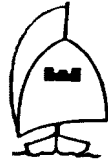


**President**  
Mark Foster

**Secretary**  
Helmut Wagner



**NATIONAL E**

**SAILING ASSOCIATION Inc**

A0024481E

**NEWSLETTER**

**Treasurer**  
Will Jones

**Editor**  
Dick Owen

**MARCH 2003**

## President's Report

It can't be March yet?? At this rate it will be December sooner than we think and we will be at the Nationals again.

Congratulations to South Australia for hosting terrific Nationals both on and off the water. It was looking a bit grim for a while, as we only had one heat in up until New Years Day, but Somerton Yacht Club members rallied to the cause and gave up their lay day (New Years Day) so that we could get two heats in and be almost back on schedule. The weather improved and the regatta finished on schedule with all heats sailed.

We were advised at the welcoming ceremony that Somerton was a "friendly" club, and they definitely are. We were all very grateful to the volunteers (particularly the tractor drivers) as the organisation; catering and general club atmosphere was just fantastic. If you haven't visited Somerton Yacht Club – put it on your "To Do" list. Again, well done to our South Australian Members and also to the Members of Somerton Yacht Club.

Congratulations to those *E-males* Tim and Joe who won from strong competition from *Ruthless* David and Tony. Commiserations to David, who again, has only just missed out on first place by the narrowest of margins.

Peter Seal put *San Toy* back in the winners circle by taking out the Invitation Race. Peter then had some bad luck, and missed most of the heats. Peter to me epitomised great

sportsmanship by loaning his mainsail to Laurie Alderton to replace his badly torn main. This was all done at the waters edge, in between back to back races.

The AGM was a little disappointing from the view that it took a while to get a quorum. There were enough members present at the Nationals that it should not have been a problem to obtain a quorum by the time the meeting opened. I will not go through the agenda items as (hopefully) the minutes of this meeting can be published with this newsletter. Thankfully a quorum was reached and the meeting was able to proceed. Thankyou to those members who attended and your contributions to both the discussion and future well being of the National E Class.

Yes, the name of the Class is still the National E.

As you read through the minutes, you will see that motions were both passed and failed. So there will be some rule changes for us all to both understand and comply with.

One of the issues that were discussed at length was compliance to our class rules. State measurers are fully briefed and concur that the class rules are to be fully complied with. It is a difficult job being a measurer, and having to tell someone that something on their boat doesn't measure. Particularly if it is one of those "silly" rules that does not affect a boats performance. Don't give your measurer grief, he is doing his job and supporting the class rules, just go and fix the problem so that your boat will comply. If you want to take the

matter further you can go through the process of changing the class rule, but do not ignore the class rule.

If we all comply (even with the “silly” rules) then we will all be able to enjoy class racing as it is supposed to be.

Have you had a look at the National E website? <http://www.nationale.org.au> There are some interactive areas such as “the Gos” that need some new topics to discuss. The National’s results for the last two years are there. All this is thanks to Darren Upton. I am sure that the website will assist our ability to communicate both inside and outside our membership.

It would be nice if all of the states sailing Programs were listed on the class website, as it would then be possible for interstate visitors to participate in the events – the old adage – “the more the merrier”.

The Victorian Championships will be held over two weekends in March. March 8<sup>th</sup>, 9<sup>th</sup> & 10<sup>th</sup> at Sandringham Yacht Club & March 22<sup>nd</sup> & 23<sup>rd</sup> at Portarlington Yacht Club. If you can make either of these weekends you would be most welcome. Portarlington is where the next Nationals will be held so that may give you extra incentive to have a go.

Good sailing,

Mark Foster  
E 557 “Mister E”

### Editor’s Jottings

With the reports and results from the National Championships has ensured that there is sufficient copy to provide plenty of interesting reading. One thing which intrigued me was that the total votes on each of the Notices on Motion ranged from 12 to 1. I would have

thought that many, who like myself, were unable to attend would have lodged proxy votes.

My thanks again to our correspondents. There must be many untold stories from the Nationals. Why not send them to me for publication in the next newsletter. Even a brief paragraph could jog somebody else’s memory and perhaps could be the beginning of a section of members’ memories over past years.

I have built up a list of over 40 e-mail addresses. This has greatly reduced the physical effort in putting the Newsletter together, and has resulted in quite a saving in printing and postage costs. If you do not already receive your newsletter by e-mail, and do have an e-mail address, please advise me.

A special thanks again to Peter and Beth Miller for their contribution. The memory of a gift of so many years ago has given us an insight into what happened in the early days of the Association. The world was a different place in those days and many will regret its passing.

I had worked out how I could get to Somerton, but the change to the finishing day to the 3<sup>rd</sup> January changed that. Had I been there, the revised programme would have put me in a difficult position, so many thanks to the organisers for setting the original programme. Will be back for Portarlington.

Helen and I wish to thank all those who sent their best wishes.

As I was typing E534’s name it hit me that it is now 15 years since Brisbane played host to World Expo. I mention this as those who visited may recall some of their experiences. I shall never forget the crocodile in the Queensland exhibit. It was later used to clear Humpybong’s sailing course of jellyfish.

Dick Owen  
E534 Expo’s E



# Minutes from National E AGM

Held at Somerton YC, Adelaide

Sunday 29<sup>th</sup> December 2002

Meeting commenced 10.45am

## Members attending

Mark Foster – 557

Will Jones – 556

Emily Jones – 556

Alex Foster - 557

John Frey – 536

Norm Waugh – 512

Alan How – 525

David Wise – 546

Dan Osinga – 554

Rick De Jong – 558

Wally Knights – 530

Laurie Alderton - 532

## Apologies

B. Clark

H. Wagner

C. Backwill

R. Owen

## Minutes of Previous Meeting

Accepted – Moved D. Upton. Seconded R De Jong. Carried

## Matters arising from minutes of previous meeting

- Allocation of boats to A, B, & C divisions for National Championship – as agreed in Lake Macquarie.
- Light weight E – Too difficult to keep cost down and retain robust construction.
- Promotion – Darren Upton updated class website. Visit it.

## Presidents Report

It has been an interesting year and I will try to cover the main issues.

The transfer of documents and bank details from NSW to Vic took a reasonable period of time and was mainly due to the bank's bureaucracy. While the transfer was in due process, we focussed our attention on various projects.

In March I raised the issue of the name of the class – Lazy E versus National E. I raised the issue for many reasons, for one so that I could gain an understanding of why the name of Lazy E was dropped in the first place and secondly because I thought that such an issue would create dialogue within the class.

The main focus of the National Committee over the last year has been to promote the class and to try and build the class. My involvement with the class dates back to the halcyon days of 90+ at Nationals etc., but I believe those days are well and truly over. My opinion is not based on despondency; it is based on current rationale and based on the current sailing scene generally.

The fate of the National E Class rests solely on its members.

Class promotion in Victoria took in two streams of activities

1. Boat Shows – displays at both Sandringham YC Boat Show and also the BIA Boat Show
2. Class participation in external regatta's – Sail Sandy Regatta and the 4 of a kind Regatta.

Both promotional methods created interest in the boat. I believe that the National E still has a niche in the market place, but unless the boat is put in front of the public, they will not be able to discover or rediscover the class.

We also took the view that the website needed to be upgraded and reactivated. This proved to be far easier said than done. Thanks to the continuing efforts of Darren Upton and expenditure of (approx.) \$500 for software and site rental the website is coming alive. As a result I have sold *Toothache*, and the class will have two new members, and we have located boats in Tasmania and Northern NSW. The data on the number of hits is also fascinating and hopefully Darren will be able to advise us of more details later. Further enhancement is required so that we can make this medium a useful tool for our own internal communication and also a general shop front for prospective class members.

In the last 18 Months 6 new boats have been built from the class mould. I spent the majority of the winter months as Rick's apprentice and gained first hand knowledge of the mould and its failings. Old age, neglect and general

wear and tare required the expenditure of \$5000 to bring the moulds back into reasonable condition. Rick has also produced another hull from the refurbished moulds. The National Committee has decided that the future of the class is based on the well being of these moulds. We cannot afford to replace them, so they must be kept in good order. We have also taken out insurance cover for this class asset. Further we have decided that only approved boat builders shall use the moulds. Currently Rick De Jong is the Class approved boat builder. Other boat builders may apply to the National Executive to use the moulds, and the National Executive shall consider each application upon its merits.

We embarked on a program to review class rules. The initial rationale was to eliminate the silly rules and have a general tidy up. The result of this work is in the Motions for Notice for decision later in this meeting. Some decisions will be easier than others. Please note that the National Executive has taken the view to provide the membership with the choice for change or not, and based on your decisions we can then proceed.

As part of the focus on class rules we decided to update all records on all boats in the fleet. This required all boats to complete a total re-measurement. In some cases this created some angst by some members; however the results showed a 100% failure rate at the initial measurement. The process also showed up some extremely poor attitudes by some of our members. Comments such as – “does it really matter”, “that rule doesn’t effect the performance of the boat”, and a few others that I cannot say here.

As the duly elected National Executive we are duty bound to uphold the rules and constitution of the class. The Class Measurers must measure in accordance with the rule book. It is not their fault that your boat does or doesn’t measure.

The class suffers a general apathy. If the members do not wish to overcome this apathy and do not wish the National Executive to continue in its current direction, I will be quite happy to resign as National President. If the members support the direction we are taking, then please say so, and do your part by supporting the initiatives, participate in the discussions, and maintain your financial membership at the appropriate time.

As I said earlier “The fate of the National E Class rests solely on its members”.

Thank you

Mark Foster  
E557 *Mister E* -

**Treasurers Report** (including subscription summary for the last 2.5 years)  
- as presented accepted – moved D. Wise Seconded D. Osinga Carried

**National Executive**

Elected for two years therefore continuing. State reps one year. SA & NSW TBA.

**M**

Summary of results follows. Full description of motions – refer December News Letter

Rule	Description	For	Against	Result
3.1	Change class name back to “Lazy E”	4	8	Lost
3.5	King post measurements to be advisory	10	4	Lost
3.7	Centreboard case material change	8	4	Lost
3.8	Deck measurement distance	14	0	Carried
4.3	Centreboard	10	5	Lost
7.0	Hull weight rule 97.4 and correctors	14	1	Carried
8.1	Rudder Blade material	10	4	Lost
9.1 & 9.2	Spars black bands change to bands of contrasting colour.	17	0	Carried
11.2	Mainsail – Class Emblem and numbers change from Black to Contrasting colours	8	7	Lost
11.3	Spinnakers – delete numbers	17	0	Carried
New	Advertising to be allowed	3	11	Lost

### National Championship 2003 / 2004

- Victoria
- Portarlinton Y.C. with Impulse Class
- Good Camping. Victoria will book 30 sites. All enquiries to Victorian Branch instead of trying to find site independently.

### General Business

- Measurement of Rudders. From pivot point of rudder. Consideration should be given to change rules with respect to depth of rudder below keel of boat.
- Shape of rudder – original design raked back 50mm. Leading edge should be -----
- Disbursements of finances to states should be increased in line with the increase in last year's fees.

Meeting Closed 12.00 noon.

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## The Early Nationals

### *Don't miss reading this*

*My thanks again to Peter and Beth Miller for this article. The early days How things have changed!!! Perhaps Dave Nuttall or one of our other WA Life Members can help Peter and Beth trace their donors.*

I like reading old Reader's Digests. I was reading one published in December 1977 which contained among other things an article titled High Adventures in Ancient Afghanistan by Christopher Lucas. The sub title script reads; "Come to the ages-old crossroad of conquerors and caravans – Awesome, proud land of warriors and mountains, on the roof of the world". The article brings into sharp reality the changes that country must have seen since 1977. (No Chris! It did not come from your waiting room, It was "borrowed" from the Flinders M/Centre.)

An advertisement in the same book reminded me of one of the treasured possessions Beth and I have from that same era. A set of Splayds. Those clever eating tools designed to be a combination of fork and spoon. Well they work as a spoon if the stuff is not too runny. Among all the trophies we have collected this during our racing years this set of Splayds stands out as a constant reminder of the 8<sup>th</sup> Series of the National Lazy E Association. A constant reminder because these Splayds have been in daily since that series in 1972/3.

The Splayds were not a trophy won on the racing course they were a gift sent to us after the event by a couple from Western Australia who competed in the series.

After they had returned home these people went to the trouble of sending the gift from W.A. with a note thanking Beth and me and the committee for the wonderful holiday they had in Adelaide during the series. Beth and I were suitably satisfied that we, along with the committee, and the all of the S.A. members and the Largs Bay Yacht Club had achieved what we set out to do in conducting the 8<sup>th</sup> series.

Our aim was to provide all those attending the series with good racing conditions, accurate courses and adequate rescue facilities. That part was easy because as at that time in Largs Bay Sailing Club's history the club had in place the expertise among the membership from conducting a World Series for the Flying Dutchmen Class.

The hard part was to make sure that all those attending the series had a wonderful holiday. The format for running a National Series for Lazy Es was well in place by the 8<sup>th</sup> series.

The Largs Bay Club insisted that no competitor, club official or rescue boat crew should pay to go to the presentation dinner so funds were needed to cover that part of the event. To raise funds we ran a benefit night at a picture theatre. Fortunately at that time Bedroom Mazurka along with a selection of other sexy films made sure we had a successful night. The funds from the picture night and \$1,000 for sponsorship by the local cool drink manufacturer Woodroofs ensured a financially successful series. To further secure the financial success of the series we

purchased and sold an excellent vintage of Hardy's Shiraz Mintaro 1970.

The series attracted 59 entries (20 short of the all time record number of starters at the 13<sup>th</sup> series held at Henley Sailing Club) and from memory the statistics for a series meant 4.5 people would attend for each boat entered for the series. This meant we had to entertain 260 people.

The series was well under way by the time the lay day arrived. Tickets for the bus trip to the Seppeltsfield Winery in the Barossa Valley were selling fast, in fact so fast that we had to ask the bus people to provide two more buses. The day at the winery was a little more successful than the committee had planned. The weather turned out to be a tad hot at 40C and would have made a visit to a brewery more appropriate. People were seen cooling off by walking through the lawn sprinklers and since beer is not served at the winery Rosé and lemonade was the popular drink. The problem then was to get the mob back on the busses.

The driver in command of the bus fleet suggested we might entice them to board by offering a short stop at a pub on the way home. A hotel in Elizabeth was selected but the driver thought it might be an idea for me to go inside and ask the publican if he could handle 150 people on an ordinary Tuesday afternoon. I thought that might be a good idea but unfortunately I was flattened by the mob as soon as the bus stopped. Next problem was how to get them back on the bus and this was achieved by announcing that the bar in the Largs Bay Yacht Club would be open by the time we arrived.

The presentation night for the 8<sup>th</sup> series was a dinner dance with a carefully selected band led by the music director for one of our popular

radio stations. We did have trouble finding a hall big enough to accommodate all the competitors, their families, plus all the club officials and rescue crews. This amounted to some 400 people. The old Semaphore Palais was selected regardless of the tendency the floor had to move up and down when dancers were jumping in unison. Well we had the floor moving that night. We had an arrangement with the band to play until midnight with an agreed payment for an extra hour if the night was still swinging. There seemed no way the revellers would be out by midnight so the extra time was paid.

I think the series was enjoyed not totally because the organised functions were successful, I think what made the series memorable for the visitors was the way the local members made sure the visitors were enjoying themselves. I know many visitors were invited back home for a bbq or taken to visit places of interest around our beautiful city. The lights of Adelaide were popular viewed from Mount Lofty Summit or Windy Point. The Birdwood National Motor Museum at that time was in its infancy but now a wonderful place for all ages to visit.

I do know that some of the friendships that developed during that early series still endure to this day. This fact was related to us during the last Lazy E Reunion held a couple of years ago. And all this we are reminded of by the simple set of Splayds.

I only wish we could recall which one of the seven W.A. entries for the series gave us the present, then we could tell them how much pleasure and satisfaction the gift has given us over the years.

Peter and Beth Miller.

<p>Would Branch Secretaries please check their lists of financial members. It is an Association requirement that those competing in Branch and National Championships be financial.</p>
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## News from the Branches

### New South Wales

The NSW State titles were held at Balmoral this year as part of a regatta which involved Northbridge Seniors who were also having their title series.

There were three heats over the last weekend of March sailed over full length club courses in conditions varying from very light through light and some short bursts of medium strength wind. Unfortunately numbers were depleted with only six boats with another boat for one heat. This was the result of some of the better known boats being absent due to “winter” sporting commitments at this time of year such as soccer and net ball. Nevertheless competition was both keen and close across the whole fleet. It was especially encouraging to have two boats with crews new to “Es” positioned towards the head of the field on numerous occasions.

The series was won by ‘*Firewind*’ sailed by Dennis Paton and Emily Jones. Dennis, unlike the rest of us, had sharpened up by being at Somerton for the Nationals. With the departure to Thailand at that time of Sarah Caracher who had been his regular crew of some years standing, he was fortunate in being able to recruit Emily as his replacement forwardhand. Emily is now working in Sydney but even so she still managed to sail with Will Jones in the Victorian State titles. So on the basis of experience and a lot of recent practice ‘*Firewind*’ looked likely to win on paper and this proved to be the case. However they lost the first heat to ‘*Bilby*’ sailed by Paul and Sandra Skinner to come second. The very light airs of this heat suited ‘*Bilby*’ although it was touch and go as to whether they could finish within the time limit. Heat 2 had an early leader in *The Fury* but *Firewind* was able wear them down by good tactical sailing downwind to finish in front with *Bilby* second. In the final heat *Firewind* led throughout the race despite some determined attacks from *Bilby* who again had to settle for second. The results were as follows:

Boat No.	Name	Helm	Crew	Ht 1	Ht 2	Ht 3	O/A
E465	Bilby	P.Skinner	S. Skinner	1	2	2	2
E500	Clockwork Orange	K Staunton	F Madden	5	6	3	5
E521	The Fury	P Nixey	D Johnson	3	4	4	3
E526	Emu	T Dawson	J Allen	4	5	5	4
E528	Nep-E	G. Gill	S. Gill	6	3	6	6
E537	Firewind	D Paton	E Jones	2	1	1	1

Peter Nixey  
E521 *The Fury*



### Victoria

Well Christmas is behind us and we have a new national champion. Congratulations to Tim Dorning and Joe Picone on keeping the hallowed trophy at Elwood. Victoria had a strong fleet of seven boats represent the state at the Nationals. Look out next Christmas when the championships are in Melbourne, we should get about fifteen Victorians keen to keep the trophy here once again.

For those who didn’t attend the Nationals in South Australia, and what a great event it was, put on by the SA branch, congratulations to everyone involved in making it such good fun. However the next Nationals will not be at Elwood. The Victorian Branch has opted for something different and have

been in negotiations with the Portarlington Sailing Club for some time. Portarlington is located on the Bellerine Peninsular, on the south west side of Port Phillip Bay. It is about 20 minutes drive from the heart of Geelong. It is a very popular destination for holiday makers at that time of the year, so booking early is essential. The beauty of sailing in the area of the bay is, the prevailing breezes mean we sail in crystal clear water, and predominantly flat water.

I did notice one interesting fact whilst looking at the results of the past two National Championships. They are, we had 21 boats at NSW and 22 boats at SA. Nothing new about that you might say, that's normal for Nationals. Here comes the interesting bit.

Of the two titles only 10 boats went to both. Which means 11 boats that went to NSW did not go to SA, and 12 boats that were in SA did not go to NSW the previous year. Now here's something to aim for. If we can get the 10 boats who went to both championships to attend, the 11 boats which went to NSW and not SA, and the 12 boats which went to SA and not NSW, plus the additional Vic boats that didn't attend either series, we could possibly have a fleet of about 40 boats. Now wouldn't that be something to achieve.

That's enough spouting about the Nationals, what's happening in the great state of Victoria. The States have been completed. The first half of the titles were held over the long weekend, at Sandringham Yacht Club. Saturday and Sunday was real windy. You might say it was a Meningie 22 knots. Tim and Joe continued their National form and after the race committee cancelled the last heat, held a commanding lead with two firsts and a second. John Frey sailed a blinder in the third heat for a great win.

The second half was held at the venue for the next nationals, Portarlington. The Saturday was another gut buster with Rick and Darren coming back to form with two convincing wins. This set up a show down for the title on the last day with Tim and Joe, and Rick and Darren, having exactly the same results going into the last day. Joe tried to nobble the opposition that night by plying them full of alcohol. That didn't work. But I did learn one thing though, always close the venturies before you float your boat off the trolley. That little flap on the venturi is very vital. Because when its not there and there is not allot of wind, you fill up.

So congratulations to Tim and Joe for taking the double. I might also point out that they didn't win the last race either. That went to Mark and his much better crew, Erin Foster. Shows that Mark sails much faster with Erin than he ever did with Alex. (You can pay me later Erin).

From an Elwood point of view, there are only three races left in the season. The results are also very close between Tim and Rick. Dan and Craig are also right amongst the mix in the results.

Rick de Jong  
E 555 *Miss Conception*

ΦΦΦΦΦΦΦΦ ΦΦΦΦΦΦΦΦΦΦ

### **South Australia**

We know the season is coming to an end when the Nationals have been raced, and the Club and State Champions are all but decided.

Somerton Yacht Club has recovered with some excellent feedback from everybody involved. It was a trying series, considering that every race was reasonably light, and when there was wind - it was too much. We all know that a light series can bring out the 'best' in you, so congratulations to all the successful boats, as well as those who had a good time.

Of course, throughout every series, we see some interesting highlights. Fortunately there was only one broken mast- unfortunately it was the boat I was sailing on! (Lucky Alan had a spare one lying around). Another interesting moment was seeing the crew on Herbie hit the water when his trapeze





National E Australian Championship			Somerton Yacht Club South Australia				2002/2003					
Sail No	Boat Name	Skipper	Crew	Club	1	2	3	4	5	6	Pts	Pos
550	E Males	T Dorning	J Picone	Elwood	1	1	5	1	10	5	13	1
546	Ruthless	D Wise	T Ritter	Henley	4	4.5	6	2	1	2	13.5	2
532	Miss Muffett	L Alderton	C Nuttall	Balmoral	2	dnf	2	11	6	1	22	3
558	Miss Conception	R De Jong	D Upton	Elwood	15	2	1	6	13	3	25	4
530	Bramble Bell	S How	S Knights	Henley	11	8	3	3	4	11	29	5
557	Mister E	M Foster	A Foster	Sandringham	8	4.5	4	10	9	7	32.5	6
512	Mugs 'N' Thugs	N Waugh	R Gurr	Somerton	3	3	8	14	5	14	33	7
545	Magnum	C Balkwill	N Westover	Henley	9	9	10	9	3	10	40	8
537	Firewind	D Paton	S Cararcher	Balmoral	10	11	9	4	15	6	40	9
536	Tangara	J Frey	D Frey	Elwood	5	13	dnf	7	12	4	41	10
556	Petronella	W Jones	E Jones	Elwood	7	10	11	8	8	16	44	11
531	Victor E	D Alderton	D Alderton/ V O'Flynn	Balmoral	14	7	7	16	11	8	47	12
513	Miss D Meaner	M Atkin	T Sullivan	Somerton	17	12	13	5	7	15	52	13
554	Herbie	D Osinga	C Fingers	Elwood	13	6	12	13	14	9	53	14
525	Grumpee II	A How	W Cooper	Henley	12	dnf	dnc	12	2	13	62	15
524	Aroona	R Hunter	D Hunter	Henley	18	15	14	19	18	17	82	16
492	Santoy	P Seal	D Barns	Elwood	6	dnf	dnc	dnc	dnc	12	87	17
37	Pink Bits	C Remilton	R Remilton	Somerton	19	16	dnc	18	20	18	91	18
520	Alphaglassy	B Nuttall	A O'Flynn/ J Nuttall	Balmoral	16	dnf	dnc	15	16	dsq	93	19
474	Nooera	G Waugh	J Parsons	Somerton	dnc	17	dnf	17	17	19	93	20
383	Double Dutch	C Von Mattzahn	P Neeft	Henley	20	14	dnf	21	19	21	95	21
376	Out Of The Blue	P Birt	P Gamble/ K Hancock	Somerton	21	dnf	15	20	21	20	97	22