

Forestay: Over time there has been a problem with the supply of forestays made to the correct length. Ovington Boats can now supply a fixed length forestay that will clip straight onto the bow ring and when the correct tensions and pre-pend are applied and should give a rig rake of 7150 mm. +/- 5 mm. This has been the preferred setting of most boats in the past and should be a good bench mark for those wishing to jump in the boat and go racing without all the hassle. Some boats have recently been raking as far upright as 7164 – 7169 mm. Though slightly more powerful will encourage the boat to nosedive so unless you are looking for the last margin of speed would not encourage the less experienced to go down this route as it can prove a very wet experience.

Cockpit Grip: Most boats will need re-gripping each year. There are now several really good re-gripping products on the market, thanks to the windsurfing industry. We tend to use a two pack system which is as easy as painting the wall of a house and should last all season. The kit comes with all you need other than the cleaning agent prior to application (liquid Flash will do). The other popular method is Sex Wax, not favoured by us due to the unsightly mess in the cockpit but I am told that it is equally as good in warm conditions.

Delamination: This is a problem with many boats not just B14s. It does not need to result in the end of the competitive life of the boat. The foredeck is probably the most common area for this to occur. Boats built post No. 700 have extra deck supports to reduce the problem. Boats built prior to this number may have already been upgraded. Those that have not been upgraded should leave the work to a person experienced in laminating in confined areas. Access is gained through the forward hatch covers. It is recommended that you go to someone who has previously carried out this operation. Cost is approximately £300 and adds up to 0.5 kg. to the boat's weight. Other areas result in minimal adding of weight. Once delamination starts, it is important to address the situation or it will only get worse and result in a more costly repair.

Foils: As they say, out of sight out of mind. It is so important to maintain the foils in the best state that you can. If repairing, do not use plastic padding, only use epoxy as this will hold shape and the other flexes. You can fit the daggerboard to the case by using resin and Glynol Silica but must not change the hull's outer skin profile. This will help the

daggerboard to present its designed profile to the water and not a tilted profile that will induce drag.

With the rudder blade watch for cracks in the head and do not use too much force when not fully down as this loads up the stock and head. Keep an eye on the stock assembly and nylon bushes to avoid slop. This will, if you allow it to get worse when wear occurs, disturb the flow over the foil and may result in a broken blade or capsize. Neither are fast and both preventable with the correct maintenance.

Wings: As mentioned earlier in the article, the forward wing tubes have been upgraded within the Class Rules allowance. New wings to date have not broken during normal sailing usage. Further addressing the issue of rigid wings the class is moving forward with welded wings, which should improve the life of the component. The first set have yet to be tried out, but sets should be available by the time this article is published. The first new boat to be supplied with them will be 768.

If leaving your boat standing around and not being used for long periods of time, it is important to wash both the outer and inner parts of the wing so as to reduce Galvanic corrosion. Failure to do this may result in a broken wing in years to come.

Rigging: Do not overstress the rig or you may bend the mast or damage the hull. See the article on "Tuning Advice".

Inner Pole: Check the block at the end of the inner pole ((alloy tube) non Ovington boats) on a regular basis as it tends to get abused on a regular basis. If any wear is showing change it or you will regret it when you swim during a race.

Conclusion: I have sailed the B14 for 3 years now and broken some parts when sailing. Some have turned out to be fatigue and some due to bad luck or capsizing. As a class we have rectified the areas that needed sorting and the boat is now almost bullet proof with very little weight added.

The one thing I have learned, is that for the money spent you will find it hard to get more of a thrill in all wind conditions. One moment will remain with me forever, going flat out down Lake Garda in the lead, executing a flat gybe in 30 knot winds then cart wheeling backwards 400 m. later. I think we found the boat's limit that day. We righted her and carried on, what a day.

TUNING TIPS

By Mark Barnes

In this article I will try to explain and guide both established members and those of you looking at joining the B14 fleet, giving a set of options to hopefully get you nearer the front hotshots on the water. Obviously the more people who follow some of this information, the more compact the middle order to back of fleet may become.

At the end of the article you will find a table of average settings that the top five boats have let slip over the couple of years.

MAST RAKE: Mast rake, as many of us know, can control the amount of power the rig generates and can move the centre of effort (COE) fore and aft which in turn may change the trim of the boat if all other things are equal.

If you rake the mast upright you will increase the power and more righting moment will be required to keep the boat upright and moving forward. This will also move the COE forward and push the bow down and lift the stern, which is what you wish to do in light airs but will induce drag in medium to strong winds. If you move the mast tip aft the opposite will occur, less righting moment will be required, the bow will start to lift and the stern to sink. To counteract this, in upwards of 15 knots, the hull should generate lift at the stern and move past the speed bump required to lift the stern and so reduce drag. We have been trying to replicate the success that I had in the Merlin Rocket for several years that I will explain.

On the Merlin Rocket we would use anything from 6 in. of aft rake in light airs to 48 in. The extreme rake would be used on very flat water in 30 knots plus or big seas and big winds of 25 knots plus. Downwind we would use a range from 2 in. forward rake to 28 in aft rake but in extreme conditions we just left it in the upwind position. Have a look at the large photo in the entrance to Abersoch sailing club (RCYC) next time you are there. The bow would lift in medium and windier conditions with the result of having a banker in the top 5 at the windward mark 9 out of 10 times. Unfortunately you are unable to adjust the B14 rig once you are afloat, so you will need to use your notes and crystal ball to get it right most of the time.

With the B14 as you rake/ pre-bend the mast you will need to lift the plate or sail with

windward heel to keep the helm neutral. This is where the art of the infamous numbers come in to play and the learning curve for speed as well as boat handling starts.

We have sailed with a range of mast rakes ranging from 7050 mm. to 7170 mm. keeping the same pre-bend profile. This may not sound a lot but it can drastically alter the way the boat handles and the power the rig generates. Several of the top boats including Dave Hayes and Sean Dyer do not alter their forestay measurement and just learn to control the power and the downhill unpredictability as the bow clips the waves. They and several others have mastered this aspect but many of the fleet tend to get wet following this route. The most upright that any of the fleet have recently been sailing with is 7170 mm. (apologies if I am wrong).

Until the Nationals we had not capsized in anger for 18 months and this was not through boat handling alone but also due to the fact that we were prepared to move the COE fore and aft. Alas we ran over the kite on a hoist in Nationals and blemished our record.

Note: When you rake the rig you drastically alter the jib sheeting and tack leverage angles, so be aware of this when making changes.

JIB SETTINGS: This is so important when trying to get the best out of the rig. Upwind the important thing is to get even camber throughout both the jib and mainsail so as to avoid laminar separation due to the slot being too open or choked. Don't be frightened to turn up at an event with many sets of tell tales on your sails. On the mainsail run a set from top to bottom about 33% from the luff. Some may pull your leg but it is the fastest way to learn what is happening to the laminar flow over the sails. When you outpoint them and foot faster through the water, they won't be laughing so much. Next time on a plane look at the vortex coming off the back of the wing and try to think of the wing section as a sail. It will help in the understanding of laminar flow. Bernoulli's Theorem goes a long way to explaining why some boats point and others do not when using the same gear. Where there is slow flow in a fluid (air and water), you will find increased pressure and where there is increased flow in a fluid, you will find decreased pressure. If you unbalance the pressure on either side of the foil as in the latter and have a low and high pressure on either side of the sail, then the low-pressure area will generate lift. When the slot works then this will be the result and when it is choked you will get slow flow and so generate less or no lift.

In a real flow, friction plays a large role a lot of the time, so you may have a large pressure drop (decrease in pressure) just to overcome friction but in air this is minimal and with 3DL sails this is further reduced. The Bernoulli effect is simply a result of the conservation of energy and enables you to generate more speed and generate less drag than the opposition.

Adjusting the height of the tack on the jib will allow you to adjust the twist in the jib along with tension on the jib sheets. You should be aiming to find the 4 – 8 knot setting for your jib and then work from there to find your light and heavy air settings. Do not forget that in choppy seas you will need to ease the jib sheet tension to allow some panting due to the pressure on the slot changing as the boat speed changes when going through the waves. Sometimes the settings may be different on each tack due to the angle that the boat attacks the waves.

Note: In big winds, ratchets are essential so helping the crew to play the jib over the waves.

MAINSAIL: The mainsail should be adjusted together with the jib. Though this is the bigger sail the setting up of the sail is less crucial than the jib as you can constantly adjust every aspect of it as you are sailing. You should adjust the length of the aft horse to enable the boom to sheet as near to the centreline as is possible in all conditions. This may mean adjusting between races if the conditions change significantly. Using Hertsog (blue) this is very simple and easy to fit and adjust on the water. If you still have a wire one consign it to the bin.

Prior to going afloat, it is important to make sure that the pre-bend of the mast fits the camber of the mainsail luff. If this is not the case, the sail will not adopt it's designed shape and will not then work at optimum efficiency. You should also check that the battens have equal tension on all of them. If you have not done this before, rig the boat on it's side and support the mast at the lower spreaders and gradually adjust the battens till you remove all the creases and get even camber. Do not over tension the battens or you will damage the sail and alter the shape.

Cunningham: On the B14, too many people pull the Cunningham on too hard, too early. This will bring the draft (deepest point of the camber) forward and so cause laminar separation at the leach, inducing drag. Just snug up the Cunningham to reduce the size of the horizontal creases and increase the flat area presented to the wind in upwards of approximately 8 knots. Ease the mainsheet slightly before pulling on

too hard as this will cause less damage to the slot.

Note: The Ian Simpkins (Hyde, North) mainsail is asymmetric cut so will experience less distortion when the Cunningham is adjusted.

Kicker: The kicking strap's primary job is to hold the leach straight and stop the rig twisting off when not required to do so. Generally the mainsheet is used to hold the boom on the centreline up to 8 knots. From this point upwards, the kicker is applied to hold the leach with approximately 3 – 6 in. of twist. In strong winds the twist will increase as the mast has a fiberglass tip, so be careful not to apply too much tension or it may result in damaged kit or gear failure. It is worth fitting a Vernier on the boom to enable you to visually see how much tension you are applying. We used one in 2003 and found it very good for finding reference points.

Dagger board: Make sure the foil's profile is as good as you can possibly make it. The materials are readily available and there are no excuses. Just think how long you spend driving to the event and earning the money to participate. The foils should be finished to 1,000 grit but 400 grit will do. Mark the plate at 45 mm. intervals from the handle holes working to the tip. The handle holes should be zero and the final marking should be 6 (No. 6 only used in flat water in lots of wind).

Kite Pole: Make sure the pole goes right out. If you do not do this the luff of the kite will not hold and the kite will sag resulting in loss of power, which will mean you will not be able to sail as deep as other boats. Measure the other boats in the dinghy park to enable you to verify you pole projects to the right length. They do vary and it makes a lot of difference when sailing downwind.

Conclusion: The Settings table is purely a guide and is set at the average crew weight of approximately 23.5 stone. For lighter crews they would have to depower earlier and for heavier crews depower later. Heavier crews may find that they need to leave the plate down a bit more (one notch) as the boat will be generating more resistance in wind and so require a little more grip. If you follow the principles of the table you will find the boat easier to sail and hopefully you will become more competitive.

If you wish to discuss any of the above, Mark will be on the circuit or message board to respond to your queries.

B14 SETTINGS

<i>Point of sailing</i>	UPWIND								
<i>Wind Speed (knots)</i>	0 – 4	4 - 8		9 - 12		13 –16		17 - 25	
<i>Wave conditions</i>	flat	flat	Slight chop	Slight chop	Short chop	Slight chop	Steep Short chop	Steep Short chop	Big Seas
<i>Jib Tack Hole</i>	Prime hole plus 1 (raise)	Prime hole	Prime hole minus 1 (lower)	Prime hole minus 1	Prime hole minus 1	Prime hole minus 1	Prime hole minus 1	Prime hole minus 1	Prime hole possibly minus 2
<i>Jib sheet adjustment</i>	Ease slightly	Prime setting	Ease slightly	Ease slightly	Ease slightly	Ratchet on ease 50 mm.	Ratchet on ease 50 mm.	Ratchet on ease 100 mm.	Ratchet on ease 150 mm.
<i>Cunningham adjustment **</i>	No tension	No tension	No tension	Snug up	Snug up	Snug up	Snug up	Medium tension	Medium tension
<i>Kicking strap Adjustment</i>	Set for downwind No tension	Set for downwind No tension	Set for downwind No tension	Tension to hold leach	Tension to hold leach from panting	Tension to hold leach slight boom deflection	Tension to hold leach slight boom deflection	Tension to hold leach medium boom deflection	Tension to hold leach medium boom deflection
<i>Dagger board</i>	Zero	zero	zero	Raise to 1	zero	Raise to 3	Raise to 2	Raise to 4	Raise to 3
<i>Sailing Position</i>	Pointing	Pointing	Pointing	Pointing	Pointing	Crack off slightly	Pointing	Crack off and plane	Crack off and plain
<i>Rake (mm.)</i>	7150 –7170	7150 –7170	7150 –7170	7150 –7170	7150 –7170	7150 –7170	7140 - 7150	7120 - 7150	7120 - 7150
<i>Caps</i>	Prime hole	Prime hole	Prime hole	Prime hole	Prime hole	Prime hole	Drop one hole	Drop 1 - 2 holes	Drop 1 - 2 holes
<i>Forestay tension *</i>	23 - 25	23 - 25	23 - 25	23 - 25	23 - 25	23 - 25	23 - 25	23 - 25	23 - 25
<i>Lowers tension *</i>	33 - 35	33 - 35	33 - 35	33 - 35	33 - 35	33 - 35	33 - 35	33 - 35	33 - 35
<i>Caps Tension *</i>	5 - 10	5 - 10	5 - 10	5 - 10	5 - 10	12 -14	12 -14	14 -15	14 – 15
<i>Crew Position</i>	Foredeck	Foredeck onto rack horn	Foredeck onto rack horn	Powered up hike on rack horn	Powered up hike on rack horn	Powered up hike on rack horn	Powered up hike on rack horn	Powered up hike on rack horn	Powered up hike behind rack horn
<i>Helm position</i>	Front of rack	Front of rack by crew	Front of rack by crew	Powered up hike on rack	Powered up hike on rack	Powered up hike on rack	Powered up hike on rack	Powered up hike on rack	Powered up hike on rack back form front
<i>Point of sailing</i>	DOWNWIND								
<i>Crew Position</i>	Foredeck	Foredeck onto rack horn	Foredeck onto rack horn	Sitting on rack horn	Sitting on rack horn	Powered up hike on rack	Powered up hike on rack	Powered up hike at back of rack	Powered up hike at back of rack
<i>Helm position</i>	Front of rack	Front of rack by crew	Front of rack by crew	Sitting on edge of rack	Sitting on edge of rack	Powered up hike on rack	Powered up hike on rack	Powered up hike at back of rack	Powered up hike at back of rack
<i>Sailing Position</i>	Sail mid course	Sail mid course	Sail mid course	Sail mid course	Sail waves	Hot up increase pressure	Hot up increase pressure	Sail flat out	Sail flat out
<i>Cunningham adjustment</i>	No tension	No tension	No tension	No tension	No tension	No tension	No tension	No tension	No tension
<i>Kicking strap Adjustment</i>	Set for downwind No tension	Set for downwind No tension	Set for downwind No tension	Ease slightly at windward mark	Ease slightly at windward mark	Ease slightly at windward mark	Ease slightly at windward mark	Ease slightly at windward mark	Ease slightly at windward mark

Note: * - Using spring loaded Loos Rig Tension Gauge.

** Not easing the Cunningham and Kicker when sailing with a lot of tension upwind can result in either a slightly bent boom or mast when sailing downwind. This is a common problem with asymmetric boats.

2004 CIRCUIT PREVIEW

Firstly, apologies for the late issue of this year's calendar, it has been somewhat more difficult to organise than last year but it has been worth the effort as 2004 is going to be an exciting year to be sailing B14's. With our exceptional turnout at last years nationals it looks like the class is in rude health and there are still plenty of great boats out there for sale just waiting for willing owners. Last year's ranking series was a great success and some of you picked up some great prizes! This year we will continue along the same theme, encouraging the newcomers and improvers to make it to the events and get stuck in.

We are re-visiting some of our favourite old circuit venues this year, with Eastbourne and Weymouth back on the calendar. Weymouth is well renowned for its excellent sailing, good race management and easy launching. Eastbourne has offered some of the most exciting B sailing on the circuit with good breeze and rolling waves, not to mention an excess of 'Cuba Libre'! This year its in July so pack your bucket and spade coz it's going to be a spanking holiday weekend with a great club bbq and plenty of lager.

Garda.. need I mention more? The venue of the 2004 world championships and this year its going to be bigger and better than ever! Word is round OZ that Garda is the Mecca of sailing so we will see plenty of competition from down under. With it's towering mountains, 20knt breezes and breathtaking scenery Garda is a reason in its' self for owning a B14 so if you haven't already, get booking and treat yourself to the best week's holiday you will ever have!

Closer to home, this years Nationals are at Brightlingsea and if any club can live up to the performance Whitstable put on last year its this one. With a very friendly atmosphere and that East coast 'club focus' they are sure to put on a great event. Keep your eye on the web for accommodation information. Towards the end of the year once again we have the Tide Ride, which has been enormously popular over the last two years, offering a unique style of crash and burn sailing that is both exciting and entertaining. Finally keep your eyes open because I am still trying to arrange one more event for later in the season probably around October 2/3rd to bring the total open meetings to 10. News will be posted on the web.

That's all from me, hope to see you all out on the circuit this year - Happy sailing!

Matt Searle B14 725

B14 2004 Race Program

Mar	20 21	Rutland	B14 Open	UK Ranking Series 1
April	3 4	Datchet	B14 Open	UK Ranking Series 2
April	17 18	Oxford	Training	
May	8 9	Weymouth	B14 Open	UK Ranking Series 3
May	22 23	Whitstable	B14 Open	UK Ranking Series 4
June	5 6	Hayling Island	B14 Open	UK Ranking Series 5
July	3 4	Eastbourne	B14 Open	UK Ranking Series 6
July	19-23	Garda	WORLD CHAMPIONSHIPS	
Aug	21 22	Whitstable	Training	
Aug	27-30	Brightlingsea	NATIONAL CHAMPIONSHIPS	UK Ranking Series 7
Sept	18 19	Weston	B14 Open	UK Ranking Series 8
October	2 3	Stokes Bay	B14 Open	UK Ranking Series 9
October	16 17	Hayling Tide Ride	B14 Open	UK Ranking Series 10
October	30 31	Grafham	INLAND CHAMPIONSHIPS	UK Ranking Series 11

B14 TRAINING 2004

After a successful first year of holding organised training events we are using the same format as in 2003 with 2 events in different locations and at different times of the year. We had a total of 26 different boats joining in the training sessions last year and we had some great feedback as to how effective they were at getting the best out of the B14, as well as educating the newcomers to the finer points of the turbo-shandy!

Whether you want to hone your skills or work out how to keep the rags out of the water the training events should at least help you focus on improving with advice and coaching from the top sailors in the fleet. It's great that so many of the top teams turn out to help out those getting to know their B14's and for those new to the fleet you'll find everyone willing to share their ideas and experiences.

The events organised for this year are:

Farmoor Reservoir (Oxford) – 17/18th April

Whitstable (Nationals warm-up) – 21/22nd August

Both events are for all ability levels and if you've not come along to a training event or traveller event before then get your road trailer out and make the trip to see what it's all about and pick up some tips.

See you there!

Nils

NATIONALS AT BRIGHTLINGSEA

The test of whether Essex Boys really do come first

Thanks a lot Whitstable! What was the worst thing about the 2003 Nationals? Having to be part of the club that is running the Nationals in 2004 and trying to compete with the stunning performance put on by Trish, Wayne & Co.

So get your files out and Shorten your dagger boards because the 2004 Nationals are on the way. Brightlingsea is set to hold its inaugural B14 National Championship between Friday 27th and Monday 30th August 2004 (the bank holiday weekend). Preparations have started early and I have formed a small committee that have been meeting in our purpose built boardroom, or "The Yachtmans Public House" as it is also known. We have discussed a few issues to make your stay with us more comfortable and the main issue we face is accommodation. For those of you that aren't happy to sleep where you fall (everyone but Jason) and who like toilets (everyone but Jason). Or who aren't in possession of a Hotel Mondeo frequent user card (Dave Hayes), we need to try and present as many options as possible. There is a lack of bed & breakfasts in the town and I would suggest that you book as early as possible. I am currently in the middle of compiling an accommodation list, which I can let you have soon, so we should know exactly what is available. These are the current options:

- Camping on the adjacent site to the Club. Book early and don't tell them your sailing at an event in Brightlingsea as they have in the past put up prices. 01206 303421 (site).
- Brightlingsea Leisure village has wooden chalets and Static caravans. These are mainly private but it might worth checking if there are any for hire 01206 304080
- There is an accommodation list on www.sailbrightlingsea.com. This site is worth keeping an eye on anyway for general Brightlingsea information.
- I am also going to compile a list of club members who have rooms to let for a reasonable price so if you are interested contact me on 07762 488281 or e-mail me at stuart.phillips@quantica.co.uk

Now the house keeping is out of the way the fun stuff begins. We are hoping to be flexible in the racing to allow us to get maximum benefit from the conditions that are available. I have pre-booked the sun and wind. For instance if it is sunny with a force three we will get in as many races as possible, especially if the forecast for later on in the event is a bit grim. Contrary to popular rumor the sailing should be fairly mud free and the only things you have to watch out for is our famous oyster bank when launching. The racing will be held in the middle of the Colne Estuary so there should be plenty of water for everyone. Beware though, just like Whitstable the occasional sacrifice of aluminum (or carbon) has to be made to the God of mud, so just make sure it isn't you. The only other thing to watch out for is speeding in the creek just after launching or when landing. Our harbour-master has asked that we do not buzz the club top gun style, as they have to justify to various speedboats a 4-knot speed limit in the creek. As of yet there are no speed cameras or little men with hairdryers.

Brightlingsea is quite tidal and this generally plays a major part in the tactics here so make sure you know what it is doing. A top tip is to go the opposite way of any locals, as local knowledge plays no part in open events. I have lost count of the times I have seen all the local boats go the way which normally pays, only to be a group of last placed boats at the top mark.

We have three social events lined up that will require a mangle for your liver and will leave you talking like Ozzy Osborne or worse looking like Kelly. We have stuck to the tried and tested format of a live band on Friday night. It should also be pointed out that a lot of pubs in

Brightlingsea have bar extensions over the bank holiday weekend. The Sun generally serves till 01:00 but still has a rather strange smell emanating from the poolroom. I'm not sure if anyone knows anything about this? On Saturday we intend to start with the famous Dan and Stu's Sangria or Sex on the Beach reception immediately after sailing. This will be followed by a competitive team pub-crawl treasure hunt around Brightlingsea (immediate tip is to hook up with some of the folks who attended the training event last-year, as they will have a navigational advantage). There will be prizes for most pubs visited and Tim Bees has personally and with no thought for his own personal safety offered to undertake several test runs to ensure it goes smoothly.

Sunday we have intended to calm things down with a more formal sit down dinner in the sailing club where we will try and come up with some alternative prizes, wine waves and we will welcome any guest speakers who wish to volunteer. The buddy scheme will also be re-run with some refinements.

For those of you not sailing, the local area provides many interesting days out. Whether it is exploring local fishing villages such as Wivenhoe, or a trip to historic Colchester which has all the shops you would expect. Brightlingsea is also only a short ride from famous Constable Country and Dedham village is favourite tourist hot spot. Check out: <http://www.brightlingsea-town.co.uk/> for more info.

It should be a fantastic weekend and the strong home fleet, along with all the volunteers at the club will do their very best to make you all feel welcome. The Sailing Club has the cheapest beer in town and the purser always has some kind of special deal available. I appreciate that the Nationals is a bridesmaid event to Garda but do make an effort to come, it should be a good one. If you have any questions Dan & I will be out and about on the circuit this year along with the rest of the team.

We look forward to seeing you.

Sails by North, hair by Pizza Express



B14 RANKING - 2003 UK SERIES										2003 SERIES RESULTS										
Current Position	Series Start	2003 Ranking	Change	Newcomer / Best Improver	Boat Number	Helm	Crew	Club	Ranking Points	Rutland	Inlands	Whitstable	Weston	Hayling	Lee	Euros	UK Nats	Brightlingsea	Red Bull	Graham
1	2	1			767	Dave HAYES	Sean DWYER	Southport	LOADING >>>	1	1.1	1	1	1	1	1.2	1.2	1	1.1	1.2
2	3	1			758	Tim FELS	Dave CUNNINGHAM	Grafham Water	ENTRY >>>	9	17	22	16	20	16	19	43	12	28	23
3	1	-2			725	Matt SEARLE	Rich BELL	HISC		1	4	22	4	3	3	1	1	2	3	
4	5	1			728	Nils JOLLIFE	Jon BRANCH	Weston		3	22	1	5	11	2	5	1	4	1	
5	11	6			688	Tim HARRISON	Jonny RADCLIFFE	Burnham		9	22	11	2	2	3	7		5	2	
6	7	1			695	Mark BARNES	Tom PYGALL	Whitstable		9	6	22	11	4	9	8	2	17	4	
7	48	41		1st BI	713	Chris BINES	Martin WORTH	Brightlingsea		3	5	22		1		6	1	12		
8	17	9		3rd BI	757	Dan WILLET	Stuart PHILIPS	Brightlingsea		2	11	22			6	9	3		6	
9	9	0			752	Simon HADLEY	Pete NICHOLSON	Whitstable		10			5		5	15	15	5	7	
10	10	0			753	Alan DAVIS	Alison WILSON	LOTS		4	8	22			13	14	21	11	10	
11	51	40		1st NC	743	Richard HARRISON	Chris COULTARD	Weston		6	22	8			10	16	14	18	8	
12	4	-8			764	Simon NELSON	Andy RAMUS	Ranelagh		110.5		22		8	7	13	29	12	7	
13	12	-1			746	Jono PANK	Richard EDWARDS	Parkstone		101.9		22		9	12	11	19	8		
14	13	-1			763	Don FORSTER	Kate FORSTER	Weston		93.8	1			1		3		28		
15	14	-1			756	Jason ANDREWS	Joel McDONALDS	Eastbourne		91.3	15		11	13	6	10		6	9	20
16	51	35		2nd NC	760	Gerry BROWN	Chris FERMOR	Whitstable		86.0					5	17		3		
17	15	-2			742	Adrian WILLIAMS	Lachlan TORRANCE	HISC		81.9	7	22			24		15	13		
18	24	6			748	Mark ELKINGTON	Dave TWIGGER	Starcross		81.8			12		8	10	17		17	
19	23	4			645	Chris SALLIS	Matt FRARY	Gt Yarmouth		72.0					12	13			9	
20	51	31		3rd NC	749	Dan PARSONS	Nick MANSELL	Whitstable		70.6	8	22		6			4		15	
21	6	-15			734	Steve FISHER	Neil BARBER	LOTS		66.5		22	3	4	9	7	16	6		
22	22	0			709	Andy BROWN	Alex MATTHEWS	West Kirby		66.0			9	19	16					
23	36	13		2nd BI	654	Daniel COWIN	Stuart HADFIELD	Burghfield		59.7			12	14		26		14		
24	19	-5			712	Charles AINSWORTH	Paul ADAMS	Whitstable		57.9	12				39	12	20	18		
25	31	6			618	Matt FLINT	Simon WEST	Northampton		56.1		22		15	15		31	10		
26	25	-1			759	Piers LAMBERT	Tim BEES	Brightlingsea		55.0							11			
27	32	5			646	Jamie MEARS	Gemma MITCHELL	Royal Corinthian		55.0	5	22					18	4		
28	34	6			766	Wayne DIXON	Trish DIXON	Whitstable		51.6		22			17	27		13		
29	51	22			718	Tom BOWSHER	Will PERRET	HISC		47.1		22			23		16			
30	28	-2			681	Mark WATTS	Tim ROGERS	Bristol Corinthian		44.4			12	18		22		23		
31	33	2			716	Chris SEYMOUR	Jane SEYMOUR	Shoreham		44.2				10		20				
32	51	19			734(2)	Spike DANIELS	Neil BARBER	HISC		41.4		22	12	16	18		37	23		
33	40	7			722	Tom POWELL	Rachel WRIGHT	Oxford		40.8						12				
34	51	17			735	Dick ROE	Kate DULIEN	Great Yarmouth		40.8	14	22	12			35		21		
35	51	16			702	David BRIDLE	Tom BRIDLE	Brightlingsea		37.2						30			11	
36	29	-7			719	John PAYNE	Matthew HUNT	Brightlingsea		34.2		22				25	9			
37	51	14			668	Joanna PIEPER	David SMITH	Whitstable		26.6						28	10			
38	51	13			733	Tom TAYLOR-JONES	Adrian GREEN	Brightlingsea		26.1	17	22	20		19	42		19		
39	51	12			745	Paul PATRICK	Dom HARMAN	Emsworth		23.8						32	8			
40	45	5			729	Alex REID	Philip ELTRINGHAM	Dabchicks		22.1						34		24		
41	51	6			732	Henry WELLS	Martin WORTH	Brightlingsea		22.1			17			33				
42	51	9			618(2)	Richard VALENTINE	Simon WEST	Brightlingsea		18.4							11	14		
43	51	8			753(2)	Carl SILVER	Alison WILSON	Northampton		18.0				6					19	22
44	51	7			765	Richard CANNON	Keith BORDERS	Whitstable		17.0		22				36				
45	51	6			723	Alister EWING	Paul GADD	Weston		15.0			7							
46	51	7			707	Amir SHMASSUDIN	Chris JEEVES	Grafham Water		12.0								16		
47	51	8			625	DAVIES	DAVIES	Castle Cove		12.0									22	
48	51	3			695(2)	Doug BIRD	Pip PARDOE	Whitstable		9.9										
49	51	4			705	Duncan NICHOLSON		Brightlingsea		9.6						38				
50	37	-13			762	Mark POLLARD	Ann POLLARD	Starcross		8.0							7			
51	51	0			641	Mark CRITCHLEY	Mrs CRITCHLEY	Great Yarmouth		7.7	13									
52	51	-1			764(2)	Shaun BARBER		Hamble River		7.2			12			40				
53	51	0			704	Danny JOHNSTON	BROOKS	Emsworth		7.0										
54	51	-3			673	Francis STILEMAN	Sonia MARRIOTT	Whitstable		6.6							41	25		
55	51	-2			747	Neil GRIFFITHS	Paul GRIFFITHS	RVYC		6.0									21	
56	51	-1			?	NOBLE	HINXMAN			5.5									26	
57	49	-8			717	R RUSHTON	Will PERRET	LOTS		5.0				14						
58	51	-7			710	Mike BURN	Nigel SCOTT	Datchet		4.4	16									
59	44	-15			682	Steve KAARK		Mounts Bay		3.3									28	

NDK PHOTOGRAPHY

WILL BE AT LAKE GARDA
FOR THE B14 WORLDS IN JULY.

CONTACT NICK KIRK FOR
FURTHER DETAILS OR
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FOR MORE INFORMATION
AND LAST SEASONS
IMAGES.

H

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B14

After the Rugby, this should frighten the Aussies!

