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Ed's off

As I write this from the 'comfort' of a hotel room near darkest Bristol (as comfortable as it is possible to be laying on a bed with a laptop in a somewhat Fawlty-Towers-esque establishment) the wind is howling outside, rain lashes the window, and parts of the South coast and deep South-West are braced for flooding and the risk of further damage due to gales. Not very conducive to generating enthusiasm for sailing. And yet there are but 12 days to go before the first training/TT event of the season at Rutland. For better or worse 771 won't be there due to a holiday which was booked way back when this year's fixtures were but in twinkle in Dan's eye – not that it would have made a lot of difference I expect (to our holiday schedule I mean, not to the calendar...). Hmm, mid-March, a weekend at Rutland or 10 days in Mauritius? I'll let you know. I'm sure you'll all have a lot of fun while I'm drinking beer in the sun and I'm fairly sure that it'll cross my mind to think of you.

My nomination for 'hero of the year' so far is Mark Elkington for the fantastic effort he has put in to the website. I struggle to find the time to throw together all of the contributions to the newsletter but that effort pales into significance compared to what Mark has achieved so I'm sure we all owe him a great vote of thanks. See his article further down the pages for news of all the good stuff that has been going on with the website.

So, nationals at home (Brightlingsea) this year. We hosted the nationals back in 2004 when I dimly recall that we had a real mixed bag of conditions, with a boat-and-body breaker of a penultimate day followed by cancellation on the final day though not until a handful of us had enjoyed a high-speed scream down to the committee boat area. A certain 771 was victorious back then, in the hands of TPO Jono Pank – that'll be a hard act to follow. I got so excited thinking about this the other day - possibly brought on by a glimpse of the sun, or maybe eating too much cheese - that I briefly contemplated breaking the habit of a lifetime (well, of 5+ years of B14 sailing) by buying a new sail rather than just using whatever came with the boat. Fortunately a quick look at the bank balance and a good long sit-down with a nice hot cup of tea brought be back to my senses. Or did it? Oh dear, I just don't know whether I'm prevaricating or vascillating. Maybe I should stop before I get dizzy or go blind, or both.

Notice of race and entry form for the nationals are on the website, to be followed shortly by an accommodation list/campsite details. A couple of tips for the campsite (which is literally 100 yards from the dinghy park/club): 1) It might be best not to mention that you're sailing when you book in – Mr. Grump who runs the site seems to have a bit of an issue with the Sailing Club (or just about anyone come to that), and 2) In recent years the Whitsun weekend has seen the campsite full of small touring RV type things, obviously some sort of club gathering, so you may need to book asap in order to get what I believe they call 'a pitch' in the trade.

See you there.

Mike Bees. B14 GBR 771



An eclectic mix of boats and architecture at ExCeL

The View from the Chair

The evenings are drawing out and the days getting warmer, in fact it seems we may already have had summer for 2008 with many of us breaking out the t-shirts down at Weston a few weekends ago.

Some of you have been deep in hibernation over the winter but whilst you sat back and fattened yourselves up for another demanding season of B14 antics some, in fact a record number, of the hardy (or just plain stupid) have been out and about touring the UK showing the nation what the B14 is all about.

Once again Barnsie has led the charge attending what seems like every winter event known to man and claiming quite a number of winter titles to his name. The highlight has to be the Tiger Trophy where (and I lose count here) we saw 12 B14's entered! To put it bluntly it was cold enough to freeze a polar bears unmentionables and Saturday saw many of the fleet including myself retiring due to the cold and blustery conditions (note to crew.. next time wear the nice warm dry top you kept in your bag ;-)) For those that haven't seen it on YouTube check out the footage (soon to appear on the B14 site).



The winner from the weekend on two counts was the one and only Nick Craig & Toby Lewis. Nick is doing a great job sadly of disproving my theory that you can't just jump in a B14 and be quick! (I blame it on Tim selling his pre-tuned worlds winning boat to him ☺ and he also comes from the Barnsie school of if you aren't working go sailing!). He is also a winner for his display of the English language beautifully demonstrated on camera whilst having a trouser moment avoiding a Musto Skiff at 20knots! This is why we sail B14's as even the best sailors know who's boss!

So enough of the winter circuit, Barnsie has a full report later so I will spare you the details.

Oh my 2008... All I can say is what a season we are in for. We have a circuit this year that takes in old favourites and new venues alike and we have on the horizon invites to join new events (details follow on later pages). The profile of the class goes from strength to strength so a huge thank you to all those that have been involved over the winter months ensuring we have a 2008 to remember, it doesn't happen on its own! In fact we have just returned from a hugely successful dinghy show where Mark Emmett's B14 looked stunning drawing in admiring glances and interest from across a very busy show. We now find ourselves in the position where the flow of good secondhand boats is slowing down. If anyone knows of boats lying around then please give their owners a kick to pass them on to those looking to put them back on the race course ☺. 20 plus boats at all of the circuit events looks like a real possibility this year and I hope we can break through into 30+ boats at Brightlingsea for the Nationals.

My parting comment as usual is the 2009 Worlds in Hobart. Now only 10 months away ☺. We have 12 boats with definite commitment and provisional quotes for the containers and shipping in. We are looking to send 1x40ft container (already allocated) and 1x20ft container (3 provisional and looking for 2 more). It will be great to see 14 or more boats making the trip as we saw for Sydney 2 years ago so if you haven't already please discuss your interest with myself or Barnsie. We will be posting full details for costs, and requests for deposits during March. It will be on a first come first served basis so shout now or sadly you will miss out.

Right enough from me and on to the rest of the team to sum up the winter and what 2008 has to offer. I look forward to seeing you all at Rutland for the Training Event and TT Event 1 and finally no more of this large handicap event silliness, instead it will be Barnsie with a megaphone... oh the joy :o)

Mark Watts, B14 GBR 772

2008 TT Events guide

B14 TT Events 2008

As you will no doubt have already seen the 2008 events can be found on the new and improved events section on the website (thanks Mark E...). Here is a brief rundown of what you and your B14 can look forward to this season.

Round 1 and Training – Rutland Water SC

15th 16th March – This is a one day TT event, continuing last years format of 4 races with no discard for added interest. Racing will follow on from the first training event of the season on the Saturday (boats rigged for a 10am start) which is an ideal opportunity for anyone new to B14's as well as more seasoned campaigners to gain some early season practice. There will be short races in the afternoon to sharpen everyone up. We are grateful to Hyde Sails for lending us a RIB for the weekend from which our National Champion will be instructing and offering pearls of wisdom..!

Unfortunately the Cadet fleet have beaten us to the club's own bunk room accommodation so the fleet are decamping to the Travel Lodge just south of the sailing club in the village of Morcott (spaces still available if you are quick http://www.travelodge.co.uk/find_a_hotel/hotel/hotel_id/186/UppinghamMorcott). Alternatively check out the Rutland website www.rutlandsc.co.uk for other local accommodation options.

Looking like a good early season turnout, so see you there.

Event contact: Mark Barnes (768 Seavolution)

Round 2 – Great Yarmouth and Gorleston SC

Sunday 4th May – The official East Coast championship warm-up. An ideal opportunity to practise for the Brightlingsea Nationals at the end of the month. A small and very friendly club offering a warm welcome to all in the fleet. We are hoping for more sunshine, wind and waves again this year.

Some visitors may be arriving on the Saturday so keep an eye on the message board for any evening entertainment which might be planned nearer the time.

Event contact: Dick Roe (776)

Round 3 – Mayflower SC, Plymouth.

7th-8th June – A return to 2-day TT racing action and the season's first circuit event in the South West. We will be sailing on Plymouth Sound or further out at sea depending on the forecast. Come and support a growing Plymouth (4 boats and counting) and South West fleet. This is the venue for next years Nationals so come along and check it out.

Event contact: Rod Boswijk (745)

Round 4 – Weymouth and Portland National Sailing Academy.

12th - 13th July – The flat waters of Portland Harbour are the ideal venue for the B14. This year we are sharing our weekend with the fledgling TASA fleet and the 29er Eurocup. We have our own fleet start and don't worry, we are planning on having our own social in Weymouth town centre so this will be the recommended base for accommodation. The WPNSA weekend is part of a 2012 legacy event promoting watersports activity in Weymouth. There will be associated evening entertainment in town that weekend so there will plenty going on.

Event Contact: Mark Watts (772)/Dan Cowin (769)

Round 5 and Training– Starcross YC, Exeter.

26th-27th July – A return to the South West and the current growth fleet of B14 sailing. There will be training on the Saturday and the TT event will follow on the Sunday. Here's hoping we can beat last year's turnout of 20 boats.

Event Contact: Mark Elkington (762)

Continued on next page...

2008 TT Guide, continued...

Round 6 – Lee-on-the Solent SC, Nr. Gosport.

30th-31st August – Following a bit of a break for the championship season/summer holidays the TT weekenders continue at this favourite Solent sailing venue. This will be a welcome return to the home of a memorable 2006 National Champs. It looks like we will be able to rig boats on the green again. Another very welcoming club though we have promised them there will be no cross dressing this time round (sorry Nurse Leaky!) but we are working on a new social theme night – any suggestions welcome.

Event contact: Alan Davis (753) /Mark Watts (772)

Round 7 – Thorpe Bay YC, Southend-on-sea.

13th-14th September – With Whitstable off the calendar this season we are very pleased to announce a return to Thorpe Bay for our sail on the Thames Estuary (this year on the Essex side). For those that don't know it, this is a well established club and we are sharing this event with the other 9er fleets. It would be a shame not to pop down the road to Southend on the Saturday night and for those staying out late Dave Hayes and Richie Bell can recommend a local chip shop which has more on offer than you'd think....

Event contact: Mark Barnes/Dave Hall (777)

Round 8 – The Tide Ride - Hayling Island SC, Havant

4th-5th October – Moved back to a later slot this season to distance it from the Championship season we are again one of the invited Skiff fleets to this unique 'crash and burn' short course event. Racing just off the shore, excitement and unpredictability are guaranteed. There will also be the multi-class social on the Saturday night. More details to follow later in the year. On-site accommodation in the bunk rooms is the best option, but remember to book early to avoid disappointment.

Event Contact: Mark Barnes (768 SeaVolution)

Round 9 – Inland Championships, Grafham Water SC

1st- 2nd November – The conclusion of the 2008 series and a return inland. Sharing the event with the other 9er fleets. If the weather is still holding out, many brave enough will camp, but there are also plenty of accommodation options on the Grafham website (www.grafham.org) for the less hardy amongst you. Usually the overall TT series prizes are still up for grabs going into this final event so all to play for. Possibly a last opportunity to sail for those packing their boats off to Hobart for the Worlds in January 2009.

Event contact: Dan Cowin

That's a brief summary for what's in store on the circuit in 2008. However, don't forget the Nationals of course (Notice of Race and Entry Forms now available), the South West series, TASA Events, the Northern and other one-off events throughout the year all of which are listed on the events calendar.

There will be a spread of prizes on the circuit again this year to encourage newcomers, improvers, tin-riggers, youth-teams etc so there is plenty for everyone to sail for. Many will agree that fleet racing on the circuit is the best way to get to grips with your B14.

See you at an event soon and have a great season.



Dan Cowin, Events Coordinator. B14 GBR 769

Membership matters

Banter and Buddies - The Friendly B's

Hi All, B14 Sec here. I just wanted to say a huge thank you to all who have paid up so swiftly and painlessly this year. We have had the best response so far which can only foretell of a thoroughly keen fleet. The enthusiasm is almost palpable and the feedback from newcomers has to be passed on too. Quite a few New-B's have commented that we are the friendliest fleet they have come across. What a great credit to you all! Whilst our concentration of boats is still mainly in the South of the UK, there is a noticeable creep of boats North and even overseas.

As we know, it only takes a single B to be spotted in joyous full flight to stir up local interest, encourage others to come and gaze longingly and finally coax newcomers to join the fun. We have had fleets mushroom overnight as we have seen at Whitstable, Brightlingsea and Starcross, and with these hotspots come a noticeable honing of skills and sharing of knowledge that benefits all and leads to unmissable improvements on the circuit too. But even for those not within easy reach of the established B clusters, each and every one of you is as important to the fleet as the regular circuit sailors. You are the guys who make people stop and say "Wow, what kind of boat is that?" because they have probably never seen anything quite like a B before. You are the guys who spread the reputation of the B to waters new and share that excitement and enthusiasm that our newcomers are recognising amongst the fleet, online and on the water. And you are the guys that will come off the water with that same silly grin as the circuit sailors, undiluted in any way. That's all you need from a B.

So here's your Class Sec wishing every individual one of you a great season on the water where ever you are. Whether fighting it out tooth and claw on the circuit, handicap racing locally or just enjoying the B for the sheer fun of it, your Association is behind you and there to help, or just share the fun of the ride. Post your photos on your team page, banter with your Buddy on the Forum, or get in touch with other Bs when visiting further afield. A reputation for being a friendly fleet is a rare achievement, but then being friendly is not hard when we have a B to make us smile.

Trish Dixon, B14 GBR 763



Team Credo showing style and concentration at ExCeL

Fat Face Challenge

Well at last we are able to announce that the B14s have been invited to the Fat Face Challenge at the Mountbatten Sailing Centre in Plymouth on 05.07.2008. We will be one of 14 classes competing at the event.

The fleet will consist of the 10 following boats to be announced 10.06.2008:

National Champion

Current top 4 boats on the TT circuit including Nationals other than the National Champion team

Top 2 SW boats from

Top Plymouth local boat if not in the above. If in the above, the European Class Association Committee will have the ability to nominate a boat they feel deserves selection

Top boat where both helm and crew are under 25

Top Tin rig if not in the above other than Plymouth boat.

The format consists of a one lap race series, raced in 10 boat flights off Mountbatten Breakwater. Races will last 10 – 15 minutes and course will be upwind/downwind with a short top reach and bottom reach to the finish.

For the final the top 3 boats will progress to the finals.

The racing will start at 1200 hrs. and run through to 1800 hours.

There will then be a final raced at 2000 hrs onwards by floodlight with the winners being presented prizes on landing ashore to all the glitz.

After this there will be a big party with live band, fireworks and plenty of flowing alcohol including champagne.

Entry will be minimal in cost but probably free and the accommodation will be £16 per person for the night at the hotel next to the centre.

Prizes will be some advertising for the Class Association and Fat Face wear.

More information to follow via the Forum once we have it.

**Mark Barnes, B14 GBR 768
SeaVolution/Blue Marine**



Buddy system

Well, what is the Buddy System. It is where we give new/all members of the European B14 Class Association a team that will look after and guide them through their B14 experience. The match will not be just for a day or week but for the year. Your Buddy will in turn have a regional co-ordinator who is one of the top flight B14 sailors. So if you have any problems your first point of contact will be your Buddy and then Regional Co-ordinator or their assistant. You will be able to contact the co-ordinators and their assistants either through the website forum or email which will be on the website.

Region	Co-ordinator	Assistant(s)	District
North	Phil Eltringham	TBA	North of Rutland
West	Dan Cowin	TBA	Grafham west to Bristol
East	Dick Roe	Mike Bees	Rutand to Wash, south to Thames
Southwest	Mark Elkington	Rod Boswijk	Cornwall east to Weymouth and North to Bristol
South	Mark Watts	George Morris	Weymouth to Brighton and north to M4/M25 corridor
Southeast	Barnsie	Barry Price Trish Dixon	Kent to Brighton and North to North M25 corridor

Buddies will be matched up during March but as we have a number of current members being late with their subscriptions, will advise class members of their buddies through the website with an announcement on the front page. So to help us help you, if you can, please set up a standing order for the 1st of Feb each year. This means you will get the £5 discount and we can put our energies into running the important parts of the association rather than chasing subscriptions.

The Regional Co-ordinator will also be your first point of contact if you would like to have a trial sail in a B14. So if wanting to try out a boat, let them know and between us we will arrange a sail for you shortly thereafter.

On the website there is a lot of information to assist you in getting up to speed in sailing your B14 under the Tool Bar heading About B14.

Training

Training in 2008 is currently scheduled for the Saturday of the Rutland TT 15th March and Starcross TT 26th July. We have picked these two venues as both are sheltered waters and have good backup. The extra benefit is the geographic location of the venues in the Midlands and SW, so covering a good number of the fleet. The cross border situation will, it looks like, have to be addressed very soon as more boats are proceeding north.

On the Training Day, the format will be that we grade each team as best we can prior to the event and split them up, so that they get a chance to sail with some of the more advanced teams in the fleet. This has significant benefits:

- It enables the lesser experienced teams to gain, one on one tuition and so fast track their experience and knowledge over the day.
- You are introduced to one of the hard core teams of the B14 fleet and if it is your first event, someone to shadow at the bar/restaurant later. Unlikely you will need this as we are really nice and friendly until you become one of us, then we'll introduce you to new teams as a minder.

This format gives us a true insight into the individual abilities of the team and the chance to address bad habits before they become permanent and set in stone within the closed structure of the team. In turn this enables the team to enjoy their experience of the B14 and the European B14 Class Association that much more.

So you have arrived at your first training day. You will need to have arrived and have your mast stepped and rigged by 1000 hrs. This enables us to go over your boat with you and sort any system/rig issues prior to commencing the training session proper. We will at the same time introduce you to your partners for the day.

Then we will run through the pros and cons of how to sail the boat and what to do with the sails to get the best out of the boat. If MJF/North Sails is attending, then Rich Bell (North Sails UK) will give you an insight into how to get the best out of the rig. After this you will then get changed and launch as a group and proceed to the sailing area.

Continued on next page...

Speed me up Scotty, continued...

Once in the sailing area, you will muster into two lines and we will then take you upwind tacking on instruction from the rib (Rutland we will be using the Hyde Sails rib and Starcross, the big red club rib). This will be a control exercise to judge boat control and ability to maintain constant distance and work as a team.

Next we will send the fleet downwind with kites releasing one from each run at a time. They will then gybe each time they hear the horn signal, regrouping at the bottom of the training area. After an on the water debrief, we will repeat the process, but may swap a couple of people in and out of boats to help get the best out the exercise. If necessary we will repeat this a third time, so as to give the displaced sailors a chance to get to grips with the exercise.

Once this has been done, we will then have a boxed area and each boat will go into the area and be expected to hold station in the area without tacking or gybing to show pre-start boat handling control, keeping drift to as little as possible. Once we have done this, subject to conditions and time will run one more exercise, then it is ashore for lunch and a debrief.

In the afternoon, we will be running a short course 3 race series with no discard. Each boat will be adjudged a start time based on their morning performance and will be issued a start time. We will then have first to the finish will win, usually 2 laps and 20 - 25 minutes racing time. We will repeat this for all three races and if we find a boat blatantly has the wrong start time, realign them in the sequence. We will then proceed ashore and de-rig with a debrief following on from that with the award of prizes.

In the evening we tend to have all booked or arranged accommodation in one area. This year it is the Travelodge at Morcott 4 miles SW of Rutland. Starcross is primarily camping or staying with club members with a barbeque on Saturday night.

Sunday will be the normal TT format but there will be no discard and it will be all races to count. This means it goes to the wire and rewards consistency throughout the day.

These weekends have proven very popular and hope that, if it is your first, you to enjoy the experience. However, if you are attending either, you need to let us know as this training program requires lots of planning and one of you need to be a member of the European B14 Class Association. Fee for the training day is just £10 to cover fuel and prizes. At Rutland there is also a reservoir usage charge of £12 for the Saturday and Sunday £15 entry for the TT. So come and have some fun and get to know the B14 crowd.

Mark Barnes. B14 GBR 768 SeaVolution/Blue Marine



Water under the bridge at ExCeL.

New face, old hand

New to the B14 fleet!

I've been asked to write a piece about experiences of a newcomer to the fleet. Well it's definitely been a very enjoyable start as I'm loving the boat. It's highly responsive upwind so you really get rewarded with a plane if you get it right and fantastic downwind with tons of power and an exhilarating ride. Never been so fast in my life!! Mind you, that spinnaker looks hard work for the poor crew, especially if the helm doesn't know that he's meant to pull the tack line out, oops!

More importantly, for getting new people into the class is what the welcome & social is like. We turned up for our 1st B14 sail at a cold & windy training event at Rutland and everyone was very helpful, patiently pretty much rigging the boat for us in the freezing cold, trying to help us find new gear when I snapped the boom on day 1 and Alan Davis/Kathy Sherrett lending us their boat for a sail in the afternoon, very generous! Despite the big winds, the fleet was able to put some beer away in the evening and are very welcoming.

The class is also impressively run under the energetic organisation of Mark Barnes. The class is relatively small (at the moment!) so I was surprised at how well run the website is, how organised all the events are and the huge appetite for getting some winter sailing in!

The only things I thought could be improved to get new sailors in is making a trial sail and buying a boat easier. It took me a few months to get a trial sail, perhaps this is something Ovington can help with as it's a lot to ask of owners? Having more 2nd hand boats is not an easy fix as you can't change what's out there and it's a good sign that people want them. Definitely getting more new boats would help push some more 2nd hand ones out there for new people.

My only gripe with the B is that every time I sail, it's freezing cold but hopefully a trip to Tasmania will sort that!

Nick Craig, B14 GBR 773



Female and sober

You have to ask the question what am I doing in the B14 fleet! Having spent many years in and out of B14s last year I finally got it, I no longer felt sick before and after races, no longer dreaded stepping into the boat, no longer dreaded the start gun, or 25 knots, instead I was raring to go, enjoying even the toughest weather, and keen to do lots more...

Unfortunately for Alan.

Picture this, crew standing in full kit eagerly looking out at the gale screaming over Rutland water on a cold December day. Helmsman wrapped up in down jacket, nursing hot coffee desperately searching for a more eloquent answer to the crews insisted demands to go sailing than a simple "its to windy", after all he is a bloke. Ok so I might have been a little enthusiastic at the training event, considering the Musto broke its mast in 3 places but I was determined the only way to conquer these winds was to sail in them. Poor Alan he just had no idea of what was to come...

Despite the offer of a Christmas day sail, and a short excursion into the realms of insanity at the docks where Dan and me practiced the hokey cokey (you put your left foot in, left foot out, in out in out... you get the idea) the next time we got into the boat was the at Tiger Trophy, aptly named as once you're on, you just have to hold on for dear life 'till it stops.

Strangely enough neither of us actually agreed on this event we just became entered, good old Barnise© As normal it was blowing a gale, the boat wasn't ready and Alan was complaining because he had had to evict the weevils from the compost heap in the bottom of the boat, unfortunately he forgot to evict the compost heap as well! Oh and did I mention it was FREEZING! 2 hours, one broken kicker, one stuck centre board and one really annoying capsized (thank you Mr 400) later, I experienced for the first time what feet being blocks of ice was actually referring to.



But as normal for the B14 fleet a night in the bar fully obliterated all memories, well at least to the morning – you see the real advantage of being sober, apart from being the taxi to casualty, is the ability to fully recount everyones behaviour to them the next morning - of course the camera helps, let's just say the wine waves, brandy fires, George in a pint glass, George dancing, George with a bow in his hair, George chasing 29er girls, George emptying the vending machines... Can you guess who had a good night yet? [Ed. – Was it Leaky?]

So to the next morning, Alan was so determined it was too windy he stayed in bed - it didn't work and he was shortly in his leaking dry suit heading for the start of a 2 hour pursuit race. In the end only 4 Bs got to the start line. The miracle was that any boats finished, shall we just say I'm sure having let go of the main and the jib you should not have to dive head first over the wing and stay there until the gust has gone. Quote of the day had to be "the bad news is we are doing rubbish, the good news is we've only got 3 minutes left".

Ok so we were not the fastest boat around but the sense of achievement for finishing the race and not capsizing was immense. And that's part of sailing, it's that fine line between pushing yourself and knowing your limits, and if you can find that balance you will only ever improve with every experience.

The funny thing is a year ago I would have been praying that the race would have been cancelled, why, because I was scared I wouldn't be able to cope, scared I would let my helm down, I knew I wouldn't enjoy it, so what changed?

For me its all about the helm, the more pressure I put on myself to do well the worse I sailed the less I enjoyed it, and if sailing with a partner this can be self destroying as you think they are only sailing with you because they have to. The turning point for me was on the first day of the worlds when having tipped us in though re-cleating the jib, then not moving though a crash tack, Piers said "well that's one all then" - both were my fault but that simple statement put me at ease enough to let me enjoy my sailing. I was lucky and crewed for some great guys though the year and with that my confidence and (hopefully) skill increased, and I



Female and sober, continued...

really started enjoying myself. It was that simple!

So to all those girls who doubt them selves, or are worried they are being carried, I say, you are far better than you think, you don't need to be constantly told what to do, think for yourself, question what went wrong, learn from each mistake, and make sure your helm values you, and to those already there- go for it!

And to answer the first question what am I doing the answer is pushing myself to the limit while having a bloody good time.

Kathy – top girl 2007, crews union -4th 2007

PS. If you're not smiling this much your helm is doing something wrong☺



Piers Lambert and Kathy Sherrat having a grin at the Falmouth Worlds, 2007



The Worrying World of Leaky

Here we go again. Another sailing season is starting again even though some of the hardier fleet members haven't taken a rest, proving that global warming is useful to some! God that's an awful opening sentence...

Start again. As you can probably tell, I'm a bit out of practice on all fronts at present. I've just been musing over the antics of you lot over the last year. Yes, indeed, both ends of the age groups have been extraordinary! Of course I'm talking of the important stuff. The "off-the-water" stuff. The stuff that you wouldn't dare do at home, or work, or even usually in public. Now, those of you who were there will know what I'm talking about. Now, I'd love to dish the dirt, but frankly, I don't want to be held responsible for career damage. Leave that to Facebook.

The quick version is like this. All those who had a good to ridiculously rampant time at the socials last year are charged to continue doing just that. You are the spirit! Those of you out there that have either just joined, about to join, or recently joined, we hope you will leave all your inhibitions at home, relax and LET RIP! We don't even ask you to take your trousers down..... Maybe a little foredeck poledancing between races could be adopted by more crews tho'.

As you know, the B14 Nationals are at Brightlingsea, where we will be all sailing around as fast as possible, shouting and carrying on, some losing our way, some forgetting that you are supposed to steer to avoid hitting buoys and other competitors. In my limited experience of sailing, this seems to be impossible for everyone to do, but I'm not bitter!

Shore side, "Britebringseek", (the only way I can say it while I stay there), always frightens me. The welcoming hospitality of the club & the locals can be overwhelming, so come with every form of *"Pick-me-up-after-I-have-been-excessive-in-every-department"* you can muster. There is a games evening planned and we're in the process of brainstorming another evening of silliness that, god help us, may not turn into a "Lingerie-nite" with "pet food eating contest".....(Sponsored by North I expect?) Keep an eye out on the Forum for further news.

Err, finally, Craig and Toby are gonna come in for some stick (just one, as Craig can't manage two sticks yet), for showing off a little too early. I do hope you calm down a bit because there are one or two, (dare I say), more senior members, who, having got rid of the likes of Mr Searle and Mr Fells, have got their eyes firmly fixed on a slice of World 14 domination. Remember boys, we all like a nice tight finish, so long as you spend some time supporting the slower boats!!

Thanks for reading this. At least I feel better. Like all of you will when you start getting together again for the excuse that is **"B14 Fleet Racing". The best!!**

Love & Kisses,

Leakster. **B14 GBR 760, Leaky Pipes**

(You'll recognise me as the red-haired one).



SouthWest regional series, 2008

The SW B14s had a significant increase on the circuit last year with 5 or 6 boats attending most of the events within range of a reasonable drive. At the same time we have seen continuing growth in the number of boats in the SW - although the Starcross fleet has remained stable at eight; Rod and Sharron have done sterling work demonstrating their boat and have grown the Plymouth fleet to five. Frank Rowsell and Garry Phare (from Exe SC and Royal Torbay YC, respectively) have also bought boats. Add to this the two boats in Falmouth, a few around the Bristol area and a couple of teams looking for boats and the fleet is looking very rosy in the SW.

To build on this we are proposing to establish a regional series with four events which like the fleet winter events piggy-backs on existing events. The four events are listed below.

Event	Date	Notes
Starcross (Exeter) TT	27 th July	Just the Sunday races to count towards the regional series.
Royal Torbay YC (Torquay) Regatta	23-25 th August (<i>exact dates still to be confirmed</i>)	This is not the whole regatta – we will be joining in on the three days of the main dinghy event. Windward/leeward courses.
Restronguet (Falmouth) Skiff Open	20-21 st September	B14 should have our own start.
Mayflower (Plymouth) Final Fling	11-12 th October	We chose the 'Fling' rather than the Plymouth TT event as we want to encourage a big turnout at the end of season event, and the TT will be well attended anyway.

The scoring scheme will be a little different from the main B14 TT series. Each individual race will count in the final series score, with the 50% of the races held to count. We hope this will encourage local teams to enter some of the events even if they cannot attend them all, and even attend one day of some events.

The prizes are still a bit up in the air, but as a minimum we will have prizes for overall winner, first tin rig, and first team with a combined age under 45 (jeez – I can't even win that one sailing single handed!).

Its old time, local open meetings again with the aim of getting new members of the fleet to try out open events and encourage them to go to the bigger and more competitive TT/National events.

If you live in the SW area (or even if you just like travelling down to this part of the world) please support the events and widen the B14 circuit.

Mark Elkington. B14 GBR 762



The Dinghy Show, 2008

The Dinghy Show at Ally Pally – the highlight of all the boat shows for the year when it comes to those who sail proper boats rather than lead-assisted ships. The B14 was this year given its rightful place on the Ovington Boats stand, and we used it to full effect.

B14 761 "Axiom" was deemed to be the boat of choice for the stand. By its new owner Mark Emmett she had been fully fettled and was sporting a brand new set of North sails, including the new LGM-06 mainsail, which looked extremely purposeful with its increased roach. Safe to say, she looked so good I wish I never sold her! Mark certainly got his money's worth when the Marlow ropes man changed the mainsheet, kite sheets and kite halyard for free...

With a good looking boat sitting on a proper stand, we knew we would get some serious interest. Quite a few people were "just browsing", but many would come back for a second look, and once we had shown them how cheap a second hand boat could be, there were a few interested people leaving the show. We offered a few test sails to people (which as we know are a sure-fire way to get people to buy the boat!) and there were some seriously interested people who were looking for good boats, to join the circuit. Some current owners also had a look round the boat to see the state-of-the-art in B14 bimbling.

Many people commented on how well presented the boat was, and how well proportioned the design was. A key draw to the boat was the new sail cloth which looks excellent and is a perfect replacement for the cobra cloth (RIP), coupled with the presentation of the boat on the Ovington Boats stand. If the interest at the show is anything to go by, this year for the B14 is set to be the best we have had in a long time.

Many thanks to all that helped on the stand – it was appreciated. Further thanks to Dan, Dick and Kate for helping to get the boat out the door at the end of the day! Thanks also to Dave Hall at Ovingtons for the space on the stand, she looked right at home amongst the International 14 and the 49er.

George Morris. B14 GBR 772



Nick Craig and Toby Lewis at the Tiger trophy.

Winter Pursuits

With the success of the Winter Pursuit Team in 2006 – 2007, the team for 2007 – 2008 had something to live up to. The main purpose of the series is to show the rest of the sailing world what a great boat we sail and to meet up with friends over the winter and have some great racing.

So far this winter, we have raised the bar yet again, achieving record turnouts with the biggest turnout being at the Tiger Trophy resulting in the B14s entering 12 against the Musto Skiff's 16 boats, with these two being the largest Senior high performance fleets. This was closely followed by the turnout at the Bloody Mary where 9 B14s attended. This year we are not trekking down to Starcross for the Steamer on 2nd March due to lack of water, but the local fleets will guarantee a good turnout approaching 10 boats and at the Hoo Freezer we will hopefully be well into double figures.

Mark Barnes/Pete Nicholson (Seavolution/Blue Marine) won the Leigh-on-Sea Brass Monkey in light airs against the pride of South Essex. Whitstable 2 Thorpe Bay 0.

Piers Lambert and hired gun (is that why they call him Pistol?) Pete Nicholson won the Icicle Trophy at Maylandsea Bay Sailing Club.

The Bloody Mary was again sailed in marginal light conditions and all the displacement high performance boats had trouble breaking through but B14 honours were closely fought with the lead changing 4 times in the last 5 minutes between Tim Harrison/Jonny Radcliffe (Ant Hill Mob) and Seavolution/Blue Marine, with the latter winning by less than a boat length, but they only achieved 72 and 73 overall in the traffic.

The big promotional showing of the year has to be EXCEL, where on Saturday we had 7 boats showing just how close the racing can be whilst also having a lot of fun. The group put on a superb show and as a result we got some great feedback from exhibitors and general public. Next winter may be more difficult due to a large group of us being in AUS for the Worlds, but hopefully Dave Hayes will muster a select few and put a good show on. On Sunday, Seavolution/Blue Marine and Ince&Co represented the B14s in the "Battle of the Classes", with Seavolution/Blue Marine being first high performance boat but still 300-400 m off the front at the finish. With Mark Emmett's rebranded ship on the concourse, it rounded off a very successful weekend.

At the Steve Nicholson Memorial Race day, we had force 3-5. It was Nick Craig/Tom Gillard (AT&T) coming 2nd in Nick's first proper event which was impressive, recording 3rd and 4th. Seavolution/Blue Marine came 4th recording 7th and 2nd as a result of our throwing race 1 away when Pete ejected off the boat going into the last gybe, but having survived the gybe, had to capsize the boat to retrieve a very cold Pete. Alas it does add to one's tales for the bar and dinner parties.

The Tiger Trophy at Rutland was unfortunate in that the conditions were extreme and the cold weather took its toll on both Saturday and Sunday, so ending many teams' sailing on Saturday. However, AT&T with regular crew Toby Lewis in the front, did a commendable job and came 5th overall. Other stars on the Sunday were Mark Watts/George Morris who came 22nd in the big race. Unfortunately, we like several others on Sunday, had a day which we will not forget for a long time, but much of it could be put down to the conditions. The dinner though was a resounding success but our table conceded to Team Watts in the drinking games as we could not keep up.

We have the Hoo Freezer upon us over 8-9th March and this is one of the big winter classics, and one which B14s have won in the past. Categories include Individual, Club and Class teams consisting of 3 boats, but you can only enter as a club or team member. Last year if we had not had a navigation error (AT&T, CSC and Seavolution/Blue Marine), Team B would have won the team and possibly individual prize. So this year we need a good turnout and Leaky has offered all attendees floor space in his farm house but you may have to share your bed with Bouncer. She took a liking to Pete last year but there you go. So for the final fling of the series, if you can, then rock up for one of the great weekends of 2008.

Finally the Winter Pursuit Team would not happen without the input of those souls who hit the road week in week out even if they do not win. They are the true Champions of this Winter Pursuit Team and it is they who are the unsung heros of the European B14 Class Association.

B14 Winter Pursuit Team 2008 Roll of Honour

645	Sailsport – Tony Blackmore/Char
678	Barry Price/Alistair Storer
688	Brian Whitmey/Jon Hill

Continued on next page...

Winter Pursuits, continued...

690	Paul Thompson/Louis Saunders
702	Dry-shirt UK - Phillip Murray/Kevin Rutherford
711	Chris Bishop/Laura Hitchcock
733	Ben Clegg/Jo Pavey
735	Team Credo – Theo Gayler/Jack Spencer – Top full Youth Team 2007
744	Velocitek – Guy Whitby/Anna Payne
753	Alan Davis/Kathy Sheratt
757	MJF/North Sails (UK) – Dave Hayes/Rich Bell/Drew Malcolm
760	Leaky Pipes – Geri Brown/Leaky
762	Mark Elkington/Charlie Game
768	Seavolution/Blue Marine – Barnsie/Pistol
769/654	Chattonaaga Cho-Cho – Dan Cowin/Rachel Bennett
770	Simon Hadley/ Tristan Hutt/Nikki Webster
772	Ince&Co – Mark Watts/George Morris
773	AT&T – Nick Craig/Tom Guillard/Toby Lewis
774	Piers Lambert/Pete Nicholson
775	CSC – Chris Bines/Dave Gibbons
776	Hydrotherapy – Dick Roe/Kate Dulieu
777	Ovington – Dave Hall/Phil Eltringham/Edward Robbs

Mark Barnes. B14 GBR 768, SeaVolution/Blue Marine



Intense action at Rutland during the Tiger Trophy, as Ronnie Barker surprisingly reprises his tramp character from "The Two Ronnies"

Plymouth in the pink

A flush of B14's at Mount Batten Sailing Centre, Plymouth.

After a year sailing 745 'Little Blue' by ourselves, on the large expanse of water that is Plymouth Sound, we seem to have generated some interest in the B14 class. We only race on the circuit or very occasionally at Starcross, because there is no formal racing suitable for the class held in the Port of Plymouth.

Recently, the situation has changed, we are Billy-no-mates no longer. Over the winter we have had 4 new B14's purchased and are based at Mount Batten. I'm sure it's not just us attracting attention, but a reflection on the huge drive by the B14 class association to raise the profile of the boat.

Martin + Alli Northcott purchased the very green 358 late last year. They previously sailed an old boss, but found it a little too tricky to sail consistently and kept breaking it or themselves. An Aussie boat built by Kulmar in epoxy, it looks as though it is set up for extreme winds with oversized Harken blocks and alloy spreaders which look almost agricultural. They are very keen, and are out every weekend practicing, weather permitting.

Student Allistair Moppett brought down 694. The boat is in good condition and well rigged. We have only seen him out once at the weekend, as he sails during the week (bloody students) and is keen to learn more, and to get out racing.

Sally Johns and Mike Roe emailed me in December and asked for a demo sail. It must have gone well, as they went and purchased 747 within a couple of weeks. They are both very fit and keen, also getting out most weekends, and plan to attend training events and some of the south west circuit.

And finally last week, after talking about buying a B14 for a year, Ian Emery and Sandy purchased 746, a bright yellow boat from the Isle of Wight. Ian has plenty of dinghy racing experience (if a little rusty) whilst Sandy is a relative novice.

We also have Rob Loader sailing 645 in the port, based at Torpoint Mosquito SC. It will be interesting to see how he gets on within the fast handicap fleet. We may pay him a visit on masse when they have an open meeting later on in the year, and also try to convert some more to the class.

It's interesting to note that all of the boats are sailed by mixed gender crews down here. I think it's the diet of Stella and pasties that enable the fairer sex to sail the boat to its full potential in open water.

In general, it's a very sad state of affairs in the Port of Plymouth, with little organised dinghy racing over the last two years which has resulted in the demise in numbers of dinghies, especially race ready asymmetric dinghies. It's a crazy situation as we have a huge expanse of open or protected water available to us, no sand banks and clean wind. We have extremely flat water for blasting when it's north westerly (we regularly clock 20+ knots on the GPS) and can have 2 metre + swells to play on when the wind is in the south.

We thought that the only way to reverse this apathetic trend is to grow our own fleet, and organise our own racing suitable for fast asymmetric dinghies.

It looks as though the B14 may become very popular in Plymouth, because of a number of factors:

- Its initial low cost purchase price – this is in line with the wage income for the south west.
- The performance is easily accessible - you don't have to be an Olympic athlete to realise the boats potential. It's relatively easy to pick up inexperienced crews and still get out sailing.
- It's fun to sail. Most of the fleet go out to sail because they enjoy sailing the boat.

The next stage is to point the developing fleet towards training at a local level, and then start racing. At present there is open water windward- leeward racing scheduled with Mayflower SC once a month through the summer every Sunday. This may be extended to evening sailing if the demand is there. A South West regional circuit has been organised by Mark E. This is designed to be a bit low key and acting as a stepping stone to the more full-on B14 TT circuit. Later in 2009 we are to host the B14 nationals in Plymouth..

In addition to our efforts, Mount Batten SC has been tasked to develop dinghy sailing and racing in Plymouth. So far this has resulted in the dinghy manager Tim Cross persuading Fat Face to hold their first dinghy 'night sail' at the centre. This promises to be a massive event similar in status to the tide ride.

That's it for now, we're all really looking forward to this season, with a fleet that is beginning to rival Starcross. Watch this space.

Rod + Sharon. B14 GBR 745 'Little Blue'

The software elves (or should that be orcs) have been busy over the winter season making some changes to the website - some of which you may already have noticed. Under the hood the main change is that some of the dynamic content displayed on the website is driven by back-end databases rather than the committee worker bees having to manually create and maintain web pages. It also means that the B14 membership spreadsheet has been retired and Trish maintains member records on a centralised database.

The main changes are described below.

QUICKLINKS menu

I have put links to the website pages that are used the most under a single menu.

CENTRAL BOAT DATABASE

We can now attempt to keep track of all the boats and whether their owners are members of the association or not. Trish maintains the association members details and Barnsie and I add the build details, team profile, sponsor information etc. We are very interested in maintaining current contact information for all boats even if they are not members of the association. The database doesn't include the AUS boats yet - but has been written so that they can be included if the AUS association want to join in.

The **BOAT** database is used to dynamically update the following pages:

UK B14 Teams ([click here](#)) - a page with a short profile on each association member

QUICKLINKS About B14 Go Faster Events Marketplace Membership Chat More.... AUS National Site Web Site

Wednesday, March 05, 2008 ...: About B14 » B14 Teams » UK B14 Teams :...


UK B14 Association - Team Profiles

[If current details are not correct please use the forum to send a PM to "marke" with the correct information]

Search for: boat no. Contains Search Show all Records Per Page:: 10

31 boats found - Page 1 of 4 [1 2 3 4]

776 Hydrotherapy




click for full image

Helms: **Dick Roe**
Crew: **Kate Dulieu**
Club: **Great Yarmouth & Gorleston SC**

Committee:
Results: 2008 - Grafham Grand Prix 3rd
UK Nationals 07 - 10th, UK Travellers Trophy 07 - 7th

Sponsor:

774 Harken



Helms: **Piers Lambert**
Crew: **Tim Bees**
Club: **Brightlingsea SC**

Committee:
Results: UK Nationals 07 - 7th

Sponsor: **Harken**
Harken, Inc. is a leading manufacturer and

Continued on next page...

UK Club Fleets/B14 club report ([click here](#)) - this provides details of the main B14 clubs and a link (click - List all clubs) to every club we have on the database and who sails there. [I hope to get a Google maps version going in the summer too].

Wednesday, March 05, 2008

... About B14 » B14 Fleets » UK Club Fleets ...

Main B14 Fleets in the UK

Click club name to get full club page and details of the clubs B14 fleet...

List ALL CLUBS with B14s

Brightlingsea SC	Brightlingsea Sailing Club, Oyster Tank Road, Brightlingsea, Essex CO7 0BA	01206 303275	Website	01206 303275
Great Yarmouth & Gorleston SC	Harbour Mouth, Gorleston on Sea, Norfolk, NR31 6PL	gygsc@hotmail.co.uk	Website	
Starcross YC	Powderham, Exeter, Devon, EX6 8JJ	ViceCommodore@starcrossyc.org.uk	Website	01626 890470 (Race days only)
Weston SC	Abbey Hill, Netley Abbey, Southampton, SO31 5FB	info@weston.org.uk	Website	
Whitstable YC	Whitstable Yacht Club, 3-4 Sea Wall, Whitstable, Kent, CT5 1BX	office@wyc.org.uk	Website	01227 272942

Wednesday, March 05, 2008

... About B14 » B14 Fleets » UK Club Fleets ...

[Register](#) [Log](#)

Starcross YC

[UK](#) / [West](#)



Address: [Powderham, Exeter, Devon, EX6 8JJ](#)
Phone: [01626 890470 \(Race days only\)](tel:01626890470)
Email: ViceCommodore@starcrossyc.org.uk

[Map](#) [Website](#)

B14 Contact: [Mark \(Rocket\) Elkington \[forum: marke\]](#)

B14 Open Meeting 26/27 July 2008 - Training Saturday, TT5 on Sunday

Starcross Sailing Club is located on the west bank of the River Exe estuary at Powderham. It is one of the oldest yacht clubs in the British Isles, having been formed in 1772, but is now a thoroughly modern, informal family club devoted to the pursuit of small boat sailing with all the facilities expected by keen small boat sailors. There are excellent changing rooms and showers, plus launching and berthing facilities for sailing dinghies and catamarans. Whilst the site is totally private, including our own car park, the main advantage of the location is it fronts a picturesque quiet and uncluttered wide stretch of the river where excellent sailing can be enjoyed.

644	Tony Blackmore / Charlotte Jones	
646	Crispin Taylor / Tom Baker	
653	Paul McGahey /	
695	Mark Collett / Dianne Collett	
730	Willi McGrath / Harrison Reece	
762	Mark Elkington / Charlie Game	Beware the Winged Monkey
764	Mark Pollard / Richard Hingston	
767	Mark Phillios / Paul Bartlett	

Continued on next page...

If you spot any errors in your team profile entry – and I'm sure you all will - post on the Website Problems topic in the "The Management" forum and I will update them. If you have a sponsor - remember to send me web links where I can get text and logo for them.

EVENTS DATABASE

We now have a database of B14 events which Dan and Barnsie maintain. The main reason for doing this was to provide an events page which can be linked to event information without having to create new pages for each event - this will make it much easier to update results after events. Again the database currently only contains UK events, but has been written so that it can handle AUS events if the AUS association want to use it.

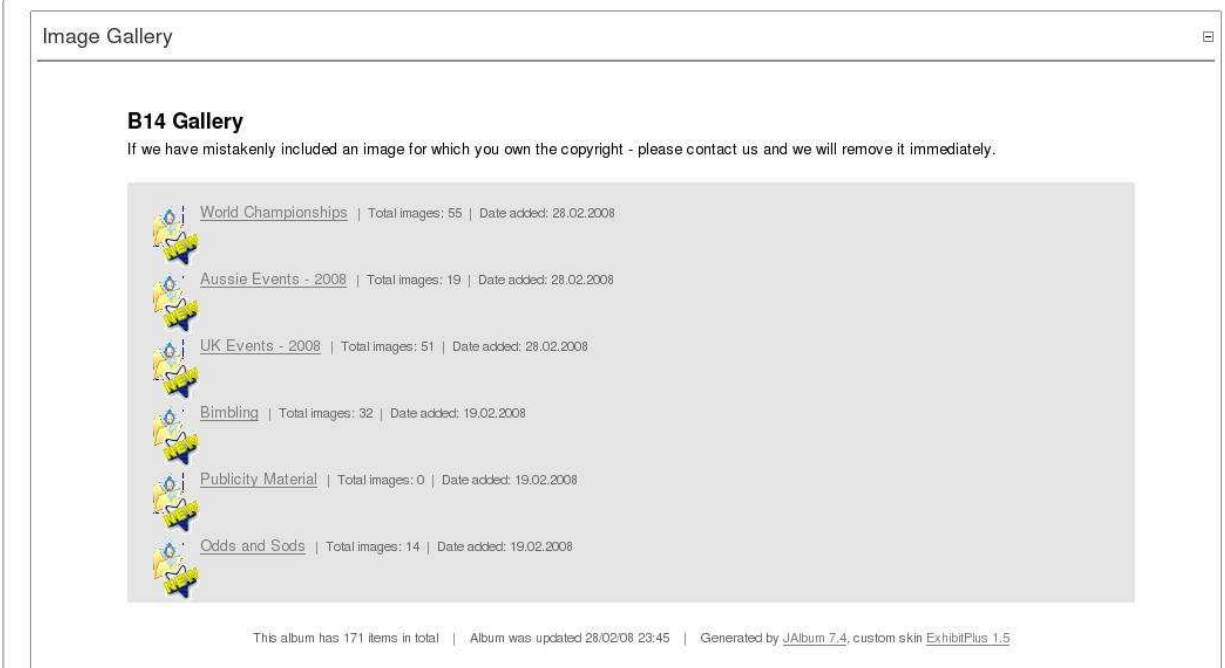
The EVENT database is used to create the Events Calendar page ([click here](#)). Use the links to get to information about the events you are interested in. We will not need to have a menu page for each event notice/report now - only the major events (e.g. nationals, worlds etc.) will have their own page.

QUICKLINKS About B14 Go Faster Events Marketplace Membership Chat More... AUS National Site Web Site						
Wednesday, March 05, 2008 ...: Events » UK Events '08 » Events Calendar ...						
UK Events Calendar 2008						
Mar 08	1st - 2nd	Dinghy Sailing Show [] Mark Emmetts recently pimped '761' will be on the stand Helpers wanted to man the B14 stand - contact George via the forum or email	Alexandra Palace, London (event website)	?	?	
Mar 08	8th - 9th	Hoo Freezer [Winter Event]	Hoo Ness YC (event website)	?	Mark Barnes	Notk
Mar 08	15th	B14 Training - 1 [Training]	Rutland SC (event website)	?	?	
Mar 08	16th	Travellers Trophy - 1 [UK Circuit]	Rutland SC (event website)	?	?	
Mar 08	21st - 24th	Easter Grand Slam []	Weston SC (event website)	?	?	
Apr 08	12th - 13th	Training Event [TASA]	King George SC (event website)	?	?	
May 08	4th	Travellers Trophy - 2 [UK Circuit]	Great Yarmouth and Gorleston SC (event website)	?	Dick Roe	
Done						

GALLERY

I have replaced the gallery with a completely new gallery system which is MUCH easier to maintain and far quicker to load ([click here](#)). I have put a few galleries in place and I will put some more up over the next few weeks. We will add 2008 event galleries during the year. This is the place to go to see your most embarrassing pictures.

Continued on next page...



The layout and navigation still need some improvement - I'll try and sort this out; but at least it loads somewhat quicker than the old gallery.

EURO CHAT

OK I know it sounds like a seedy Ch5 late night programme - but it is just a change of name for the UK Chat forum. Barnsie has a plan for world domination and this is the first step - actually it's in response to the growing interest in the B14 from France. Europeans in France next year please.

TT RESULTS

Wattsie now has a Sailwave results file which will post directly to a web page each time he updates it - so we hope to get the current TT position out immediately after each event. The page is currently blank, but should update a couple of days after Rutland - no pressure Mark!

AND FINALLY...

It is not all good news on the website . . . I still have a couple of problems that are proving tricky to resolve . . .

The home page does not fit in the screen unless you refresh the page (this should be a simple fix but for some reason it isn't)

The bastard emailer within the Chat page is not working giving confusing error messages (just keep posting and PMing - its all working apart from email notification) - the routing of our email traffic is a little bizarre and I think it is something to do with this.

. . . and finally finally: if you have any other suggestions for the website, or niggles with how it works let me know. Again post on the Website Problems topic in the **The Management** forum or send an email to webmaster@B14.org (it will probably help with delivery if you don't mention Viagra or penis extensions in the email subject).

Mark Elkington. B14 GBR 762.

Rules OK?

The B14, one big happy family - conforming to Class and ISAF Rules

In 2004, we instigated a system whereby a group of people designated by the B14 Class Association Committee, would monitor all boats participating in Class Association TT events, National and International Championships and other events such as the Tide Ride and Fat Face Challenge (new this year).

How it works is that the designated people (known as the Enforcement Team for this article) quietly go around the dinghy park checking that all participating boats conform to the B14 International Class Rules. If a boat does not conform we have a quiet word and ask the offending team to make changes - if not prior to racing due to kit and time constraints then before they next race. To date all have respected this request when asked and have made the changes. This has enabled us to develop an open and friendly atmosphere within the fleet and avoid confrontation, which I believe people joining Class find refreshing.

The Enforcement Team also observe the fleet on the water, at the front, in the middle and at the back of the fleet. The reason behind this is, to again avoid confrontation and animosity in this close-knit like minded group. Any culprits are quietly taken aside and where required, asked politely to change their attitude/approach to sailing the boat for the benefit of both themselves and the rest of the fleet. Where this has had to be used in the last 3 years we have had near total success, resulting in cases where those spoken to now get better reception from the fleet and so enjoy their racing and socialising much more than would have otherwise been the case. This can cover being overly aggressive including regular barging, so resulting in unnecessary pile-ups and possible major damage to ooching and foul play.

This may result in a competitor being put on watch by the Enforcement Team till they have conformed and are no longer considered a disruptive influence. They will be told of this. The nicest compliment we have received over this issue is when one person thanked us as they now enjoy their sailing more and get great feedback from their fellow competitors.

The system has been put in place to primarily maintain fair play and harmony within the B14 Class Association and does not replace the process where a protest committee may be required but works alongside it.

For all those new to the fleet, if you have concerns or wish to discuss situations then come and talk to one of the committee and we'll talk it through with the parties concerned.

So what we now have is a very competitive friendly group that is growing by the week. They know how to race hard, party on down and look out for each other, which I personally think is great and can be held as a guiding light to other Class Associations. So hold your heads high and let's have some great, clean, fun racing in 2008.

Mark Barnes. B14 GBR 768, SeaVolution/Blue Marine.

Who set the trip wire? And who's noticed? Trouble ahead at ExCeL.



2008 Calendar

January			
12th	Winter Pursuit Series	Bloody Mary	Queen Mary SC
19th	Winter Pursuit Series	ExCeL Fleet Race	ExCeL Dock - London
20th	Winter Pursuit Series	ExCeL Pursuit Race	ExCeL Dock - London
26th	Winter Pursuit Series	Steve Nicholson Memorial Race	Northampton SC
26th - 27th	Winter Pursuit Series	Weston Warm Up	Weston SC
February			
2nd - 3rd	Winter Pursuit Series	Tiger Trophy	Rutland SC
March			
1st - 2nd		Dinghy Sailing Show	Alexandra Palace - London
8th - 9th	Winter Pursuit Series	Hoo Freezer	Hoo Ness YC - Kent
16th		Training	Rutland SC
17th	UK Circuit	TT Series Event 1	Rutland SC
21st - 24th		Weston Easter Grand Slam	Weston SC
April			
12th - 13th		TASA Training Event	King George SC
May			
4th	UK Circuit	TT Series Event 2	Great Yarmouth and Gorleston SC
24th-26th		NATIONAL CHAMPIONSHIPS	Brightlingsea SC
June			
7th - 8th	UK Circuit	TT Series Event 3	Mayflower SC - Plymouth
July			
5th		Fat Face Challenge	Mount Batten Sailing Centre - Plymouth
5th - 6th		Lord Birkett Trophy	Ullswater SC - Northumberland
12th - 13th	UK Circuit	TT Series Event 4	
26th		Training	Starcross YC
27th	UK Circuit	TT Series Event 5	Starcross YC
August			
30th - 31st	UK Circuit	TT Series Event 6	Lee-on-the-Solent SC
September			
13th - 14th	UK Circuit	TT Series Event 7	Thorpe Bay YC - Southend
27th - 28th		TASA Training/Racing	Weston SC
October			
4th - 5th	UK Circuit	TT Series Event 8 - Holt Tide Ride	Hayling Island SC
11th - 12th		Final Fling	Mayflower SC - Plymouth
25th - 26th		TASA Final Event	
November			
1st - 2nd	UK Circuit	TT Series Event 9 & Inland Championships	Grafham Water SC
December			
2009			
January			
2nd - 4th		Pre -Worlds / Australian National Championships	
6th - 10th		WORLD CHAMPIONSHIPS	

Dan Cowin, B14 GBR 769