

November 2004

Wing Flap



Official Newsletter of the NSW B14 Association

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AND MORE!



Evil Empire AUS367, skippered by Marty Johnson, crewed by Mike (Spike) Halkes, on their way to third overall at the World Championships 2004 on Lake Garda. The boat has since been sold, to James and Angus Luffman of Sydney, and there are two cases of beer riding on the timing of the appearance of the **next** Evil Empire, to be built by Divola Boats in time for the Port Stephens regatta (November 20-21). Go Marty!

NSW Calendar

November	20-21	Port Stephens Sailing & Aquatic Club	Travellers Trophy
December	5	Woollahra SC, Sydney Harbour	Charity Regatta & WSC CHRISTMAS PARTY
	11-12	Cronulla	Bethwaite Skiff Series
	18-19	SIRS at WSC - no racing at WSC	BYRA club races on Sunday 19th
	28-31	Port Dalrymple Yacht Club, Tasmania	NATIONAL CHAMPIONSHIPS
January	22-23	Woollahra SC, Sydney Harbour	Bethwaite Skiff Series
	26	Woollahra SC, Sydney Harbour	Australia Day Regatta
February	12-13	Woollahra SC, Sydney Harbour	NSW State Titles
	19-20	Eden Regatta	Travellers Trophy
March	5-6	Wangi, Lake Macquarie	Bethwaite Skiff Series & Travellers Trophy
	25-27	Gippsland Lakes Yacht Club, Paynesville VIC	Easter Regatta
April	23-24	Batemans Bay SC	Batemans Bay Regatta Travellers Trophy
May	1	Bayview Yacht Racing Assoc. Pittwater	BYRA Marathon, Travellers Trophy
	TBC	Jervis Bay Regatta	
July	2-3	Midwinters QLD	Bethwaite Skiff Series



Happy Travellers
Simon Hendry and
Marty Stott at the
first instalment of
the Travellers Trophy,
held at BYRA on the
10th October.

First Travellers Report

by Lissa McMillan



BYRA turned on an excellent day for the first round of the Travellers' Series. Clear blue skies and a north-easterly of 10 to 15 knots on picturesque Pittwater! Sadly only five boats enjoyed the great conditions.

The Plain boys were on familiar territory but in a new machine – 360 – now known as Rock Lobster. The other BYRA locals getting about in B14s are Robert Stenta and his 11-year old son Matthew in 169 (Flying Foxes) and Marty Stott and Simon Hendry in 356 (Marvin).

The somewhat frightening (for a number of reasons) combination of Kieran Livermore (skipper) and Abby Parkes (crew) set the pace early in Race One and were never headed. But there was mass confusion about the course, with Bangbang going to a yellow cylindrical buoy, and the Plains and others going to an orange buoy. But the local knowledge, and having the Race Officer as a mother, failed to help Kris and Michael. The actual top mark was some hundreds of metres further to the east. Kris had been hassling his Mum (Race Officer Jan Plain) for longer courses and she had delivered. So the whole B14 fleet went round the wing marks for other fleets, voiding the race results.



“Abby and Kieran - a scary mix of experience, age and beauty.”



Look out Tasmania, here comes Robert and Matthew “Muscles” Stenta!

By Race 2 the sailors had worked out where the top mark was and set out for four laps, sharing the start with the 29ers. First to the top mark were the Plain boys, closely followed by Kieran and Abby. The Nude was third around the top mark, but was already more than a minute off the pace and behind three 29ers. Marty Stott and Simon Hendry reached the mark next, but took a swim on the bear-away. The Stentas were sailing consistently and kept the boat upright all race apart from a collision with a Flying Eleven.

Bangbang got ahead of Rock Lobster by the bottom mark, and stayed there. After the third work, Richie

Reynolds and his stand-in crew Jennifer King had clawed back all but one of the 29ers only to embark on a trawling expedition for the deep-water prawns in the Pittwater, and several of the pesky little craft slipped by again. Robert and Matthew “Muscles” Stenta also got past on the spinnaker drop, with Matthew having no trouble handling the kite and showing bucketloads of potential.

But it was all Kieran and Abby, who won the race by more than two minutes from Michael and Kris Plain. The Nude struggled back into third place, with the Stentas fourth.



Newsflash: Tassie States 2004

The Tasmanian States have been run and won, held at the PDYC which is hosting the forthcoming National Championships in December 2004. The series was raced in sunny weather with winds 8–15 knots, and attracted a fleet of 15 entries. Notable were some great performances by newcomers to the class.

1st Nick Richardson and Mark Padgett—Pigs Arse

2nd Richard Fisher and Stuart McDonnell—Buggar The Bone

3rd Ross Daley and Mike Fuller—Ballistic B

Detailed report and photos on the website soon, hopefully—in the meantime, see results at

<http://www.pdyc.yachting.org.au>, click on Results.

You can also get the B14 Nationals NOR and Entry Form on the PDYC website.

ENTER NOW AND AVOID THE LATE FEE! (Deadline November 26th).

Beauty Point Weather Alert!

New Sydney B14 owner James Luffman (now our resident meteorologist) has created a webpage of links to weather information about Beauty Point, where the Nationals will be held in January. See http://www.users.bigpond.com/peter_luffman/jim/beautyPointWeather.html

Editors Note: Next edition of Wingflap should be out in early December. Get your articles or suggestions in now! Email Sophie or Andrew at sophie@huntleather.com.au or andrew_payne@barker.nsw.edu.au with your thoughts. A big thanks to all the contributors for this edition, especially Marty, Karen and Lissa.

Training Day

Woollahra Sailing Club - 30 November 2004—by Karen Wiseman

My question at the last B14 meeting? = There are many 'new' B14 sailors who have purchased the remaining few boats in the Aussie fleet....where are they? So it was decided that a training day might bring some of these mystery sailors to Woollahra to have a sail with the regular B14 sailors.

Richie was assigned to organise a training day at Woollahra Sailing Club. Lissa, Kieran, Abbey and Karen volunteered to assist RR by helping to organise some rigging advice and provide some training for any interested new or old B14 sailors.

A fantastic turnout resulted with 8 boats turning up to the day...

Marty Stott and Simon, in the blue boat, 356

Joanna and David

Lauren and Ben, 155, now called "The Diamond" - recently wed, these two said it was a diamond wedding ring OR a new boat...

103 Swingshift (Richie Reynolds' first boat) with Michael and Gordo

Marty's old boat 367—James and Angus Luffman (note: great first capsizes on Sunday boys)

Yael and Cameron—lots of boat fixing, not much on-water training

Sophie and Andy (looking after Gretel for the day - but moral support on shore!)

Richard and Sam, on 362, the old Priority Powder Coating

Kieran and Abby

Lissa and Richie (boat staying on shore though, in her natural state - The Nude)

Derek - lost without a B14 boat or partner

All crews are now introduced to the group, so you have no excuse now. (Apologies from editor for any misspellings or mistakes).

On the day there was some rigging advice required for those boats that perpetually need fixing. This included attaching new wing netting to Yael's boat, and Marty was still working on Scott's boat (is it fixed yet?) Some new battens were being put into place on wing nettings for Sophie and Yael.

Richie, with the most years of experience, spoke about the way a B14 is to be sailed. Richie has a copy of the handout he prepared for any who are interested.

The training day primarily involved getting on the water and getting to know the boat, by sailing in Rose Bay. There was some crew swapping with Lissa, Abby, Kieran and Karen between boats. Richie assisted in the crew swapping process by rotating bodies between boats via the Woollahra tender. On the water, there was a SE breeze ranging from 5-12 knots approximately, great for training and swapping crews.

My experience of the day was limited to my time on a couple of boats, but what I observed was a great group of B14's all on the water sailing around a course together. There were some boats found to be upside (as Richie explained this is NORMAL when you first start sailing a B14!). It was fantastic to see Joanna hiking, steering and sheeting the main together after I explained that I am not as heavy as David and might need some help in hiking out in the gusts. I saw some gybe drops being learnt, boat speed line-ups between boats, and many more that I wasn't aware of on the day because I was busy crewing and skippering on a couple of boats myself.

A summary from the de-brief would include:

The crew can tack on the foredeck when the sailing is light enough - one method of doing this is for the crew to stand facing backwards with both jib sheets in your hands. As the boat tacks swap the jib sheets and step over the jib as it passes from one side to the other. Try to stay still during the tack and let the skipper mainly balance the boat. (This requires some practice based on experience). Another method, if it is really light is for the skipper to change the jib sheets and the crew lie on the foredeck and roll under the jib (Lissa's speciality). The third method is to sit with both legs around the mast, one on either side of the mast, facing backwards. Have both jib sheets free (ie. don't sit on them, which can happen if you are not careful), as with standing have both jib sheets in hand and swap as the boat tacks. As you are sitting the crew has little movement which lets the skipper control the tacking of the boat.

When sailing upwind be sure to stay forward in the boat to keep the transom of the boat out of the water. Varies on crew weights, lighter crews are able to move further forward on the foredeck than heavier crews. Be careful in lumpy (Sydney Harbour) conditions to keep the bow of the boat up enough to limit the waves over the front of the boat.

When sailing upwind and both are hiked try to stay forward on the wing to keep the transom out of the water.

When tacking - the crew needs to run from one side of the boat to the other. It is preferable if the skipper can also run through the boat rather than sitting down and moving across the boat. Think about putting your knee on the wing when crossing the boat, and then moving yourself out to the outer bar and getting comfortable. It is the crews job to keep the boat flat (unless the boat is falling in to windward!).

Sailing upwind in windy conditions consider pulling vang and cunningham on, easing the mainsheet, and also easing the jib sheet. Due to the power of the rig it is necessary for the jib to be trimmed on the B14 upwind when it the conditions are windy to keep the boat flat and moving.

Downwind - Spinnaker:

Light - The crew can sit on the foredeck and trim the spinnaker from the deck

Medium - The crew sits on the outer bar and hikes if necessary and the skipper sits further in on the boat. Use the gusts to get some depth (particularly in windward/leeward courses). Stay forward in the boat unless there are big gusts.

Heavy - move back in the boat when it gets windy to keep the wetted surface of the boat to a minimum. Both skipper and crew are hiking. Try to maximise speed and then look to go low with the speed of the boat.

(For a more detailed summary refer to notes by Richie).

To finish off the day Lissa was sure to sign up the newcomers to the beer tab, and supply necessary association membership forms to all... (note from editor: see attached at rear if you haven't signed up yet)

It was fantastic to see a great fleet of B14's on the water, and I hope that all that were involved will continue to come and sail/race with the regular racing crowd, either at Woollahra or Bayview on a Sunday arvo.

Cheers, Karen

LIFE AFTER B14S or WHERE ARE THEY NOW?



There is life after B14s, apparently. Seen here, former national champion crew James Ellis, looking for the spinnaker. How do I rig this thing again Paul? Something for us all to aspire to.

BETHWAITE SKIFF SERIES NOTICE OF RACE



VENUES

Leg 1	23/24 October '04	Royal Geelong Yacht Club, Geelong
Leg 2	11/12 December '04	Cronulla SC, Cronulla NSW
Leg 3	22/23 January '05	Woollahra SC, Rosebay, NSW
Leg 4	5/6 March '05	Spearspoint, Central coast, NSW
Leg 5	Mid winters – July QLD	

ORGANISING AUTHORITY

The Organising Authority is Bethwaite Design in conjunction with the class associations and host venue yacht clubs.

REGATTA FORMAT

Each event will run over 2 days with max 10 races.

Entry \$40 / EVENT

Entries close 10am on the first day of racing, with racing commencing at 11am – 4/5 races

Sausage sizzle Sat after racing

Sun 10am racing starts, 4/5 races followed by prize giving and lucky draw for all classes

CLASSES

29er, 49er, 59er, B14, TASAR

INVITED YOUTH CLASSES

CADETS – Vic, Flying 11's - NSW

ATTENDANCE AT EACH EVENT WILL BE REWARDED FOR EACH CLASS, THE MORE RACES YOU SAIL WILL INCREASE YOUR CHANCES OF WINNING THE BIG PRIZE AT THE FINAL EVENT.

The World Championships

Lago di Garda, July 2004

By Marty Johnson

Preparation

Six Australian teams signed up to go to the 2004 B14 world Championships. Three teams were from Woollahra Sailing Club in Sydney: Kieran Livermore and Karen Wiseman sailing Bang Bang; Richie Reynolds and Lissa McMillan sailing The Nude; and Martin Johnson and Mike Halkes sailing Evil Empire. Peter Ray and Gareth Wells from Gosford Sailing Club sailed The Plumbers. Two Teams, Guy and Rhys Bancroft sailing Buggar the Bone and Kelvin and Rochelle Boyle sailing Simply Red travelled from McCrae Yacht Club in Victoria.

The Woollahra sailors enjoyed good fleet racing right up to container pack time, while the Plumbers (Peter and Gareth) tested the structural integrity of a Sunburst centre board off one of the central coast beaches in a significant swell. The results:



the board wasn't up to it. The Evils (Marty and Mike) conducted their intensive sailing development program consisting of one day of sailing with a new design mainsail, spinnaker and new mast. Sighs of relief were released afterwards as the sails were found to be quick and were loaded into the container the next morning. Once the boats left, the Nudies (Richie and Lissa) and team Bang Bang (Kieran and Karen) moved into the cheating segment of their worlds training regime, sailing on borrowed boats, while the rest of the crews moved into their taper period (read didn't sail for five weeks).

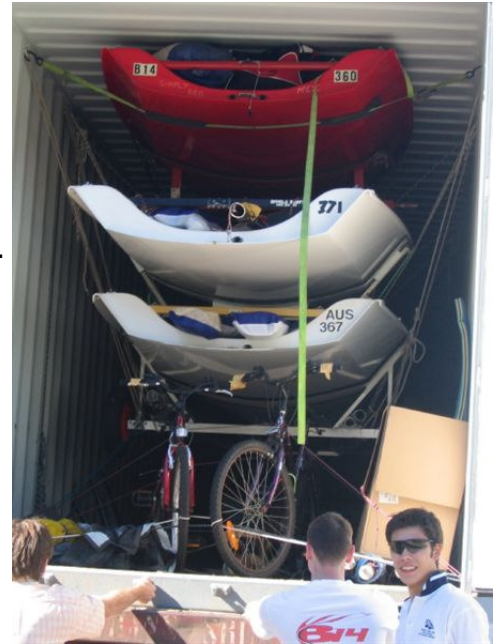
Arrival at Sailing Mecca

The 2004 B14 World Championships were held between the 19th and 24th of July on the waters of the breathtaking Lake Garda in the north of Italy.

The Aussie crews arrived to find the weather perfect, the temperature a lovely 28 – 30 degrees, the Lake and surrounding country side a sight to behold and the water a fresh 18 degrees due to the lake being fed by snow melt off the surrounding peaks. The lake is framed by sheer cliffs rising to mountain peaks. Small towns are dotted round the lake and even up on the mountainsides. Sailing on fresh water was a new and very pleasant experience, with the dry heat requiring you to keep the fluids up. Kieran, always the innovator, suggested replacing water bottles with cups on string. Team Aus were at the regatta nice and early and snapped up the best corner of the boat park for



rigging, launching and enjoying the local scenery. The Container arrived, boats were unloaded, rigged and the national flags (Aussie and Bundy) were hoisted. The Nudies were the first crew out cheating on the fresh water of Lake Garda, after being slowed in the pits (it was very formula 1 style) by a flat trolley tyre. All the Australian crews got out for a few days sailing to knock off the cobwebs and familiarize themselves with the lake. It was a shame for the Aussies that there wasn't an invitation race organised to knock the racing cobwebs off as well. The breeze of a typical Garda day starts at around 7 or 8 in the morning blowing up the lake in a northerly direction (although I'm not 100% sure about this as I was never up that early). The northerly breeze dies out from about 11 o'clock, the southerly ora soon takes over and is usually in full song by 1 o'clock. The combination of cold water, hot land, and a long narrow lake with steep mountainous sides combined to create this amazing breeze. The reliability of the breeze enables the committee to set the course at the beginning of the week and leave the marks set for the duration of the regatta. It's mainly flat water sailing with a small but significant wind-chop wave building in the late afternoon. late afternoon.



Racing Begins – Boat Maintenance Costs

Race one kicked off in a shifty 10 to 15 knot breeze with plenty of holes in it to boot. The majority of the fleet bunched down the pin end at the start to work the lifts and knocks created by the various coves and points up the Eastern shore. The accepted Garda wisdom of riding the lift out to the Western corner before riding the knock back in to the mark proved not to be the quickest way up the work, due to the course being set closer to the eastern shore than usual because of the massive Laser fleet racing simultaneously on the western shore of the lake. Most of Team Aus had an average start with Tim Fells and Shaun Barber from the UK moving into an early lead after working

the eastern shore up to 'lucky point'. Kieran and Karen challenged hard and came close to passing Fells/Barber even after the tack of the jib let go, on the second work of a 3 lap race. Marty and Mike worked hard up the non-favoured side of the course after a lacklustre start to finish 4th behind the British crew of Nils and JB.



Race two started in a similar strength breeze, with more shifts and holes thrown into the mix. Dave Hayes and Sean Dwyer lead early up the eastern shore but were

passed up the second work by Jono Pank/ Rich Edwards who stayed in front to the finish. The minor places chopped and changed with Peter and Gareth flying the Aussie flag, finishing fast to take 3rd in front of the consistent pair of Matt Searle and Sandy Ramus. Although 5 UK crews held the top spots, a few eyebrows had been raised among the British Contingent by the performance of some of the Australian crews, who weren't considered to be title contenders going into the regatta.

Results After Day One

- 1st Jono Pank / Rich Edwards GBR771 (6,1) 7 points
- 2nd Matt Searle / Sandy Ramus GBR 725 (5,4) 9 points
- 3rd Tim Fells / Shaun Barber GBR 758 (1,9) 10 points
- 4th Nils Jolliffe / Jon Branch GBR 764 (3,8) 11 points
- 5th Dave Hayes / Sean Dwyer GBR 767 (10,2) 12 points
- 6th Kieran Livermore / Karen Wiseman AUS 371 (2,11) 13 points
- 9th Peter Ray / Gareth Wells AUS 370 (13,3) 16 points
- 10th Martin Johnson / Mike Halkes AUS 367 (4,13) 17 points

Day Two – Aussies Start to Step Up

The Southerly Ora arrived later on day two of the B14 world championships, the breeze strength settling around 12-14knots. In race three the pin end was crowded with crews all keen to head for the favoured eastern shore. Kieran and Karen headed back thinking they were over the start line, followed later still by Marty and Mike who also went round the end of the line thinking themselves OCS, putting themselves well behind the entire fleet. Jono and Rich hit the lead by the top mark with Fells/Barber chasing hard to close the gap by the last work. Fells/Barber and Hayes/Dwyer found some extra pressure to get past Pank/Edwards on the run to the finish, with Pank/Edwards finding out they were OCS, promoting Jason Andrews and Joel McDonald to third place. Marty and Mike charged through the fleet from dead last to 5th place, prompting one of the British crews to exclaim “bloody hell, ‘ave you got a mota on that thing or wot?” when they sailed over the top of them. Team Nude finished close behind in 6th.

The fleet got away more cleanly in race four with no one on the course side this time around. British team Andrews/McDonald tacked out to the right side of the course after getting buried on the start to find better pressure and a decent lift to lead by the top mark. Fells/Barber worked their way up to second spot, only to be given a lesson on downwind pace and bumped back to third by Lissa and Richie who rolled the British crew on the last lap to finish a flying 2nd. The Nudies certainly bounced back in style on day two, after rack-





ing up their two discards the previous day, with starting troubles in race one putting them in 11th and breaking a mainsheet and capsizing in race two resulting in a 17th. The rest of the Australian contingent started to show a bit of form too; Peter and Gareth finishing a solid 5th, Marty and Mike in 7th, Guy and Rhys warming up in 8th and Kieran and Karen slotting in at 10th. That meant five Aussie boats finished in the top 10 for race four.

Results After Day Two (one drop included)

- 1st Tim Fells / Shaun Barber GBR 758 (1,9,1,3) 5 points
- 2nd Jason Andrews / Joel McDonald GBR 756 (9,6,3,1) 10 points
- 3rd Jono Pank / Rich Edwards GBR771 (6,1,0CS,4) 11 points
- 4th Dave Hayes / Sean Dwyer GBR 767 (10,2,2,9) 13 points
- 5th Matt Searle / Sandy Ramus GBR 725 (5,4,4,6) 9 points
- 6th Martin Johnson / Mike Halkes AUS 367 (4,13,5,7) 16 points
- 8th Richie Reynolds / Lissa McMillan AUS 368 (11,17,6,2) 19 points
- 9th Peter Ray / Gareth Wells AUS 370 (13,3,13,5) 21 points

Day Three – Two Aussie Heat Wins

The Ora came on stronger for day three, with a fairly steady 15 knots at the start of race five, building progressively to 18 knots as the afternoon wore on. Richie and Lissa worked the eastern shore to perfection up the first leg to lead round the top mark with the five top British crews not far behind. The Nudies steadily extended their lead sailing a composed race, taking full advantage of their light combined crew weight to be fast and deep downwind and negating their lack of pies, by hiking harder than the heavier crews on the works to comfortably win their first B14 world champi-

onship heat, in a pretty stiff breeze to boot. Lissa also picking up the mantle of first female crew to win a B14 world championship race. Fells/Barber crossed second in front of the consistent Searle/Ramus pairing. Marty and Mike ground their way up to 4th place only to take the path less travelled on the last run and find the holes in the middle of the course. From this veritable abyss they watched Andrews/McDonald, the fast finishing Plumbers and Barnsie and Tom pass them on either side. Pank and Edwards were protested and later disqualified after a mark rounding incident with Andrews/McDonald.

The breeze had built to 18 knots at the commencement of race 6. Marty and Mike managed their first clean, front row start, in space at the committee boat end of the line. The fleet once again headed for the eastern shore, with the committee end starters gaining an advantage over the pin enders, who had to duck transoms on their way out of the far left corner. A few brave soles ventured out the western side, but to no avail. Matt Searle and Sandy Ramus rounded first. Marty and Mike, coming in on the port layline passed in front of starboard tackers Jono and Rich before the mark, but had to overlay so as not tack in the British pairings water. The Evils used this to their advantage though, as they set their kite to windward of Jono and left him in their wind shadow. Shortly after, much to Matt and Sandy's surprise and dismay, Marty and Mike sailed over the top and round the bow of the blue boat half way down the run to move into first place. The Aussie pair continued to do well up the eastern shore to extend their winning margin to 90 seconds from the rest of the fleet by race end. Notching up their first B14 world championship heat win in fine style. Peter and Gareth also enjoying the stronger breeze crossed in 3rd, Richie and Lissa also flying the Aussie flag, and rounding off a good day, finished 4th. Day three ended with smiles all round for the Australians with two heat wins and some good places. Some of the top British crews were also notably not doing themselves any favours, finishing well down the order, giving the leader board a good shake up.



Marty and Mike leading race 6

Results After Day Three (one drop included)

1st Tim Fells / Shaun Barber GBR 758 (1,9,1,3,2,12) 16 points

- 2nd Matt Searle / Sandy Ramus GBR 725 (5,4,4,6,3,2) 18 points
 3rd Jason Andrews / Joel McDonald GBR 756 (9,6,3,1,4,10) 23 points
 4th Richie Reynolds / Lissa McMillan AUS 368 (11,17,6,2,1,4) 24 points
 5th Martin Johnson / Mike Halkes AUS 367 (4,13,5,7,7,1) 24 points
 6th Peter Ray / Gareth Wells AUS 370 (13,3,13,5,5,3) 29 points
 10th Kieran Livermore / Karen Wiseman AUS 371 (2,11,18,10,11,11) 45 points

Day Four – Marty and Mike On The Charge

The wind strength was up again on day four. Race seven started in 18 knots, increasing to 20 knots by race 8. Marty and Mike again started well off the middle of the line, did well on the work up the eastern shore to emerge with a narrow lead over Mark Barnes and Tom Pygall at the first rounding. The Evils maintained their lead for the rest of the race but not without a few tense moments as the two boats split tacks on the bottom mark rounding. Barnsie and Tom pioneered the right side of the course while Marty and Mike continued to work the left, making the lead margin almost impossible to judge until the boats converged at the top mark. 3rd went to Jono and Rich.

Race 8 started with the majority of fleet heading out towards the western cliffs. Marty and Mike persisted with the shifty eastern shore to lead first time round the top mark from Richie and Lissa and Searle/Ramus. Marty and Mike kept a narrow lead until the last upwind leg when Matt and Sandy shook off the Evils' light cover. The British pair made better use of the left side's many lifts and knocks to go from clear behind on one crossing to clear in front when the boats next converged. Matt and Sandy maintained the lead on the downwind to cross for their first bullet of the regatta. Marty and Mike finished in 2nd and Richie and Lissa 3rd. Strong performances by the two Australian teams meant there was only one point between the first three teams and five boats in with a realistic shot at the title. Guy (Bangers) Bancroft also performed well in the bar the night before, last seen going into Moby's with a Pom under each arm (not sure who was holding who up) and wasn't seen again until 20mins before it was time to hit the water the next day.



Results After Day Four (two drops included)

1st Tim Fells / Shaun Barber GBR 758 (1,9,1,3,2,12,4,8) 19 points

2nd Matt Searle / Sandy Ramus GBR 725 (5,4,4,6,3,2,10,1) 19 points

3rd Martin Johnson / Mike Halkes AUS 367 (4,13,5,7,7,1,1,2) 20 points

4th Richie Reynold / Lissa McMillan AUS 368 (11,17,6,2,1,4,9,3) 25 points

5th Jason Andrews / Joel McDonald GBR 756 (9,6,3,1,4,10,7,5) 26 points

8th Peter Ray / Gareth Wells AUS 370 (13,3,13,5,5,3,12,11) 39 points



Day 5 – Unsettled Conditions Prove A Lottery

The morning northerly was late in dying out, and the afternoon southerly breeze being equally late in its arrival prompted the committee to postpone and keep the fleet ashore for an hour. A few of the locals were of the opinion that the breeze is usually stronger if it arrives late, but this wasn't to be the case. Racing got underway in about 10 knots, though the breeze soon began to fade. Marty and Mike did themselves no favours when they positively mounted the top mark while trying to sneak inside a large bunch on the first top mark rounding. By the second lap the breeze had almost completely evaporated. The lead group just managed to hang on to the last of the pressure downwind before the breeze vanished and then swung through 180 degrees. The committee shortened the course, with claps of thunder ringing out and a large storm squall dropping down between the two peaks of the western cliffs. A good number of the fleet were caught out for not passing through the gate before the finish of the shortened course, with most crews just trying to get off the water as quickly as possible with the squall travelling swiftly across the lake. Notably, Kelvin and Rochelle showed the fleet that Victorians know how to ride a squall, coming into the ramp under perfect control in pretty wild conditions.

Race 10 was cancelled due to the arrival of the storm. Tim Fells and Shaun Barber did enough in race 9, to stay in front of their nearest rivals, with Searle/Ramus and Marty and Mike both Discarding their race 9 results, hence the order didn't change from the previous day. The 2004 B14 World Championship title was claimed by the British team of Tim Fells and Shaun Barber, with second place going to the consistent British pairing of Matt Searle and Sandy Ramus. Making a late charge

into third place and top Australians were Martin Johnson and Mike Halkes. The rest of the Australian team performed well with Richie Reynolds and Lissa McMillan in 4th place, Peter Ray and Gareth Wells in 9th place, Kieran Livermore and Karen Wiseman in 11th, Guy and Rhys Bancroft in 13th and Kelvin and Rochelle Boyle in 37th.

With the next World Championships to be held on Sydney Harbour in 2006, Hopes are high for a good Australian performance. Richie Reynolds is already putting in marathon sessions in preparation (breaking more than one crew in the process) and may even be working extensively with local sail makers to develop new ways to get more pink on sails!!! (you brits have been warned).



The Aussie contingent: Guy Bancroft, Peter Ray, Gareth Wells, Karen Wiseman, Kieran Livermore, Mike (Spike) Halkes, Lissa McMillan, Marty Johnson, Richie Reynolds, Rochelle and Kelvin Boyle, Rhys Bancroft. Congratulations to all!



Social Report Garda Worlds 2004 by Karen Wiseman



As a newcomer to the B14's you need to understand that the 'regular' longstanding b14 sailors like to have a good time. This means, not only a good time racing, but a good time off the water.

Lago di Garda and Torbole is a beautiful place in any one's mind. I had been told this by everyone that had ever been to Lago di Garda to holiday or sail.

Kieran, Marty, Spike and myself arrived in Garda the week before the regatta get some practice and enjoy the sailing, pizza and surrounds.

We met various characters in the town – 'Antonio Banderez', the local internet hotel manager, our hosts/manager at the hotel, and Lissa and Richie! Jono and Richard (Poms) were hard at the practice both on the boat during the day and in the pub at night.

The Moby Dick apparently was the place to be at the last Garda Worlds, and we ventured there before the regatta. Some of the competition, the Poms, had arrived and I met Trish and Wayne, JB and Nils. All was good until I found myself left at Moby Dick's without a key to get back into our room at Hotel Torbole.

The daily ritual before sailing included a Continental Breakfast in Hotel Benaco usually after a sleep in, then a leisurely stroll around the town of Torbole. By mid morning the wind had dropped, and Gareth was enjoying his morning listen to his ipod/CD player. Most were lying/sleeping or lazing around the boat park soaking in the sun. A swim for most was had about mid morning in the fresh water lake – Fantastic!



The girls hard at work rigging boats

Then there was some sailing – and racing – and avoiding of the windsurfers on the lake. Marty will fill you in on the racing.

As stands with legend, the Poms lived up to their expectations. Despite their large consumption of alcoholic beverages they manage to find their way back home in one piece on most occasions. However Rhys found himself climbing out of the lake after what was reported to be a few beers early in the regatta. All was good, except the wharf he climbed out attacked his foot leaving him with a great gash on his foot.





Marty and Spike working on their mental preparation

After this eventful night, his father, namely Guy, was to follow in his son's footsteps and was seen being led down the lane to Moby Dicks with two English lads holding him up. No one quite knew what happened after this until late the next morning when he appeared nursing a sore head.

Now, as I said the Moby Dick's was the place to be, however Guy and his crowd had a good deal going with a bartender in a much bigger bar down the road – free shots, and a stumble to their apartment at the back of the pub. Guy had promised the bartender that he would bring 60-70 sailors back to his bar if he looked after them for the week! True to his word, Guy and Rhys managed to convince the 50 odd Poms that they should come to the 'Aussie Pub'.

The bartender made his earnings for the year in one night of B14 sailors.

Now prior to this the Poms had found a underground pizza restaurant that they could take over. Tim Fells and Sean Barber (world champions) were seen to be demonstrating their manhood to all, many tablecloths/napkins were found on heads – and the Aussies tried to outdo the Poms in their singing. We came up with Advance Australia Fair and Waltzing Matilda. Aussie Aussie Aussie Oy Oy Oy!

You would have noted some of the pictures from the 1st Wingflap edition – Richie in assorted clothing, being supported by Marty in his sexy tie shirt number. Kelvin proudly showing off his T-shirt following Jacqueline's misadventures. I believe Sean had something to do with this at the beginning of the night at the Aussie Pub?!

When all is said and done, the B14 class will hold up to being a fantastic crowd of people who just love to have fun on and off the water. The preparations for the social side are already under way for 2006 – so let's see what more trouble can be had!



More vino, per favore!

B14 Association of NSW



Membership Form

Please check all details are complete and correct before returning with cheque made out to the B14 Association of NSW to:

B14 Association Treasurer
Sophie Hunt
15 Renwick Street
Drummoyne NSW 2047

Name

Address

HomePhone

Work Phone

Fax Number

Mobile Phone

Email Address

Date of Birth MemberType

I want to receive a Newsletter

I own B14:-

Sail Number

Name

Fees:

Senior \$70

Associate \$15

Membership is until June 30.

Geelong Bethwaite Series Report 2004

By Lissa McMillan

The first of this season's Bethwaite Regattas was held in Geelong on the weekend of 23/24 October. Three Tassie boats made the trek; Flying Pigs - Nick Richardson and Mike Paget, Craftsmen Homes - Adrian and John Beswick, and Ballistic B - Ross Daley and Michael. BangBang (Kieran Livermore sailing with Victorian B14 legend Kelvin Boyle) and The Nude (Richie Reynolds and Lissa McMillan) travelled from Sin City, and Warlord - Scott Cunningham and Mike Hughes ably represented Victoria.



NSW and VIC unite: Kieran Livermore and Kelvin Boyle

Geelong is a pretty swinging place. The breeze swings from SE to SW in the blink of an eye. Shifty as all get out! But this did not seem to trouble the on-form Flying Pigs team who seemed to be in the right place at the right time all the time. There was only one exception to this, when they headed off for the wrong mark while leading by a sizeable margin, allowing The Nude to slip by for their only win. This, by Pago's own admission, "might have been" his fault! But he was not alone in navigational non-performance, with most crews getting confused by the trapezoid course at some stage during the weekend. Like, what is a trapezoid anyway?!

While Nick and Mike were convincing in victory, winning 7 of the 8 races, all the Southern boats had improved since the Northerners had last seen them, whetting the appetite for a very competitive and exciting Nationals in January.



Nick Richardson and Mike Paget, Geelong Bethwaite Series winners and Tassie State Champions.