Coating.

Handicap honours went to Basic Instinct with the ever consistent Wacky Racer 2nd. Points in the handicap section were close, making for interesting racing in all aspects of the championship.

Social:

With no Gunna, Bucket or Bogger Bob Lyons at the championship things were fairly quiet. No Pommies so I've got no dropped pants stories to tell.

Julian revealed that he is a pianist and so a sing-a-long was held. Apparently, Lissa is not too bad at singing and dancing - so the story goes. James made up a poem which got a few laughs but when I enquired about it on Sunday it wasn't quite the same in the light of day. In summary the behaviour of our sailors was impeccable so there's not much to tell!

Scratch		HEAT 1	HEAT 2	HEAT 3	HEAT 4	HEAT 5	SUB-TOTAL	DISCARD	TOTAL
BOAT No.	BOAT NAME								
AUS 353	Dimension Polyant Sailcloth	1	2	1	4	1	11	8	3.0
AUS 362	Priority Powder Coating	5	1	3	5	2	28.7	10	18.7
AUS 313	Peter Ray Plumbing	DNF	5	2	1	3	42.7	24	18.7
AUS 363	The Nude	2	3	6	3	7	39.1	13	26.1
AUS 299	Basic Instinct	4	8	4	2	6	44.7	14	30.7
AUS 152	Eastwind Sails	3	9	5	7	4	51.7	15	36.7
AUS 282	Wacky Racer	11	4	8	10	9	70	17	53.0
AUS 364	Fatal Attraction	8	10	9	12	5	73	18	55.0
AUS 358	Social Menace	9	11	11	6	8	74.7	17	57.7
AUS 350	Flo	12	7	10	8	11	78	18	60.0
AUS 183	Marie Celeste	7	6	7	DNS	DNS	87.7	25	62.7
AUS 102	White Pointer	10	DNF	DNF	9	10	95	24	71.0
AUS 352	Fujitsu PC's & Printers	DNF	DNS	DNS	11	13	110	25	85.0
AUS 360	Brickman Wines	DNF	DNF	DNF	13	12	109	24	85.0
AUS 280	Spike	6	DNS	DNS	DNS	DNS	112	25	86.7
AUS 324	Goon Show	DNF	DNF	DNF	DNF	14	117	25	92.0
AUS 169	Batteries Not Included	DNS	DNS	DNS	DNS	DNS	125	25	100.0

Hcp		HEAT 1	HEAT 2	HEAT 3	HEAT 4	HEAT 5	SUB-TOTAL	DISCARD	TOTAL
BOAT No.	BOAT NAME								
AUS 299	Basic Instinct	3	8	4	2	10	46.7	16	30.7
AUS 282	Wacky Racer	7	1	7	8	3	45.7	14	31.7
AUS 152	Eastwind Sails	2	9	6	7	4	50.7	15	35.7
AUS 363	The Nude	5	4	8	3	13	56.7	19	37.7
AUS 183	Marie Celeste	1	2	5	DNS	DNS	63	25	38
AUS 358	Social Menace	9	11	11	4	5	67	17	50
AUS 350	Flo	12	7	9	6	7	70.7	18	52.7
AUS 364	Fatal Attraction	11	10	10	13	9	83	19	64
AUS 352	Fujitsu PC's & Printers	DNF	DNS	DNS	1	14	94	25	69
AUS 102	White Pointer	8	DNF	DNF	11	11	96	24	72
AUS 324	Goon Show	DNF	DNF	DNS	DNF	2	100	25	75
AUS 360	Brickman Wines	DNF	DNF	DNF	12	12	108	24	84
AUS 280	Spike	6	DNS	DNS	DNS	DNS	112	25	86.7
AUS 169	Batteries Not Included	DNS	DNS	DNS	DNS	DNS	125	25	100
AUS 353	Dimension Polyant Sailcloth	4	5	1	9	1	33	15	xx
AUS 313	Peter Ray Plumbing	DNF	6	2	5	8	62.7	24	xx
AUS 362	Priority Powder Coating	10	3	3	10	6	55.1	16	xx

A Thought for Winter

"The races start; persist for a course; end; then follows a brief period of days or weeks when they provide the material for what the cruising people have been known to call 'spinnaker-booming in the bar.' Soon that too languishes. The races pass into the dustbin of memories, are lost beneath the refuse, and are carried out by the final dust cart. They have become nothing – nothing at all.

Races may be given if not immortality at least a decent lease of life in writing. Many people relive their moments of engrossing, and possibly even successful, activity; whilst others are enabled to remember during a winter's evening, perhaps decades later, what it meant to race a yacht on one far-away day."

-ARGUS, Yachting Monthly

Message from Tim Fells on the next WORLDS

Hi everyone,

Please be aware that we have provisional agreement to hold the 2001 B14 Worlds at the stunning Circolo Vela Torbole on Lake Garda. I met with Bruno Grosselli at Torbole a couple of days ago and it looks 90% certain that we will have our Worlds there in 2001. They need to get final confirmation from the committee but it was smiles and hand shakes all round so fingers crossed. The proposed dates are Monday, August 27th to Saturday, Sept 1st 2001. Please cascade this message to all the members of your national classes so that we can start planning for a mega event.

cheers

State Pointscore

In a series that stretched from Cronulla to Port Stephens there was plenty of fun and memorable sailing to be had. From the first race on a figure eight course at Cronulla to some short courses at Gosford, Port Stephens and BYRA to a marathon around Botany Bay, there was lots of variety, laughs and tears to those hardy travellers who ventured around to enjoy new places and sailing together. Seeing run a away trailers career down a slope to some picnickers or a boat have to rush ashore to avoid a loss at sea there was drama and action all over. Travelling is not without its challenges, learning new courses, the committee not recording times and finding out where to get a hot pie. But the fun and extra experience is well worth it.

Well done to all those that travelled and congratulations to the place getters.

Next season in response to the views put forward at the AGM the state pointscore will include weekend regattas were possible.

BOAT No.	Scratch BOAT NAME	HEAT 1	HEAT 2	HEAT 3	HEAT 4	HEAT 5	SUB-TOTAL
363	THE NUDE	3	4	2			9
350	FLO	2	DNF	3			24
282	WACKY RACER	7	2	DNS			29
358	SOCIAL MENACE	11	DNS	1			32
183	MARIE CELLESTE	14	3	DNS			37

BOAT No.	Handicap BOAT NAME	HEAT 1	HEAT 2	HEAT 3	HEAT 4	HEAT 5	SUB-TOTAL
363	THE NUDE	5	4	1			10
282	WACKY RACER	3	2	DNS			25
350	FLO	8	DNF	3			30
358	SOCIAL MENACE	15	DNS	2			37
183	MARIE CELLESTE	16	3	DNS			39

— Know Your Rules —

How many of us are tempted to sail a few extra metres at the bottom mark to force a port and starboard? Perhaps even make a port tack boat gybe away from the mark! Here's a situation that could easily occur in B14s with the huge angles we sail. Perhaps starboard does not always have right of way – read on.....

Case 75

(formerly Case 151)

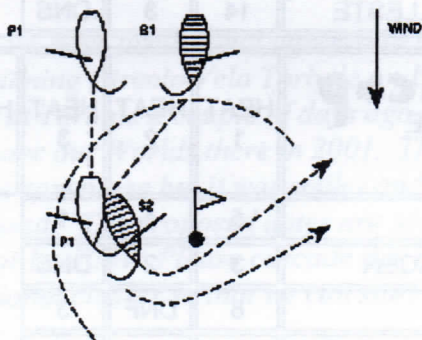
Rule 10, On Opposite Tacks

Rule 18.2(a), Passing Marks and Obstructions: Giving Room; Keeping Clear

Rule 18.4, Passing Marks and Obstructions: Gybing

Until an inside starboard-tack boat reaches the point in rounding a mark where her proper course is to gybe and she does so, an outside port-tack boat must keep clear under rules 10 and 18.2(a), and **rule 18.4** requires the inside starboard-tack boat to sail no farther from the mark than needed to sail her proper course.

CASE 151



Summary of the Facts

Two boats, S and P, were sailing directly downwind towards a leeward mark to be left to port. The boats were overlapped with S inside and slightly ahead. As S approached the two-length zone, she luffed to a position approximately a hull length wide of the mark. As her bow came abreast of the mark S bore away to gybe, and there was contact. S protested P under rule 10 while P protested S under rule 18.

The protest committee disqualified P commenting: 'The essential question is whether or not an inside starboard-tack boat may sail wide of the mark to make a tactically desirable rounding. There is no conflict here between rules 10 and 18. Rule 18.4 limits the inside boat's course by requiring her to pass no farther from the mark than needed to sail her proper course. There is no question that S gybed in compliance with that rule.'

P appealed, arguing that, since S luffed away from the mark and increased her distance from it, that was conclusive evidence she did not gybe as required by rule 18.4.

Decision

Appeal dismissed.

S was the right-of-way boat under rules 10 and 18.2(a). Because, in order to sail her proper course, she had to gybe at the mark, rule 18.4 applied to her from the time the boats were about to pass the mark until she gybed, at which time she no longer held right of way over P and, therefore, rule 18.4 ceased to apply to her. Until she gybed rule 18.4 required her to sail no farther from the mark than she needed to sail her proper course, and the facts indicate that her course complied with that rule.

It was reasonably possible for both S and P to avoid contact. P therefore broke rules 10 and 14 and was correctly disqualified, but S could not be penalized under rule 14 because there was no damage.

For Sale

- 102 White Pointer** \$5000ono
 White hull/ Grey deck, 4 kites 2 jibs new spars and rudder.
 World Cup Runner up 1997 Nationals 3rd 1997
 Very original boat not resprayed - Lightly raced.
 New sails December 1999 - Lots of extras - trailer.
 Contact Glenn Smith H: (02) 9523 6993 M: 0417 481 690
- 104 Steeline** \$3500ono
 Red hull/grey deck, New jib main 1 year old kite. Trailer, no leaks
 Contact Bob Lyons H: 4325 1095 M: 0412 182 469
- 150 Living Colour** \$4500ono
 Multi coloured hull new sails
 Contact Robert Robertson H: (02) 4325 0228 M: 0414 419 832
- 155 No Strings Attached** \$4200ono
 White hull grey deck, 2 jibs, new spinnaker, trailer and no leaks.
 Contact Rob Bates H: 02 4368 2341 M: 0418 368 724
- 157 Good Question** \$5800ono
 Grey and white boat, excellent condition. Beach trolley, new struts and bow ring.
 With trailer.
 Contact Brett Ball H: (02) 4329 1411 M: 0418 437 646
- 182 Good Gear Clothing** \$4990ono
 New design kevlar main, jib & kite. Extra sails
 Registered trailer with storage box
 Contact Brian Pike H: 4369 1864
- 269 Priority 1** \$5500ono
 Aust. & State Champion 1998/99.
 Boat & gear in excellent condition. Nothing to spend. Trailer negotiable.
 Contact Paul Hansen H: (02) 4388 6465 W: (02) 4389 8266
- 352 Fujitsu PCs & Printers** \$7500 on trolley (+ \$500 on trailer)
 Red Hull / Grey Floor Only 2 seasons old, 2 jibs (one brand new), 2 spinnakers, 1
 main. Nothing to spend.
 Contact Grant Hudson H: (02) 9943 6091 M: 0411 484 358
- 353 Dimension Sail Cloth** \$ 10 950
 Light blue and white boat, built for 1998 boat show.
 Top AUS boat at 2000 Nationals (2nd) and Worlds (5th), includes near new suit of
 Rob Brewer Sails, fitted out with the best of everything / no expense spared, also
 includes Brewer Sails tuning guide, new easy load trailer (rego until 30 / 9 / 2000),
 stainless steel dolly.
 Contact Murray Walters H: 02 9918 3406 W: 02 9999 2533

357 BUILT NOVEMBER 1998 KULMAR BOATBUILDING

1 of only 3 Kulmar boats built, North Sails, Full Harken fitout. This boat is fitted out to win. Rarely sailed

H: 02 9997 8109

M: 0416 047022

Fax 9997 6689

email: www.gregaleg@hotmail.com

359 Epic \$ 11000

Immaculate condition, builders boat. No expense spared. Two jibs / Kevlar main, two kites (one English style) launched November 1999. White, very stiff boat. Third Nationals and 4th Australian boat 2000 Worlds.

Launching dolly / trailer.

Greg Daniel

M: 0408 775831

??? Number to be advised Price \$1500-open to negotiation

Need quick sale to prevent storage fees

Looks magnificent. Very Good Condition (1992) Very good hull

Very good sails: Jib, Main and Spinnaker Green and white

Base support (no trailer) (should we change that to cradle??)

John Warner

H: 02 9365 0532

Mobile: 0413 155513,

Email: jwarner@etrack.com.au



For more information or test sail contact:-

Jeff Keane @

H: (02) 9526 7005

W: (02) 9556 3733

M: 0411 860 058

Geoff Jakins @

H: (02) 4322 0551

M: 0414 013 964

from james

the scene was set, the water wet, the wind was blowing hard
the pommies, swiss and germans came to sail in our backyard
so we showed them to the bar to which they seemed to take a liking
in earnest preparation for several weeks of hiking

they patched and glued and soon repaired their travel damaged gear
then they slept and ate and hit the bar to drink some aussie beer
they seemed laid back they seemed relaxed they seemed still half asleep
we thought they'd start out slow and we wouldn't hear a peep....

but then...

keri led the first assault when clearly still at war
he hardly could contain himself when what he thought he saw
was abby's flank exposed... for all the world to see...
(matt was so excited that he did a little wee)

they thought they'd take them by surprise, their plan was quite exciting
the sight of exposed transom meant they didn't need inviting
they drove in hard they made their point they sealed the two girls fate
that fateful summer day that they chose **flo** to be their mate

flo kept intact her dignity, despite her being maligned
by the yellow pommy warlords that took her from behind
a complex, tangled dance ensued.... two B14's were one...
as **flo** tried to escape the rape of **run pammy run**

abby (and crew emily) maintained their grace and poise
though were later heard to say that they "were pleased to meet some boys"
under cover of the dark that night at midnight on his watch
keri snuck into the park and on his boat he carved a notch

tim and richard came to oz to show us how to "b14"
exposing to the world credentials never before seen
at least not by the world outside their family clic
for very few of us had ever laid eyes on tim's dick

tim wasn't to be blamed so much entirely to be fair
'cause paul had beaten him to show his well groomed pubic hair
with help of course from andy - who lists amongst his hobbies
the pulling down of pants to show off his (and others) nobbies

jamie came into his own at night with glass in hand
as his body moved in time with an imaginary band
to stay upright throughout the night was clearly this man's quest
except for a short interlude to check out sue's left breast

a controversial incident that shocked and made us stare
was when somebody reported that roz was heard to swear
her crime of course was heinous and brought on castigation
made worse of course by Roz's perfect, clear pronunciation

she couldn't have been told that aussies never swear at sport
especially when sailing or outdoors -that's what we're taught
the punishment I think should take the form of education
not to say such words aloud as shit or bum or masturbation

to our drinking, singing, pants free friends - I promise we'll try harder
to sail you off the water when we see you in lake garda
thanks for all the fun we had in gosford and in sydney
let me leave you with this gem of recent b14 philosophy....

the lesson we should learn to prevent future despair
is that it's fine to take your pants off as long as you don't swear

Remember you can experience what it's like
to sail against the pommies yourself. All of
the above plus more!

Start organizing your Worlds campaign
NOW!

Around the Clubs

Gosford News

The 1999-2000 season for the B14'S was an exciting action packed season. With the world championships held on Sydney Harbour in January which were preceded by the National Titles on our home waters at Gosford, the lead up was always going to be competitive and exciting. In anticipation of these events B14'S from Sydney regularly made the trip to Gosford prior to Christmas and the National Titles in order to gain some local knowledge. On a weekly basis this meant the racing was competitive, varied and the results unpredictable. The Gosford fleet held its own throughout the season and also at the National and World Titles with local boats returning some excellent results. Although the fleet size did not increase significantly, this season the anticipated regattas strengthened the fun and competitive camaraderie both within the Gosford Sailing Club B14 section and between the Sydney and Gosford fleets.

The National Titles were a great success thanks to the efforts of Phil Gribble and his team. Local knowledge proved to be a disadvantage as unpredictable and unseasonable breezes prevailed, challenging both the local sailors and starters. Many of the European competitors attended the National Titles hosted by Gosford Sailing Club as a lead up regatta to the World Titles held on Sydney Harbour and proved to be not only competitive but dominant despite our local knowledge. The competition continued off the water and by now a number of the social events have been recorded in B14 folklore. German, Swiss, French and Pommy competitors contested the National Titles and some excellent friendships and relationships developed immediately. Geoff Jakins and Glenn Stewart dominated the only race completed in over 15 knots and would have beaten the current World Champions if the finish line had been 200m closer. Feedback from the overseas competitors has been very favourable and a number of competitors remarked on the hospitality shown to them by all members of the Gosford Sailing Club in particular the bar and restaurant staff, starters and the sailors deserve special mention.

The World Titles on Sydney Harbour brought a range of breeze strengths with the local boats predictably doing a lot better in the stronger breezes. In particular Gosford legend Paul Hansen steered his way to 6th overall in the World Titles winning one heat in a close battle with the ultimate champions Tim Fells and Richard Dowsett.

At club level, highlights included the solid hard work yet again of Geoff Jakins who continues to accept responsibility for the ongoing smooth running and development of the B14 class at the Gosford Sailing Club. On the water sailors Gareth Wells and Peter Ray continued to be highly competitive pushing Paul Hansen and James Ellis to the last race in both the club championship and State Titles with a tie on points for 2nd place resulting in the latter event. (A significantly different result could have been expected had The Plumber's rudder not fallen off whilst leading the first heat of the State Titles). Brad and Geoff Favelle made a clean sweep of the point score series being rewarded for rarely, if ever, missing a race and showing consistent and steady improvement throughout the season. Greg Dodd and John Perry, whose stated goal at the start of the season was to finish a race within 10 minutes of the leaders, continued to improve. When Paul Hansen generously organised a boat swap for the last race of the season Greg and John lead for a significant portion of the race and beat Paul and James across the line. Big things are expected from these guys in the 2000/2001 season with new sails on order.

Overall the B14's have maintained their numbers. With a strong push from the State Association to encourage inter club racing for the up coming season and on going publicity for the class, it is hoped and expected that this affordable and exciting skiff will continue to be a popular class in the years to come.

James Ellis

-- Yes it's TIME! --

Get yourself organized for the Nationals in Melbourne NOW.

Around the Clubs

Squaddie News

Since the thrill of sailing the Nationals and hosting the Worlds, squaddie sailors have had just a bit too much excitement. Fleets since January have been a bit on the small side – in one race “The Nude” took out the triple; scratch, handicap and last! But generally the racing has been very competitive with everyone’s performance lifted by the extra sailing in the big events. Julian and Chris in the Marie Celleste have improved heaps with their “new” sails and all the practise giving Flo, Fire Stopping, Fujistu and The Nude a run for their money. Chris and Duncan have been a bit busy off the water but managed to stage a good show for the season finale.

As the season progressed, the sea breezes left us, but only after some truly magnificent runs down the harbour. Overtaking a Potts Point ferry while on a screaming reach from Shark Island to the finish at Clarke Island is one of those great experiences you can only get on the harbour! The change to the south in the breeze added a new dimension to sailing from the squaddie. We had to sail a course other than the good ol’ No 1! This led a few people to suddenly go from looking good for a win to down the fleet a bit as they mysteriously sailed off in some strange direction.

One of the more memorable day’s sailing this half of the season was when racing was cancelled on a light day as there was no way we could have completed a championship course as there were too many holes in the wind. But most of us were hangin’ out for a sail and there looked to be a bit of breeze between the club and Clarke Is. So four game teams headed out for a bit of practice. We found that a couple of Navy buoys made a perfect windward leeward course and sailed four two lap races around them from gate boat starts. Simon and Claire showed us that they hadn’t lost too much sailing ability despite being crook before Christmas, and we look forward to seeing them back in full force next season. I think we nearly had a different winner in each race, the competition was so close. All those involved felt that the tight, short course racing should be included in our program next season.

AGM *(main points)*

The Association AGM was held on the Sunday of the State Titles. Here is a brief report of that meeting.

President

The president indicated that he would not be standing for the coming season. His final report was published in the February Wing Flap.

Treasurer

The treasurer reported that our funds had increased from \$6100 to \$7100. There were some outstanding ISAF fees, bills and sponsorships still to be collected and the profit for the year was expected to increase a little.

Race Secretary

The Nationals would be held at a club in Melbourne and negotiations were underway.

General Business

- Promotion of the class was discussed. Sail Sydney, spending our reserves and advertising in general.
- The poor turnout at State Pointscore events was looked at. It was decided to hold more weekend events.
- Fees – lots of discussion as there was a great deal of opinion on this subject.
- The availability of B14 parts was discussed at length. It was pointed out that parts were obtained from the English at the worlds. Members felt parts should be readily available here. There was some discussion of what parts should be available at major regattas.

Don't Wait.....



Book your accommodation for the National Titles NOW! Melbourne will be packed out at that time of year.