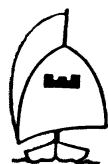


President
Mark Foster

Secretary
Helmut Wagner



NATIONAL E

SAILING ASSOCIATION Inc

A0024481E

NEWSLETTER

Treasurer
Will Jones

Editor
Dick Owen

SEPTEMBER 2002

President's Report

I have actually started to write the report without a reminder from Dick. For those of you that enjoy reading the newsletter, we all owe a great debt of gratitude to Dick and his contagious enthusiasm and drive.

Not much has happened on the sailing front, but this will start to crank up a notch or two as the Opening Days approach.

The National Committee has focussed on a few domestic matters

- 10 masts have been ordered and will be taken delivery in September
- The website is getting a make over and update thanks to Darren Upton
- We have decided to spend approximately \$5000 to maintain the Moulds in reasonable condition
- We will be updating the National E brochure as existing stocks have all but run out.
- A review of the rules and suggested changes has been completed.

If you are in need of a new mast I suggest that you contact Rick, Will or myself in the near future. First in best dressed. The price of the new masts has not been set as yet but will be close to \$300 mark. I have actually bought one so there are 9 left.

Darren is getting right into this website stuff. Changes are being made. Hopefully we will soon have an interactive section for discussion of various issues. For the news and pictures to be updated we need to have a flow of the same. Keep an eye on the web and please participate in the process.

The moulds for producing new boats are in need of some TLC. They are old and well used but with maintenance they can be given a new lease of life. The National Committee believe that it would be irresponsible to let the only moulds fall into disrepair, so to ensure the longevity of the moulds, and the class we have decided to maintain the moulds. We have also decided that the moulds are not for general members use and the use shall be restricted to registered boat builders or persons approved by the National Committee. All requests to use the moulds are to be directed to the National Committee for decision.

The National E brochure needs some updating, mainly the images, so we will be renewing the brochure in the near future. If anyone would like to volunteer to take on the task please let me know.

The National Committee have reviewed the Class rules and have offered some suggestions for change. Hopefully Dick can include the suggested changes in this newsletter so that you can join in the review processes. We would appreciate your comments as we will be putting the motion for changes on the agenda for the AGM. Nothing is finalised at this time, we are simply putting our

Check out the changes to the web site... visit www.nationale.org.au

thoughts forward for your general comment either for or against. At the end of the day, it will be the members who make the final decision.

That's all for now,

Mark Foster

Editor's Jottings

The Newsletter is going out later than I had intended. One of the several reasons is that my computer regularly decides to freeze, usually after I have introduced a new or amended article and have not saved it.

Members of the National Executive have

submitted some points which will no doubt result in some lively discussion. President Mark's article is re-produced as it was received, I did not make any alterations as I considered that it should be published verbatim. Also note Mark's change of phone number and e-mail address.

The Newsletter gives the opportunity for opinions to be circulated.

Please note that there have been some minor alterations to the Notice of Race for the Nationals at Somerton.

Dick Owen
E534 *Expo's E*

Notes from the National measurer

As everyone is well aware the National executive has transferred to Victoria. What the new National executive is all about is being proactive instead of reactive. What this means is that a few changes are installed to make sure we can all be held accountable. As the national measurer I, and the Committee, feel that for near future we wish to maintain a level playing field and encourage new people into the class and into boats that are legal in every sense of the rules.

As many may be aware over the past 10 to 15 years I believe that we as a class have become very lenient in regards to enforcing the rules, by that I mean people acquire new sails, masts, rudder blades etc etc and the relevant paperwork is not forwarded to the National Measurer to update the records for validity of A class certificates. What this means is that the records are so out of date that they are no longer relevant.

What I have proposed at the National meeting is that we draw a line in the sand and start again. Further to this the National body, as Mark has already outlined in his President's report, is that we clean up a few of the silly rules in the class, e.g. Black bands on black masts. These sorts of rules should be rectified.

What I have done in the past few months is emailed everyone I have a email address for, a copy of the Rule Book. It is in every boat

owner's interest to read these Rules and make sure their boat complies. Further to this I would like each State Measurer to completely measure each boat and forward the five page measurement forms to me for renewal of A class certificates. This may seem a bit harsh ,but I think most people would be amazed how many boats actually comply.

One example, how many boats sailed at the last Nationals with red, blue numbers on their sails. Rule 11.2{g} states they must be black, Another example, and I am going to pick on particular boats here, and please don't think I am singling you out , are *Watermark*, *Magnum*, *Ruthless* and even my old boat *No Absence of Malic*. Rule 12{b} states the registered number be permanently fixed to the centerline of the floor near to the transom and covered with transparent fibreglass. These four boats have the number affixed near where the transom beam would normally be.

Now, some might argue that these two examples may be trivial and to some extent I agree, they certainly make no sailing advantage, but they do not comply with the current rules we are all supposed to be going by. What I suggest is that each state organizes a couple of measuring days and make it a social event to measure each boat. This way any embarrassment can be avoided come the Nationals.

Let's try and encourage everyone

to have an "A" class boat and dispel the trailer park gossip of whose boat is legal and whose isn't.

Rick de Jong
E558 Miss Conception

EE

Perpetual Motion

(The heading is mine. This article was sent by our most prolific correspondent, Life Member Peter Miller.. I am indebted to Peter for his ever interesting contributions. Perhaps he will inspire others to contribute to our Newsletter. Ed)



Right now I am at the start of a new project to build a new RV. This one will be a camper based on a Mercedes Sprinter van. Thinking about it this will be the first project to come out of the Miller garage that will not float. When I think back to the first sailboat I built it reminds me of the learning curve I had to climb to get to the launching day, and the fun it was getting there.

A few years ago Beth and I were invited to an end of season presentation night for the National E's. Listening to the names of the boats that were in the trophy list it struck me that many of the prizewinners were owners of boats that had been built by amateurs many years before.

Talking to a couple of the guys at the bar after the official part of the evening was concluded they made the statement that they wished they had the chance to build a Lazy E. I expect that they never did get around to achieving their wish, which is quite a pity really. The enjoyment associated with building your own boat is probably only bettered by winning a race in her.

My first boat was a Heron. The reason for building it was to get away from the hobby of building radio controlled model aircraft. Now building and flying radio models in the days before transistors were common was an exciting thing to do. Actually I used to equate it to being one of the most exciting things you could do without risking your life and keeping

your pants on. The radio I had, which cost an arm and a leg, had very short range and it was not unusual to have to chase the model a few miles when the model strayed out of radio contact. We always had the car handy and a pair of binoculars to aid the chase. So building a proper boat sounded like something else to do that might be a bit more useful and able to withstand the odd hard landing.

I called on Quin Marine to see what plans they had, thinking a Moth might be the way to go as I had heard of that class. The guy behind the counter talked me into the Heron and having no other ideas of my own and the thing did look like a real boat that would fit the project, so a Heron it was.

When I think back to the tools I had at that time I would find it hard to feel sorry for anyone not getting involved in building a timber boat because he did not have all the bells and whistles of modern machinery. My power tool was a ¼ inch Wolf electric drill. This machine did everything from sharpening drills with an emery wheel in the chuck, sanding with a disk, driving a primitive jig saw attachment, driving a circular saw and even drilling holes. Later it even drove an orbital sander attachment that was not really a great success.

In addition to the drill, I had chisels, a couple of saws, a steel plane and all the usual tools a motor mechanic needed to remain in the business of fixing motor cars.

Fortunately I had listened attentively when attending woodwork classes in both primary and secondary schools and I think the thing that helped most with boat building was what we learnt about sharpening tools.

Woodworking with blunt tools must be frustrating.

The guys I mentioned wishing to build their own boats made the excuse that they had no boat building experience. Most of the early

fleet was built by guys with no experience in either wood working or boat building.

The Heron at the time was going through a building boom and indeed I really believe the Heron under the guidance of Stephen Dearnley was responsible for kindling the greatest boom in home built boats that Australia had seen.

My boat was allotted the sail number 5844 and the second one built about 18 months later was 6630. Herons were being built in garages, lounge rooms and bedrooms all over the country. The big attraction seemed to be that guys who had sailed in their teens were attracted back to sailing with the chance to sail with their sons and daughters. I had zero sea time having spent quite a few years trying to earn a living riding motorcycles on the road circuits around Australia. My family was absolutely amazed when the things actually floated and were I think even more amazed when they kinda went where we steered them.

After Motor-cycle racing I figured that at least at sea the final end, if the worst happened, would most likely take some time to occur, unlike the result of a mistake on the road circuits.

The cost of building a Heron was about 120 pounds (for the younger generation \$240). I forget how much a well built boat would bring on the market but I do remember I thought the venture was great as I could build a boat and sail it for a season then sell it with enough profit to have a couple of weeks in the snow and enough left over to build the next boat.

Halfway through the second boat I saw the article printed in a yachting magazine that showed pictures of the new Lazy E Stephen Dearnley was building. A beautiful piece of wood work. I had to have one. Incidentally, the second Heron was launched and christened *Tumbleweed*, which you might see by our mail address is a name that reminds us about the boat we never really had. The only sail I had in *Tumbleweed* was the demonstration sail with the prospective buyer.

From then on it was a matter of building Lazy E's at the rate of one every couple of years. 99 – 188 -199 – 449. The home built boats to roll out of our garage measured a total of 132 foot 6 inches. Beth has often said it is a pity I hadn't built just one boat 136 foot long then we could have lived on it. The final total includes a 20 ft trailer sailer and the current *Pyewacket* a 30 ft keelboat.

Others in the Lazy E Association made my effort look tame. Ian Moncrieff built three Lazy E's in one year after his two earlier boats. Ian later built a Tasman 26 then a Pion 30. I believe Ian's first boat building effort was an Enterprise, Jack Holt's forerunner to the Lazy E. The Enterprise sail insignia was an E displayed as a normal capital not on its back as in Lazy E. Ian incidentally has staked his claim to fame in the E Association as the designer if the logo used on all literature.

The upshot being that this new RV project of mine is hopefully going to be a breeze. Building a motorhome after boats should be easy. At least the floor is flat to start with. Tools? Well if only I had all the tools and machinery when building the first boats. Today I have all the hand power tools, a Durdin Junior Joiner which has a circular saw, a buzzer and a good solid sanding disk that makes finishing end grain timber cuts really accurate. I really would like a thicknesser though!

Since the Germans cannot build our new Mercedes Sprinter and get it to us before October this year I have the time on my hands to start building some of the interior stuff. The shower-toilet module will be the first project where the skills learnt building fibreglass boats will come in handy.

All through the boat-building period I was able to convince Beth that eventually I would be good enough at woodwork to tackle renovating our kitchen. Pity about that! We had the experts do that job last year, and a wonderful job they did too!

Peter Miller

Suggested Changes to Rules of the National E Sailing Association Incorporated Adopted by the members 3rd August 1991.

NAME

1. The name of the incorporated association is "The ~~National E~~ **Lazy E** Sailing Association Incorporated" (in these rules called "the Association")
Comment: Change to this rule is subject to acceptance of the changes to 3.1 changing the Class name back to "Lazy E". Even so, it is not absolutely necessary to change the name of the association, but members may wish to do so to maintain consistency between the name of the association and the class name.

INTERPRETATION

- 3.1 These rules shall provide the basis on which owners of the yachts originally designed by Jack Holt as a Lazy E, ~~now renamed in Australia as the National E~~, shall control construction and racing throughout Australia so that the ~~National E~~ **Lazy E** remains a One Design Class capable of satisfying both the family sailor and the racing enthusiast.
Comments: Changing the Class Name back to "Lazy E" in preference to "National E" is a recognition by the members that Lazy E is a more recognisable Class Name and will be of greater assistance in the marketing of the class.

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Suggested changes to

Rules of the National E Association of Australia adopted by the members in AGM August 1985

3.5 KING POST

The following dimensions for the size of the king post are advisory, not mandatory

- (a) The king post in all timber hull ~~shall~~ **may** be made of solid timber with a cross section no less than 32mm * 48mm or of aluminum tubing no less than 50mm * 50mm * 2mm as shown on the Plans.
- (b) For G.R.P. Composite or G.R.P. Sandwich Laminate hull a king post of dimensions 60mm * 60mm minimum shall be mounted to straddle the forward web (see rule 3.6) and extend to the underside of the king plank doublers or alternatively as for all glass hull.
- (c) The king post in an all glass hull may be made of aluminum tubing no less than 50mm * 2mm.

Comment: On reading the Rules of Construction & Measurement a number of requirements should be amended to make it easier for boats to comply without improving boat performance or making administration more difficult.

3.7 CENTRE- BOARD CASE - OPTIONAL BRACING:

- (b) A single cross brace may be attached to the forward end of the centre-board case in any approved hull. Such cross brace may be constructed from either alloy tubing measuring between 16mm minimum and 25mm maximum outer dimension or from timber with a maximum cross section of 1600sq mm **or other suitable materials**. The cross brace shall be securely fastened to the centre-board case forward of the thwart and to the lower chines, or upper chines or seat stringers on each side.

Comment: It is interesting that there is nothing to say exactly where the forward brace should be, only how big it should be. Surely these sizes should be advisory only as for 3.5 Further, the materials should not be restricted to wood or alloy tubing, but given the flexibility for the aft brace as in 3.7 c).

3.8

DECK

- (a) The hull shall be completely decked forward from a line commencing between ~~3112mm~~ 3110mm and 3137mm from the aft side of the transom.

Comment: The current (and only) GRP mould is exactly at the current min of 3112mm. The change will give suitable tolerance for building with this mould. Failure to pass this change may result in expenditure to fix the current mould (or replace it).

3.9 OPTIONAL HULL EXTRAS

The following hull components shown on the plans for construction are optional:

- (a) The outer bilge keels - parts 13 on sheet 5 of plans
- (b) The aft side-benches - parts 46 on sheet 5 of plans.
- (c) The stern knee - as on sheet 5 of plans
- (d) A keel band.
- (e) The area between the king post and the forward bulk head and from the hog to the deck may be enclosed by a panel ~~no greater than 50mm in thickness~~. The material may be plywood, G.R.P. or Foam Sandwich laminate.

Comment:) It seems to limit how thick the panel is, and is counterproductive. Again a note that this measurement is advisory, not mandatory would suffice.

CENTRE-BOARD

- 4.3 The centre-board may be made either in plywood or solid timber and may be painted, varnished or sheathed in G.R.P. **or foam sandwich construction sheathed with Glass Fibre, Carbon or other fibre reinforcements.**

Comment: The centre-board is weighed as a component of the hull. By allowing lighter weight construction it will give heavier hull weight boats the opportunity to reduce their total hull weight closer to the minimum weight of 97.4Kg and thus promote closer fleet racing. Also it should be noted that foam sandwich construction may be easier than that of wood and may reduce costs in the future.

WEIGHT

7. The weight of the complete hull in dry condition excluding spars, rigging, rudder and tiller but including centreboard, specified buoyancy, and fittings permanently attached by bolts, screws, nails, rivets or glue shall not at any time be less than 97.4kg.

A hull which ~~at its initial measurement~~ weighs less than 97.4kg shall be fitted with ~~timber~~ correctors aggregating not more than 4.5kg total weight which shall be ~~permanently~~ affixed to the ~~thwarts~~ **centre line of the Hull in plane sight and as close as practical to the transom** and noted on the measurement form and annual certificate ~~thereafter as they remain part of the boat for its life~~. **Removal of the correctors voids the boats "A Class" certificate.**

Comment: The object is for all hulls to weigh 97.4Kg. As hulls age they add weight, by allowing an **annual** weight review it will allow older hulls to maintain minimum weights. The purpose for correctors to be affixed at the transom is to discourage radical weight boats being built. It also allows a "plane view" approach so that correctors are obvious to other competitors, and ease of administration by class officials. The choice of materials for the manufacture of correctors is totally open.

RUDDER BLADE, RUDDER STOCK AND TILLER

8.1 RUDDER BLADE

- (a) The thickness, length width and shape of the rudder blade below the point at which it pivots in the rudder stock shall be in accordance with the measurements shown for that portion of the rudder in Schedule 5 to these rules. It may be either in plywood ~~or~~, solid timber **or foam sandwich construction** and may be sheathed ~~in~~ **G.R.P. with Glass Fibre, Carbon or other fibre reinforcements.**

Check out the changes to the web site... visit www.nationale.org.au

Comment: There are no weight restrictions on the rudder blade, stock and tiller. There are no restrictions on materials for manufacture of rudderstock or tiller. Allowing foam sandwich construction and use of the full range of reinforcements will allow a broad selection of manufacturing techniques as well as use of lesser quality timbers or offer the simplicity of construction of foam sandwich.

SPARS

9.1 MAST

- (e) Black (or contrasting colour) bands shall be painted on the mast such that the lower edge of the upper black band shall be 6110mm above the deck at mast base and the upper edge of the lower black band shall be 471mm above the deck at mast base. The luff of the main sail shall not extend beyond the stated edges of the black bands.

9.2 MAIN BOOM

- (c) A black (or contrasting colour) band shall be painted on the boom with its inner edge 2667mm from the aft side of the bolt rope groove on the mast. The foot of the mainsail must not extend beyond this edge.

Comment: Removes the problem of Black Bands on Black spars.

11.2 MAINSAIL

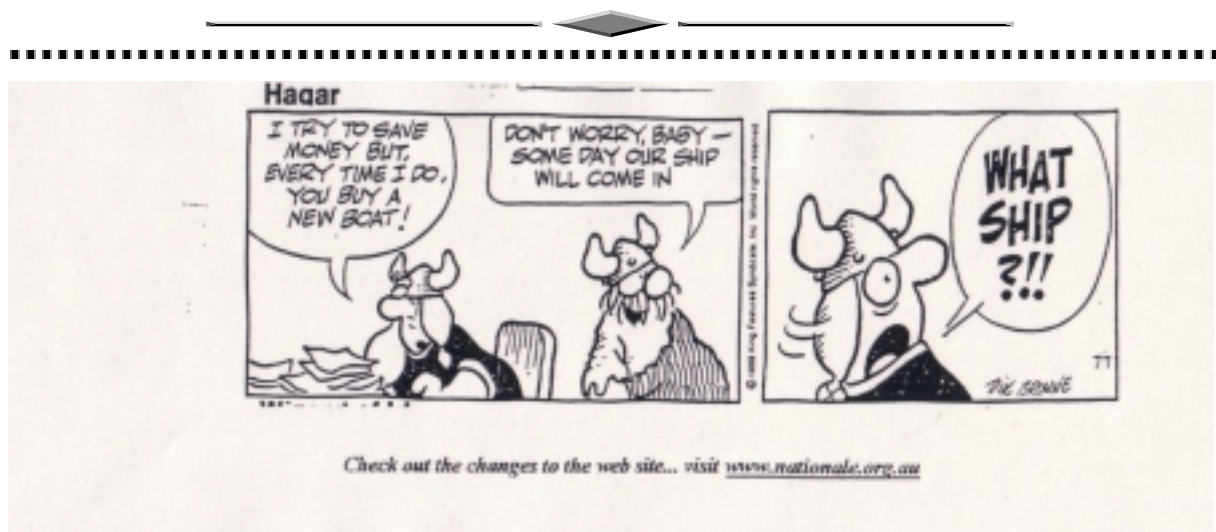
- (f) The class insignia (a black or contrasting colour E turned on its back) measuring approximately 437mm wide X 305mm high with 76mm sections shall be placed below the Coloured peak on each side of the sail. The insignia may be placed back to back.
- (g) The registered number of the yacht shall be placed on each side below the insignia in black or contrasting colour figures approximately 305mm high X 76mm section. The number of the starboard side being placed higher than the port side.

Comment: There are current boats that do not have Black Insignia or sail numbers and have competed in State and National Championships. Either we abide by the rule requiring the colour Black, or change the rule to allow other suitable colours.

11.3 SPINNAKER

- ~~(e) The registered number approximately 305mm high X 76mm section shall be shown on both sides of the spinnaker in a contrasting colour.~~

Comment: Deletes the requirement for numbers on spinnakers.



Check out the changes to the web site... visit www.nationale.org.au

NOTICE OF RACE (AMENDED)
NOTICE OF RACE (AMENDED)

38th AUSTRALIAN NATIONAL E CLASS CHAMPIONSHIP 2002/2003

28 December 2002 to the 3 January 2003

hosted by
SOMERTON YACHT CLUB

on behalf of
NATIONAL E ASSOCIATION (SA BRANCH)

The South Australian Branch of the National E Sailing Association invites entries for the 2002-2003 Australian Championships to be conducted by the Somerton Yacht Club over the period 28 December 2002 to the 3 January 2003.

1. VENUE & ORGANISING AUTHORITY
The venue is at the Somerton Yacht Club, which is located at the corner of the Esplanade and College Road, on the foreshore at Somerton. The Organising Authority for the regatta is the National E Association (South Australia Branch) Inc.
2. RULES
 - 2.1 The regatta will be governed by the current rules (and amendments) as defined in the Racing Rules of Sailing 2001-2004 and the special regulations of the AYF (except as any of these are changed by this Notice of Race and the Sailing Instructions), by the Sailing Instructions and by the rules of the National E Sailing Association.
 - 2.2 The Regatta is classified as a Category A Event.
3. ELIGIBILITY AND ENTRY
 - 3.1 Races are open to registered National E yachts, which comply with rule 39 of the National E Sailing Association Inc.
 - 3.2.1 Eligible yachts may enter on the prescribed Entry Form to be lodged with the Race Secretary or his Representative not later than 1100 hours on the 28/12/02.
 - 3.2.2 Address for entries is "The Race Secretary" 26 Third Avenue, Ascot Park. SA 5043
4. FEES
 - 4.1 Entry fee for lodgement by 1st Oct 2002 \$220 per boat
 - 4.2 Entry fee for lodgement after 1st Oct 2002 \$260 per boat
5. SCHEDULE OF EVENTS
 - 5.1 Registration & Measurement
Measurement and Registration will be between the hours of 1000 hours and 1600 hours on 27/12/02 and also 1000 hours to 1100 hours on the 28/12/02.
The S.A. Measurer or his assistant shall inspect each yacht and the sails will be stamped and signed for the series.
 - 5.2.1 Competitors Briefing is at 1200 hours on the 28.12.02
 - 5.3 Race Programme

Invitation Race	28/12/02	1400 hours
Heat 1	29/12/02	1400 hours
Heat 2	30/12/02	1030 hours
Heat 3	30/12/02	1400 hours
Heat 4	31/12/02	1030 hours
Resail	31/12/02	1400 hours
LAY DAY	1/1/03	No racing
Resail	2/1/03	1030 hours
Heat 5	2/1/03	1400 hours
Heat 6	3/1/03	1030 hours

Check out the changes to the web site... visit www.nationale.org.au

6. **SAILING INSTRUCTIONS**
The Sailing Instructions will be available from Somerton Yacht Club at Registration
7. **RACING AREA**
The racing area will be on the waters of Gulf of St Vincent within approximately 5 nautical miles of the Somerton Club as shown on Attachment 1.
8. **COURSES**
The format and courses to be sailed will be detailed in the Sailing Instructions.
9. **SCORING**
- 9.1 The low point score system, Appendix A4 of the AYF racing rules shall apply.
- 9.2 The Championship series will consist of 6 races of which 4 must be completed to constitute a series.
- 9.3 Each boat's Championship score will be the total of her race scores, discarding her highest score, subject to the provisions of AYF 88.3. When only 4 races are completed each yacht's score will be the sum of her scores for all races.
10. **PERSONAL BUOYANCY**
All competitors shall wear personal flotation devices, which are in good condition and are in accordance with the specifications issued or approved by a national authority affiliated to the International Sailing Federation, or a standards organisation, or certification authority, recognised for the purpose by its respective government. Attention is drawn to Fundamental Rule 1.2.
11. **SUPPORT BOATS**
Team Managers, Coaches, and other support Personnel shall keep to leeward and more than 50 metres clear of any competitor or mark of the course between the preparatory signal and the finish of the last boat in a race, except in boats provided by the organising authority or when asked to assist by the Race Committee. Support boats shall display flag O at all times.
12. **PRIZES**
- | | |
|--|--|
| Invitation Race 1 st place, | Personal trophies for skipper and crew |
| Championship 1 st place, (skipper) Trophy | Stephen Dearnly Perpetual Trophy and Personal Trophy |
| Championship 1 st place, (crew) Trophy | Mike Sherlock Perpetual Trophy and Personal Trophy |
| Championship 2 nd place | Personal Trophy for skipper and crew |
| Championship 3 rd place | Personal Trophy for skipper and crew |
| Division 2, 1 st place | Stephen Cole Perpetual Trophy and Personal Trophy for skipper and crew |
| Division 3, 1 st place | Wally Tonkin Memorial Trophy and Personal Trophy for skipper and crew |
| Masters Trophy | Wayne Scott Memorial Trophy for crews combined age between 85-99 years at 28/12/2002 |
| Grand Masters Trophy age | Wise Family Perpetual Trophy for crews combined over 99 years at 28/12/2002 |
| Female Trophy | Personal trophy for fastest female skipper |
| Junior Trophy | Personal trophy for fastest Junior skipper |
| Jock Lawler Memorial Trophy | Personal Trophy awarded to a member selected for outstanding service over the previous 12 months |
| Nil Desperandum points including Invitation) | Personal trophies for skipper and crew. Highest scored by a boat having completed all races |
| <u>Dirty tips trophy</u> | <u>Most spectacular capsizes</u> |
| <u>Lucky break award</u> | <u>Biggest race lead obtained by chance</u> |
| <u>Battered crews award</u> | <u>Best bruised body of a crew</u> |

13. ENTRY DISCLAIMER

The responsibility for a boat's decision to participate in a race or to continue racing is hers alone (Rule 4). Competitors shall accept that their participation in the Events is at their exclusive risk in every respect. By way of entry in the Events, competitors shall indemnify the Organisers and Somerton Yacht Club Inc, their officers, members, servants and agents in respect to all claims and demands of whatever nature which may be made upon them in connection with or howsoever arising from their participation or intended participation in the Regatta.

The Organising Authority, the Somerton Yacht Club Inc, their officers, members, servants and agents accept no responsibility in respect of loss of life, personal injury or loss or damage to property which may be sustained by reason of their participation or intended participation in the Events or howsoever arising in connection with the Events.

Competitors remain solely responsible for the seaworthiness of a boat whose entry is accepted and the sufficiency or adequacy of its equipment.

The Somerton Yacht Club Inc and/or National E Association (SA Branch) reserve the right to refuse an entry.

14. INSURANCE

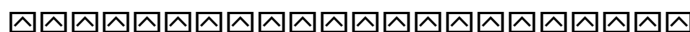
All boats shall have third party insurance cover of not less than \$5,000,000 for any accident. All owners/competitors who sign the entry form are deemed to have made a declaration that they hold such cover and shall present proof on registering. Owners/competitors not holding this cover shall withdraw their entry.

15. FURTHER INFORMATION

Race Secretary
National E Association (SA Branch).
John Arney

Phone: 08 8277082
Mobile: 0401121303
Email: jarney@arcom.com.au

Attachment 1 – A map of the Somerton Area with an oval showing the Course Area



For Sale - **E 230 Toothache**

Varnished Cedar Ply hull and deck. Excellent racing record over the decades including two National Championships.

More recently -
5th in the Nationals 2001-2002
1st Victorian Championships 2000 2001
3rd Victorian Championships 2001 2002

A classic wooden boat looking for a good home.
Boat, sails and trolley - \$2000
Contact Mark Foster – (03) 9551 1857
or 0408 820 020

Check out the changes to the web site... visit www.nationale.org.au

Accommodation Guide

38th. Australian Championships Somerton

Glenelg Tourist Information Centre

Foreshore Glenelg
Ph: (08) 82945833

Adelaide Shores Holiday Village

ADDRESS
Military Rd
West Beach,
SA, 5024 Australia
Ph: (08) 8353 2655

Brighton Caravan Park & Holiday Village

ADDRESS
Burnham Rd
Kingston Park,
SA, 5049 Australia
Ph: (08) 8377 0833
Fax: (08) 8377 0628
Mobile: 0414 844 503
Website: www.brightoncaravanpark.com.au

Adelaide Shores Caravan Resort

ADDRESS
1 Military Rd
West Beach,
SA, 5024 Australia
Ph: (08) 8356 7654

Marion Holiday Park

ADDRESS
323 Sturt Rd
Bedford Park,
SA, 5042 Australia
Ph: 1800 063 193
Other: (08) 8276 6695

The Accommodation Specialists

ADDRESS
742 Anzac Hwy
Glenelg, SA, 5045
Australia
Ph: (08) 8294 9666
Fax: (08) 8376 0933
Email: info@baybeachfront.com.au

Seafront Holiday Apartments

ADDRESS
6 South Esplanade
Glenelg,
SA, 5045 Australia
Ph: (08) 8294 8940

Ensenada Motor Inn

ADDRESS
13 Colley Tce
Glenelg,
SA, 5045 Australia
Ph: (08) 8294 5822

Bay Motel Hotel

ADDRESS
58 Broadway
Glenelg South,
SA, 5045 Australia
Ph: (08) 8294 4244

Colley Motel

ADDRESS
22 Colley Tce
Glenelg,
SA, 5045 Australia
Ph: (08) 8295 7535

Comfort Inn Anzac Highway

ADDRESS
626 Anzac Hwy
Glenelg East,
SA, 5045 Australia
Ph: (08) 8294 1344
Other: 1800 882 671

Patawalonga Motor Inn

ADDRESS
Adelphi Tce
Glenelg North,
SA, 5045 Australia
Ph: (08) 8294 2122
Fax: (08) 8295 7331
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Somerton Yacht Club is situated two (2) km south of Glenelg jetty

Check out the changes to the web site... visit www.nationale.org.au



News from the Branches

New South Wales

With September nearly over and a Series of club Sprint races running every Saturday at Balmoral, there has not been a National (dare I say lazy) *E* to be seen! It seems in spite of brilliant September weather so far this season our fleet just cannot get it together and this will probably remain the case until after the October long weekend. As a result there is almost nothing to report apart from the fact that there is another BIA/AYF sponsored Try Sailing Day this year on Sunday November 10. There are several good boats on the market in Sydney at the moment which should make it will be easier to encourage people to buy into the class.

Victoria

Well the season is almost upon us and I can't wait. The Victorian branch has been quite active during the winter. As you all know the National Executive has transferred to Victoria and requires a lot of work to become functional once again. As our National President and the Committee are determined to give the class as much exposure to see if we can increase the numbers in all states as much as possible.

The display of Ben Davies' new boat at the Sandringham Boat Show and the display of my new boat at the Victorian Boat Show at Jeff's Shed, has generated a good response with the most annoying comment being, "Lazy *E* ? I thought that class was dead." Just goes to show that a lot of us in Victoria as well probably every other state, don't travel to too many other places apart from our home clubs. A lot of people still believe that a National *E* / Lazy *E* are old wooden boats with side bags. Most people were amazed to see an all glass boat without bags and all the latest mod cons, spinnaker chute, loveday loop etc etc. Just goes to show the lack of effort everyone ,

It has taken Emily Jones from Elwood to create some waves at Balmoral by taking up permanent residence in Sydney recently. Apparently Will Jones is to launch their brand new red and green flyer on Port Phillip Bay without her capable assistance. Emily will be crewing for him in the new boat at Somerton but is looking for a berth in a Balmoral boat in the meantime to get her fitness up to competition level. It looks as though those without new boats in this series had better watch out as they have a serious challenger!

Peter Nixey
E 521 *The Fury*

including me, has put in to promote the class. Let's see if we can rectify this trend.

Onto sailing issues, the Victorian Branch is busily working on finalizing the venue for the Nationals in 2003/2004. For those interested , its not at Elwood, although Elwood is the fallback should negotiations and logistics not allow us to have it anywhere else. After such a great venue in NSW where everyone could camp next to the club and not have to commute to far, it was decided to go somewhere just as appealing. At this stage Portarlington is the preferred venue, but we have a fair way to go to have that set in concrete.

Opening day at Elwood will see the launch of three new boats , Will and Emily's new pride and joy *Petronella*, E 556 " if you ever visited my shed during the building of this boat and Will and Emily visited to have a look at their new boat, it was like seeing two five year olds in a candy shop. They are just so excited about getting a brand new boat. They certainly picked an interesting color scheme and I must say it looks fantastic.

Mark and Alex's new boat *Mister E*, E557 will also be launched. Just don't call Mark,

“Wilber”, he might get upset. My new boat *Miss Conception* , E 558 will also be hitting the water. All three new boats have incorporated the latest technologies and I am sure the comments will be indifferent, but hopefully positive.

The Victorian calendar has been put in place with the States being held over two weekends in March. This was done to encourage the interstaters to visit and join in and have some fun. Mark and I enjoyed the competition of going over to Adelaide last season and we want encourage other interstaters to do the same. nd if they win , They get the trophy, as long as they bring it back the following year. That way they have to come back to defend their title.

South Australia

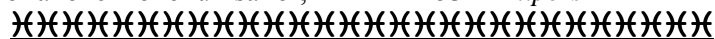
Adelaide has just been knocked out of the footy finals by both Brisbane and Melbourne. Could this be a bad omen? I hope this State of Mourning will only exist for at least a week or so!

The good news is that the sailing season is just around the corner and the bad news is that this corner is only 3 weeks away. Have you got your boat ready and fine tuned those immaculate bodies in preparation for the interstate onslaught over Xmas?

Somerton Yacht Club is doing an excellent job in preparing for the Nationals and I have placed my order with Father Xmas for winds of 10 NOT 30 knots! Henley Sailing Club and Somerton will be the main stays for our fleets this season.

Queensland

We could be on the way again at Humpybong. There is now a fleet of monohulls, 2 Es, 2 125s and several Corsairs. With luck I'll be able to get a few more Es back on the water. Being in a catamaran club does not provide many opportunities for a lone monohull sailor,



On the National front we in Victoria have made a group booking for the Nationals with seven possible eight boats going to Adelaide, a good increase from three that went to NSW. Who knows , we might be able to talk a few more into going. Hopefully we might have a good fleet close to thirty at the Nationals. That would be fantastic. Not much else to add from a sailing point of view but the next newsletter will contain some actual sailing stories. Only three weeks till opening day

Good sailing
Rick de Jong
E 558 *Miss Conception* "

Rumour has it that Wally Knights might be sailing with 2 family members at different times, Sandy his regular crew and hot shot son, Steven from Cherubs. John and Virginia Arney have a big problem confronting them. Oldest son Chris has decided to marry in New York during December! David Wise still doesn't have any time, still finishing his house and still taking orders from Ruth, whilst crew Kevin Hancock has changed jobs and is running his own business called Hire a Hubby. I spent many amusing minutes dreaming up what he might do for this job!!!

I encourage all members to come to Adelaide for great sailing and a wonderful holiday and let us look after you.

David Wise SA President

but the Club Committee is right behind the push to encourage monohulls to the club.

Here's hoping.

Dick Owen
E 534 *Expo's E*

Stop Press>

> Note from the National measurer.



As you have no doubt read earlier on in this newsletter, the National Executive is going to take measurement of boats very seriously, now and into the future. This is not a ploy to victimize anybody, but to insure we are all sailing National E's/Lazy E's, what ever you like, and not some hybrid design close to the class.

Yesterday (Sept 22), the Victorian Branch conducted a measuring day to ensure all boats measured. We completely measured eleven boats, not just the black bands and sails as is done at the nationals, but completed the complete measurement form, weights and all. The frightening results of this exercise was that not one boat passed. Those that were wondering about the new boats, only two of the three were there for measurement, and they both failed also [sail maker made the spinnakers too big]

It certainly highlighted the fact that everyone has been very slack in enforcing the current rules. The other frightening outcome was the number of boats that should have failed when they were originally built, this is assuming

they were incorrect from inception of course, and not changed after original measurement.

Four boats had the pivot bolt of the centerboard not within tolerance of the rules, one being 17mm out of tolerance, to me that's not even close. I might also stress these boats were all ex S.A boats. Many other boats had incorrect positioning of boom vang anchorage points. Of other faults notice were the common problem of black bands, hull identification, centerboards that did not measure, rudder blades that did not measure, sails with blue, red numbers, no numbers on kites, shroud bushes not within tolerance

I could go on and on and consume reams of paper. However, as this was an observation of what Victorian fleet is all about, I can only assume the rest of the country is perfect, I think not.

So get in touch with your State Measurer and organize a complete measurement of your boat and get him to complete the relevant paperwork and forward it on to me, then you will be issued an 'A' Class Certificate.

National President Mark Foster has advised that should owners suffer hardship in getting boats to meet the measurement requirements, they should contact him as soon as possible, but before the end of October. He may be able to offer assistance to grant an extension of time to effect changes.