

President
Mark Foster

Secretary
Helmut Wagner



NATIONAL E

SAILING ASSOCIATION Inc

A0024481E

NEWSLETTER

Treasurer
Will Jones

Editor
Dick Owen

MARCH 2002

President's Report

If you look to the end of this report you will find that it is not written by John Weston. For those that are unaware of the changes to the National Committee it has been taken over by some "renegades" from south of the border. The "coup" was bloodless and engineered by the previous National Committee at the National AGM.

To John Weston, Peter Nixey and Mark Scrymgour, we fully acknowledge your work for the National E Sailing Association and thank you for jobs well done. I trust that the new committee can maintain the standard that you have set for us. (If not, you can always have your old jobs back ?)

How does one become President ? I still haven't quite figured it out, but I think it had something to do with a finer vintage of "Chateau Calapso", Rick De Jong & Will Jones making sure that they weren't going to become President, and a Victorian meeting I couldn't attend. In any case I have accepted the job and will try to do it justice.

My history sailing "E's" goes back a few years to when I was a member of McCrae Yacht Club, which had a strong fleet. (The Davies Brothers were the National Champs in *Lady Jo II*). I was sailing Cherubs with my Father, and Doug Lee asked me to crew for him in the Victorian Championships in the brand new *Bob E*. One

thing lead to another and Dad built E 417 *E-Motion* and we sailed for about 3 seasons. We did the Nationals at Carrum with our best result being a second to Grant Dix in the Invitation race. Grant went on to win the Championship.

We sold 417 as I was going into 14's & Dad was going into sailing retirement. While building my first 14, I was asked to skipper E 230 *Toothache* in the Vic Championships at Port Melbourne. *Toothache* was a great boat and we managed a 4th overall against Bob Keely in a fleet of 30+ boats. That was the last I saw of *Toothache* until mid 2000.

My son, Alex, had decided that he wanted to crew in a boat with a trapeze & spinnaker and that he could probably achieve a sound economical benefit if he sailed with me. So we had to find a boat that fulfilled Alex's requirements and be able to carry my weight. One thing lead to another and we found a dilapidated E in need of a trip to the tip. We had found *Toothache*. \$400 and she was ours including sails, masts, trailer the works. It took about two months to restore *Toothache* to sailing condition (many thanks to Dad) and just in time for the first heats of the Victorian Championships. We were thrashed. A few mods to the jib sheet lead positions & mast rake and we were competitive and enjoying the racing. We went on to win the Championship by a point from John Frey. The 5th over all in the

Nationals was also a huge buzz, as *Toothache* was the oldest boat racing. It is a nice story for the Foster Family but it is a terrific testimony for the National E Class as the boats do stand the test of time.

Toothache is for sale as Alex and I will be getting into a new boat for next season. Rick De Jong turned out three new "E's" last year and is about to do it again this year. If we are to grow the class we need to establish a supply source for new boats and also second hand boats. If you want a new boat I suggest that you contact Rick as he builds a good boat - however the waiting list is growing !

The nationals at Sunshine, Lake Macquarie were sensational. Being able to camp so close to the club and the water certainly has its benefits. I am not sure what South Australia has in store for us, but I am sure they will advise us in the near future. (What about Meningie?)

In closing, I would just like to pose a question to members to contemplate and discuss and perhaps provide Dick with "Letters to the Editor" for future editions - why do we call the Class "National E (Lazy E)" ? I am yet to meet a person who knows the class as a "National E" but they all seem to recognise "Lazy E". Marketing is all about product or brand recognition. If the consumer does not recognise the product - they usually don't buy the product. Changing the name is one thing, the real issue is the promotion of the class.

Mark Foster
National President
E230 Toothache

Editor's Jottings

Mark's President's Report has given the Newsletter's start for 2002 a great kick along. For those who were not at Sunshine, his contribution will give them an introduction to our new leader for the next two years.

No doubt somebody will explain to him the reasons for the change of name of the Class about 20 years ago. I'm all in favour of his

suggestion to have a "Letters to the Editor" section in the Newsletter. One of the big disadvantages of an Australia wide membership, and meeting only once each year at the Nationals, is the lack of opportunity for all members to discuss matters concerning their Association.

Make the most of this opportunity. I would hope that all letters would be constructive and that they can be reproduced verbatim. If I may have doubts as to their content's suitability for publication in a family newsletter, I would refer these to the National Executive for a decision.

When I joined the Association each issue of the Newsletter listed the names of those who had renewed their memberships as well as new members, after the previous advice. I would like to re-introduce the section so that all will be aware of those who are members of the Class.

As most of those who actually read the Newsletter from cover to cover know, I am a fan of Hagar and try to include a strip which can relate to us sailors. Occasionally I find one to which some readers can see themselves. Last Saturday I consider that I struck the jackpot when the one in this issue turned up. Hope you can see yourself.

Would you like to receive your Newsletter by e-mail? I would be happy to send it to you by this medium. It would make life much easier for me and would lower the Association's costs. Less number of copies printed, stapling, folding, stapling, addressing and less stamps needed, make it the way to go. Please advise me by e-mail if you wish to participate as I will be able to transfer you e-mail address directly to my address list.

Please note that my e-mail address has changed, due to Telstra's decision to close "Easymail". The new address is:-

emasdickowen@optusnet.com.au

Dick Owen
E 534 Expo's E

The Miss Tickle Story

I have been pressured by a few people to describe how we won the Nationals, but I suppose the story should start with how *Miss Tickle* came about.

As most people know I had sailed E's for many years, firstly with my father until he retired from sailing, then as a skipper until the Melbourne Nationals in 1997/98. In those Nationals we placed 2nd to Laurie and David in *Miss Muffet*. Not a bad result, considering I broke my foot half way through the series. But I got a little disenchanted sailing E's in Victoria. Not trying to be disrespectful to the Victorian fleet, but the competition just was not there on a state level. Also I could see the writing on the wall. To me the numbers were declining and I felt that even though I knew they are great boat, that unless something changed and people started getting new boats, that the E's would die.

I moved into an International 14, what a fun boat, bloody expensive, but a great boat. We sailed in the 99 Worlds in Melbourne in a fleet of 138 boats. We had moderate success in the class that got 30 starters at most club races. We placed 50th in our first Worlds.

Then in June 2000 we ventured to England to sail the Worlds. Nine Australian boats went, including the current World Champion Grant Geddes from S.A. Once again a fleet of 135 greeted the starter. We made the Australian team of 4 boats, to race in the World teams event held in a place called Itchenor, which for those who know England is near Southampton. The Australian team won, we were all pretty happy with that of course. Then onto the Worlds which was held in a place called Beer. The Aussies all thought that would have a good ring to it. Beer is in Devon. No wind greeted us for the whole 10 days. So as you can imagine the Aussies all bombed out. After the series I sold my boat and came back to Australia via Bangkok and Bali. Great trip. The problem now was I had no boat.

I had a season off sailing because I was planning a wedding and so forth, and could not afford a new boat as well. Then in February

2001, Dan Osinga and Ben Davies approached me to build them some new boats. They were all excited with Mark Foster and Tim Doring getting into the class. They convinced me to build one for myself as well. I had to eat my words, because the fleet has got hot in Melbourne. I must give a lot of the credit to Mark and Tim for our win at the Nationals, because without their pressure being applied week in, week out, we probably would have crashed and burned in the last heat of the Nationals.

We were well prepared for the Nationals, well at least I thought I was. The boat was set up very functionally so that everything worked easily. The only thing that I had not made was the centerboard, this later proved to be fatal. I felt that my time sailing 14s had made me a better sailor and that I was more attuned to all round weather conditions than I had been before. Leading up to the Nationals we had good speed, but not what I would call great speed. Some minor adjustments prior to the series improved us dramatically.

The Invitation Race was an amazing high, and an even more downer when it all went pear shaped. We felt our speed was good and were very comfortable with our position in 3rd, until disaster struck and the centerboard broke. We always said it was bad luck to win the Invitation Race, I didn't want it to end this way. This later proved to be the case for David and Kevin. I thought our whole series was over before it begun. Thankfully Peter Nixey saved the series for us.

Heats 1 and 2 were pretty ordinary results for us. I was starting to think Laurie and Cath were going to walk away with an easy title. They just blasted out of the blocks with two great wins.

Heat 3 proved to be a turning point in our regatta. A few minor changes to spreader angles and rake made an enormous difference. We led from start to finish. Things were getting back on track. Laurie proved he is human, but ever lurking were David Wise and Norm Waugh. The New Year came and we were laying 3rd overall.

Heat 4 saw Mark Foster pull out a blinder in very testing conditions. I will never again tell him how much mast rake I use. He changed his and I never saw him again that race, what a blinder. We had a very disappointing 8th and thought we were losing a grip on what we were there for. Heat 5 we placed second after leading much of the race. We were being pressured by Norm and Rod on the last reach and Darren jumped out on the wire, only he had forgotten to hook up. Whilst fishing him out of the water *Mug's* sailed on past. Shows we are human after all.

Heat 6 was a good race for us in that it put us back in the hunt. Heat 7 was a bit of a disaster. We were comfortably second to David, when we had a port and starboard with him. After doing our 720 we ended up 6th.

Heat 8 was amazing, going into it four boats were separated by four points, anyone could win. A moderate breeze, not our ideal condition, but I was still confident. We went out early to check the breeze. I always wanted to go left and this proved a very good choice. As we started, more and more of the fleet headed to the right hand side. I could see more breeze to the left and stuck to my guns, Darren and I discussed it, and said it was make or break. We lead round the first mark by a fair margin and were never headed. But the last beat was harrowing. I could see Laurie

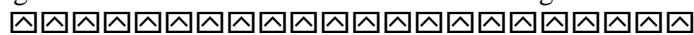
had a fair margin on David and if the placings remained that way we would win, but all the way up the last beat, the gremlins were eating me. What was going to break?. The main sheet was continually slipping through my hand.

When we got the gun and Laurie had crossed the finish line we knew it was ours. Most people, except Darren, wouldn't know that as Laurie crossed the finish line, the emotion got to much for me, and I cried my eyes out. There was only one thing that could have been better than winning the Nationals, and that would have been having my father there to see me do it. But I know Dad was watching anyway.

We had a great series and the racing proved to be fantastic also. Two points separating the first four boats proves the racing was close. Special thanks must go to Darren, because without him I could never have done it. Lindsey Irwin did a great job in providing me with a great sail. My thanks also to Ronstan and FGI for continued sponsorship and of course Peter Nixey for lending me his spare centerboard.

See you on the water next season in a new boat as yet unnamed.

Rick de Jong



PRESS RELEASE : NATIONAL E Centreboard Class AUSTRALIAN CHAMPIONSHIP AT SUNSHINE, NSW – 2001 / 2002

This article was prepared and submitted by Petrer Nixey

The National E (once called the Lazy E) Class held their 37th annual Australian Title Series at South Lake Macquarie Amateur Sailing Club at Sunshine via Morisset NSW over the New Year period from the 29 Dec to 4 Jan. There were 21 boats with representatives from five clubs and four mainland states. The club personnel were excellent hosts both on and off the water. The regatta comprised of a mix of long and short course back-to-back races sailed in fine although occasionally smoky conditions, with moderate breezes. The one exception was Heat 1 which started as a drifter with 180 degree wind shifts and finished with

a southerly buster .

This year the competition among the top echelon of the fleet was especially fierce with only two points between the four leading boats at the end of the eight heat regatta. The second place-getter David Wise from Henley S.C. was heard to say "I've lost a Nationals by two points and another by one point (in previous years) but this time I've lost by zero points". The winner was Rick De Jong from Elwood S.C. in Victoria who had returned to the class after campaigning a 14 ft International skiff at the World Series in the

UK 18 months ago. A competent spare time boat builder, he borrowed the official NESAs mould to produce three new National E GRP hulls during 2001, including his own, E 555 *Miss Tickle*. After a disastrous Invitation Race when his (secondhand) centreboard broke, he borrowed a replacement overnight, and with crew Darren Upton sailed consistently to win on a count back. It was his first overall win in an E Nationals and the culmination of many years of family involvement. The late Leo De Jong, Rick's father, built 54 plywood Es in his life time and another 3 with Rick's assistance. This was Rick's 24th Australian Championships.

A former National Champion, Laurie Alderton from Balmoral S.C., NSW and his crew (and

daughter) Cathy finished two points behind the leaders after some uncharacteristic equipment failures. This left Norm Waugh and crew Rod Gurr from Somerton S.C. in South Australia who were last year's winners to finish fourth after Laurie, again on a count back.

Fifth place went to a father and son combination Mark and Alex Foster sailing E 230 *Toothache* from Victoria. This was a noteworthy comeback for Mark after an absence from the class of some 26 years. His plywood boat which had won the 78/79 Nationals at Lake Illawarra was seen to be anything but obsolete proving that the E is a truly one-design class despite the change to modern materials.



News from the Branches

Victoria

What a season so far. The sailing has certainly got hot this season with the new arrival of three new boats at Elwood.

The average fleet number has certainly improved and so has the competition. Tim Dorning in *Stealth* has certainly up the ante in the fleet. Then again you don't represent your country in three Olympics, if you can't sail, pity he didn't go to the Nationals, because he sure would have thrown another spanner into the equation. Then again on a personal note, lucky for me he didn't. Mark Foster and Alex in E230 *Toothache* proved in the Nationals as well as the club racing, that 30 year old boats can still make the grade.

Rick de Jong and Darren Upton in *Miss Tickle*, have shown good speed on most weeks, as was shown at the Nationals. John and Daisy have broken in an old main of mine, and have certainly improved to score a race win at Elwood and also beat the current National champion. They certainly won the chocolates that day. (Elwood people would understand

what I mean by that) Just proves 8 year old sails are much quicker than 15 year old sails.

Brian Clarke and Helmut Wagner in *Kaos* started the season in a blaze of glory and have continued to be amongst the placegetters. Dan Osinga and Craig Fingers have finally got the new *Herb* in the water and are currently going through that difficult tuning phase. Ben Davies and Emily Jones have only sailed a few races in *Moo*. Ben's been pretty busy building his house. You should do those things in winter Ben. But his new boat certainly came out the box fast, imagine what it is going to be like once he actually tunes the thing up.

Ron Carpenter has been trying to get a grip on this sailing caper, by crewing for Will Jones on *Apatch -E*. They have shown remarkable light wind speed and height. They must have had a few tips from Geoff Steinicke, because he was a demon in those conditions.

Next season things look even more promising, John Weston has purchased *Miss Tickle*, so a new boat is on the way for Rick and Darren. Mark and Alex Foster have ordered a new boat, as well as

Will Jones, this will make 6 new boats in 12 months, they are certainly looking up for the E fleet.

The Victorian fleet wants to keep that hallowed trophy in our state, after all we can't keep the AFL trophy here (No cheap comment here please Dick, we all know who won) The late mail also tells me that Peter Seal has purchased his old boat back *San Toy*. As an ex National champion , his presence will certainly be welcomed.

The Victorian States are to be held towards the end of March so we will send the results in the next newsletter. Current standing after two races has *Stealth* leading from *Toothache* then *Miss Tickle*

Two Victorian boats ventured to South Aust to contest their State Titles. *Miss Tickle* won every race. *Toothache* never finished a race. You have to keep the mast facing the sky Mark!! It goes better that way. As Mark has said in his report, The South Aussie's should



New South Wales

Easter usually marks the end of the season but being early this year we still have at least 3 more Saturdays before the official season's end at Balmoral on April 27th. (A so-called winter series continues until the end of May).

Unfortunately with Laurie Alderton away with a broken wrist resulting from a motor cycle rally injury, boat numbers on the water have been lower than usual. Several new faces have joined BSC in recent months but as yet have not started to sail regularly. For those sailing there have been plenty of fine weekends and excellent conditions.

There has been some interest in *Es* from country NSW with at least one boat being purchased with the intention of sailing in the next Nationals in SA.

Three heats of the NSW State Titles were sailed on the weekend of 2nd and 3rd March. Heat 1 was at Balmoral on Saturday and Heats 2 and 3 on Sunday at Illawarra Yacht Club on Lake Illawarra. The conditions were
Heat 1 NE at 8 knots,

certainly think about Meningie as a venue for the next Nationals. If you liked Lake Macquarie, this place is very much the same, flat water, camping on the waters edge, and great hospitality shown by the Club. The only draw back is David Wise might not be so keen after spending time with his mast stuck in the mud.

The results of the States which were held over a very pleasant weekend at the Indented Head YC are as follows:

- 1st E550 *Stealth* Tim Dorning & Joe Picone
- 2nd E555 *Miss Tickle* Rick de Jong & Darren Upton
- 3rd E230 *Toothache* Mark & Alex Foster
- 1st Handicap E453 *Apatch-E* Will Jones & Emily Jones & Ann Carpenter
- 2nd Handicap E 536 *Tangarra* John & Daisy Frey

See you on the water

Rick de Jong
Ex E555 *Miss Tickle*

Heat 2 E at 8 knots and
Heat 3 SE at 22 knots (as the result of a southerly change shortly before the start). Lake Illawarra was voted by everyone as an excellent venue in spite of fairly unconventional courses. We were at times sailing in company with both 16 foot skiffs and large trailer sailers. But there was no other traffic whatsoever and much smoother water than Sydney Harbour.
The results were as follows:

Our most ephemeral member, John Weston has purchased Rick DeJong's boat "*Miss Tickle*". Our spies say it was seen travelling towards Sydney on the Hume Highway over the Easter break. Whether it's in his new or old boat, we are still holding our breath to see if John can make it onto the water at Balmoral this season. Come on John – there are only three Saturdays left!

Peter Nixey E 521 *The Fury*

No.	Boat name	Helm	Crew	Heat 1	Heat 2	Heat 3	Prog. score	Prog. place
E520	<i>Alphaglassy</i>	R Nuttall	A O'Flynn	dns	5	4	15	5
E521	<i>The Fury</i>	P Nixey	B O'Flynn	1	1	1	3	1
E526	<i>Emu</i>	T Dawson	J Allen	4	3	5	12	4
E531	<i>Victor-E</i>	D Alderton	D Alderton	3	4	2	9	3
E537	<i>Firewind</i>	D Paton	S Cararcher	2	2	3	7	2

South Australia

What a great Nationals it was and congratulations to all who took part. Especially to NSW for taking us to a magnificent area, not only to sail but also to camp and holiday. Thanks to the NSW Branch for their hard work in preparing the series and for the on-going race management.

Weren't the Sunshine waters great for sailing, especially the warm temperature? Pity that we will miss out on those equally nice Queensland temperatures this time round. But life must go on and SA will do its bit this coming Xmas.

Racing in Adelaide after Xmas has not been too exciting with lousy weather still dominating. At Henley Sailing Club we have lost more racing days to windy weather and now have to count every Saturday race towards the club championship. Alan How and Wendy Cooper are still pressing David Wise and Kevin Hancock for the lead closely followed by Chris Balkwill in *Magnum*. John and Virginia Arney have overtaken Wally and Sandy Knights for that regular spot due to injury. Both crews are injured with Sandy's ankle causing more problems than Virginia's back!

Somerton have been very quiet with Norm Waugh and Rodney Gurr having returned from the Nationals but done little sailing due to Norm's work commitments.

Australia's biggest fresh water race the Milang to Goolwa was supported again by the E's and the first E to finish was *Ruthless* sailed by David Wise and Philip Wise followed by Alan How and Wendy Cooper some 25 minutes further back. *Ruthless* finished 5th on

yardstick with something like 300 boats taking part in various divisions.

The last 3 State heats were held at Meningie, a fresh water lake and guess what, it blew again. The Saturday saw winds up to our race limit of 22 knots and this dampened the enthusiasm of most sailors. Norman Waugh, David Wise and Alan How fought out the placings for the South Australian Championship.

On Sunday the wind became even stronger with many retirements. The State Sailing Committee voted to not sail the final race and unfortunately this was not supported by the OOD who went ahead with a start when the wind was probably well over 25 knots. Four boats crossed the start line, mainsails half out and flogging, boats leaning over and barely under control. One boat went straight to the club, another ended upside down for 45 minutes whilst the third swam. Only the leader "raced" not flying the spinnaker.

The majority of boats left for home early, disappointed and disillusioned with the running of this race. This decision to over rule our race committee ruined the fellowship and morale we had been instilling in our membership and has done nothing to boost the support for the running of races in country venues.

State Championships are for ALL boats to sail in and we owe it to these members to offer them reasonable conditions that they can take part in. Our wind speed limit IS 22 knots with ANY gust of 25 knots or greater causing the race to be abandoned.

David Wise
E546 *Ruthless*