

**President**  
Mark Foster

**Secretary**  
Helmut Wagner



**NATIONAL E**

**SAILING ASSOCIATION Inc**

A0024481E

**NEWSLETTER**

**Treasurer**  
Will Jones

**Editor**  
Dick Owen

**DECEMBER 2002**

## President's Report

The wheel has almost gone full circle and we will all be in Adelaide and up to our old tricks again. The boats have been built, repaired, maintained. The "go fasts" have been tried, rejected and new ones dreamt up. The crew work is polished and raring to go. The "Chateau Calapso" is being selected, and the Dog is going to "Granny's". I think that is all.

Not quite. Does the boat Measure? No, I just have to move the Vang position on the boom and it's an A Class Certificate for *Mister E*.

Am I a financial Member? Have I paid the entry fees to the Nationals? Perhaps these are a few questions that a few more of us should be asking and acting on to correct in the next few days.

At the AGM in Adelaide we will be proposing to the Financial MEMBERS and Life Members to vote on changes to the class rules. I have asked for a copy of the proposed rule changes to be printed in the newsletter for your convenience, but the Notice of Meeting and Motions will be mailed to financial members and life members in the next few days.

You may not agree with some of the proposed changes, but you can have your say and vote at the AGM. Please note that for any change to be ratified it requires a yes vote of 75%.

Looking forward to seeing you all in Adelaide,

Merry Xmas

Mark Foster  
E 557  
*Mister E*

## Editor's Jottings

The Newsletter should arrive well before Christmas. Have had problems with e-mail but hopefully these have been overcome.

We have a new contributor from South Australia. Wendy Cooper has forwarded an entertaining article for the SA Branch. Our usual correspondent, David Wise, has been off colour (to put it mildly) for some time and Wendy has broken the ice as a correspondent. Many thanks.

Our National Secretary Helmut Wagner and our Web page editor, Darren Upton have also contributed. Hopefully they will continue to keep us advised.

I asked our most prolific contributor, Peter Miller for some copy and he sent me an interesting article. He then sent me another which appears in this issue, with the other set for the future.

As requested by the National President, following is a copy of the Notices on Motion for the AGM. I have reduced the font size to endeavour to save the size of the Newsletter.

*Check out the changes to the web site... visit [www.nationale.org.au](http://www.nationale.org.au)*

Unfortunately, due to a commitment I made 50 years ago, I'll not be heading off to the Nationals. It will be the first time in 19 years that I have not been flat out trying to beat Laurie Alderton, albeit without success. Perhaps I'll do it next year. Somerton is a great place to sail and provided changing conditions at the last Nationals held there

To all making the trip, "good luck" and I hope you all enjoy it. To those staying home, try

and make the next series.

To those who have contributed to the Newsletter over the past year, especially my mate Hagar, many thanks.

Merry Christmas and a Happy, Safe and Prosperous New Year

Dick Owen  
E534 Expo's E

EE

**Ω The following motions are to change the following rules by deleting the words in "strike through" and adding the words "underlined" Ω**

**Rules of the National E Sailing Association Incorporated Adopted by the members 3<sup>rd</sup> August 1991.**

**Motion to change rule 3.1**

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.

Comment For:

Changing the Class Name back to "Lazy E" in preference to "National E" is 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. The Class has been called "National E" for some time now and without much acceptance by the market place. In fact one usually has to introduce "National E" by referencing the old name "Lazy E".

The Yachting Victoria Yardstick list references the class as "E Class", so the effectiveness of the name "National E" is very questionable.

For the future promotion of the Class, "Lazy E" is far more recognisable than "National E".

Comment Against:

To change the name back to "Lazy E" will cost the association both money and also time and effort. The name "Lazy E" may be more recognisable by older sailors, but what of the younger sailors who only know the class as National E. The failure of recognition is not a failure of the name as such, but more a failure of the class for not promoting the class effectively.

**Only if Rule 3.1 is changed Motion to change Rule 1**

NAME

1. The name of the incorporated association is "The ~~National E~~ Lazy E Sailing Association Incorporated" (in these rules called "the Association")

Comment For:

Change to this rule is subject to acceptance of the changes to 3.1 changing the Class name back to "Lazy E". See "Comments for" changing rule 3.1.

Comment Against:

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. Changing the name of the Association will cost the association money to change the Incorporation documentation.

**Proposed changes to Rules of the National E Association of Australia adopted by the members in AGM August 1985**

**Motion to change Rule 3.5**

**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 aluminium 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 aluminium tubing no less than 50mm \* 2mm.

Comment For:

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. The

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above additions to rule 3.5 make the rule "advisory" rather than "prescriptive" and as there will be no improvement in performance of the boat, will make the administration of the class rules easier.

Comment Against: All boats currently comply to rule 3.5 and there is no advantage to change. Also by maintaining the rule we continue to maintain the "One Design" concept of the original design, and promote a level playing field for all competitors and maintain the competitiveness of older boats.

#### **Motion to change Rule 3.7**

### **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 For: 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).

Comment Against: All boats currently comply to rule 3.7 and there is no advantage to change. Also by maintaining the rule we continue to maintain the "One Design" concept of the original design, and promote a level playing field for all competitors and maintain the competitiveness of older boats.

#### **Motion to change Rule 3.8**

### **3.8**

### **DECK**

(a) The hull shall be completely decked forward from a line commencing between ~~3412mm~~ 3110mm and 3137mm from the aft side of the transom.

Comment For: 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). Failure to change the rule will also leave most of the current GRP boats with B class certificates. As this rule change has no effect other than rectifying the error in the construction of the current GRP mould, it is far easier to change the rule and keep the fleet measuring as "A Class" rather than replacing the current mould and eliminating 75% of the GRP fleet from A Class competition.

Comment Against: Nil

#### **Motion to change Rule 4.3**

### **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 For: 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.

Comment Against: The current rule is adequate. To allow any materials of construction may introduce higher cost. GRP and sandwich construction of exotic materials may also produce foils of greater stiffness which may provide improved boat performance over traditional foils. This would be against the concept of the one design principal.

#### **Motion to change Rule 7**

### **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 for: 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.

Comment Against: The current wording has served the class well and there no need to change. The permanent addition of correctors to the hull allows all hulls to gain weight at the same rate as the age.

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### **Motion to change Rule 8.1**

#### **RUDDER BLADE, RUDDER STOCK AND TILLER**

- (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.

Comment For: 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.

Comment Against: The current rule is adequate. To allow any materials of construction may introduce higher cost. GRP and sandwich construction of exotic materials may also produce foils of greater stiffness which may provide improved boat performance over traditional foils. This would be against the concept of the one design principal.

### **Motion to change Rule 9.1**

#### **SPARS**

##### **9.1 MAST**

- (e) ~~Black~~ 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~~ 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 for: Removes the problem of Black Bands on Black spars and requires bands of contrasting colour to the spar.

Comment Against: Nil

### **Motion to change Rule 11.2**

#### **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 for: 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. Allowing colours other than black will allow numbers and insignia to be colour matched to the peak colour and allow boats to be more individually styled and identifiable.

Comment Against: The original wording should remain and the rule policed so that the class is presented as the designer intended it to be presented. Those with coloured numbers and insignias can readily change to meet the rule.

### **Motion to change Rule 11.3**

#### **11.3 SPINNAKER**

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

Comment For: Deletes the requirement for numbers on spinnakers. Numbers on spinnakers are usually painted on or applied with felt pens. This style of numbering usually fades and is basically useless as a for of identification of boats. Further, reading of numbers on spinnakers is difficult due to the curvature of the sail thus the requirement for numbers on spinnakers is of dubious assistance to race administration. Also it is not uncommon for spinnakers to be sold to other boats thus requiring them to be renumbered.

Comment Against: All boats currently comply and there is no advantage in changing the rule, as a rule change will only affect new sails.

### **Motion to introduce a new Class Rule**

**Motion:** *"That the National E Class adopts Category C Advertising in accordance with Appendix 1 Regulation 20.4(c)."*

Comment For: Encourages growth of class by:  
Reducing the cost for all who can obtain sponsorship, (particularly good for younger sailors).  
Increases likelihood of new boats being built.  
Raises class profile as boats would become more noticeable.  
Small sponsorships are appropriate for the National E and are not difficult to negotiate.

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Comment Against: Sponsorship can lead to excessive expenditure and may fragment the class into two divisions – “those with” and “those without” sponsorship.

Refer to rule 4.3 “To ensure racing on equal terms by making rules for the regulation of racing amongst boats”

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### Notes from the National Secretary on Membership

With the transfer of the National Executive to Victoria and the selection of me as National Secretary I have struggled from the start with inadequate membership information. I had to start from scratch since the existing records were inadequate. I believe that the attitude of all of us has to change if we want to continue as an Association.

The renewal of memberships is a disgrace. Renewals are due on 1<sup>st</sup> July, but now, shortly before the National Championship, very few sailors are financial. Due to this fact and a more accurate policing of the Measurement Rules only two National Es have an A Class Certificate. Do we want to go ahead with the Titles ? How do you suggest to get all the boats ready for the Nationals ?

Will there be a queue at the treasurer’s desk to become financial at the last minute? Do you suggest that the few capable office bearers

race their butts off at the last minute to ensure every participant is financial ?

Please remember the Rules which state:

- 6.4 Renewal subscriptions shall be due on or before 1st day of July in each year and members whose renewals are outstanding after the 30th day of September in each year shall be deemed "unfinancial members" and ineligible to participate in championship events or to hold office until their current subscription has been paid.
- 6.5 Membership shall lapse if not renewed by 30th day of April in each membership year.

Helmut Wagner  
(National Secretary)  
helmutw@bigpond.com

## www.nationale.org.au

In case you haven’t noticed, you will find the Association’s web site has been updated recently and will continue to be updated on an ongoing basis. You will notice that the results of last years National Titles have been added along with a page of the current financial members.

I would like to add a page for all past National Title winners and a Photo Gallery at some point, however, I do not have a great many

photos at this point in time. Please take a look at the web site and send me any photos you think could be useful. Please let me have any ideas you have for the Web Site and I will see what I can do.

Please forward all ides to the Web Site Editor on the Contacts page of the Web Site or e-mail to lazye@nationale.org.au

Darren Upton

**There should be a Hagar cartoon here**

Sorry

**If ever the time was right to promote a sailing class it would have to be NOW.**

*My thanks to Life Member Peter Miller for this informative and thought provoking article. I must admit that I have added "National" before Peter's "Lazy", but purely to keep to the current name. Peter's last line has been left untouched. Ed.*

The other day I received a copy of the booklet put out by Yachting South Australia and as I flicked through the 88 pages one thing struck me as very strange. Actually a couple of things were strange! With yachting going through a perceived rough patch as far as new members are concerned it seems rather extraordinary that of the 25 dinghy classes providing details of the officers of their associations only two list a publicity officer.

Another rather strange thing I learnt from this prestigious publication is that Yachting South Australia itself does not list a publicity officer. Really if the booklet is considered in any way to hopefully attract new sailors then they are really preaching to the converted.

So why is now the time to promote a class? The reason is simple, there will be absolutely zero competition in the market place so all your advertising effort will bring positive result. When the opposition is wide awake and pushing their classes your efforts may actually trigger a thought but the prospect may end up wandering into another camp.

Building membership is a continuous activity. New members are needed all the time. There can be no let up period. Sure, most advertising has some flywheel effect where the effort you put in today may not bring result for months or years. To let up on advertising or promoting may be good if you intend going out of the business but not good for a long life organisation.

The unfortunate thing is that all growth stops if no one is making it happen.

One new member can have a dramatic effect if it is the right new member. A new member will be enthusiastic about his brilliant idea to join your class. For this reason it a good

practice to get new members working in some administrative position in the class because it is most likely that he will only be around for three to five years before moving on to other things. For this very reason recruiting new members is essential unless you want to compete out there on the water all on your own.

A stark fact of life is that finding new members is a selling problem. You may have built the best mousetrap in the world but unless you tell someone about it you will not even sell one.

So what have you really got to sell to the prospective dinghy sailor? In my opinion, and in presenting my thoughts I would be extremely happy start a lively discussion on this subject and I am sure your editor would also be happy to get something from you to print for once, but I think the reason most sailors choose a class like the National (Lazy) E is to join with the people sailing that boat. I may well be wrong but if a prospective owner gets word that a bunch of guys are having lots of fun sailing a particular boat the chances are he or she will want to join those people having that fun.

I contend that tricky gadgets do nothing to help build class. The chances of attracting new members because of some flash new spinnaker system are slim. I can see the full page advert in the local paper. *"Come and sail the Lazy E and be thrilled by the triple knotted super fast spinnaker launching system guaranteed to be 4.5 seconds faster than anything ever used on the planet."*

Do we really know what the prospective new dinghy sailor is really looking for? Many of our early members became involved because they had the urge to actually build a boat with their own hands. To some degree the fibreglass E put that prospect out of the field and the *all glass model* would have made it even more unappealing to anyone wishing to build the boat for himself.

Never the less there is still scope for the homebuilder to finish a glass boat. I used to

consider that once the wooden hull was ready for painting the project was half finished.

So how do you get this publicity machine working? The best advertising and certainly the best fun can be finding free advertising space in whatever medium you like to attack. Newspaper advertising is particularly easy for an active publicity officer. The people responsible for writing sport columns will print stuff that you have prepared. It saves them doing the research. It may only be a few lines announcing some up and coming event like a State Championship Heat being held somewhere. Or the National E Association is holding a clambake at Picnic Point and all fees will be donated to the National Order of Dismasted and Distressed Yachtsmen.

Television is still a wonderful medium and getting a segment on a Saturday or Sunday morning show and tell type program would be very easy.

I once stuffed an excellent chance to get an article in the Women's Weekly by opening my mouth too far. I never learn!! I got my wife Beth an interview with the lady writing a column about ladies in sport. Beth and I had just won a State Title. Everything would have been fine if only I had left the two girls alone to work on the girlie thing but I had my idea about what should be written. Bugga! You win some and you lose some.

Local papers are easy as they are always looking for articles to fill out the publication but never miss the chance to have the contact name and number included so that prospective new members know who to contact.

In your chosen class watch out for the white ants! When someone is thinking of moving on to another class make sure his enthusiasm for his new venture does not infect your hard won members. He may take them with him. Never give the sucker an even break by wasting your media space by telling the world that Joe Changer had sold his boat *Comelately* and is moving into the Turvinderpsa class. Not even in your house newsletter!

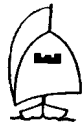
There will always be the few skippers who will come into the class just before a series in the hope of picking up a "cheap" National Title. Your first job is to see he does not win. It might do no harm to let the world know he has joined the ranks but never let the world know when he leaves.

Here is an original thought that never got to the out-box and it could be a winner for a National (Lazy) E new member drive. Way, way back in the "real good old days" we had a very active class, mainly because we had people promoting the class. As mentioned in a preceding paragraph we did attract hot shots from other classes who had designs on blowing off the top boats in what they considered to be a "weak" class. Most, if not all, went home with no trophies and a new admiration for the National (Lazy) E as a class. The situation bugged me and I got the idea that we should approach some or a tourist organisation to donate a real prize for a series of series. Think of a number like three. The next three National Series of the National (Lazy) E Association will count toward a trip to Disney Land for four people. For the company making the donation the prospect of advertising over a three year period would be attractive. They could even use pictures of the boat in their advertising. The Association would benefit because competitors would have to compete for at least three years. So there you have it! Go for it the whole field is wide open Don't be a turkey and spread the idea to other classes because I would like to see it work for the National (Lazy) E Association. I am sure there are guys and girls in the Association with the finesse to pull off such a promotion plan with Qantas or JAL or even Air NZ.

Best of luck and good sailing to all those competing in the Somerton Series.

Peter Miller.

(Incidentally when you change the name back to Lazy that will create an excellent opportunity to promote the class. Handle that one with care!)



## News from the Branches

### **New South Wales**

NSW has had a slow first half to the season with lower than usual numbers of boats on the water. However we are expecting two new owners to reverse the trend in the New Year. Ruth Owen and fiancée have all but decided to buy "Fred Frog", which has been languishing in the boat shed for some years. This means David Owen will be looking for a new forward hand for *Black and Blue Bird*". Competition between these two boats is expected to be intense when the sailing resumes in January.

Meanwhile John Weston's old boat *Nep-E* was pulled out of the shed and dusted off for "sea trials" for a prospective buyer from Dublin. The result was that Geoff Gill and partner who only arrived from Ireland 5 weeks ago pulled off an impressive start in our Saturday afternoon club race, beating everyone (including Laurie) at the start and first work. Only lack of spinnaker knowledge held them back for the rest of the race. It turns out Geoff was brought up on 420's and Laser 2's, so it looks as though the rest of us will have to sharpen up. And as for the rest- what have we been doing? Well, for example, David Owen lent Balmoral Sailing Club his power boat as a stand-in committee boat. In turn this has meant he finished up manning it most weekends which accounts for one less boat. Then Alderton's have had miscellaneous sporting commitments, John Weston has been working interstate, and Terry Dawson has been in western NSW checking on the kangaroo population.

Unfortunately only 4 NSW boats are expected to go to Somerton, this should not be taken as a lack of interest - it is just that circumstances intervened. Please be assured we will be following the events from home with great interest- especially the performance of the new boats.

Best of wishes to you all.

Peter Nixey

E521 *The Furyr*

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### **Victoria**

Well the season is in full flight and the Victorians are mounting a great challenge to retain the championship trophy. There are seven boats committed to going to the Nationals, with a possible eighth. From the feed back I get it should be a great series with an improved number of entries compared to last year,

Our season has produced some really close racing to this stage with a number of different winners. The weather has also produced a mixed bag, with one blow out and the rest being fluky easterlies with not a lot of puff.

Tim and Joe in the renamed *E-Males* formally *Stealth* have shown they are right on the money. Mark and Alex in *Mister E* have shown they too are going to be tough to beat. Mind you Mark does seem to go quicker when Erin sails with him, besides she's much nicer to look at than Alex, and there is this distinct lack of arguments on the boat when she sails. She must have that calming effect on Mark. Rick and Darren in *Miss Conception* have shown they are about the mark and are looking forward to defending their title.

Will and Emily (the Sydney insider) have shown that their new boat has what it takes to go fast. Must be a bit faster than their old boat, and a bit trickier to sail, as Emily broke a rib recently, got a bit quick for her on one occasion.

Brian has returned from his Canadian visit and with Helmut on board has put in some creditable results. Dan and Craig have had their best result for the year with a second and are looking forward to the intense campaign of the Nationals. John and Daisy don't seem to have as much Chocolates this year compared to last year, in fact I think the only chocolates Daisy has had this year has been when she sailed with Will. Look out John, if the chocolates are on

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another boat, she might jump ship. I bet Alex is hoping she does?

Peter Seal and David in *San Toy* are finding the pressure is quite hot. Peter is preparing by training mid week so watch out for him at the Nationals. Justin, our newest member to the fleet in *Apatch E* is still sorting out crews but shows a lot of promise. With a bit more pressure from the rest of us, I think we will see him in Adelaide. Ron and Anne in *Emmaline* have made some big improvements this season and Steve and Phil in *Flying High* have had some great battles with Ron and Anne, great to see.

Last Saturday we had a fleet of 9 boats at a club race with two of the regulars in Will and Peter Seal not there. Just goes to show we have a growing class, which all goes well for the future of the class.

Also this season we have travelled to a few events, to promote the class, with some positive comments coming back to us. We did the Sail Sandy weekend and the 4 of a kind regatta at Chelsea, both being fairly intense and good practice. So look out for the Vic's at the Nationals,

Have a great Xmas and a safe trip and we will look forward to seeing everyone in Adelaide

E 555 *Miss Conception*

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## South Australia

The first thing I need to report is that you no longer need to read about wind speed complaints in the S.A. news. I have taken the role this season to tell you about the more important news, considering the upcoming Nationals at Somerton. The S.A.'s are rearing to go and everybody has been preparing for the Nationals in anyway they can.

The club is in ship shape, with well maintained rescue boats and tractors, and the social calendar for the week is well under way. We even pitched in for some phonebook delivering to

raise some extra funds. All went well and we might even put our hands up next year!

We have had two state heats so far, with great results. Make way for Chris Balkwill and crew Natalie Westover in *Magnum*. Whether it's the light start to the season or brilliant sailing, they have creamed us all in the first two heats! Norm Waugh and Rodney Gurr finished second in the first race but were unfortunately over the line in the second. David Wise and his new international crew from India have a third and a second, while Alan How and myself have a fourth and a third. There were only two other boats for the first heat (including Geoff Waugh and crew Josh, and Tony Ritter and crew Kevin Hancock – yes, former *Ruthless* crew). But the second heat saw about nine E's on the water.

For the Nationals, we are looking at about ten boats. Unfortunately we will be missing two familiar boats this year. John and Virginia Arney are going to New York for their son Chris' wedding. Chris actually crewed for Dick in the 1992/3 Nationals at Elwood. And Wally and Sandy are having the year off sailing. Wally's younger son Ian was married last month. Wally is still assigned as our measurer though and has been busy making sure all the boats are within regulations.

The E's at Henley have sailed a total of three club heats with interesting results. Alan and myself won the first, David won the second, and Chris and Natalie won the third. Talk about keeping everyone guessing.

We all look forward to great sailing and competition at Somerton.

Cheers

Wendy Cooper  
E 525 *Grumpee II*

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## Queensland

Very quiet in the Sunshine State. What with strong wind warnings, always seems as though they are issued on the days when the Cats are to be at home at Humpybong, and on the good days

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the Cats are inter-clubbing, we have had very few sailing days. However, things must improve in the New Year.

Have had a few enquiries in the last few weeks, so perhaps we will have a small group of Es to help the Corsairs and 125s make up the nucleus of a monohull fleet at Humpybong.

To all going to Somerton, I hope you all enjoy the series and have a great time. I'll miss the trip up to the Barossa, especially as I wouldn't have had to drive.

Seasons Greetings to All.

Dick Owen  
E534 *Expo's E*



Don't drink and drive

You might spill some

(Needed something to fill this gap)

### **NATIONAL MEASURER'S** **GRIPE**

Notice the heading, gripe, it may sound harsh, but I think under the circumstances, very appropriate. I might point out, that measurement issues are only one of the gripes I have at this stage.

Let's start with the with membership, as being the registrar I also have the lovely task of issuing the membership cards. At this point in time there are only 12 owners and 7 associate members of the National E Association, this of course does not include life members. Of members there is only 1 member (an assoc) in South Australia, 3 owners and 1 assoc from NSW, which at this point in time 25 th Nov 2002 , is pathetic.

I might also point out for the purpose of educating the membership, Rule 6.4, "Renewal subscriptions shall be due on or before 1<sup>st</sup> day of July and members whose renewals are outstanding after the 30<sup>th</sup> day of September in

each year shall be deemed un-financial members and ineligible to participate in championship events or to hold office until their current subscription has been paid." Look it up in the rulebook and see how valid your State Titles are to this point in time.

I don't know how the National Executive can condone the fact some states are representing the class, which is great, but on the other hand, not abiding by the rules of the class at the same time

The next gripe is the fact that of the 12 owners who have renewed there is only 2 been issued with "A" class certificates. Owners have been warned of the fact they must submit a full measurement form to receive an "A" class, in the March, June, August and now December newsletters. Plus the fact that most members were also warned via email. Mark also placed an article in the last newsletter that people with severe hardships could plead their case before October 30<sup>th</sup>. Once again no response.

At the last National meeting it was passed and moved that in order for us to have a holiday and enjoy ourselves at the Nationals and not work our butts off, because the rest of the membership is not motivated enough to put pen to paper.

That all renewals received after the last mail on the 20<sup>th</sup> of December will incur a \$20 late fee, any boats requiring a full measurement at the Nationals will incur a \$20 fee. It's a shame its come to this, but it might motivate a few to get moving.

I might also point out, a full measurement at the Nationals is fraught with danger. Of the 13 boats measured in VIC, all failed first time round, and I understand every boat in SA failed first time round,

If you have visited the web site recently, you will have noticed that financial members are listed on the member's page of the web site. If your name is not there, you're not financial.

Lets avoid the slinging match the will evolve at the nationals if people are not motivated enough to do a few simple things, and let everyone have an enjoyable holiday.

*Check out the changes to the web site... visit [www.nationale.org.au](http://www.nationale.org.au)*

Rick De Jong

## Pirates

Earlier this year we slipped the *Sir Swagman* to replace the cutlass bearing, paint the bottom and polishing the topsides so we won't have any nasty surprises when we have to haul for a survey for a prospective buyer. Most of us cruising sailors have never had pirates in all those years of getting around the world. Well the inevitable happened here. We were still living aboard the boat and being up on the slip only means we don't get rocked to sleep. Being a centre cockpit the main cabin is at the aft end of the ship and that is where I was happily dreaming the night hours away when at 2.30 am on the Monday Gera digs her elbow into my ribs. Well, I will let her tell it her way.

“While up on the slip at lovely Palm Beach, at 2.30 am on the Monday, I (Gera) heard noises up on deck. It was more than a cat. I eventually persuaded 'darling' Don to go and have a look, after I threatened to get up myself. Sure

enough, there was a bod on the rear deck fiddling with our 15HP outboard.

Don got up there (in his birthday suit, I might add) and saw him. (He finally believed me). He then said very politely (just like a Pom) ‘Can I help you’. Whereupon our pirate mumbled ‘I was just looking to borrow a bit of rope’. He did move quickly towards the ladder and once down took off like his pants were on fire. There was another guy down below, who was quite a bit more solid and couldn't take off so fast. When Don got his pants on, he got the car keys and chased them but they got away. So much for pirates on the high seas!!!!!!!!!!!!!!!!!!!!

By the way, the bottom (after 19 months and 17000 miles) was so nice and clean, that a few people remarked "Why are you taking it out"? So it was good paint from Spain.

Have a happy day.  
Don and Gera Fussell

*Check out the changes to the web site... visit [www.nationale.org.au](http://www.nationale.org.au)*

# Form of Appointment as Proxy

## (Following Appendix 2 of Rules of the Association)

I.....of.....bein  
g a financial Registered Owner/Honorary Life Member\*, and owner of boat number E..... of the  
National E Sailing Association Incorporated, hereby appoint

.....of.....

or in his/her absence

.....of.....  
being a Member of that Incorporated Association, as my proxy to vote for me on my behalf at the Annual  
General Meeting/Special Meeting of the Association to be held on .....  
and at any adjournment of that meeting

My proxy is authorised at his/her discretion\* or, as directed\* on the resolutions at that meeting

\* Delete which does not apply

### Agenda Item

Rule 3.1	Interpretation	For / Against
If Rule 3.1 passed	Name	For / Against
Rule 3.5	King Post	For / Against
Rule 3.7	Centre Board Case Optional Bracing	For / Against
.Rule 3.8	Deck	For / Against
Rule 4.3	Centre Board	For / Against
Rule7	Weight	For / Against
Rule 8.1	Rudder Blade, Rudder Stock and Tiller	For / Against
Rule 9.1	Spars	For / Against
Rule 11.2	Main	For / Against
Rule 11.3	Spinnaker	For / Against
New Class Rule	Introduce Advertising	For / Against

Signed by.....the .....day of .....2002

(Print Name)..... Boat No. E .....