

Contents

- 🔔 **Ed's back** – every silver lining has a cloud
- 🔔 **The View from the Chair** – Mark Watts
- 🔔 **2008 National Championships** – the full report
- 🔔 **Social news** – Leaky lets loose
- 🔔 **Fat Face Night Race report #1** – Barnsie's official report
- 🔔 **Fat Face Night Race alternative reports** – for that's what they are
- 🔔 **Northern boats report** – Kevin Rutherford updates us with what's happening up there
- 🔔 **Lord Birkett Trophy report** – Kevin Rutherford was there
- 🔔 **The Champ reports** – in the last issue Nick Craig was a newbie, now he's the champ
- 🔔 **Being new** – another newbie, Mark Emmett
- 🔔 **Rope lengths** – Barnsie extols the virtues of a good length
- 🔔 **Chandlery** – Tony 'Tent Peg' Blackmore on the gear he uses
- 🔔 **Carbon Wings** – Barnsie on the hot topic from this year's AGM
- 🔔 **Rush Sails developments** – Chris Bishop brings another sailmaker to the class
- 🔔 **Whitstable Yacht Club** – Barnsie profiles one of our favourite clubs
- 🔔 **2008 calendar** – the year is marching on, here's what is still to come

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First mark action from the first race of the 2008 National Championships

Ed's back...

Whither the weather?

Is it just me, or are we a jinxed fleet? It must be one or the other. Or maybe it's just as a combined entity that we're cursed. Look at the facts - here's my complete record of B14 events since joining the fleet at the end of 2003:

Whitstable Open 2004 - Sunday curtailed when the wind disappeared halfway through the first race.

Brightlingsea Nationals 2004 - penultimate day survival conditions, final day blown off.

Brightlingsea Open 2005 - Saturday blown off, Sunday v. breezy.

Whitstable 2005 - OK I wasn't there, but Ferret my trusty crew/co-owner drafted in my I14 and 18'er crew of 9 years to steer, they did fantastically well to be one of only 5 boats to finish all races on Saturday (then trashed the mast & boom on the way back in - winking the story out of them in a series of text message a few hours later from the comfort of a 40 foot charter yacht in Turkey was great fun). Sunday was blown off (in Whitstable, not Turkey - turkeys gobble...).

Brightlingsea 2006 - a relatively triumphant 2 days racing out of 2, although Saturday wasn't exactly vintage and Sunday was horrible snakes 'n' ladders conditions.

Whitstable 2006 - Euros 3 day event, racing every day! Missed Friday through work, broke a wing first race on Saturday, but the weather was good.

Brightlingsea Open 2007 - Saturday curtailed by light winds. Excellent racing on Sunday.

Whitstable Open 2007 - Saturday blown off. Sunday good.

Gorleston Open 2007 - all races sailed in increasingly extreme North Sea conditions.

Grafham Inlands 2007 - Saturday increasingly light 'n' fickle, Sunday totally calmed off.

Gorleston Open 2008 - one race started, none finished. The breeze took its ball away and refused to play.

Brightlingsea Nationals 2008 - 2 days blown off, 1 days racing out of 3.

It's not looking that good is it?

On the subject of the Nationals, I'm truly sorry we put on such a dismal display of weather. On the upside, Leaky's 'Indoor Injury Volleyball' was a stroke of genius, although having your legs strapped together when the rules dictated that you kept your bum on the floor was perhaps not the handicap it could have been. This was more than made up for by the super-astigmatic glasses which were debilitating to the point where I started to recall the days when I used to drink cider, and believe me that's not something I was able to recall at the time let alone nearly 30 years on. Our esteemed (or should that be steamed?) Commodore remarked "The B14s are easy, they make their own entertainment". I guess it's not a bad thing to be good at playing with yourselves?

Back to the weather, this last weekend just gone [*Ed. note – that'll be just over 3 weeks ago by the time you read this*] [*Another Ed. note – how come I'm putting Ed. notes in my own article?*] Brightlingsea hosted a 2 day open for Merlins (lots of expensive carbon, built in the clinker style, dragging big lumps of lead around), Fireballs (do they still make coffins out of wood?) and Containers. What could possibly go wrong? Well I guess it was me - the Mrs & I decided to have our first weekend away on our lovely 25' wooden gaffer, having only got launched the previous Sunday (anyone remember painting & varnishing?). So naturally Saturday was grey & drizzly, and Sunday was... you've guessed it, blown off. We had a cracking sail home in a F6-7, which had me thinking what a fantastic day's sailing one would have had in a dinghy suited to the conditions, and how often we miss out on great days sailing simply because our chosen steed isn't suitable. With a smaller/lower sailplan a B14 would be an absolute hoot on a day like that. I guess that's where the coffin comes into it's own!

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Ed's back, continued...

To fully test my weather jinx theory we then spent a week cruising the delightful uncrowded East Coast rivers. The longest day had only just passed. It was Glastonbury weekend. The 2nd week of Wimbledon was just starting. Again, what could possibly go wrong? Actually we were very lucky, the weather was great. Not so the following week (last week as you read this hopefully) with more gales and rain than a B14 nationals weekend. The blame for that can be laid at the door of the International Moths who gathered 95 boats from 18 nations for their Worlds at Weymouth and were only able to sail on the final 2 days of the week. Ha! So it's not just us and it's not just me.

Right, that's me done, I'll get me coat, get back in me box, where's me washboard and Bon Jovi to you all.

Mike Bees, B14 GBR 771



Half of the Ed. enjoys a nice cup of tea on his holidays. He hasn't noticed the flubber surfing up behind him at high speed...



No wind can be nice – the river Roach near Paglesham on a Friday morning when most of you were at work and I wasn't.

The View from the Chair

Chairmans usual ramble!!

Yep it's me again. For some reason I seem to be once again in the position of trying to represent, as European Chairman, the ever increasing rabble of B14 sailors. So a big thanks (I think) for giving me a shot at another year.

Since my last instalment the sun has come out but what has happened to the wind this season! In my increasing years I can say. it never used to be like this!

Training at Rutland (no wind drift, then too much wind)

Great Yarmouth (No wind) – But thanks to Dick/Kate for hosting everyone.

Nationals (only 1 day of racing – too windy!)

Sigh ☹

However it hasn't all been doom a gloom. What a days racing we had at the nationals with the fleet tighter than ever and Leaky on top form to bring us another legendary social and sore heads (George, how many times did you drop that main halyard shackle in the mud the next morning ☺). How we let Nick sneak off with the top prize is another story but we will all be back fighting to make sure he doesn't run off with anymore major pots this year. Well done Nick and Toby (I personally blame Tim for selling his boat to Nick☺).

The event at King George and some evening fun with some crazed looking dogs and a rabbit turned out to be a huge success, so a big thanks for all that organised this at such short notice and somewhere I think the fleet will return to in the coming years as it fits with the B14 ethos of friendly, well-run clubs.

And finally the first scheduled event of the year with wind at Plymouth with great racing, more new faces and what I think most will agree will be a great location for next years nationals. A big thanks to Rod for sorting this one out and playing host for the weekend and if we can just book the nationals to be the same as race 1, thanks ☺ I miss the B14 and waves!

Again this year we are seeing new teams and some of the best looking and pampered boats we have seen for many years... although Mr Emmett having a second centreboard so you don't scratch your lovely new one is a step too far! Stop hitting things instead ☹ [*Eh? How are we supposed to do that? Ed.*]. The southwest fleet is growing all the time, there are more boasts heading off to France and growing unrest from the North about lack of events as the fleet grows (more to follow on proposals for northern gatherings and future events)

So where next.. well despite a bit of a post nationals lull we have some of the best of the season still to come (take a look at the events calendar for full details).

The committee are working closely with Chris Turner at Ovington boats to organise a build of new boats later in the year and the demand is very encouraging. It is vital we get the flow of new boats into the fleet as the list of secondhand boats is rapidly drying up and there are more and more teams looking for new boats.

I will end with a quick note. We have 11 boats paid and confirmed for Tasmania Jan 2009. We still desperately need at least 2 more to fill the containers. There are all sorts of possible options to help you get there so if anyone has even the slightest interest then let me know. It is already looking to be an unmissable event!

Oh and finally a well done to George for putting up with me over the last few months, securing a sponsor and surviving the nationals for a well earned 3rd. We still need to work on his post race beer technique, fitness, tactics, balance, ability to manage helms mental state but other than that top job ☺ (just kidding of course).

Tara for now and roll on the rest of the season.

Mark Watts, European Class Chairman, B14 GBR 772 Simmons & Simmons

P.S. anyone remember how to start in a B14 I seem to be getting worse ☹

2008 National Championships



Report Authors – Nick Craig/Mark Barnes/Mark Watts

Having monitored the forecasts over the last week, we saw a sizeable number of boats traveling from further parts of the UK decide not to travel. However, with a depleted fleet of 27 boats, the B14 Circus still managed to put on a show over the Bank Holiday Weekend.

Where many fleets having experienced horrendous conditions over the weekend, the B14s were lucky to even get a series in.

Saturday dawned to overcast skies and winds gusting to 20 - 25 knots. Launching into a sheltered shore and offshore winds, the 3 sail reach to the start was full on and will be remembered by some for a while. Unfortunately the wind increased to 30 knots whilst the fleet was afloat and so racing for the day was abandoned with the fleet retiring to the bar and B14 Fleet Social mastermind Leaky's unique take on indoor volleyball, providing another unique B14 social experience!

After the adrenalin rush of blasting in a near gale on Saturday, the nationals continued with still quite windy and certainly adrenaline rush sailing on Sunday. The forecast was for 20+ knots of wind. However, the race team did a great job of squeezing in 4 races as the breeze built from 13 knots to 18 – 20 knots at the finish of racing. Three of the 4 pre-race favourites set their boats up for the big breeze but alas this was to be their undoing as the wind only kicked in during the last race.

Race 1 started at the first attempt with a square line but some of the favourites had a less than great start to racing. The fleet split left and right but event dark horses the Boulder Brothers (Nick Craig/Toby Lewis) led to the windward mark only to set onto it, resulting in a 360 turn, allowing Ovington Boats (Chris Turner/Phil Eltringham) through to the lead followed by CSC/Hyde Sails (Chris Bines/Dave Gibbons), Ronstan (Mike Bees/Ferret) and The Anthill Mob (Tim Harrison/Jonny Ratcliffe). With nothing between the first 8 boats, it was to be real nip and tuck downwind. At the Leeward mark, it was Ronstan being chased down by a recovering Boulder Brothers. Over the next round, the lead was to change several times but the Boulder Brothers were to prevail and take the win from Ronstan, Anthill Mob, Simmons&Simmons (Mark Watts/George Morris, MJF/North Sails (Dave Hayes/Rich Bell) and reigning champions Seavolution/Blue Marine (Mark Barnes/Pete Nicholson) recovering remarkably from a traumatic start to 6th place. One of the pre-event favourites CSC/Hyde Sails, who love heavy airs, were very unlucky to suffer wing failure while running nicely in 3rd.

Race 2 and the wind strength remained force 3 but got shiftier. Previous champions MJF/North Sails, hit hard left off the pin for the lee bow and it paid handsomely to led at the windward mark, getting away on a tasty gust to open a large lead, followed by Hyde Sails 2 (Alan Davis/Kathy Sherratt), and 764 (Mark Pollard/Richard Hingston). With the chasing group closing down the leading boat over the next 2 rounds, but failing to catch them, MJF/North Sails won from a compact group led by the Boulder Brothers, Simmons&Simmons, Seavolution/Blue Marine, Ovington Boats and Ronstan.

Race 3 and at last the breeze began to build and with it the raked rigs started to come into play. The Anthill Mob took the pin on port, crossing the fleet and heading out to the right hand side. Seavolution/Blue Marine took the left hand side followed by the Boulder Brothers and Ovington Boats with the left paying. Down the run the leading 2, Seavolution/Blue Marine and the Boulder Brothers were neck and neck but Seavolution/Blue Marine broke loose at the leeward mark. However, on the beat the Boulder Brothers climbed inside to grind out

2008 National Championships, continued...

a lead at the windward mark. With another chase downwind, Seavolution/Blue Marine got the better on the drop but this was not to last. On the beat, again the Boulder Brothers climbed inside grinding out a lead, leading down the next run, holding the lead over the final round, building on this to lead to the finish from Seavolution/Blue Marine, Ovington Boats, Acxiom (Mark Emmett/Allan Stuart), MJF/North Sails and Ronstan.

Race 4 and finally a nice steady 16 – 18 knot breeze making for brilliant downwind sailing and a real test for crews as they handled 30 sq.m. of kite in race 4 at the end of a very physical day! Seavolution/Blue Marine led off the pin with the MJF/North Sails having overshot the pin, bailing out and driving to the right hand side. Up the beat Seavolution/Blue Marine ducked the Boulder Brothers to lead at the windward mark from the chasing pack of 5 boats. Down the run the leader opened out a lead with Acxiom, Ovington Boats and the Boulder Brothers taking up the chase. Over the next lap Seavolution built on their lead with nothing to chase between Acxiom and the Boulder Brothers. Down the run however, Seavolution/Blue Marine had the wrap from hell and saw a large lead disappear, but super-crew Pistol Pete quickly sorted the problem to put them back in the race, rejoining the race in 5th. Over the next round the Boulder Brothers broke loose with Seavolution/Blue Marine on a charge through the chasing group. At the finish the Boulder Brothers won from Seavolution/Blue Marine, with a close battle for third, Simmons&Simmons having sailed low and fast from the top mark took the inside line holding Acxiom and Ovington boats out beyond the layline to claim third from Acxiom fourth, Ovington boats falling to a capsize on the final gybe just metres from the line, this group were then closely followed by Ronstan and Two Racks of Pork (Piers Lambert/Tim Bees).

The evening saw the fleet at the AGM and a subdued evening with many crews recovering from the intense close racing seen across the fleet during the day and strange memories of the night before!

Sunday dawned with 30 – 40 knots winds and driving rain and no choice but to abandon racing for the day. So it was that the Nationals of 2008 were to close with a single days racing run by a race team that showed slick work and good courses. The shore team also deserve a mention for providing the shore held crews with large amounts of quality food and joining us in the party theme during the weekend.

Congratulations must go to Nick and Toby who since buying their boat, have put in many hours in some extreme conditions, resulting in their winning a closely fought Nationals at their first attempt.

Other notable performances were top youth boat Credo (Theo Gayler/Jack Spencer) showing the older hands, they'll need to stay on top of their game by coming in 10th overall and at times being in the front pack. Sailsport (Tony Blackmore/Charlotte Jones) showed that kit isn't everything by coming in 11th and first tin rig.



No pain no gain – 2008
Champions Nick Craig
and Toby Lewis.

2008 National Championships, continued...

Results

2008 National Champions: 773, Nick Craig and Toby Lewis, Frensham Pond SC.

Youth champions: 735, Credo, Theo Gayler and Jack Spencer, Emsworth Slipper SC.

1st Lady: 644, SailSport, Charlotte Jones, Starcross YC

1st Tin rig: 644, SailSport, Tony Blackmore and Charlotte Jones, Starcross YC

Handicap winners: 749, Hills Group, Henry Wells and Alex Capon, Dabchicks SC

Buddies: 771, Mike Bees & Ferret, Brightlingsea SC

735, Credo, Theo Gayler and Jack Spencer, Emsworth Slipper SC.

Pos	No	Helmsman	Crew	Home Club	Name	R4	R5	R6	R7	Nett
1st	773	Nick Craig	Toby Lewis	Frensham Pond SC		1.0	(2.0)	1.0	1.0	3.0
2nd	768	Mark Barnes	Pete Nicholson	Whitstable YC	Seavolution	(6.0)	4.0	2.0	2.0	8.0
3rd	772	Mark Watts	George Morris	Weston SC	Simmons & Siimmons	4.0	3.0	(7.0)	3.0	10.0
4th	757	Dave Hayes	Rich Bell	Southport	MJF/North Sails	5.0	1.0	5.0	(7.0)	11.0
5th	771	Mike Bees	Ferret	Brightlingsea SC		2.0	(6.0)	6.0	5.0	13.0
6th	761	Mark Emmett	Allan Stuart	Weston SC	Axiom	(8.0)	7.0	4.0	4.0	15.0
7th	777	Chris Turner	Phil Eltringham	Tynemouth SC	Ovington	(9.0)	5.0	3.0	9.0	17.0
8th	774	Piers Lambert	Tim Bees	Brightlingsea SC		(10.0)	9.0	8.0	6.0	23.0
9th	758	Tim Harrison	Jonny Ratcliffe		Anthill Mob	3.0	17.0	9.0	(28.0)	29.0
10th	735	Theo Gayler	Jack Spencer	Emsworth Slipper SC	Credo	11.0	(12.0)	12.0	10.0	33.0
11th	644	Tony Blackmore	Charlotte Jones	Starcross YC	SailSport	13.0	13.0	(15.0)	8.0	34.0
12th	762	Mark Elkington	Charlie Game	Starcross YC	Winged Monkey	20.0	(28.0)	10.0	11.0	41.0
13th	745	Rod Boswijk	Sharon Binney	Mount Batten SC		(16.0)	14.0	16.0	12.0	42.0
14th	764	Mark Pollard	Richard Hingston	Starcross YC		7.0	8.0	(28.0)	28.0	43.0
15th	763	Alan Davis	Kathy Sherratt	Stokes Bay SC		12.0	18.0	14.0	(28.0)	44.0
16th	749	Henry Wells	Alex Capon	Dabchicks SC	Hills Group	17.0	16.0	13.0	(28.0)	46.0
17th	730	Will McGrath	Harrison Reece	Starcross YC		14.0	15.0	18.0	(28.0)	47.0
18th	760	Gerry Brown	Leaky Fermor	Whitstable YC	Leaky Pipes	(28.0)	11.0	11.0	28.0	50.0
19th	711	Chris Bishop	Laura Hitchcock	Bristol Corinthian YC	Airbus	15.0	10.0	(28.0)	28.0	53.0
20th	733	Sam Curtis	Ben Clegg	Alton Water SC		18.0	19.0	17.0	(28.0)	54.0
21st	769	Dan Cowin	Rachel Bennett	Ely SC		19.0	(28.0)	28.0	28.0	75.0
22nd	681	Toby Barsley-Dale	Dawn Barsley-Dale	Weston SC	Hyde Sails	(28.0)	28.0	28.0	28.0	84.0
22nd	686	Matt Knowles	Rick Goddard	Bristol Corinthian YC		(28.0)	28.0	28.0	28.0	84.0
22nd	722	Trevor Harris	Lucy Walter	Bexhill SC		(28.0)	28.0	28.0	28.0	84.0
22nd	705	Duncan Nicholson	Kate Nicholson	Brightlingsea SC		(28.0)	28.0	28.0	28.0	84.0
22nd	776	Dick Roe	Kate Dulieu	GY & GSC	Hydrotherapy	(28.0)	28.0	28.0	28.0	84.0
22nd	775	Chris Bines	Dave Gibbons	Brightlingsea SC	CSC/Hyde Sails	(28.0)	28.0	28.0	28.0	84.0



Pass the Port – another pin end flyer timed to perfection by Tim Harrison and Jonny Ratcliffe. The flag on the committee boat is only halfway down and they’re a good length clear of the fleet.

Social news

Social news.....Here we go again.

Did the B14 fleet have a good time this spring??? No-brainer really.

From my lofty position of Observer/mediator, I can say that the Fleet is maintaining its fun and friendly family atmosphere at all meetings. There are a few moments when I suspect that some of the bunch are living life between the stratosphere and the deep mines of depravity, but hey, nothing broken and no tears. It was good to see a few more new faces joining in with our little evening entertainments at the Nationals. I hope you all enjoyed the volleyball. Sorry the weather forced us indoors. The nicest people got the best prizes and I only received one complaint. That being from me regarding you lot for making me shout at you all night without even one pint! I’ve noted this in my little black book.

I have much pleasure in saying that we seem to be coping for an expanding age range, so you don’t have to be a pumped-up superhunk to join in. In fact, in our R&R games off the water, it will probably prove to be a disadvantage.....So watch out Craigsters! (And you McEmmetts).

I’m also glad to report that I’m getting a couple of young nymphettes to help me do this social stuff. Yep, Laura and Cathy have officially volunteered to take the pressure off poor old me. An excellent move as it seems that they know just how to meter out some discipline in some notable ways to soft pressure points. (No photos please). I did hear Cathy talking about a “sin bin” spin-off being a crucifix, some Velcro and a paintball gun... hmmm... (I can feel a Madam Tussaud’s night coming on.....?)

By this time, you’ve either started reading something else or you’re wondering just what I’m on? Well, team up with your local B14-ers, get some water time in and come to some meetings... BETTER STILL, get booked up to go to Tazzie, because, I tell you, they really, really will, **double seriously**, look after you. *Forget how proficient you think you are(n’t)*. We’ll all be trying not to be last, but either way, it will be a hell of a trip. (Please note, there may be a few people that think they can win....Saddos eh?)

So there you have it. Fleet spirit seems high. We’ve a few hotshot teams out there, not to mention a hot Ovington representative as well as North, Rush, Hyde. Flippin’ ‘eck. Sell your Merlins and do anything to get to The B14 Worlds in Tazzie!!! (Bring a Map!)

Back to the cage, Nurse?

Leakster, B14 GBR 760, Leaky Pipes

Fat Face Night Race report #1

It was with trepidation that the B14 Fat Face Race Team arrived at Mountbatten Sailing Centre for the first ever Fat Face Night Sail. We were greeted by driving rain and high winds. With this in mind, we were not sure what to expect. However, the resident team, Ian Williams Fat Face Events Manager and PRO Pete Vincent rose to the challenge and provided a day to remember.

When at the briefing, we were asked to get into our sailing gear, all competitors wondered what they were in for, but all headed for the changing rooms. Then it was off to the green to let battle commence and it definitely was a case of all giving their best. As we were to find out, the day was to turn into more of "It's A Knockout" rather than a sailing event. In many ways this was to prove a great opportunity to build camaraderie between the classes, with team spirit coming to the fore in all groups.

Events were to be tug-of-war, followed by the welly boot throwing and then sleigh obstacle course. It was then off to the water to intercept the floating balls being blown down a course with elimination series till the final. With the added rain and force 8 wind, just keeping station as well as going upwind was to prove a challenge. On to the last event, it was back to the funboats with Fat Face flags and rowing/reaching down wind and paddling upwind from the turn mark to the finish. With no rules but good hearted fun, many tried different ideas but the more direct approach won. In many ways this was to be the hardest event as the conditions were starting to stretch the teams. However, this was also to be the closest event of the day with the B14 breaking through the RS200s in the last 50m to take 3rd place behind the Laser Radials and Laser 4000s.

With pride for bragging rights between the RS400s, Laser 4000s and B14s up for grabs, it was certain to be a full on day. However, it was the 29ers, RS200s and Laser Radials that were to be the surprises and towards the end, the heavier teams had to keep a very close eye on them. The determination of the RS Feva team was impressive bearing in mind how small and young some of them were and the resident team's own group showed us how to do it in some of the events.

Our personal favourite among the B14 team as spectators was the Cyborg ski competition, especially the B14 guys and Feva team, followed by the funboat sailing and tug-of-war. We had all ages from young teenagers to adults in their late 40s competing in a fair and friendly manner at their best, with little quarter given. We found it to be a hard day, but great fun. Even when the RS400 guys got that sinking feeling, we all still had a laugh at the fact that the younger ones had removed the bungs!

Then after the prize giving, having been refuelled with hydrocarbons, sugar and fluids, it was on to the party and did we party to the sound of a great disco and band.

Winners by one point on 12 were the B14s followed by the Laser Radials who in turn beat the Laser 4000s on a tie break, both finishing on 13 points.

As an event, it was certainly pulled out of the bag and the feeling was that it was a great success for all those participating. We just hope that Fat Face got what they wanted from the day. The B14 Fat Face Race Team will be back next year to defend the title.

Great day, great concept. One not to miss.

Mark Barnes, B14 GBR 768, Seavolution



The victorious B14 team:

Allan Stuart
Harrison Reece
George Morris
Richard Dobson
Kathy Sherratt
Pete Nicholson
Rod Boswijk
Mark Watts
Phil Eltringham
Tony Blackmore
Mark Emmett
Sharon Binney

Front row:
Will Mcgrath
Barnsie

Fat Face Night Race, alternative reports

Being selected for the Fat Face Night Sail was a big deal for my 16 year old crew and I, as we had only been sailing the B14 for less than a year. To get there finding the weather as it was was a bit of a disappointment at first, but the Fat Face team pulled together and improvised a fantastic day of competition for the sailors. It was really good fun and working in a team with my normal competitors helped me get to know them even better than I already did. The incentive of prize money made it all a bit of a thrill too!

The party afterwards was wicked, free food and drinks and a really good band helped a lot, but importantly there was some good banter to be brought up in the evening with the team, talking about the funniest things that happened during the day.

It was a day to remember for me and Harry, let's just hope we will be back next year and get a sail in. However, if it's called off again, at least I'll be in the knowledge that I'm in for a good day whatever the weather!

Will McGrath, B14 GBR 730

Sailing in the dark, laser2000's, and lots of beer hmmm sounds perfect for the B14 fleet!

The first thing I knew about this event was being copied into an email chain volunteering me to take Chin Scars place. After intense negotiations with Tony on the subjects of hiking, speedy gybes and the amount of Magners to be consumed, the orange warship had a stand-in crew – oh dear what had I let myself in for.

Despite serious concerns over the weather I was woken by enthusiastic shouts of "its 25knots and sunny". OK, lesson number 1 - Rod and Sharon's house has its own weather system that cons you into thinking you want to go sailing. By the time we reached the club 200m down the road it was 40knots and horizontal rain – nice. So I thought I'd have a nice kip in the red-mobile before heading off. Lesson 2, never let enthusiastic people near race committees, the next thing I knew I was climbing into a cold wet suit – oh dear what had I let myself in for take 2...

Now a trick I found very useful in netball at school was that if you bounce around enthusiastically enough nobody realises your actually not doing anything. *[Ed. note – behave boys, if you're thinking about young girls in short netball skirts bouncing around enthusiastically then you should be ashamed of yourselves. I know I am.]* Taking one look at the finely honed athletes next to me I decided for the good of the team I would take this approach, and it worked - either that or the rest of the fleet had decided I was absolutely no use to anyone so left me out which of course left me free to heckle, sabotage, support and observe all that was to follow.

I guess you really had to be there to understand the full hilarity of the situation, 20 grown B14 sailors (in body at least) discussing tactics of how to defeat the opposition (some of which were about 6).

However turning kiddie games into a highly competitive sport obviously paid with the B14s utilising the slope of the hill and 'Tent Peg' Tony (for some reason he wouldn't let us hammer him into the ground!) to defend against the heavy weight 4000's despite facing about 30 RS sailors in the semi finals. Barnsie's vector calculations seemed to be going awry in the welly wanging until the suggestion was made to move Barnsie from the crowded to the target. It's the little things that make the difference and with junior boy Harry being allowed to throw from the shorter distance nothing could stop us apart from a welly in the sea – no Phil noooooooooo.

All was looking so good until we made the classic mistake of actually playing by the rules in the ski event, our cyber men showing the other fleets how it should be done, admitted breaking the ski (and we used the girly weights!!) but our tactics were missing that all important factor – cheating.

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Fat Face Night Race, alternative reports continued...

At this point I decided I had had all the amusement I could take (I did actually have man flu) and abandoned the team for the warmth of the changing rooms, reappearing only to shout words of encouragement (does "get on with it you wooses" count?) as some very knackered blokes paddled past me. On about the 3rd lap I was bemused to see Rod without a paddle, but not to be outdone still paddling like a demon. Lesson 3, if you really want to know how fit your helm/crew is put them in a paddle race – let's just say there were some seriously hurting people out there!

But despite all the odds the old farts team won and the party started, slowly at first but before long both those well known for their drinking (Tent Peg), those who were building up there skills (I am eighteen really harry) and those who don't get let out much (Mr Emmett) were well on the way assisted by numerous Jägermeisters. I'm sure you can guess the rest but if I say crowd surfing, shoulder rides, cyber dancing, 3 band encores and lots of jumping around like madmen then I'm sure you'll get the gist of the night.

And so I thought the night had ended. However I was slightly confused to be woken by shouts of "here's your bed" coming from above me as I was on the top floor! Some investigations in the morning revealed the full saga which involved blood (why wasn't I surprised), theft (apparently its ok to steel someone's sleeping bag if they're unconscious/you've asked/they're in the loo, depending on the story) sleep morphing (a different place on the stair every time you looked but no one saw him move) and cheesy wraps? What a night!

As one final note I would like to say thanks to everyone for turning up and making it an event to remember. Although we didn't get to sail the fleet felt more like a team than ever before, I certainly got to know a few people a lot better, and its this spirit that makes us the fleet we are to day.

The players:

- 'Tent Peg' Tony
 - 'Junior boy' Harry (I am eighteen really)
 - 'Vector man' Barnsie
 - 'Can't throw to save my life' Eltringham
 - 'Paddle hands' Rob
 - The Cyber Men
 - Morphing Alan
 - 'I'm in trouble but I don't care' Emmett
 - Bleeding Wattsy
 - Superstar Sharon
- With guest appearances from girly-kleptomaniac-weight



Kathy Sherratt



Barnsie's attempts to demonstrate vector mathematics to Tony using a rope don't go entirely according to plan



Northern boats report

First of all I will introduce myself as I am a new member to the B14 fleet. I'm Kevin Rutherford, part owner and crew of the B14 GBR 702; she was bought on a bit of an impulse last October as we searched for a high performance dinghy for the winter months. Both I and my helmsman Phil Murray have sailed against each other in Melges 24's (which we still own), and dinghies for a number of years. We are based at the Royal Northumberland Yacht Club, close to Newcastle upon Tyne.

The B14 fleet in general is a Southern based affair, pretty much like most other fleets throughout the country. I am aware of a few B14's in the area and am busy collating a list of all "Northern" boats in an attempt to bring us all together at some of the events that are held up North! So if you are reading this and class yourself as a Northern boat please send me an e-mail to kevin@dryshirt.co.uk with some basic contact details and I will attempt to inform you all of any "Northern Events".

So what's in store for the Northern B14's? The North of the UK and Southern Scotland are blessed with some fine sailing waters both inland and coastal with clubs that can offer excellent facilities and a real warm welcome. Coming up in the North we have:

19th & 20th July - Asymmetric Open – Sunderland Yacht Club – Musto Skiff, Cherubs, and all other Asymmetric Dinghy Classes. If we can get 5 boats in attendance we can have a class start & results Location – Sunderland Tyne & Wear, SR6 0PN. Web - <http://www.sunderlandyachtclub.co.uk>

2nd & 3rd August – Scottish Skiff Series 2008 - Chanonry SC - Mixed fleet racing for performance skiffs. Location – Ross-shire, IV10 8TP. Web - <http://www.chanonry.org.uk/> <http://www.scottishskiffing.com>

3rd August - Anglesey Offshore Dinghy Race – Red Wharf Bay SC. North West's Premier Offshore Dinghy & Cat event. 15miles of sea racing. Location – North Wales, LL73 8PN. Web - <http://www.redwharfbaysc.co.uk>

16th & 17th August – Sunderland YC Dinghy Regatta. Mixed fleet racing for all classes. Location – Sunderland Tyne & Wear, SR6 0PN. Web - <http://www.sunderlandyachtclub.co.uk/>

6th & 7th September – Kielder Water SC Open Meeting – Open to all classes. Classes with five or more entries will have their own start in addition to the slow handicap, fast handicap, asymmetric and junior fleet starts. Location – Northumberland, NE48 1BX. Web - <http://www.kielderwatersc.org>

14th September – Yorkshire Dales Sailing Club Windward / Leeward II. Grimwith Reservoir is the largest inland sailing venue in Yorkshire (371 acres). Location – Grimwith Reservoir Yorkshire, BD23 5ED. Web - <http://www.yorkshiredales.sc/>

I'm sure I have missed many other "Northern" events so if I have please e-mail me on kevin@dryshirt.co.uk and I will compile a comprehensive events calendar.

And what have you missed: Kielder Water SC 2008 Windward/Leeward Open incorporating leg 1 of the Scottish Skiff Series. *Ed note: Due to my inability to get this newsletter out on time the following events have also passed: 28th & 29th June - Scottish Skiff Series 2008 - Largo Bay SC, 5th & 6th July -The Lord Birkett Memorial Trophy at Ullswater Yacht Club.*

Three B14's travelled to the first Scottish skiff series event of 2008 over the weekend of 12th & 13th April: GBR 702 DryShirt UK, GBR 748 and GBR 777. A seven race series was competed over two days in testing conditions with, too much wind, too little, rain, sleet and sunshine. A total of 35 boats competed comprising of Musto Skiffs', Cherubs, 49ers, 29ers, B14's, 12ft Skiff, RS600, Foiling Moths, and an International 14.

The B14s finished in the following positions:

GBR 702 – 11th Overall, 13,13,16,12,8,8,9
GBR 748 – 22nd Overall, 23,24,22,36,14,10,36,36
GBR 777 – 29th Overall, 18,7,36,36,36,36,36

Looking back this seems to be the only event we have competed in where we have come across another B14. In order for the Northern events to be considered and to put pressure on the rest of the fleet to travel North we need to see an increase to a core group of 4 or 5 boats travelling and competing within the North. If we can get 5 boats competing at a Northern events I may even supply some on the spot prizes from [DryShirt UK](http://www.dryshirt.co.uk).

That's about it for now, apologies for writing a calendar out for you but until we get some more Northern boats competing there isn't gonna be much to write about. NORTHERN BOATS PLEASE GET IN TOUCH! – [Kevin@dryshirt.co.uk](mailto:kevin@dryshirt.co.uk)

Kevin Rutherford, B14 GBR702 DryShirt UK

Lord Birkett race report

Four B14's joined 213 other boats ranging from a Cornish Shrimper to the 49ers for this year's rendition of the Lord Birkett Memorial Trophy, held over the weekend of July 5th & 6th. This unique race was established in 1963 to commemorate the successful defence of the right of public access to Ullswater, which was threatened with reservoir status in the early 1960s, and is the North's most popular long distance race

Teams in attendance were:

GBR 758 – Anthill Mob - T.Harrison & J.Ratcliffe

GBR 760 – [Leaky Pipes](#) – G.Brown & L.Fermor

GBR 702 – [DryShirt UK](#) – P.Murray & K.Rutherford

GBR 714 – R.Hopkins & O.Hopkins – Making their first ever appearance in a B14

Competitors arriving on the Friday night were greeted with pleasant conditions and a relatively quiet campsite leading many to think the bad forecast had put off many boats from travelling. Forecasts at this stage varied from 5 to 30 knots with rain depending on what you read or believed (*none of them!*).

Saturday morning the competitors woke to a variable easterly wind blowing across the lake and a massive queue as hundreds of hungry sailors attempted to get some breakfast! After an informal briefing the 213 boats set out from a mass start (with no recall) on a seven mile leg down to Norfolk Island which was a combination of a beat, fetch and kite leg.

From the start 758 were off into the distance showing great speed - whilst 702 & 760, both pinned at the wrong end of the line struggled to get clear of the pack.

After the halfway stage the positions had changed to 758 leading the pack followed by 760, 702 & 714. This is how the positions remained to the finish with the B14's finishing in the following order overall, in a very changeable breeze from 3knts to 30knts from nearly every direction possible:

758 – 38th, 760 – 127th, 702 – 158th, 714 – DNF

One highlight for us on 702 was the last tight reach from the North end of the lake to a turning mark for the finish. This was in no shape or form a kite leg but we thought we would stick it up and see what happened – result was a 17.4knts on the GPS but not really in the right direction!

Saturday night saw 702 shy off to Pooley Bridge for a quiet meal whilst I believe the rest of the fleet hung around the yacht club doing what they do best – I have no story's based on fact from the Saturday night so will leave it at that !

Sunday morning dawned wet with a lighter breeze than Saturday, this time the course would send us the opposite way to the North end of the lake to a windward mark (p), spreader mark (p), then 7 miles down to Norfolk Island (p) with another 6 miles back to the finish line.

After a general recall on the first start, 758 again showed a clean set of heels followed by 702 with 760 closely behind, much excitement could be heard at the windward and spreader mark as boats gybed from port to starboard and back and all had their claim for water. 702 & 760 took a wider line round the outside of the commotion which seemed to pay as we got clean(ish) air and commenced the two sail reach down to the narrows in a variable easterly wind. Kites were up down and up again on this leg and by the narrows 758 had extended away with the leading pack of boats followed by 702 & 760 who gybed there way down through the remaining breeze to the mass boat park (no wind) that was apparent at the island ! rounding the island. 758 rounded first well ahead followed by 760 then 702 a few hundred metres back. A long beat first in no wind then a steady breeze took the fleet up to the narrows then a long fetch/beat all the way back to the line.

Results from Sunday: 758 – 29th, 760 – 82nd, 702 – 100th, 714 – DNF

Overall Results from 213 entered: 758 – 30th, 760 – 103rd, 702 – 126th, 714 – 201st

The event was won by Dave Exley and Nigel Hall, RS400, Leigh & Lowton SC scoring 4 points with a very consistent 2, 2 !

Overall an excellent event despite the horrendous weather, which we were pleased to see 3 boats join us up North. Now where were the rest of you Northern Boats !

Full Results: [CLICK HERE](#) Y&Y Report: [CLICK HERE](#)

Kevin Rutherford, **B14 GBR 702 DryShirt UK**

The Champ reports

I've been asked to scribe about what year 1 in the B14 has been like - I bought Tim Fells B14 at the end of November so it's not been a year yet, but we haven't looked back! In fact, when we have looked back we've seen the land disappearing at about 20 knots which is a great feeling!!

We have definitely been blessed in our early B sailing – almost every regatta we've done has been windy, if not warm (roll on Tas!). The B is fantastic in breeze – it puts a smile on our faces every time we go downwind and planing upwind is still a massive novelty after spending 3 years hiking very hard to go very slowly in a Finn! Toby also tells me he loves sailing the B14, so someone definitely needs to have a quiet word in his ear about his frequent visits to an RS200...!

We did a few handicap events over the winter and we were very impressed at how many Bs come sailing in the winter despite it being a relatively small fleet. I think this is partly because the fleet is so damn well organised meaning that everyone ends up sailing at the same place at the same time! Our highlight of winter sailing was going out in Rutland in a gale – just fantastic downwind though we now seem to be infamous for a few choice photos of me underwater, hanging off the centreboard etc – they've even popped up on the OK class forum!

The Nationals was great fun with unforgettable rounds of "injury volleyball" – Leaky is a mad creative genius! I did seem to be very bad at the game (that or Char picked on me!) and ended up with a lot of make-up & nail varnish on, though not as much as Mark Watts! After a day of exhilarating sailing & a day de-rigging in the rain, the nail varnish was at the back of my mind as all that water should have washed it off. It came to front of my mind again when I was in a meeting at work which was the sort of make or break between my continued employment or having to find another job where my holiday arrangements may not be so good! Yes, I still had traces of blue nail varnish, don't think anyone noticed as haven't seen my P45 just yet!

The Nationals was definitely an odd event sailing wise with only 1 days racing though we got in 3 days sailing. We arrived a day early, mainly to ensure we had the boat rigged right. It's very rare I manage to rig the kite without causing a massive tangle so we were pleased to re-thread the jib sheets on the water and have everything working when we came in. So we were then dismayed when we found we had to drop the mast for measurement, doh! But Friday was the best days sailing – force 3, nice waves and sunny ☺. Saturday was even better, force 6, bigger waves & sunny! Unfortunately, racing was canned, probably rightly so. I had a sulk as we love windy sailing and put the kite up when the ABD flag went up, though we got taught a lesson when we tried to drop it and went for a swim, oops!

Sundays racing was really well run with 4 races run before the gale came in. It was tight, exhilarating racing which is just why we got in the B. We definitely rode our luck with windy weather legends Chris/Dave being very unlucky with wing failure and we never got tested in light winds which we don't know much about yet! The Nationals was great fun, we'll definitely be back for a lot more B sailing.

Nick Craig, B14 GBR 773

Being new...

What's it like being new to the B14 class? We've had Acxiom (761) for 6 months now, and Barnsie asked me to give some feedback on what it's been like, as well as how we approach teamwork. Even though we are new, we seem to be doing well so how do we work together in the boat?

I've been out of regular competitive sailing for 3 years but in that time I've been dabbling in another class. Now we've joined the B14 fleet so it's really interesting to see the differences between what we were doing before, what happened in the past few years and what it's like to join the B14s.

The boat is awesome, I still remember coming home after my first sail and my wife Rachel telling me that I had a big grin on my face and she hadn't seen me come back from sailing looking like that for 3 years!

The first battle has been getting used to something so light. It's really different to sail compared to a heavier skiff but with a bit more effort comes a lot of extra return. It's really responsive and great fun to sail, but you can't just jump in and expect to go fast straight away. A few months in we were still having the occasional swim and I've been spending a lot of time thinking 'how do you do this' and 'how do you do that?'

So the first thing I should do is say a huge thank you to everyone in the class for making me feel so welcome and for being so helpful. The forum is great and while we have had a lot of support from lots of people, I must give special thanks to Mark & Kathy and also to Barnsie and to Richie too for all their support and advice. This is definitely a much more friendly class than I'm used to but at the same time the racing is also really hot at the front and super helpful and fun nearer the back!

Being new, continued...

Going to events gives you the chance to ask lots of questions and get the boat set up right quickly. Getting new sails, doing some racing against the top guys and then measuring the boat against theirs, has given us the confidence to know that we have a good set up now and we also think we know what we need to do to move through the gears, but time will tell if we have ;-)

Working together...

Having a good set up is only part of what you need to do well in a B. In this class you have to sail together as a 'team' and the first thing to do is to work out what each of your strengths are. Acxiom has two helms, one new to the boat and one new to crewing, but between us we should have most of the right skills and knowledge to do ok if we can spend enough time on the water.

As I'm new to the boat, upwind I need to focus most of my attention on going fast and keeping an eye on the compass to see if what it is telling me is matching what I'm feeling. Sailing like this can be disastrous in such a light boat, but with Allan watching the other boats and calling the gusts, together we seem to be able to manage well. I can't call the lay-line yet, but Allan can so this is his call, as is doing the timing on the start and also helping me with the shifts. When you both know the wind just did the same thing, it's much easier to make the right tactical call.

Tacking is always interesting and it took over 5 months to realise we needed to really focus on this. There seems to be lots of different ways of doing this, but what we have learned is that there is no point having a crew fly across the boat to drive out of the tack if the helm can't be ready to drive out! We go slightly more slowly into the tack with less rudder so we have more time to drive out properly. But going slower is a lot quicker than when we started trying to go fast.

Downwind I don't always do the pole as it's more important to get the right position tactically and to keep the rig pointing at the sky. Then Allan's calling the sheet pressure and kite sheeting angle and this helps me to know what angles to sail and when to gybe – well I'm getting there! We are both learning how to gybe properly and when to drop in comparison to the mark and at this stage the helm is doing the jib after the gybe so Allan can focus on getting the kite right and getting the speed up after the manoeuvre.

One of the most important things is to try and be highly self aware – how are you going to do this – ok did it work, if it did, you can repeat it, if it didn't then you know what to change and then try again. We need a lot more practice, but it's working well and Acxiom is flying! I can't wait to the next time...

Mark Emmett, B14 GBR761 Acxiom



What's the name of his boat again?

Rope lengths

The following rope lengths are taken from Ovington hulled B14 768 Seavolution/Blue Marine other than the pole outhaul length taken from Rondar B14 745 Little Blue (they should be the same).

Kite Halyard

Manufacturer: Marlow, Dynema Core, brand: Excel Racing, length: 13.0 m., dia: 5 mm. Halyard may have a 5.0 m. taper on the kite end.

Jib Halyard

Manufacturer: Marlow, Dynema Core, brand: Excel Racing, length: 10.0 m., dia: 5 mm. Halyard may have a 3.0 m. taper on the sail end.

Main Halyard

Manufacturer: Marlow, Dynema Core, brand: Excel Racing, length: 7.6 m., dia: 4 or 5 mm. Halyard strip off the outer core and only use inner core. The halyard hook end, have a 0.8 m. splice (this allows for rope shrinkage so lasting 2: 3 years if looked after). At the mast end, use the next size up inner core (i.e. 5 or 6 mm.) to sleeve the top 0.6 m. of the halyard. This will allow for wear and bring the halyard back up to strength where it passes round the sheave (rope may loose up to 40% of its strength when passes round a sheave). If running halyard to a cleat, make sure the outer cover of the rope is in place where it fastens in the cleat.

Halyard runner/take-up length: 12.7 m., diameter: 4 mm. Dynema inner core only or similar diameter (3mm. when striped) rope.

Pole Outhaul (Little Blue: 745)

Manufacturer: Marlow, Dynema Core, brand: Excel Racing, length: 10.5 m., dia: 5 mm. 2.3 m. taper bow end taper (rope taper should finish just short of the cleat and act as an indicator to whether the pole is fully out. Outer 0.6 m. to be sheathed as per the main halyard end.

Kicker (one string)

Manufacturer: Marlow, Dynema Core, brand: Excel Racing, length: 9.5 m., dia: 4 mm. with 2 x 0.2 m. stripped ends to allow for taper.

Cunningham (one string)

Manufacturer: Marlow/Liros, Dynema Core, brand: Excel Racing, length: 10.0 m., dia: 4 mm. with 2 x 0.2 m. stripped ends to allow for taper.

Kite Sheet

Manufacturer: Many, low stretch core, length: 10.5 m., dia: 6: 8 mm. Standard length but if always getting right back may want to go 11.0m. We have 6, 7 and 8 mm. sheets on different kites

Jib Sheet

Manufacturer: Many, low stretch core, length: 8.5 m., dia: 6: 8 mm. Loop tapers on each end. Taper length finished each 0.6 m. splice only 60 mm. plus loop.

Main Sheet

Manufacturer: Many, low stretch core, length: 8.0 m., dia: 8: 10 mm. No taper. May need 10 mm. as when sailing in just powered up conditions, you should use the mainsheet for leech tension and kicker just to snug up the slack.

Stern Strop

Manufacturer: Marlow/Liros, Dynema Core or D12 or eqivelant, length: 2.20 m., dia: 4 mm. (finished dia) with 2 x 0.3 m. splices to allow for lengthening/shortening of strop when conditions change. Aim is to have the blocks on the centerline when block to block with kicker on.

Elastic

Mast Internal take-up for kite halyard when kite down. Length: 5.3 m., dia.: 4 mm.

Take-ups for pole inner end: kite halyard and pole system. Both length 5.3 m., either dia 4: 5 mm. We have 5 mm.

Stern of racks elastic 2 times across, only one piece of elastic. Length: 4.5 m., dia: 5 mm.

Other manufacturers are used in the fleet but the ropes listed are the ones we have been using.

Mark Barnes, B14 GBR 768 Seavolution/Blue Marine

Chandlery

I've been asked to write a piece on B14 chandlery. A pretty wide remit really and while my knowledge of blocks, cleats and bits of string is reasonably comprehensive (if I do say so myself!!!) there are many in the class who have been sailing the boat a lot (lot!) longer than Charlotte and I have so have much more experience and their own way of doing things. So I guess what I'm saying is to take this as a fairly standard way of doing things and as you gain experience of sailing the B and looking around at other boats you'll come up with your own thinking... In the meantime this is my view!!!

The B14 is a fairly simple boat to rig with a finite way of setting it up. Fittings screwed to the boat have to be fitted in a certain position so really it's the type of fittings and string being used.

Hardware

Ratchets – 3 sets of ratchets are fitted to the boat, kite, jib and mainsheet. Up to now I would have said there's only one ratchet to consider - the Harken carbo ratchet, either switched for the mainsail or the auto ratchamatic for the kite. The jib can be fitted with switch-able but it's better if an auto ratchet is used and then you don't have to think about switching it on or off. Remember the ratchet being used will always be on the wrong side of the boat to get to in a hurry!

I said up to now...The new Ronstan Orbit ratchet is both switchable AND auto and it says it's got a 20:1 holding power against the 14:1 (I think) of the Harken blocks. The feedback so far is very positive and it's a lot cheaper than the Harken.

Many boats were fitted with the Holt auto ratchet and whilst these are not the most reliable ratchet on the market those that are out there have obviously lasted the distance on the Rondar boats so...

Jib clew blocks – 30mm and as light as possible. Harken 29mm carbo is my personal choice although some jibs are pre fitted with blocks on a stainless ring. I've fitted the blocks to the jib using a piece of dyneema with a loop/ball join. This does away with the need for a shackle which will eat the crew's legs when they are on the foredeck.

Main sheet blocks – again 30mm blocks. These easily take the 8mm sheet most people use. No need for the heavier and (much) more expensive 40mm block.

Control lines - Again personal preference here is for the Ronstan 20mm or Harken 29mm carbo. The Harken 16mm airblock is described as a high load block (550Kg break load) but is the same as the 20mm Ronstan and I think the line runs more easily and smoothly around a bigger block. The 29mm Harken carbo is better again but not quite as strong at 445 Kg B/L. Holt 20mm blocks are rated at 350kg B/L.

Cleats – Harken again I'm afraid although I have the Holt aluminium ones fitted to SailSport (they were already on the boat) and haven't had any problems with them. I would suggest that the tack line has to be an aluminium cleat as the line runs through the cleat every time the pole is pulled out which would quickly wear out a composite cleat. You certainly need some sort of fairlead on the jib cleats. I didn't have anything when we started sailing the B and as soon as we fitted the Pro Leads it made life very much easier. Many boats have just a piece of Dyneema fitted across the top of the cleat held on with the fixing screws.

String – The type and size of string used makes a big difference to how well it all works. If it doesn't work well things start to go wrong awfully quickly on a B14 so it's important to get it right...

Use	Size	Type	Details	Why we use what we use on SailSport!!!
Kite halyard	14m 4 or 5mm	Polyester 8 plait pre-stretched or covered dyneema	If you want to taper the halyard (5.5m) you will need to use the covered dyneema	4mm 8 plait – no need for anything more technical. We've recently swapped from 5mm to 4mm which has made a huge difference to the speed of the drop. The kite falls most of the way down!!!
Jib halyard	10m 4 or 5mm	Covered dyneema	Needs to be very non-stretch so 5mm is recommended. Can be tapered for approx 3m.	We use 5mm but I'm sure 4mm would be OK...
Main halyard - Clamcleat	21m for 2:1 purchase 14m for 1:1 purchase 4 or 5mm	Covered dyneema	This is a 2:1 purchase so 4mm can be used. If 1:1 purchase used then 5mm is recommended. Taper can be 6m.	We have just swapped from 4mm to 5mm and tapered it back approx 6.5m to make it run through the mast top sheave a bit more easily. No problem with using 4mm though.

Chandlery continued...

Pole outhaul	10.5m x 4 or 5mm	Covered dyneema	8 plait pre stretched polyester is also used and works very well. The covered Dyneema can be tapered though.	We use untapered 5mm covered Dyneema. We did swap to 4mm but I found the bigger diameter easier to grab and pull. 5mm is a bit harder to pull through the system on our Rondar boat. Not sure if it makes a big difference on an Ovi boat.
Kicker	10m x 4mm	Covered dyneema	This has to be covered Dyneema so that it can be made continuous. This length is for the system with front wing mounted cleats but I'm sure it would be the same length for the mid boat mounted cleats.	We use front mounted clam cleats and 4mm covered dyneema in a continuous loop. No need to worry about running out adjustment.
Cunningham	10m x 4mm	Covered dyneema	As above	As above
Kite sheet	11m x 6 or 8mm	Swiftcord, 16 plait prestretch polyester, covered Dyneema, 16 plait matt polyester or 16 plait polypropelene (Marstron)	Whatever you want!	We use the 6mm Swiftcord which is the new Dyneema/polyester mix with no core. Very light, soft and comfy and doesn't take up water. No need to taper. We did start with the 8mm but Char finds the 6mm runs more quickly through the blocks when gybing.
Jib sheet	9m x 6mm	Covered dyneema	You could use 16 plait polyester but to taper it you need the Dyneema core.	This is one of the few bit's of string we've bothered to taper. We've put loops into the ends so we can attach it to the jib blocks with bobbles making sure the settings are repeatable.
Main sheet	8m x 8mm	As per kite sheets	Whatever you want!	8mm seems to be the class standard. Helms are bit a bit more jessie than crews!!! I use Excel Lite (polypropelene covered Dyneema) but it was what I had handy at the time...
Stern Strop	2.5m x 4mm	Dyneema	Needs splicing so the length can be adjusted to suit conditions	Exactly what we use. There are some boats with the strops lead around the rudder bar as well as through the eyestraps mounted on top of the rudder bar. Great idea as it's the bar that takes the strain not just the eyestrap.

So there we have it. My view on what's needed to go (reasonably) quickly in a B. Hopefully there's enough info there to get you started on which bits you like and which bits you'd do differently. My approach is to use the less technical (cheaper!) hardware and string where we can and keep it simple. The B14 is quite hard on some line though and it's worth spending the extra money where necessary.

Best of luck and see you on the water and at the SailSport van afterwards!!!

Tony and Char, **B14 GBR 644 Team SailSport**

Carbon wings

For those of you that were not at the 2008 Nationals AGM, there was a discussion put to the floor with regard to carbon wings. The mood within the quorum was that we should proceed and develop a set.

As of that evening, things have now moved on. Chris Turner is building a set to be used on CSC/Hyde Sails (Chris Bines/Dave Gibbons). The reason for choosing this team, is that they sail three times a week and will be the ones that will find any weakness. However, Chris Turner is intending to produce a second set once we know that there is no major problem with the first set. Both sets will carry weights in either end of the outer tube so as to weigh the same as the alloy ones.

In Australia Kelvin Boyle of the Red Wave wine party fame, had a new set built earlier this year by CST, for testing purposes. The set has so far proven a success.

The intention will, once we are happy with the development of the concept, be to approach the B14 Class Association membership worldwide to vote on:

1. Whether we wish to adopt the carbon wing for the fleet Worldwide but with weight added to the outer wings. This will bring the wings up to the same weight as the alloy ones. That will mean that the carbon wings will potentially generate more pitching motion than the alloy wings, so removing any advantage.
2. So as not to disadvantage the alloy wings, assuming Resolution 1 is voted in, we intend to handicap the carbon wings by enforcing the carrying of weight for a period of time. This would mean that boats carrying carbon wings at any B14 event, up to and beyond the 2010 Worlds, would have to carry the designated weight set by the World Council. This would be policed at all B14 events. We would intend that both the alloy spares and complete carbon wings would be available for a period of time. Any future grandfathering would be with respect to supply of components and not the use of the current style alloy wings. As the weight difference of either wing will be slight - carbon will probably weigh slightly more - it is anticipated that boats would be able to run with one of each type without effecting the athwartships balance of the boat. With regard to removal of weight from the carbon wings, this would be implemented across the fleet at either of two World Championships. The first 2 options would be either the Worlds in 2012 in Australia or 2013 in Europe. The reason for these dates is that the vote has to be ratified by the World Council who only meets at the World Championships.

As things are currently fairly fluid, with CSC/Hyde Sails getting the first set in the next week or so, we will only go to the fleet for a vote once we are happy with the concept of the wings.

This should guarantee greater longevity of wings in the future and give greater ease of supply at a similar cost. The alloy material is becoming harder to source and therefore, though alloy parts will still be available, need to look at alternatives.

In the case of any forward progress/development, we will be looking to the impact it may have on the fleet in general, rather than the top Grand Prix boats.

The committee will keep all informed, through both the forum and newsletters as things develop. Our aim, assuming developments go according to plan, be to hold the vote prior to the next Worlds so that we can vote in a process at the World Council meeting in Hobart.

The primary concern is that the class moves forward as one, and that we do not end up with a situation of "the haves and have nots". We are a small, but growing class that has a strong family group ethos. This will be maintained whatever.

So please place your trust in the current committee who have all members interests at heart and we will keep all fully informed.

Mark Barnes, B14 GBR 768 Seavolution/Blue Marine

Rush Sails developments

Sail Development – Project Rush/711

Before I go rambling on about the ins and outs of sail development, a quick history of our B14 adventure is in order so as to put method in our madness!

As with most of the older Rondar boats, 711 was purchased 2 years ago by Laura and myself as a typical first B14 fixer upper – ally mast, old sails etc. We soon fell in love with the boat and set about pimping it up to Barnsie standards (an impossible task I hear you cry!).

First on the menu was a new suit of sails, and we were fortunate to enjoy the winter deals offered by North and bought a set of 04 Simpkins sails for the ally mast. We then got a carbon stick 6 months later! Contradictory to public opinion, we didn't modify the sails to fit the mast. Instead we went away from the tuning guide and set the mast to suit the sails. This involved running with more pre bend than the norm. At the 2007 Worlds, this concept seemed to work as the boat was plenty quick enough with bags of height upwind, and I can recall a conversation with a somewhat bewildered Richie Bell as to what we were up to.

There was a drawback to this concept though, and that was light winds – the main wasn't the quickest in the world and the jib too flat. Something had to be done!

Back in March I received a phone call from sail maker and old friend Tim Rush. Tim and I met through a mutual friend in the Fireball fleet, and we had successfully developed a rig for National 12's during 2005. Tim explained to me that he had lots of ideas for B14 rigs and was keen to put them in to practice. We discussed our thoughts on how the current rigs were working based on people's feedback and personal experiences, and we decided that a hybrid mainsail, with elements of both the Simpkins and LG concepts plus our own ideas would be the way forward. I was sold and Tim had a guinea pig!

Broadly speaking, sail shape can be generated in two ways, through seam shaping or through luff round. Seam shaping is created by stitching together two curved edges (try it at home and see!), and is effectively a permanent shape in the sail, as the only way to remove it is to stretch the cloth.

Luff round is best described as the bow in the mainsail luff that projects forward from a straight line between the head and the tack. The amount of fullness created by luff round can be controlled by how much you bend your mast – as the mast bends it 'pulls' the sail material forward and flattens the sail. If the mast bends too much, diagonal creases appear down the luff and this is known as luff starvation – there isn't enough material to fill the area created by the bent mast. The \$64,000 question for sail makers is how much seam shape and how much luff round to use!!

Mainsail Mk I was trialed in late April and was quick straight out of the bag. Through careful application of seam shaping in certain areas of the sail, and cunning angling of the battens, we have created a mainsail where the leach stands up more effectively with less kicker or mainsheet tension, so the rig feels more powerful in the lighter airs. In the stronger airs the top third blades off really efficiently, and at the Brightlingsea nationals, we felt that the rig was able to carry more height in the breeze than those around us with comparable straight line speed.

With regards to mast set up, there is only one real change from the current tuning guide and that is we allow the mast to bend below the lower spreaders. We feel this allows a greater flexibility in controlling the overall fullness in the sail (see luff round comments above), and general comments from the fleet are that the rig looks good.

Mainsail Mk II made its debut at Brightlingsea on 686 (our fellow club boat). Mk II is an evolution of Mk I based on findings during early trials, and includes the new style square top head. Unfortunately, the conditions that weekend weren't the greatest for running any real comparisons. However, an extensive summer of two boat testing beckons for us Bristol boats, so watch this space...

Chris Bishop, B14 GBR 711 Airbus

Whitstable Yacht Club

Whitstable is located on the North Kent coast approximately 35-40 minutes from the Dartford tunnel. The club has a strong asymmetric fleet, primarily Musto Skiffs and B14s, racing on upwind/downwind courses with races lasting between 1.5 and 2.0 hours. With a club membership in excess of 800, you will always find someone to discuss the pros and cons of the day's sailing, whether on the beach or in the bar. There is racing on Saturdays, Sundays and Wednesday evenings during the summer, racing over the tide. Launching and recovery can be accomplished at any state of the tide, including at low water Spring Tides.

After having seen the bulk of the Whitstable fleet change over to Musto Skiffs (in excess of 20 MPSs now) from B14s over the last few years, with the B14 fleet having peaked at 16, we are now seeing a resurgence in the B14s.

We currently have five Ovington boats, if one includes Leaky and Gerry on their occasional appearances in Leaky Pipes. They also include Rogate - Trish and Wayne Dixon, Compact Pussycat – Simon Hadley and Nikki Webster, 765 – Richard and Sue Cannon and ourselves in Seavolution/Blue Marine (Barnsie/Pistol Pete). The club has a policy of allowing visitors to come and play with us up to six times a year without being members but you must be signed in (you must be a member of another RYA affiliated club). Anthill Mob (Tim Harrison/Jonny Radcliffe) and others have already taken advantage of this option.

Rumour has it that we may be seeing at least one new Ovi B14 joining the fleet in 2009 with a couple of others discussing the possible benefits of joining the fleet.

With Whitstable hosting the Nationals in 2010 and the TT returning in June next year, we look forward to seeing a number of visiting B14s competing at Whitstable over the coming year.

If travelling down for the weekend, the club has bunk rooms but book early as they are a popular option during the summer at a very reasonable charge. Contact Mel the club Manager or Val the Steward if coming down. Breakfast can also be purchased from the galley.

So, if looking for that sea experience and a weekend to remember, with some one on one coaching, contact one of the team and let us know well in advance and we will do our best to get a good turnout for the weekend. We look forward to seeing more B14s on the water, giving us a run for our money. You might even be lucky and not have a hangover on Sunday morning.

Whitstable Yacht Club, 3-4 Sea Wall, Whitstable, Kent, CT5 1BX. Tel: 01227 272942. Email: office@wyc.org.uk Web: www.wyc.org.uk

Barnsie, B14 GBR 768 Seavolution/Blue Marine



2008 Calendar

July			
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



More 2008 Nationals action – blue seems to be the colour here.