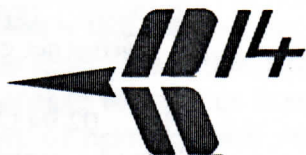


Wing Flap



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

**PO Box 577
Milsons Point NSW 2061**

March, 2001



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Around the Clubs

Gosford Report

Gosford has had a pretty slow and erratic season so far. Fortunately, a few sailors are beginning to show interest again and with about seven boats on the books we are hoping for a good finish to the season. It's unfortunate, but it seems that many of our sailors decided to have a low key season all at the one time! It's rather strange but the Club Committee came to our aid and managed to wake us from our hibernation by suggesting the class would be replaced next season if we didn't get moving. Having realised the error of our ways a few boats can be seen on the water each week. Watch this space for an improved attitude in the coming months.

Special thanks to Gareth and those SFS hardy types who turned up a few weeks ago to get things on the move again.

Barry Foster - Extasea 200



President's Report



The B14 year started off in magnificent fashion, with the Nationals in Melbourne. McCrae was a fantastic location, and the club looked after us in fine style. I won't devote much time to that here, as our Assistant Publicity Officer for the NSW Association has an extensive report in this Wingflap. May I

just say what a marvellous job James Ellis did of MCing the presentation ceremony. And congratulations to our National Champions, James Bury and Jacob Christian.

Just as we recovered from the Nats, there was the weekend Regatta at Pissendown (the Lake Macquarie township formerly known as Sunshine). The rollup was pretty good (11 boats), and it was interesting to sail against other similar vessels including Skates and 505's. The Skate Association is trying to arrange a regatta with us later in the year at Yarra Bay. We'll keep you posted.

The post-sailing competition was as fierce as ever. Jake Christian is now in serious training for the wall sits at the States, following a humiliating defeat early on Saturday evening. He certainly made up for it in the arm wrestle, although Paul Hansen was the ultimate champion. Richie Reynolds' low body weight could have helped in the chin-up challenge, and generally there were marks to all in the "gymnastic and athletic ability while slightly impaired" category. Gold stars to Abby Parkes and James Ellis, but we weren't really sure the point of that competition.

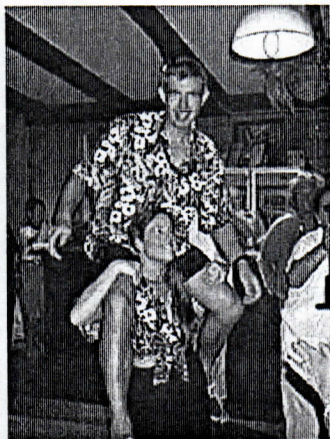
So the next big thing is the States at the Squaddie on 10th & 11th March. I hope everyone is in full preparation mode. Just make sure you don't leave it too late to design your toga, which will be needed for the Saturday night festivities!

Sail Expo is on again soon. We're looking for volunteers to help us sell the message that the B14 is "fast, wet fun for all sexes"! The Expo's on at Rozelle between 23rd and 26th March. Please let Abby or me know if you think you can help.

And finally, if you think you might come to Lake Garda, it's a good time to say so loud and clear, as we're working on container arrangements.

Ciao,- La Presidenta

Our President on the JOB!



**Richie on
top of the
President!**

**The
President
enjoying
herself**



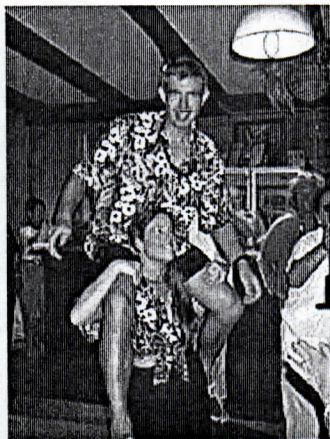
**The
President
Lying down
on the job.**

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Our President on the JOB!



**Richie on
top of the
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**The
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enjoying
herself**



**The
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Lying down
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B14 AUSTRALIAN TITLES 2001

Article prepared for Australian Sailing

A thoroughly professional display by the enthusiastic members of the MaCrae Yacht Club laid the foundation for an ideal B14 National Championship on Port Phillip Bay between the 2nd and 6th January 2001. The race committee's experience and knowledge of the local conditions resulted in excellent courses, starting lines and manipulation of the program to make the best of both the early morning Northerlies and afternoon sea breezes.

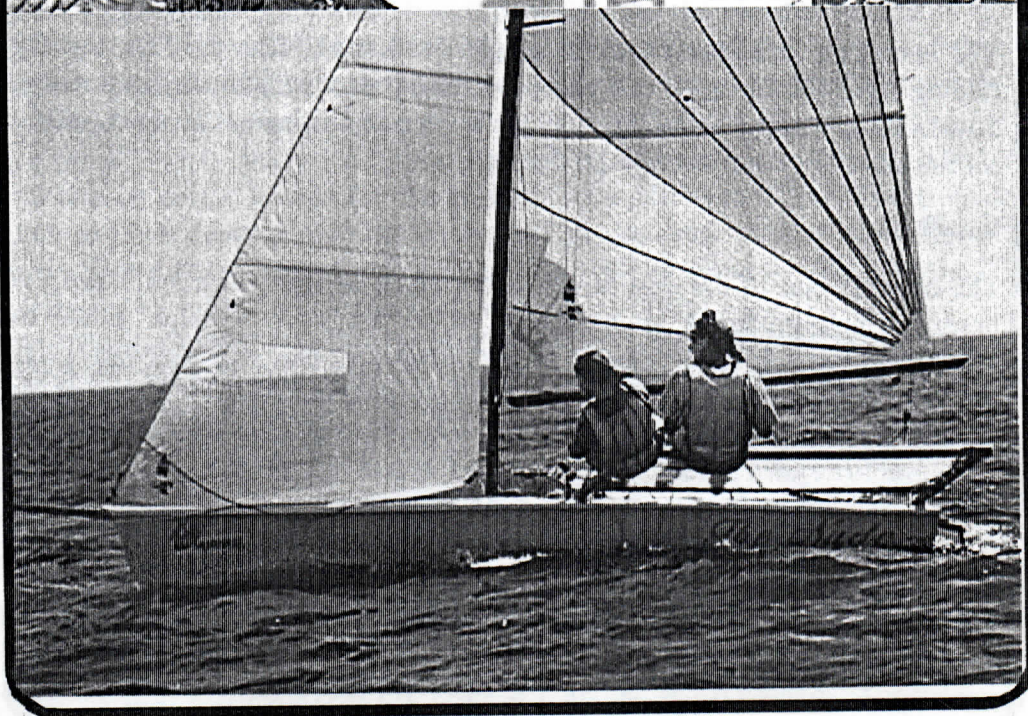
The series was dominated by young crew James Bury and Jake Christian, sailing "*Firestopping*". Over nine races their worst result and drop was a 3rd place. The rest of the fleet fought out a close battle with 4 boats going into the last race sailing for second place overall. Of the 6 crew members aboard the first three boats, 3 were women. Lissa McMillan and Richie Reynolds (*The Nude*) were 2nd and Abby Parkes and Sophie Hunt (*Hunt Leather*) 3rd. The results are clear evidence that this class can be sailed equally well by men, women or a combination over the full range of wind conditions.

A variety of conditions ensued ranging from a dying Northerly morning breeze through to several gear testing, 20 knot Southerly sea breezes. *Firestopping* won 5 of the 9 races leaving no doubt that they were worthy winners. The remainder of the fleet contested 2nd place with several boats in contention at the outset of the last race. *The Nude* won the final, shiftest race of the series by playing the shifts up the middle, to secure 2nd place overall.

Abby Parkes and Sophie Hunt showed the benefit of a well constructed training program to finish one point ahead of tied 4th placegetters. All of the three placegetters intend to travel to Lake Garda in Italy for the B14 World Titles in August in an effort to restore some Aussie pride after the British teams dominated last year's World Title on Sydney Harbour.

Results

- | | | |
|----|-------------------|-----------------------------------|
| 1. | Firestopping; | Jake Christian, James Bury |
| 2. | The Nude; | Richie Reynolds, Lisa McMillan |
| 3. | Hunt Leather; | Abby Parkes, Sophie Hunt |
| 4. | White Pointer; | Glenn Smith, Kirby Haynrs |
| 5. | Brickman's Wines; | Chris Rodowicz, Duncan Rutherford |



B14 AUSTRALIAN TITLES 2001

(The full story by James)

A thoroughly professional display by the enthusiastic members of the Macrae Yacht Club laid the foundation for an ideal B14 National Championship on Port Phillip Bay between the 2nd and 6th January 2001. The race committee's experience and knowledge of the local conditions resulted in excellent courses, starting lines and manipulation of the program that made the best of both the early morning northerlies and afternoon sea breezes.

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INVITATION RACE

The invitation race was sailed in a light 5-10 knot NE with *Firestopping* leading from the 1st mark and demonstrating their ability to stay in pressure downwind in order to take the race out by almost 5 minutes. This dominance set the scene for the remainder of the regatta.

RACE 1

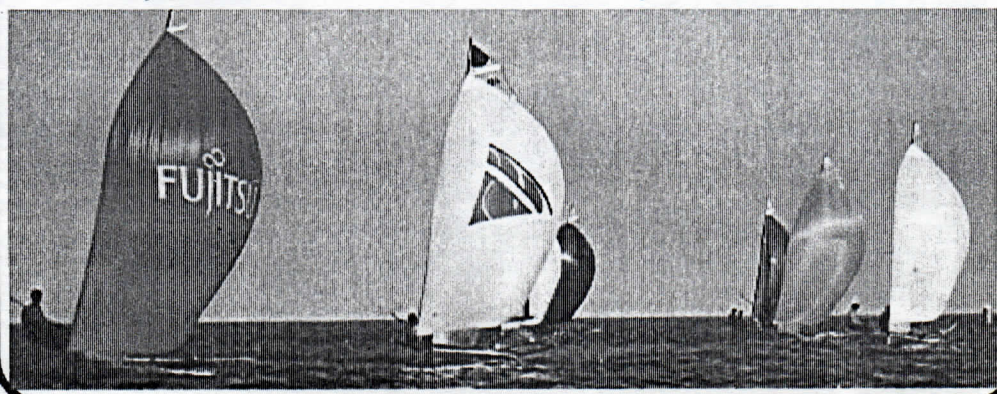
The opening race of the regatta was a morning race sailed in a 5-15 knot SW breeze which gradually strengthened during the race. *Fujitsu*, sailed by Julian Bolleter and Chris Madin, timed a perfect start at the boat end of the line to lead *Firestopping*, *Hunt Leather* and *Priority Powder Coating* at the 1st mark. They maintained their lead and on the 2nd work *Fujitsu* and *Firestopping* sailed a tactical race up the middle. *Priority Powder Coating* (left) and *White Pointer* (right) benefited from working the sides making it a 4 boat race at the end of the 2nd beat. *Firestopping* eased ahead downwind to lead at the bottom mark but *Priority Powder Coating* hit the left side of the course again up the 3rd work to pick up a small shift and a race winning lead. *Firestopping* performed the first of their recovery acts by coming from 4th back to 2nd over the last lap of the race, with *The Nude* only just being pipped on the line by *Hunt Leather* for 3rd position.

RACE 2

Race 2 brought the first of the promised sea breezes with a 15-20 knot SE. The race committee settled on the windward/ leeward course for the 1st time in the series and Chris Rodawicz and Duncan Rutherford blasted off the leeward end of the line in *Brickmans' Wines* heading straight for the shore on the left side of the course to lead at the 1st mark. *Priority Powder Coating* and *Firestopping* were close behind with nudists Richie and Lissa rejoining the race down the 1st downwind leg with their usual exceptional downwind speed. *Brickmans' Wines*, *Firestopping* and *Priority Powder Coating* again eased away from the lightweight nudists upwind only to see them again rejoin the race on the 2nd downwind leg. The final lap saw *Brickmans' Wines* and *Firestopping* crossing tacks up and downwind with *Firestopping* leading *Brickmans' Wines* to the finish by the length of their spinnaker pole. *The Nudists* again flew back into the race to take 3rd from *Priority Powder Coating* who overlaid the lay line and struggled to reach back to the finish.

RACE 3

Race 3 was sailed back to back with Race 2 and in the same strong conditions, *Brickmans' Wines*, *Firestopping*, *The Nudists* and *Priority Powder Coating* again fought for the lead in what was by now a solid 20 knot SE breeze. The left hand (shore) side again proved favourable with *Firestopping* and *Brickmans' Wines* consolidating their lead at the end of the 2nd work. Abby and Sophie in *Hunt Leather* showed the benefit of their heavy weather training to come back into the race, despite their light weight, pulling back the much heavier crew of *Priority Powder Coating* by the end of the 2nd work. *Priority Powder Coating* began what was to become a trend (2 broken centre boards for the regatta) soon after the 2nd windward mark before *Hunt Leather* and *The Nude* also hit the drink coming down the 3rd run. *Firestopping* posted their second win with *Brickmans' Wines* again 2nd followed by Julian Bolleter and Chris Madin in *Fujitsu*.



RACE 4

Day 2 saw the first of the 9am starts in a 10-12 knot NE. *Hunt Leather* and *Priority Powder Coating* got out before the race for a little pre race research and, after establishing the favoured side of the course, both boats hit the left hand up the 1st work and led at the 1st mark. Abby promptly fell off her boat with excitement but managed to climb back aboard in time to lead at the end of the 1st lap. *The Nudists* again demonstrated their downwind skills to sail their way back into the race with *Priority Powder Coating*, *Hunt Leather* and *The Nude* fighting it out up the 2nd work. *Firestopping* was sitting back in 5th place but as usual worked their way through the fleet as the race wore on. The usual close race saw the heavier crew of *Priority Powder Coating* ease into the front upwind with the lighter, younger and smarter crews of *Hunt Leather* and *The Nude* passing them on the downwind leg to set up a close final work. At the top mark the last time, *Firestopping* benefited from keeping their heads out of the boat to lead at the last mark and *Firestopping* and *The Nude* fought a close tactical race down the last work before *The Nude* crossed the line just ahead despite thinking they had finished 2nd. This was the first time they were observed to kiss, a practice that proved to be unique to this boat and crew, leading to a fairly lively discussion amongst the rest of the fleet about the benefits of kissing in *The Nude*. John Perry and Greg Dodd demonstrated their ongoing improvement by sailing Perry's *Finance* into 6th place behind a very nervous *Priority Powder Coating*.



RACE 5

Race 5 was commenced immediately after Race 4 in the dying morning NE. *Hunt Leather* chose to cross the line early at the start in order to give the rest of the fleet a chance and had to double back and restart. This led to yet another close 1st work between *Firestopping*, *The Nude*, *Hunt Leather* and *Priority Powder Coating* and some excellent video footage of Abby having a bit of a dummy spit. These positions were retained down the 1st run before *Priority Powder Coating* took the lead up the 2nd work as the breeze began to die back into the north. At the top mark the 2nd time *Priority Powder Coating* led *Firestopping* by 2-3 boat lengths with *The Nude* falling into a hole about 100 metres before the 1st mark. As the breeze continued to clock around to the NNW, *Firestopping* slipped straight through *Priority Powder Coating*'s lee to win the shortened race at the end of the 2nd downwind leg. 9 boats managed to drift over the line before the race committee blew the gun to signify the end to the 20 minute time limit. No wind for the rest of the day justified the race committee's decision to start racing earlier in the day.

RACE 6

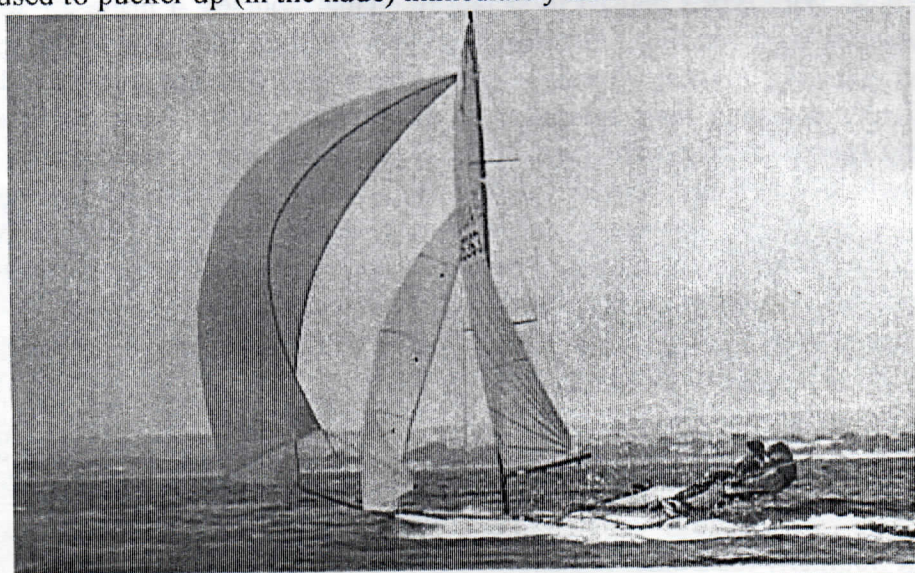
Another 9am start for Race 6 bought 20 knots from the S (190°) with Victorian sailors Stephen Grailey and Graham Doreian living up to their name (*It's hard to be humble*) by jumping off the middle of the starting line. *Brickmans' Wines* again demonstrated their preference for heavy weather sailing with a good lead at the 1st mark ahead of *Firestopping* and *Priority Powder Coating*. A spectacular ditch by Chris and Duncan down the 1st reach of the triangular course allowed the remainder of the fleet back into the race. With B14's unused to sailing triangular courses, it made for some interesting tight reaching. *Firestopping* chose to drop their kite at the gybe mark allowing *Priority Powder Coating* back into the race until they had difficulty dropping their spinnaker at the bottom mark. Glen Smith and Kirby Haynrs also showed their heavy weather prowess by settling into 3rd place behind *Priority Powder Coating* and *Firestopping*. On the final reach of the race, *Firestopping*'s rudder box blew up while *Priority Powder Coating*, almost simultaneously, folded another centreboard over to begin a spectacular sideways slide (perfectly captured on video for the amusement of all sailors that evening in the Club house). *White Pointer* took out their 1st race of the series by sailing conservatively to win the war of attrition. *Firestopping* proved their prowess as escape artists by pulling their spinnaker down, repairing their rudder box, getting upright and sailing into 3rd place (which proved to be their drop anyway). The fleet headed back to the club for a civilised lunch and lie down before heading back out into a 20 knot Southerly for 2 back to back races in the afternoon.

RACE 7

Priority Powder Coating proved that fat is fast up the 1st work but was forced to ditch the boat to repair the tack of the jib, effectively throwing away the race. *Firestopping* and *The Nude* flew down the 1st run to set up a close race which saw *Firestopping* again lead with Richie Reynolds and Lisa McMillan second (an exceptional effort for the lightweight crew in a 20 knot breeze). This consistency and Lisa McMillan's athletic hiking (a skill which saw her anointed the world wall sitting championships at last years B14 world championships at the Sydney Flying Squadron) proved to be the key to their second place overall in the regatta.

RACE 8

Race 8 saw 20 knots from the South continue with very little variation in direction of the breeze. *Priority Powder Coating*, *The Nude*, *Brickmans' Wines* and *Firestopping* again fought out the 1st work, with *Firestopping* easing to the lead after taking advantage of the left hand side of the course on the 2nd work. The final downwind leg saw a line of pressure hit the fleet not long after they had gybed onto the lay line forcing a number of boats to struggle to lay the line. *The Nude*, again well placed, unfortunately overlaid the finish line and actually had to drop their spinnaker and sail back to the finish allowing *Brickmans' Wines* and *Hunt Leather* to sneak through in front of them. *Fujitsu* was also in the hunt until the end finishing 6th. Ubiquitous photographer, Phil Johnson was again on hand with his video camera to capture the dummy spit of the series by Lissa McMillan who refused to pucker up (in the nude) immediately after the race.



RACE 9

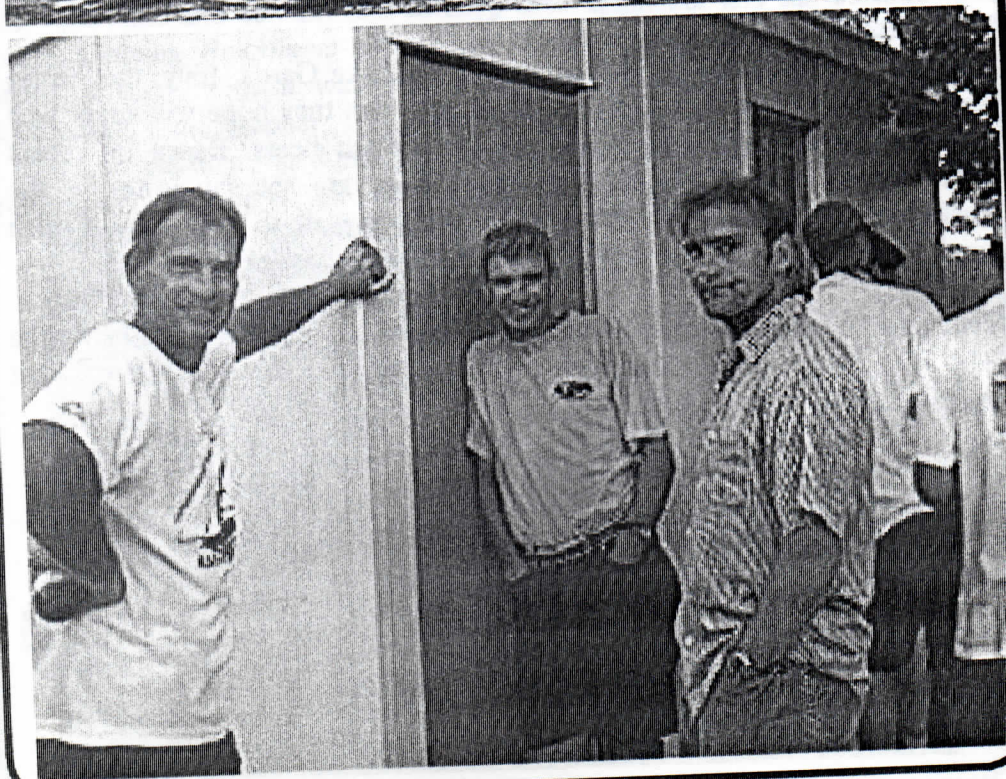
The final race of the series saw a start in a 5-10 knot Southerly at 9am on the final morning. The *Nude* showed their dominance up the second work, skilfully picking shifts up the middle of the course to take what proved to be an unassailable lead at the end of the second work. *Firestopping* did the usual recovery act from 5th position to sneak through into 2nd at the end of the race. Light conditions throughout the race provided probably the shiftiest race of the series with interest added by a number of dolphins who played amongst the boats throughout the race. A 20° shift into the left up the final work allowed several boats to close up on *The Nude* who managed to wineglass their spinnaker doing a windward set on the final run to the finish. Several gybes later they held their lead and sailed into 2nd spot overall and sat back and watched the rest of the fleet come over the line. *Hunt Leather* sailed into 3rd and began a tense wait to see if *White Pointer* could run down *Priority Powder Coating* in order to share their 3rd spot on points. *Priority Powder Coating* however managed to hold *White Pointer* out, placing Abby and Sophie firmly in 3rd place on their own. *White Pointer* and *Brickmans' Wines* shared 4th place overall, 1 point behind with *White Pointer* prevailing in a count back.

SUMMARY

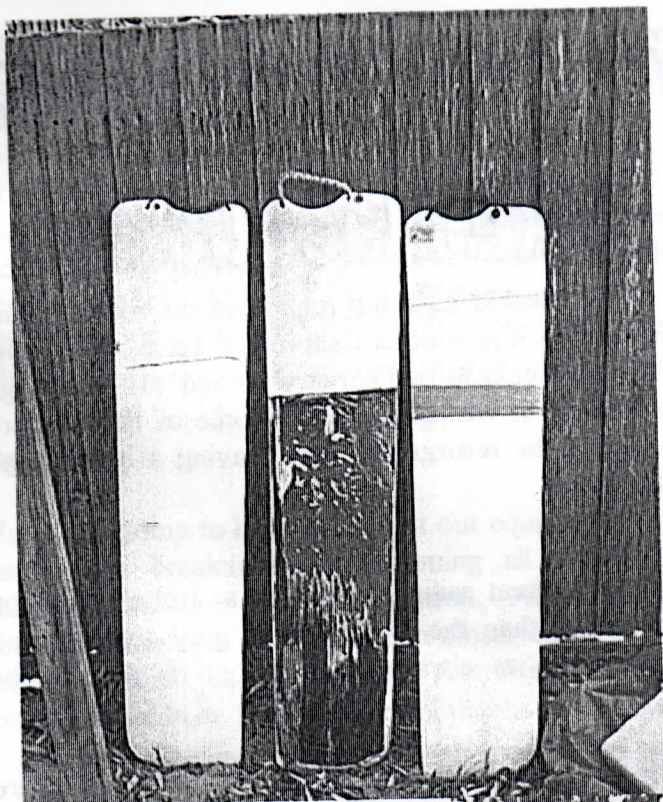
With the World Titles looming in August on Lake Garda, Italy, the Aussie boats are benefiting from some close racing which they hope will auger well for their meeting with the European and British fleets. Based on recent performances, Jake Christian and James Bury are the favourites of the Australian contingent but will have to perform well to defeat the British combinations who dominated the last World Title on Sydney Harbour.

Two clear messages emerged from the recent Australian Titles. Firstly, the B14 is a sex friendly boat and secondly, MaCrae Yacht Club can put together a first class regatta.

Enjoyed the Nationals? Get
your entry for the STATES in
NOW!



Life
can be
tough
at the
Nationals



Travellers Trophy Weekend

South Lake Macquarie

Eleven boats travelled to our second interclub regatta of the season. The series was sailed at Sunshine on the southern shores of Lake Macquarie. Two races were held over the weekend of February 10 and 11. Although most sailors came from Sydney, it was good to see some of the Gosford members, who will be leading the resurgence there, having a hit out and promoting Association racing.

Weather Conditions:

The weekend turned out to be great sailing wise with a strong breeze on both days. Unfortunately, other than the wind, it was grey and wet and generally unpleasant. However, as always, B14 sailors revelled in the regatta atmosphere.

The heavy breeze required strong back muscles for all that hiking and there were quite a few capsizes, many before the start!. Most sailors got themselves back on track fairly quickly and enjoyed good racing despite the general weather.

The Course:

A triangle, sausage course configuration was set. This made for interesting sailing on the reaches as one leg was tight and the other freer. Some crews chose not to fly a kite on the tight leg whilst others took the risk. You'll have to check with individuals to find out the correct option.

The Racing:

As always there was a right way to go and as always the top guns seem to find it. Firestopping had the wood on the rest of us but there were some close contests throughout the fleet.

Overall, high level sailing skills were the order of the day and paid dividends throughout all aspects of racing.

Results:

Sunshine Scratch Results

1st Firestopping	Jacob Christian & James Bury
2nd Priority Powder Coating	Paul Hansen & James Ellis
3rd Peter Ray Plumbing	Peter Ray & Gareth Wells
4th The Nude	Richie Reynolds & Lissa McMillan
5th Hunt Leather	Abby Parkes & Sophie Hunt
6th Basic Instinct	Scott Kennedy & Tim Anderson

Opinion:

We are all going to have to look at our equipment to make sure it can go the distance as breakages are becoming all too common excuses for not finishing a series in our best position. Also breakages do nothing for the image of the class. In my case, a closer check of the mainsail would have revealed a small tear in the seam. A pre-regatta repair would have saved all sorts of last minute hassles. Special thanks to the plumbers for helping out.



Know Your Racing Rules

From the Case book to you-

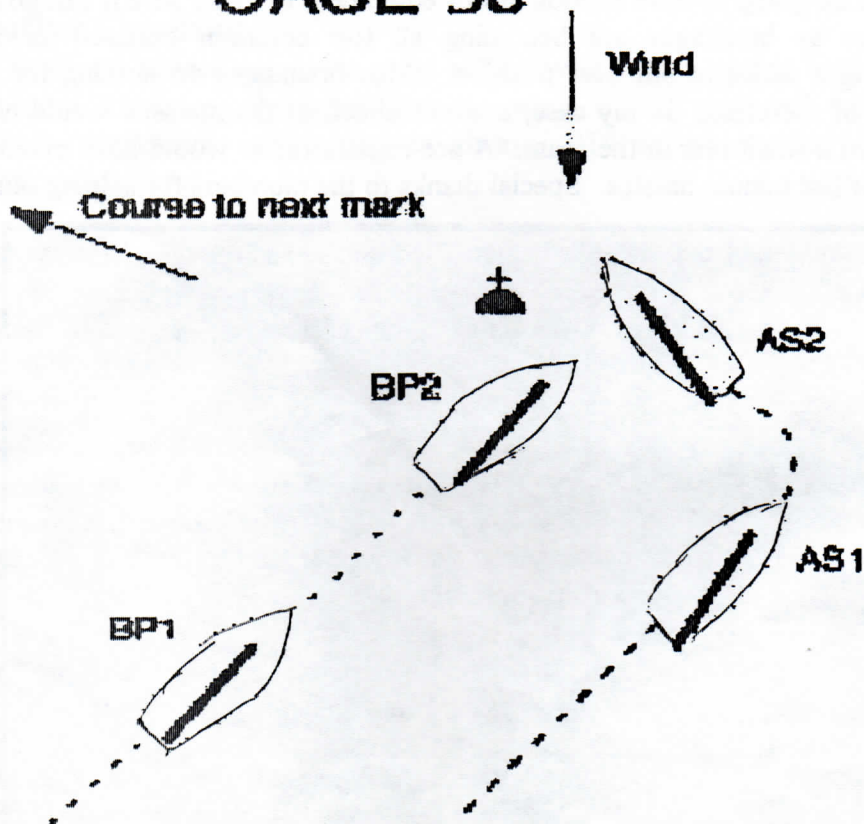
Rule 2, Fair Sailing

Rule 14, Avoiding Contact

Rule 15, Acquiring Right of Way

A boat is not required to anticipate that another boat will break a rule. In a changing situation, a newly-obligated boat is entitled to time for response.

CASE 53



Summary of the Facts

AS, a hull length to leeward and a hull length ahead of BP, tacked as soon as she reached the starboard layline. Almost immediately she was hit and holed by BP travelling at about ten knots. The protest committee disqualified AS for breaking rule 15. It also disqualified BP under rule 2, pointing out that she knew AS was going to tack but did nothing to avoid collision. BP appealed, asserting that she was not obligated to anticipate an illegal tack.

Decision

Appeal upheld. BP is reinstated.

When AS passed through head to wind, BP became the right-of-way boat and held right of way until AS assumed a close-hauled course on starboard tack. At that moment AS, having just acquired right of way under rule 10, was required by rule 15 to give BP room to keep clear. BP took no action to avoid a collision, but what could she have done? Given her speed and the distance involved, she had perhaps one to two seconds to decide what to do and then do it. It is a long-established underlying principle of the right-of-way rules, as stated in rule 15, that a boat that becomes obligated to keep clear by an action of another boat is entitled to sufficient time for response. Also, while it was obvious that AS would have to tack to round the mark, BP was under no obligation to anticipate that she would break rule 15. BP broke neither rule 2 nor rule 14.

USSA 1971/140

For Sale

- 102 White Pointer \$4000ono**
 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
- 150 Living Colour \$4500ono**
 Multi coloured hull new sails
 Contact Robert Robertson H: (02) 4325 0228 M: 0414 419 832
- 155 No Strings Attached \$3300ono**
 White hull grey deck, 2 jibs, new spinnaker, trailer and no leaks.
 Contact Peter Bates H: 02 4368 2341
- 158 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??), Price \$1500-open to negotiation Need quick sale to prevent storage fees Contact: John Warner on Mobile: 0413 155513, Home: 02 9365 0532
 Email: jwarner@etrack.com.au *good*
- 313 Peter Ray Plumbing \$6600 all offers considered**
 White hull/deck New design Sobstad sails UK mast Beach trolley and lockable trailer
 Contact Gareth Wells 43 855 732 or Peter Ray 0412 244 142
- 356 \$ 8000.00**
 Mid blue boat, built in 1998 includes suit of Ian Short Sails, Beach dolly and optional trailer.
 Contact Simon Medd H: (02) 9802 5648 M: 0418 207 645
- 353 Dimension Sail Cloth \$ 8500**
 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), carbon tiller extensions, stainless steel dolly.
 Quick boat with all the tricks.
 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.
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