



Official Organ of the Australian B14 Association

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Letter from the Editor 2012/13 Edition Gets Underway

With the Wingflap being absent from everyone's inbox for a while it was about time we got another one off the press.

The nationals this year in Perth were great fun, everyone enjoyed what the Swan River had to offer, and although we only saw the doctor twice there was strong breeze from every other compass direction. The racing was close and exciting. Congratulations to Bangers who took the title again. Was great to also have UK representation from the Raynes brothers.

There is change happening among your national association. Adrian Beswick has taken over the reins and is doing a fantastic job. Expect to see an invoice from the national association soon for your association membership. This will now be collected nationally and redistributed to the states.

NSW has seen some boat movement. Kieren Livermore's bangbang was sold recently to Rick Plain, both his brothers sailed together on the Rock Lobster which was sunk in the Sydney worlds 2006. He has a lot of skiff knowledge so will be interesting to see how he performs. Sophie Hunt also procured Sly Bone, now known as Fairyland, and sailed well in Perth. She won't be on the water for the next 9 months though! I have put the B14 aside for the season to pursue an 18 footer campaign but will get the boat out when I can.

The NSW season is underway, with a training weekend planned soon, and then at the beginning of October, over the long weekend there is the Callala Bay Regatta.

Victoria had a great turn out at their states, and have seen some new entrants to the class as well. They have all been in hibernation over winter, but as always exciting to see what sailing they can produce as boats head back out onto the water.

Over winter, while the rest of us have been enjoying cricket or rugby, or windsurfing in Europe for Richie and Lissa, the Tasmanians have been working hard to organise the next nationals to be held on the Tamar River. I hope everyone has been planning their trips.

Tasmanian president has also been busy in more personal matters. He has been working to get a new boat on the water, the last hull from Divola. And recently he got engaged to Kelly Atkins - Congratulations!

Happy Reading and see you on the water!
Dan

Ask questions and keep up to date with the latest news and events on the forum (chat):
www.b14.org



TAS Update

Steve Miller

Well the Tassie B14 fleet is about to go into hibernation over winter. The final summer event was held at Beauty Point as a warm up to the annual 3 Peaks race and a good turn up of 7 boats participated. Unfortunately there was little or no wind and the racing became a paddle-a-thon with long arms being a decided advantage.

It has been a fairly quiet season with only smallish fleets at the Block Buster (thank you to the Victorian boats for boosting the fleet), Crown Series and State Titles and yet some close and exciting racing has still been enjoyed by the regular participants.

The Block Buster was taken out by Guy Bancroft and Lauchlan

Imeneo, Crown Series by Steve Miller and Claire Cerutti and State Titles by Adrian Beswick and Clare Cromarty.

Hopefully with the Nationals at Tamar this Christmas we will have more interest with regular B14ers back on the water and perhaps get a few new members into the fleet.

2011-12 saw an increased fleet at Kingston with new comers Robbie Hunt and David McAully showing great promise and a few regulars at Midway Point with Ross Daley making a comeback and Darren Eggins being a semi regular with the two Steve's sailing every week but only the odd starter elsewhere. Hopefully we are over the post worlds slump and some of the

hard work promoting the class by Adrian will start to pay off with more juniors coming into the fleet.

Our AGM was on Sunday 27th May and with the Nationals this coming season we have got a strong committee. If you can help out contact Adrian or myself on: b14tas@gmail.com

Adrian Beswick
0438 253 111
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0406 864 602

Steve Miller
State President



PDYC Blockbuster

Adrian Beswick

The newly sponsored Tamar Marine PDYC Blockbuster was lining up to be Tassies biggest regatta of the year. Run over the first weekend of February 4-5 2012 boats had only just returned from their National championships in Perth, Western Australia. With 14 boats including 4 brought over from Victoria and another leased meant the fleet, which was going to be one of the smallest, became one of the largest. As always the Victorian contingent have put a massive effort into making the trip happen.

Next year the Tasmanian Association hosts the National Championships only a stone's throw away from the Port Dalrymple Yacht Club at the Tamar Yacht Club, so the weekend of sailing provided the perfect refresher for people wanting to get a few laps on Bell Bay in preparation.

The Victorians came across on Toll Shipping to get to the event. Excited to get to the yacht club on

the Saturday morning drivers Mike and Guy were delayed numerous times on their way through to Beauty Point and only just made it in time to get on the water for race 1.

Day 1 provided some great consistent breeze from the North to North-west, all crews managed to get out on the wing and had good boat speed. Despite being over 3000 kilometres away from their previous destination, Bancroft (OMFTB), Darlow (SIREN) and Beswick (Strait4devils) were at it again and all without the policeman Webster from the ACT to really make them think were they still on the swan at the Nationals. "Girl Crom" stepped off the Strait4devils front end for the more liked back end of Smokin and teamed up with "Boy Crom" to try their luck as a sibling combination once more. Also making a first appearance in the class was well known yachtsman David Rees who decided to come up with Daughter Lucy to try out a B14 for the weekend.

Siren took out the first race in fine form from One More For The Bone (OMFTB) with Strait4devils coming in a close 3rd position. Sailing well out of the blocks was the Grant brother combination of Tim and Richard on B Alert who got 9th position. Race two went to the national champ in OMFTB followed by Siren and Strait4devils.

With the breeze lightening the Victorians took a clean sweep of the podium with OMFTB 1st, Siren 2nd and Clean Skin 3rd. Not Just yet sailed by Tanton and Morgan made it to their first regatta since the Belmont National Championships and in race three managed to find themselves in 5th position! Strait4devils had their worst result for the series coming in a dismal 9th position behind Bondi Tram sailed by Mitchell and Van Galen who had made the most of the conditions to get their best result of the series in 8th.



PDYC Blockbuster

Adrian Beswick

The final race for the day again went to OMFTB with Clean Skin jumping another spot to 2nd and Strait4devils getting their stuff together to come back with a 3rd position. Siren had their drop for the regatta this time around. Featuring at the front for the race in 5th position was Toxic sailed by expert skiff sailor Lorimer who called up a local sabot sailor Davies to race the weekend.

Day 2 brought a different breeze, sailors hit the water with little wind around but plenty of activity trying to ensure they all got to the start line. Boy and Girl Crom embarked on a mission to change their tack line system to something a little more manageable and just missed the starting gun. Once they got to the club (Better late than never) newcomers "Team Hunt" found their boat had been "HoolaHooped" from the balcony the night before, the delay tactics for the up and coming crew didn't prevent them having another day of success on the water.

The breeze piped in from the north east at 15-20 knots with hints of 25. The fifth race got underway towards the Bell Bay wharf. Chaos erupted on the top mark when a few of the boats got stuck battling the tide which allowed Strait4devils through to take the lead. After the first of two laps it looked to be in the bag with a 200 metre lead over the next boat in Siren who came 2nd. The Dabner/Moreton combination sailing The Cunning Plan also did well in the race lining them up for a 3rd position, showing that the heavy weights hadn't lost their winning feeling. Just 'n' Time sailed by the Victorian combination of Randall and Merritt showed some more potential after recovering nicely from their run in with the top mark to get 4th.

The sixth race went to OMFTB followed by Strait4devils and closely behind them Siren. Phantom sailed by Miller and Cerutti managed to get within a sniff of the podium in the freshening conditions taking

4th position after a string of 6th places in their previous heats. The Cunning Plan also did well holding out some faster downwind crews to take 5th position.

The seventh and final race got underway in a softening and what appeared to be shifting breeze. After making the most of the first windward the fleet raced downwind in a fading breeze. A shortened course siren was sounded and the fleet finished between the bottom mark and the rescue boat in a soft south-westerly. OMFTB took out the win from Siren and Phantom. Strait4devils got 4th and the Hunt Combination in The Hitcher took out 5th. The Cromarty combination also sailed well to take out 7th position, their best result of the series.



2012 Great Race

Richie Reynolds



The Great Race is a passage race of 37NM run by the Southport Yacht Club from Hollywell on the Gold Coast through the canals of the Gold Coast, across Moreton Bay to the Royal Queensland Yacht Club at Manly.

There were a few doubts about us competing as The Great Race of 2012 approached. Lissa had had a really bad chest infection for a month, missing nearly two weeks of work and had been spending a lot of time on the couch doing no activity, but was just showing signs of shaking it, SeaBreeze was showing a forecast of a 15kn easterly so after work on Thursday night we headed north. After a close call on the road about a k from our starting point (crazy Mercedes driver) we continued. It wasn't a bad run and we got to Bulahdelah for dinner and an RBT, then on to Tom Cat Creek to spend the night in Chateau Orange Van. The stars were fantastic there. The next morning we got a call from Paul Hansen - an ex-B14 legend who now lives on the Gold Coast, informing us the forecast for the next 24 hrs included 150mm of rain. We were in beautiful sunshine but clouds could be seen on the horizon. When we had lunch at Ballina (about 2 hours to go) it started to rain.

When we arrived at the yacht club it was raining and Paul and his daughter Jessica had just got back in from a training sail in Bang Bang. It was their third sail in preparation for the event (and the third time the boat had been in the water since the Hobart worlds 2009). Paul had not sailed a B14 since 2003 and it

was the first time for his Jessica. The boat yard was full of catamarans as the F18s had just finished their state titles that day.

The 60 strong fleet for The Great Race was made up of 16 dinghies and 46 cats. The monohulls had a few Moths, B14, 29ers, MGs in its number. Kieran Livermore came down from the farm to see his boat compete in its first event since the Hobart Worlds and lend a hand with rigging. Unfortunately Paul didn't keep a check on that and on the first hoist he found on the kite halyard between the forestay and jib halyard.

The start is just off the club in the Broadwater, which in an easterly is a nice beam reach. The Moths took off and one of the 29ers was able to just hold its kite and sneak ahead as we two sailed. At the end of the Broadwater is a hard left turn into the channel towards Jacobs Well. The channel is not very wide and we had to share it with a couple of dredging barges. Another 200m later we may have found where they were moving the sand too. It looked like it should have been a channel but as I called the gybe we came to a dead stop and got tossed off. Lissa got a good graze off the shrouds across her jugular. We then found ourselves standing in waist deep water. There didn't seem to be any damage so we pulled the kite out of the tide which was going past pretty fast, got the boat up and continued down the channel cautiously.

The odd rain squall came through with a good puff just to keep us on our toes as directions changed wildly.

After passing Cabbage tree point the leading catamarans started coming into view. They had started 30

minutes after us and were making good ground on us until the gusts pushed over 15kn and we were pretty much able to match them, but as soon as the gusts passed, off they went. Approaching Victoria Point there is a great expanse of very flat water and we had some gusts maybe around 20kn where we were marking the F18s while the gust were in. We hit speeds of 18kn effortlessly on the flat water.

Victoria Point is the last place they can finish the race before we head out onto Morton Bay around Coochiemudlo Island. To get around the Island we had to harden right up for about 500m but at no stage through the race did we have to tack. At the top of Coochiemudlo we hoisted the kite for the hour long run on Moreton bay. There was a good 15kn breeze with 1m swell that allowed us to hold a course around 325 which was only a few degrees above the rhumb line so we only had to do a short gybe back for each of the 3 check points across the bay. Along this long run we were able to haul back a few Hobie and Nacra cats without kites that had passed us earlier.

Rounding the last checkpoint and heading towards the finish and the RQYS marina provided a very fast run on flat water. RQYS had club racing on with keelboats, lasers 29ers and RSX all racing around in front of the marina so identifying our finish was a bit tricky.

We ended up 13th over the line, 3rd in our division on corrected time, and under our previous race record. But our record fell to a foiling moth who won in the time of 3hours 17minutes 19seconds, followed by a 29er, then us, then Paul and Jessica in Bang Bang who were fourth on corrected time.

BYRA Peter Loft Marathon

Geoff Waldon

The 6th May was a brilliant and sunny Sunday with very light northerly winds from about 2 to 7 kts. The 3 B14s which entered the race were "The Nude", "Fairy Land" and "Orca Blush" with their respective crews; Richie & Lisa; Sophie & Andy; Geoff & Otto.

During the traditional "LeMans" start Otto initially lead Andy but had an inadvertent swimming due to the oversized borrowed footwear his skipper had insisted he wear. Thus "Fairyland" initially got off to a better start than "Orca Blush" while the canny Richie choosing a better starting point

got off to the usual flying start in "The Nude" and were only sighted briefly well ahead for the entire race.

Meanwhile, "Fairy Land" and "Orca Blush" managed to avoid most entanglements with 16footers, a myriad of catamarans, the odd trailer sailer, trimaran and moored craft.

"Orca Blush" somehow (favourable shifts, most likely) managed to stay ahead of "Fairy Land" all the way to the top mark, which they reached many minutes after spotting "The Nude" coming back downwind. During a big lull

at the top mark that "Orca Blush" fell into "Fairy Land" somehow managed to drift round and hoist their spinnaker just as the breeze lifted. Although "Orca Blush" managed to stay close until level with Sand Point, the better experience of the "Fairy Land" crew gradually left the Orca further behind. The lesson seemed to be, that in very light winds, deliberate leeward heel is necessary.

So amongst the B14s the order was: 1: The Nude 2: Fairy Land 3: Orca Blush



BYRA Peter Loft Marathon



Otto after his Le Mans start run



18 Footer close by

9.5 nm. Ave Spd 3 kts. Max Spd 7 kts.
NNW~NNE. 2~7kts. Sailing Time 2h 45m.

NSW President Report

Lissa McMillan



Ahoy!

In NSW, we're looking forward to another great season of sailing as the weather finally warms.

A boat we used to see a lot of in NSW is about to resurface! Bang Bang was last seen by most B14ers at the Hobart Worlds in 2009. She spent a few years with the cows near Byron Bay with Kieran and Abby, but is now on the comeback trail. And with a new owner whose name would be familiar to many. Rick Plain is the new owner of Bang Bang. His brothers, Kris and Michael, sailed Rock Lobster until it was sunk by a keel boat in the Sydney Worlds of 2006! So welcome Rick, we are looking forward to seeing you on the water.

Preparations are increasing for the Nationals on the Tamar in Tassie from 30th December until January 5th. Read much more about this in this exciting edition of Wingflap. So get organised and get down there, it should be a fantastic event.

The NSW Calendar is out, so syn-

chronise your diaries and make sure you can come along to as many events as possible. Don't forget the events marked TT count towards the Travellers' Trophy, which is currently on The Nude's mantelpiece. It is looking forward to a change of scenery, but it won't be given up without a fight!

See you on the water soon!

Lissa

NSW EVENTS

SEPTEMBER

23rd:

Cock of the Harbour WSC

OCTOBER

20-30th:

Callala Bay Regatta
Jervis Bay

13-14th:

ACT Sprint Titles

NOVEMBER

10-11th:

Bethwaite Series Belmont



Travellers Trophy



Bellerive Crown Series

This year's crown series was shaping up to be pretty big as always. The famous Green hockey turf was nowhere to be seen this year but the grass was greener than usual.

6 B14's entered the series and light to moderate North to north westerlies were expected throughout the weekend associated with a large high sucking warm air down from the central deserts of Australia. This was associated with two of the hottest days of summer topping close to 40 degrees both days. 6 races were sailed across the two days of racing.

Only 5 B14's managed to make it to the startline after one was a no show as they repaired their boat in preparation for the afternoon. The first race of the day was sailed in a dying Northerly and in a

strong downstream current most of the smaller classes were struggling to make headway up to the top mark. In the challenging tidal conditions the fleet sailed strategically to get around the course with the best outcome. Strait4devils sailed by Adrian Beswick and his latest gun Crew Lucy Rees got out of the blocks well closely followed by Phantom sailed by Steve Miller and Claire Cerutti. By the top mark Phantom rounded first from Strait4devils, they were closely followed by Bondi Tram sailed by Stephen Mitchell and Tony Van Galen and Smokin' sailed by Clare Cromarty and Richard McMinn. At the bottom mark Strait4devils took a gamble and headed left to try and get through Phantom. The plan backfired as they lost out in an easing breeze that shifted right in favour of the remaining boats.

At the top mark of the second lap Phantom rounded ahead of Bondi Tram and Smokin'. Good Question sailed by Grant Atherton and Daniel McAully rounded just in front of Strait4devils who came around in last position. The final results were Phantom 1st, Bondi Tram 2nd, Smokin' 3rd Strait4devils 4th and Good Question 5th, lunch was called.

After lunch the breeze had strengthened from the north again at a bit over 15 knots gusting upwards of 20. Windier conditions made it much more challenging for the fleet to tack out of the marina to make it back to the start line. The second race got underway and the pace was quick. Phantom got off the line with speed from Bondi Tram and Strait4devils. Smokin started further down



B14's hot off the startline on day 1 of the Bellerive Crown Series in Tasmania

Bellerive Crown Series

the line to make the most of a left shifting breeze. By the end of the second race Bondi Tram took the win after taking advantage of his heavier crew from Phantom in 2nd and Strait4devils in 3rd position. Good Question kept it upright to take out 4th with Smokin retiring after a capsized.

The third and final race for the day was completed in a moderating breeze. Strait4devils just couldn't get it together and keep their boat flat and powered up despite all attempts to get off the line with speed. Suffering Phantom and Bondi Tram again got through to take out 1st and 2nd respectively in testing conditions from Strait4devils in 3rd and Good question in 4th.

Racing Day 2 was conducted in a similar breeze to the afternoon of the previous day. The breeze however had become slightly more consistent and had a distinct left shift in it. The first race got underway and Strait4devils had got its groove back, high and fast they

were able to capitalise on their lightweight combination to take a handy lead in the first lap. Rounding in second was Phantom followed closely behind by Bondi Tram and Smokin'. The breeze continues to strengthen ever slightly as the race went on, this was making it challenging to use the spinnaker downwind for some of the more inexperienced crews. In the end, Strait4devils managed to just hold onto the win from Phantom in 2nd and Bondi Tram in 3rd. Smoking came through close behind with a 4th and Good Question took out 5th position.

The fifth race was sailed again in testing conditions to the point that Strait4devils claimed an early lead on the first upwind and didn't fly their kite on the downwind. Keeping ahead of Rivals Phantom and Bondi Tram they again repeated this on lap two which proved successful. The third and final lap they managed to find a hole in the breeze big enough to get the kite up and go through the line to claim their second win of the day

from Phantom in 2nd and Bondi Tram in 3rd position. Good question managed to keep it upright to take advantage of Smokin' after a spectacular capsized post granny gybe.

The sixth and final race of the regatta was sailed in ever more trying conditions. The fleet got around the top mark and came down without spinnakers in close to survival conditions. Flying along to the granny point crews were tested by the force of the close to 360 degree spin to get the boat through to the opposite tack. Phantom lost out after capsizing on the first lap and chose to pull their kite to try and make big gains, which paid off as they rounded on the stern of Bondi Tram. After the second lap on the last upwind Bondi Tram decided to head for the shore as it all became too much. Strait4devils snuck through undamaged to take the win from Phantom in second and last position. The fleet all then chose to make a v line for the shore to not compete in any further races.



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The Cripps Project

Steve Miller



Due to the unfortunate death of Luke Cripps, who some of you may remember sailed at the Hobart Worlds, his family have generously offered Luke's boat to the Tasmanian Association to help foster the class and bring new sailors into the class.

The boat AUS103 (now named the Turtle) has quite a long history with the class and was done up by Luke for the Worlds. The association has kicked off the "Cripps Project" which is designed to allow new sailors to the class the opportunity to lease a boat for 12 months at a very reasonable price and experience skiff sailing for themselves. The idea is that the association ask for offers of interest and choose the most worthy applicants, with the proviso the boat is sailed at a local club already hosting B14's and that the boat be regularly sailed including the major regattas and State Titles and if not being sailed can be offered to someone else to keep it in use.

The boat had been left uncared for since the Worlds spending quite a bit of time outside.

When we picked it up she was in a sad state full of leaf litter and quite grubby and sad looking.

Stephen Mitchell took the first shift and strengthened the internal frames, the gorilla grip was in a terrible state but Stephen managed to remove it all and re attach with contact adhesive. He also took off the old wing attachments (a piece of aluminium attached to the wing trench) and replaced them with raised saddles and new pins.

The boat is now with Steve Miller who has cleaned up the cockpit,

(scrubbed with a brush and cleaner) filled the holes and painted the wing trenches and various other nicks and scratches as well as replacing the dodgy top rudder pintal arrangement. Next job is to clean up the foils and rudder as well as re jig the trolley to make the boat lighter and easier to launch and retrieve.

She already looks quite good and as there are new sails only used at the Worlds the only weak point is the old aluminium masts but one is in quite good order.

To prevent the good sails being destroyed prematurely we are on the look out for a reasonable set of sails for use while in the learning stage so the good sails will still be useable at regattas etc. She has some old sails but they are of the old cut dacron variety and not suitable.

It is hoped the boat will be joining the fleet at Tamar Yacht Club for the Nationals after Christmas. Some photos are attached showing progress so far.



B14 National Championships



Tamar Yacht Club



Dec 30th 2012 to Jan 5th 2013

Interested in watching or better still competing in this exciting Class or even competing in this event? There are boats for sale and a small number of boats should be available to lease.

for more details:

Contact the National President

*Adrian Beswick on 0438 253 111
or eMail to: b14tas@gmail.com*



2012/13 Nationals

TAS Association & Tamar Yacht Club

The Tamar Yacht Club of Launceston, Tasmania is pleased to host and stage the 2012-13 International B14 Australian Championships at Beauty Point, on the Tamar River.

Tasmania has a worldwide reputation for hosting major sporting and cultural events, and the State Government recognises and supports special events through its Department of Sport and Recreation.

The event will be hosted by the Tamar Yacht Club which regularly hosts and supports major events such as the Melbourne to Launceston & Launceston to Hobart Yacht races.

Beauty Point, forty kilometres north of Launceston, in the beautiful Tamar Valley, provides an ideal location to run such an event. Set about five kilometres from the mouth of the Tamar River, the course will provide ample challenges for both competitive nationally ranked crews as well as less experienced competitors. The course area has been used for a number of National and State Championships, with the most recent Nationals being the Flying 11's in January 2010.

TYC's new clubhouse, opened at the beginning of the 2009 season will provide excellent facilities for competitors, and families. The course is visible from



the clubhouse and surrounds ensuring that supporters will be able to view the proceedings.

The city of Launceston is a 40 minute drive away.

Competitors and officials will appreciate the natural environment at Beauty Point. There is a range of accommodation options, magnificent touring roads, superb foods, and wonderful wineries to visit during your stay.

The International B14 Sailing Association of Tas. expects this competition to attract most Tasmanian International B14 sailors and about 30 interstate boats, although more will be welcome! Our expectation is that many interstate families may take the opportunity to stay in Tasmania for a time before or after the Nationals. The Tamar Yacht Club looks forward to hosting a unique and challenging competition.



B14 Contacts

Boatbuilders:

J L Sly Boatbuilder

10 Hinkler Road Mordiallic VIC 3195
(03) 9580 2446

Sailmakers (and Repairs):

Brewer Sails, Rob Brewer

1 Hill Pine Pl. Terry Hills, NSW
(h) (02) 9986 1055; (m) 0411 357 470
Email: rob@raceaway.com.au

Irwin Sails

32 Kieth Street, Moorabbin VIC 3189
(03) 9555 7328
Email: irwin.sails@bigpond.com.au

MacDiarmid Sails

Unit 25a, 33-37 College St, Gladesville NSW 2111
(02) 9817 4155
Email: info@macdiarmidsails.com.au
Web: www.macdiarmidsails.com.au

Steve Walker Sails

5a Moore St, Wynyard TAS 7325
(03) 6442 3641
Email: steve@stevewalkersails.com.au
Web: www.stevewalkersails.com.au

Carbon Tubing - Masts, Tiller Extensions, Wings:

CST Composites

78-80 Tasman Street, Kurnell NSW 2231
(02) 9668 8488
Web: www.cstcomposites.com.au

Boat Repairs:

Contact your local Boatbuilder

NSW: Divola Boats (ex B14 Boatbuilder)

Unit C8 1 Campbell Parade, Manly Vale NSW 2093
0415 209 450

VIC: J L Sly Boatbuilder

10 Hinkler Road Mordiallic VIC 3195
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TAS: Derwent Marine

24 Negara Cres Goodwood TAS 7010
(03) 6273 0090

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Wing Nets:

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Boat Covers:

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