

April 2005

# Wing Flap



*Official Newsletter of the NSW B14 Association*

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### A Relaxed Skipper

Why wouldn't you be relaxed with gun crew Megan Taylor on the foredeck? Scott Kennedy is father of new baby Sophie, who enjoyed her first NYE at the Nationals Prizegiving at PDYC. Megan Taylor, a B14 sailor of some years' standing, was recently married in the "Wedding of the Year 2005" to Jason. And they excelled themselves in one of their first outings on the new boat in Sydney, on Scott's new ship "Octopussy", taking all three guns in a closely contested afternoon, ahead of some great competition.

**Stop Press: Come to the NSW AGM—22 May at WSC**

## REPORT FROM YOUR PRESIDENT

Congratulations to everyone who made the effort to get to Tassie to make the 2004/5 Nationals one of the biggest fleets in living memory! There were 28 boats in all, with 11 from NSW including the winning boat *Nerdwork*. Marty Johnson's new green machine with Spikey Mike Halkes at the pointy end managed to take the 1<sup>st</sup> spot on a count back from fellow New South Welshmen, *The Plumbers* Peter Ray and Gareth Wells. The *Flying Pigs* Nick Richardson and Mike Paget from the home state were 3<sup>rd</sup>.

NSW managed to hang on convincingly to the B14 Interstate Challenge with 6 boats in the top 10 placings. The cup itself was not presented as it has only recently been relocated while Keiran Livermore and Abby Parkes were moving house! We will have a lavish ceremony for the presentation at some stage soon – any excuse for a party!!

Speaking of parties, the Sydney harbour cruise buffet has been BOOKED for the final night of the 2005/6 Worlds! Start planning what you're going to wear – I suggest nothing you're too attached to! Oh, and the dates for the rest of the regatta are set as well. The event calendar looks like this:

Saturday Jan 7 2006	Registration and Measurement
Sunday Jan 8 2006	Registration and Measurement until Noon Invitation Heat Welcome Night BBQ
Monday Jan 9 2006	World Championship Heats 1 & 2
Tuesday Jan 10 2006	World Championship Heats 3 & 4
Wednesday Jan 11 2006	World Championship Heats 5 & 6
Thursday Jan 12 2006	World Championship Heats 7 & 8
Friday Jan 13 2006	World Championship Heats 9 & 10 Presentation WSC Sydney Harbour Buffet Cruise

There will be a couple of other social functions to be added to this schedule, so don't think you're getting off lightly.

Staging a World Titles will be a big effort, so we'll be looking for volunteers to help with a range of activities. Don't be shy, there will be plenty of work for everyone.

And don't forget the AGM after sailing on Sunday the 22<sup>nd</sup> May at Woollahra.

See you on the water,

Lissa

## Worlds 2005/6 - Sydney World Championships

Traditionally the Worlds have alternated between some of the best skiff venues in the Northern and Southern Hemispheres: Weymouth (1998); Sydney Flying Squadron (2000); Lake Garda (2001); McCrae YC, Melbourne (2003), Garda (2004) - with a return due to Sydney Harbour for the 2006 event!

### Info from Kieran on the 2006 Worlds

Hello All,

Greetings from sunny Sydney. We have finally nailed down the dates for the 2006 B14 World Championships.

The host club is the Woollahra Sailing Club at Rose Bay in Sydney's eastern suburbs. Sailing will be within Sydney Harbour.

The 2005/2006 B14 Australian National Championship will be held prior to the Worlds Championships. An invitation is extended to all international competitors to compete in the AUS National Titles. The programme is as follows:

### 2005/2006 B14 Australian National Championships

Tuesday Jan 3,	Registration and measurement; Heats 1-3
Thursday Jan 5,	Heats 4-6
Friday Jan 6,	Heats 6-9 Presentation function

### 2006 B14 World Championships

Saturday, Jan 7,	Registration and measurement
Sunday Jan 8,	Registration and measurement - welcome function
Monday Jan 9,	Heats 1-2
Tuesday Jan 10	Heats 3-4
Wednesday Jan 11,	Heats 5-6
Thursday Jan 12,	Heats 7-8
Friday Jan 13,	Heats 9-1 - Presentation night and harbour cruise.

We are looking forward to seeing as many of you as possible making the trip. Sydney Harbour is a fantastic setting for an event like this. The sailing area is the same as you would have seen for the 49ers at the Sydney Olympics and the annual 18ft Skiff events. Conditions will vary from some light air to a fully roaring 25knot sea breeze, giving a wide range of crew weights a serious look at the title. Water temperature is a comfortable 17-20 degrees, maximum air temperature will vary from 25 to 35deg C, UV index is a little on the high side, so bring a hat and some sunscreen.

The sailing club is situated in Rose Bay which is about 5km east of the city centre and 2km from Bondi beach. Accommodation in the area ranges from 5 star Hotels to Backpacker fare. Quality food and entertainment options are endless.....for those choosing to entertain themselves endlessly, sailing is likely to commence at around 2pm each afternoon.

There are a few very simple steps to getting here. The first one is to book a plane ticket. The second is to send us an email and let us help you with accommodation....we expect to see some family groups that have different needs to the single gents. If you have questions on places to go and things to see, we can help with this also.

I travelled to Lake Garda last year with five other crews and family groups from AUS. The experience is not one we will forget. We are sure you will feel similarly about the event we have planned. For those who know him, Kelvin Boyle sends a special invitation to all.

## TOLL SHIPPING AUSTRALIAN NATIONAL B14 CHAMPIONSHIP REPORT

BY MARTY JOHNSON

The 2004/05 Toll Shipping Australian National B14 Championship was hosted by the Port Dalrymple Yacht Club, on the Tamar river, Beauty Point Tasmania. A large contingent of the NSW and Victorian fleets made the trip to join the ever increasing Tassie fleet to create the biggest ever B14 national attendance of 28 boats.

The first day's racing was undertaken in a gusty and reasonably fresh south westerly breeze. The breeze was part of the southerly system that battered the Sydney to Hobart fleet. No such carnage though for the B14s with good close racing the order of the day. Marty and Mike, sailing Nerd Work in her maiden regatta, took the first gun. They rounded the top mark in third on the first lap before displaying a good bit of downwind pace to pick up the first bottles of Port Dalrymple red awarded to each of the heat winners. The Plumbers (Peter and Gareth) worked hard to cross second followed closely by Clive and Karen aboard Evil C and then local favourites Nick and Mark sailing Pigs Arse.

Peter and Gareth well and truly proved that minimal preparation and a relaxed approach can win races when they took the gun in race two. Next across the line was Nerd Work followed by Clive and Karen again taking out third spot. Kieran and Abby aboard Bang Bang had started to get in the groove, slipping into 4<sup>th</sup> place.

The first attempt at race three started in a fading breeze, but was later abandoned after the wind swung through 180 degrees, much to the disappointment of Scott and Megan on Epic and Nick and Mark on Pigs Arse who had both gapped the fleet by an enormous margin before the pin was pulled. The second attempt at race three was won by Kieran and Abby. They were followed home by Clive and Karen on Evil C, who were proving to be the dark horse of the event through their good tactical racing and consistent finishing. Nick and Mark brought the Pigs Arse home in third to cement their position in the lead group. The Nude was ever looming in 4<sup>th</sup> place.



The next days racing was contested in the Nor'westerly sea breeze that was suggested to be the norm by the brochure (there was no "we never get these conditions" this time round!), giving the fleet near perfect sailing conditions with flat water and a breeze that was pretty consistent in direction and strength. In race four Evil C was battling the Nude for the race lead with Nerd Work a couple of boat lengths behind Clive. Evil C had a big collision with a boat coming downwind on the same tack, with both boats hitting at nearly full pace, to leave the Evil C with

a 6 inch hole in the bow.

The Nude continued to sail above their weight in a pretty stiff breeze, with good upwind pace to win the heat. Nerd Work came in second, the Plumber's third and Pigs Arse fourth. Some were starting to suggest that Richie's hair wasn't a fashion statement at all, but an enormous mass of hair that was making him top heavy and providing the extra grunt up wind. It proved to be Richie's undoing though, when his back succumbed to all the extra weight aloft, and the Nude was unable to compete in the final heat (think about it, we all saw him walking around stooped over on the final day and we all no-



ticed him starting to straighten up, once his hair was shaved for the tsunami fundraiser!!!).

Clive and Karen finished the race with a holed boat, before making a quick dash to the nearest shore line to effect repairs. The boat was drained, hundred mile an hour tape and handkerchiefs were skilfully applied and they were back on the course in time for the next race start. Evil C was also given redress after a protest. (More permanent repairs were effected that evening).



Clive in protective clothing



The Plumbers notched up their second heat win and second bottle of vino della casa in race five in a building breeze. Local favourites Nick and Mark crossed in second, Marty and Mike in third and Richie and Lissa in fourth. Evil C also did well with a waterlogged boat to come in fifth.

Nick and Mark on Pigs Arse successfully fought off a couple of challengers in race six, to take the win from Nerd Work and a flying Ballistic B sailed by Ross Daley and Mike Fuller. Ballistic B had some serious pace around the course and was only bumped back to third by Marty and Mike in a last ditch effort on the run to the line. Scott Cunningham and Michael Hughes on Warlord also

put in a good race to cross in fourth.

Day three again started in a good sea breeze. Marty and Mike took a small step towards wrapping up the championship with a win in race seven. The Nude finished second with the consistent pairings of Pete and Gareth and Nick and Mark coming in third and fourth respectively.



Peter and Gareth notched up win number three in race eight. Newcomers to the class James and Angus Luffman showed they're a force to be reckoned with in the future with a second in race eight, on top of rounding the top mark on the first lap in first position on a few occasions in other heats. Third home was Clive and Karen followed by Kieran and Abby in fourth. Nerd Work did themselves no favours by attempting a very dicey square run / drop / gybe combination right on the bottom mark while in fifth position. Needless to say the Nerds checked the Tamar for prawns before going for a swim while attempting an emergency tack with the kite still in the water.



The Nerd Work team of Marty and Mike thought that they had gone a long way towards sealing the championship after leading the fleet around every mark in race nine. Only to find out once they came ashore that yes bright jade green boats do stand out on the start line, and yes they were over the line and scored an OCS for the race. The race was won by Pigs Arse, with Evil C in second, the Plumber's in third and the Nude fourth.

With points being extremely close between the top three boats, the Plumbers, Nerd Work and Pigs Arse, the championship was

to be decided by the final heat. Nerd Work got a conservative start in some space near the committee boat end of the line. The Plumbers got an average start in more traffic and were always chasing Pigs Arse and Nerd Work. The Nerds defended their lead to finish with Pigs Arse crossing in second and providing the necessary buffer between Nerd Work and the Plumbers who finished race ten in third. Evil C crossed the line in fourth.

The championship ended with Nerd Work and the Plumbers both on 17 points the B14 Australian National Championship of 2004/05 was awarded to Marty and Mike sailing Nerd Work on a count back from Peter and Gareth sailing the Plumbers. Both boats had an equal number of heat wins, but the Nerds had more second places. Third place went to Tassie boat Pigs Arse sailed by Nick and Mark on 21 points. Fourth went to Evil C (Clive and Karen) on 25 points and Fifth went to the Nude (Richie and Lissa) on 32 points.

The Championship was a credit to Port Dalrymple Yacht Club, the volunteers and locals and Tasmania B14ers who all worked very hard to make the event the success it was, both on and off the water. The tremendous hospitality was appreciated by all visitors to Beauty Point.

The event and strengthening of both the Tassie and NSW fleets also bodes well for the next B14 World Championships to be held out of Woollahra Sailing Club on Sydney Harbour, between the 7<sup>th</sup> and 13<sup>th</sup> January 2006. The Aussie fleet should be aiming to give our northern hemisphere counterparts a bit of a skiff sailing lesson.

### **The victorious Nerdworkers, Marty and Spike**



For the full results, go to [www.pdyc.yachting.org.au](http://www.pdyc.yachting.org.au) and click on B14 Nationals







## View from the rear...

Well, it depends whose rear you're talking about, but I wanted to add to the sailing report to say that the Nationals at PDYC were fantastic, not just for the people up the front of the fleet. My husband/crew Andrew and I travelled down from Sydney on the Spirit of Tasmania, which was delayed by the start of the Hobart race. That meant a couple of hours in the carpark catching up with fellow ship travellers Marty Stott and crew Simon Hendry, Scott Kennedy and the Nudists, in amongst dozens of Sabot sailors also sailing down for their nationals.



The voyage was wonderful; sailing past the city and out the heads in a big nor'easter with a magical sunset was an amazing experience. But dinner was surprisingly fabulous as well, and spotting a couple of racing yachts in the darkness from the top deck we were all glad to be warm, dry skiff sailors, knowing that they were heading for a big blow. There were a few green moments passing Flinders Is, but otherwise the crossing was fun, and then there was the PDYC welcome...

Great sailing – there were so many people in contention, and different people leading races all over the place. It was a really mixed fleet, with brand new and quite old boats crossing tacks, and young and old sailors in all combinations – couples, parent/child, mates and friends. Lots of girls, including some new young Tasmanians: youngest female helm Lizzie Batt and young for'ardhand Rani sailing with her brother Cole.



The conditions were just like the brochure – mostly great steady breezes, no traffic at all, no lumpy wakes to deal with, and a lot warmer than we'd expected. However, I have to admit that the northern girls were wearing a fair bit more gear than the tougher Tas-sie chicks.

We were particularly well looked after by the locals, having brought our toddler Gretel along to her second Nationals; Amelia Wells was a first-rate babysitter, and the very friendly ladies in the club canteen helped out with hugs and well-timed vegemite sandwiches. And the office was generously given over to portacots when required, including the big presentation night, which was just a little riotous.

President Kieran hosted the evening, doing a very amusing job as usual, also enlightening us with the use of "guest presenters" for the presentation part of the evening – class stalwarts including Clive, Abby, Lissa and Richie, who each gave us an insight into their first time on the boat, the boats they've owned, the best results they've had. Then we had the riotous auctioning of Richie's head, or more properly his bouffant hair-do that we had feared was slowing him down. It may in fact have caused him a first-ever DNS in a Nationals by injuring his back for the day. So we raised some money for the tsunami victims



and shaved his head into what became a Richie style Mohawk. Then Clive (CST) paid for the privilege of stripping his chest hair (singular) off – eeewww!

There was even some discussion of taking to Richard Wells' back hair, but the rug would have taken all night, even with the whipper snipper, so he was let off, but I was later advised that the night had caused some serious discussion in his family, the girls got him to a waxing session, and here is the result (ugh) below.



Then Commodore Jim took to the turntables, with great effect, and we had some excellent displays of dancing, notably by Kelvin.

A great night, with over \$1000 raised, and a great week, with an extremely close tussle for the top five placings. The Tasmanian B14 association deserves warm congratulations for organising the biggest ever B14 Nationals.

We're looking forward to returning their hospitality in January 2006, and making a big contingent with a great chance of wresting those Ashes away from the UK sailors...



Cheers,  
Sophie Hunt and Andrew and Gretel Payne (AUS 299)



# The Carbon Mast Arrives!

From a recent spam by Kieran—please let us know if you are not on the email list...

Hi All

Happy to say that the B14 now has a carbon mast. Following a near unanimous vote from the class in favour of its introduction, the world council has been finalizing production specifications and testing of the new rigs.

It had been envisaged the class was to have two mast suppliers, building to the one specification. In final testing it became apparent that the performance of the rigs could not be considered equal, largely due to different production technology and methods. This is not to say that one was better in any or all conditions, more so sufficiently different to be outside the interests of a one design class.

CST based in Sydney AUS, has been selected as the B14 mast manufacturer. They will supply tubes to the UK for assembly and fitout, and directly supply the Australian fleet.

What can you expect from a new carbon mast? The tube is 54mm in dia, tapering to approx. 25mm at the tip. It is made in two pieces with a join at the lower spreaders. A composite carbon fibre track is used to approx. 500mm below the hounds joining a composite glass fibre track to the tip. The track will take a 6mm bolt rope, which is smaller than we have at present. This system functions very well and is standard issue on I14 and 18ft skiffs. Though the structure of the mast has been conservatively engineered, a weight reduction (fully rigged) of about 30% has been achieved.

Is a B14 with a carbon rig different to sail? Yes. The lower centre of gravity gives the boat a more twitchy feel and its tendency to pitch is drastically reduced.

Can I use my old mainsail on the new rig? Other than getting the bolt rope changed (estimated cost at the sailmaker \$40-\$60AUD), your old main will work with the new mast. North, Irwin, Brewer, Short and Macca sails (apologies to Walker) have been used in testing. They have all performed well in a variety of conditions, though each could be developed further to optimize performance of the new rig.

Will the carbon rig fit straight into your B14? Yes. Test rigs have been used in old and new boats with no major concerns. Some packing may be required at the gate or step depending on the desired result. A collar to pack the mast gate in order to accommodate the reduced tube diameter is supplied with the mast, though the option exists to change the packing fixed to the underside of the mast gate.

CST are currently winding B14 masts. To ensure your new mast comes in minimum time and cost, please advise me at [bronte@ar.com.au](mailto:bronte@ar.com.au) of your intentions ASAP, even if you are considering purchasing a mast later in the year.

Regards

Kieran Livermore

AUS B14 Class Association President

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## Bethwaite Series Report by Lissa McMillan

Lots of people have picked up lots of good prizes during the 2004/5 Bethwaite series, often just for turning up and hanging around until the presentation. At each regatta (Geelong, Cronulla, Woollahra and Speers Point) there has been a lucky draw at the end of the presentation, with people walking away with start watches and thermal rashies and more, just for entering the event. But you have to be there when your name is called to get the goodies.

Others have been picking up good prizes for sailing well, and the sailors who have usually been there at presentation are Bang Banger Kieran Livermore (with various women) and Nudist Richie Reynolds with Lissa McMillan (what a monogamist!). Actually there is at least one Laser sailor with a large hole in his boat willing to suggest Richie and Lissa should have sailed a bit better during the Woollahra leg of the series.

Bang Bang has a 1<sup>st</sup>, two 3<sup>rd</sup>s, and a DNC; while The Nude has three 2<sup>nds</sup> and a 1<sup>st</sup>. Of the other NSW boats in the series Evil C has a first, and Shmoo and The Diamond both have one third. Scott Kennedy and Megan Ross (Who?? The crew/artist previously known as Megan Taylor) launched their new boat Octopussy during the final Bethwaite Regatta at Speers Point, and came a convincing 2<sup>nd</sup>. The Plumbers were also there and came 4<sup>th</sup>. Nerdwork demonstrated clearly that its crew members have trouble with commitment to anything but the real glamour events, having started two Bethwaite Regattas, but not seeing them through on the second day. This is despite the regattas being fairly simple, sporty affairs – not too heavy. If you don't understand the last sentence, please ask Marty Johnson for an explanation.

### STATE CHAMPIONSHIPS 2004-5 Woollahra Sailing Club

Scratch Placings—Nerdworkers pick up another trophy

BOAT No.	BOAT NAME	Skipper	Crew
AUS 373	Nerdwerk	Martin Johnson	Mike Halkes
AUS 368	The Nude	Richie Reynolds	Lissa McMillan
AUS 367	Evil Empire	James Luffman	Angus Luffman
AUS 366	Evil C	Karen Wiseman	JB
AUS 370	The Plumbers	Peter Ray	Gareth Wells
AUS 371	Bang Bang	Kieran Livermore	Abby Parkes
AUS 280	The Couch	Simon Williams	Susie Williams
AUS 299	Gretel III	Sophie Hunt	Andrew Payne
AUS 155	The Diamond	Lauren Twigg	Ben Calder



**Handicap Winners:** Karen Wiseman steering Evil C, with imported talent JB on the pointy end—hopefully the only trophy the poms will pick up on Sydney Harbour in the near future...

## Travellers' Trophy 2004-5

With four regattas to go, Rock Lobster was strongly challenging The Nude for the coveted Travellers' Trophy (a.k.a. the Port Jackson Cup). The trophy has been awarded since the 1995/96 season, when it was won by Dave Evans and Mark Smith sailing in 250 Diamond Firefox. Other luminaries on the little silver shields include Glenn Smith (yes he used to sail a lot once!), Paul Hansen and Geoff Jakins.

However in four of the past five years the trophy has lived in the Lissa and Richie's lounge room, with The Plumbers knocking them out in 2002/3 season.

	BYRA	Pt Stephens	Eden	Spears Point	Bate-mans Bay	BYRA Marathon
The Nude 368	3	1	1	1	1	1
Rock Lobster 360	2	3	DNS	DNS	DNS	3
Bang Bang 371	1	DNS	DNS	3	2	DNS
The Plumbers 370	DNS	2	DNS	4	DNS	DNS
Marvin 356	DNS	4	DNS	DNS	DNS	5
Flying Foxes 169	4	DNS	DNS	DNS	DNS	DNS
Thrills and Spills	DNS	DNS	2	DNS	3	DNS
Octopussy 375	DNS	DNS	DNS	2	DNS	DNS
Living Colour 150	DNS	DNS	DNS	DNS	DNS	DNF
Nerdkwork 373	DNS	DNS	DNS	DNS	DNS	2
Gretel 3 299	DNS	DNS	DNS	DNS	DNS	4
The Couch 280	DNS	5	DNS	DNS	4	DNS

But the old adage rings true, you've got to be in it to win it. It also helps to win five out of the six events! So the trophy will remain for the next year in Richie and Lissa's lounge room, with the final positions in this closely fought championship as follows:

BOAT	Final Points
The Nude	8
Bang Bang	45
Rock Lobster	47
Thrills and Spills	57
The Plumbers	58
Marvin	61
The Couch	61
Octopussy	67
Nerdkwork	67
Flying Foxes	69
Gretel 3	69
Living Colour	77



# Winter Sailing

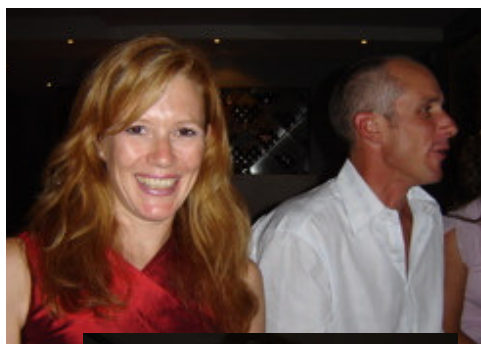
Don't pack away your wetsuits, there's a lot of training to be done ahead of those Worlds, and there will be a hard?core group at Woollahra Sailing Club most Sundays....

Sunday 22 May	Winter 1 and 2	Start 12:30
Sunday 29 May	Start Practice and Curry Evening	
Saturday 4 June	Tasars World Prep?	
Sunday 5 June	Winter 3 and 4	Start 12:30
Monday 13 June	Queens Birthday - No Racing	
Sunday 19 June	Winter 5 and 6	Start 12:30
Saturday 2 July	49er B14 mini regatta	Start TBA
Sunday 3 July	49er B14 mini regatta	Start TBA
Saturday 16 July	Port Stephens Regatta	
Sunday 17 July	Port Stephens Regatta	
Sunday 24 July	Winter 7 and 8	Start 12:30

See [www.woollahrasailingclub.org.au](http://www.woollahrasailingclub.org.au) for more information

## Boats for Sale

There are a couple of boats on the market—check out the Australian Message Board on [www.b14.org](http://www.b14.org) for the latest.



Photos from the Social Event of 2005 (so far) - the wedding of Megan and Jason...

