

**President**  
Mark Foster

**Secretary**  
Helmut Wagner



**NATIONAL E**

**SAILING ASSOCIATION Inc**

A0024481E

**NEWSLETTER**

**Treasurer**  
Will Jones

JUNE 2003

**Editor**  
Dick Owen

### **Presidents Report**

Its winter and we are all in hibernation so not much is happening on the western front. "Mister E" is in the shed and won't be coming out until it warms up (a little).

At the AGM in Adelaide we decided to send renewal notices to all financial members as it was believed that this method would assist members to remain financial and allow for the timely collection of fees.

The Class Rule: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'.

We shall continue the practice of nominating Financial members on the website - <http://www.nationale.org.au/index.html> - so that it is easy for our various fleets to note which boats are or are not financial members, and as such who are eligible to compete in State events.

We have run Out of class brochures so, we need to update and reprint. We are in need of any spectacular National E photos that you may have. If you could help, could you please send photos or images to me?

Where are all the secondhand boats for sale? We have missed out on at least two new members because they could not find a suitable second hand boat. If you know of a

boat that is for sale, or is simply lying idle in a garage, it would be a huge service to the class if we could have it listed on our website in the For Sale section or at least have it pinned up on your clubs notice board. For the class to grow, we must all SELL boats.

We should be notified in the next month or so about our block application for camping sites at Portarlinton for the Nationals. Camping at Portarlinton is VERY popular at Xmas time so we will need to move quickly when the site allocation eventuates. If you are intending to camp, could you please advise me because it will be a first in best dressed situation. If camping is not for you, I strongly recommend that you book your accommodation EARLY. Good Sailing  
Mark Foster  
E557 *Mister E*

### **Editor's Jottings**

A few weeks ago I sent an e-mail out to our correspondents asking for their contributions, and that they send them in early. I had been offered, and accepted, to be the replacement co driver in a Peugeot 404 for the four week Re-Run over the 1953 Redex Trial course, celebrating the 50<sup>th</sup>. Anniversary of the first rally. This would have meant leaving home about 19<sup>th</sup>. June and arriving back about 21<sup>st</sup>. July.

As you can see by this Newsletter, our correspondents have replied handsomely. Welcome aboard new contributor Life Member Ray Cole with his interesting articles. Hopefully he will become a regular contributor and provide many more. He may even

become the spur for some of our members from the early days to share some of their experiences with us.

Our regular Life Member contributor, Peter Miller, has again submitted a thought provoking article.

President Mark has sent two articles put out by AYF regarding "Off the Beach Yachts" The second is too long for publication, but will probably be available on the Association's website. If you don't have a computer or internet access, smile sweetly at somebody you know who has one. They concern us.

As to the Redex Re-Run, euphoria only lasted for four days as the original co driver was able to overcome the reason for his withdrawal, and will do the course. I'm naturally disappointed as I had hoped to catch up with some of our members on the way around. C'est la vie as we Peugeot enthusiasts say. I have been invited to travel in the car for the three day trip from Sydney to Brisbane. Should anybody in Sydney go out to see the start on Sunday 22<sup>nd</sup> June, I'll be in Car No. 69.

If you are not already on our e-mail list, please forward the address and it will go on the records.

Good maintenance,  
Dick Owen

### **Think Yourself Lucky**

Our web site is working wonders, since Darren has got it up and running (great job Daz ) I have had numerous people e-mailing me about various things. On average I get about 3-4 e-mails per week about people who have interest in the class , but mainly people who have boats in the garage ,that have been sitting there for years and feel inspired to getting them wet again, the most notable thing is they seem to

be mainly boats pre number 200. These boats are mainly 30 plus years old.

I have had e mails from people in Canada , yes they have E's in Canada, a little different to the ones we sail here, mainly because they sail the original Lazy E's , no side tanks, smaller kites etc etc ,the way they were originally.

But I would have to say the most interesting e-mail came from a man in England. This man is an expat Aussie who went to Chester in England in the early 70's. he had bought an E before he went there (No 189) So whilst he may not return he took it with him. Sailed it for a number of years and left it in the garage a number of years. Over the past year or so he has been restoring it , what amazed me was the cost of restoring it. He told me that it needed a complete going over, replacing centre board case, deck, seats and a general going over, up to date he has spent 5000 pounds. that's not including rigging, sails, spars or foils, which he said all need replacing. I asked what a set of sails would cost after I gave a set of measurements of our sail plan, he came back with a price of 2600 pounds. I would hate to think what the rigging, foils and spars would cost.

Just goes to show if you equate that back to Aussie dollars, that's about \$19000. How cheap do we have it here. I told him he would be better off to get his sails made here and ship them to him. For that matter he could have built a brand new boat here, complete ready to sail and freighted it over and he still would have had change.

But it does go to show how lucky we are in Australia. People complain that every thing is so expensive, but in reality compared to anywhere overseas we get it or a fraction of the price.

Rick de Jong

Ppppppppppppppppppppp

My apologies for the late despatch of the Newsletter. Further to the Redex Re-run. Two days before heading to Sydney for the start, I was advised that I would be the co-driver to Townsville. There I was able to transfer to another car for the run to Darwin. I arrived home on Monday 7<sup>th</sup>. A great way to see the country!!!  
The cars will arrive in Adelaide on the 16<sup>th</sup>. Melbourne 17<sup>th</sup>. and Sydney 20<sup>th</sup>.

## Vale

### Martin Kenneth Scott - 25th January 1956, 1st June 2003

It saddens me to inform the National E fraternity of the passing of Martin Scott.

Martin was a long time friend of the National E Association who sailed a number of Es during the time he was with us.

He won many Victorian championships as well as being a major player in the Nationals with a couple of 2nd placings.

Martin had a long and hard battle with leukemia and fought a brave fight over some four years.

Our condolences are with Leanne, Kyha, Stephanie, Eleanor and Walter.

#### *The following two items have been passed on by President Mark Foster. Ed.*

#### Re: Special regulations Part 2 for Off The Beach Boats

In reviewing the potential liabilities for Race Organisers, Yachting Victoria has identified some potential concerns with the wording and format of the Special Regulations Part 2 for Off The Beach Boats.

It is the opinion of YV that any regulations for which owners are required to submit a declaration of compliance as part of the process of submitting an entry need to be easily read and understood by the competitors. There is also a need for such regulations to state the fundamental principles of the regulations so as to provide a level of indemnity for Race Organisers.

It is imperative that we provide race organisers with suitable tools.

The existing Part 2 Regulations have not been reviewed for over ten years and in that time the constraints under which Race Organisers operate have changed considerably. Accordingly YV have prepared a draft of a revised set of Part 2 regulations that should meet present day needs and these are attached hereto along with an explanation.

Incorporated in the simplified wording of the revised Part 2 regulations are some additions and changes that we believe will improve the regulations:

*- A requirement has been added for PFDs to be marked with name and telephone contact.*

*- For masts which are not sealed an anomaly has been identified in the previous regulations in that all masts are required to have a 30 mm drain hole regardless of the mast volume. This is obviously lacking as a large catamaran mast will take much longer to drain through a 30 mm hole than would, say, a Tasar. Accordingly the revised regulation now has a drain time requirement without specifying the size of the hole. Changing from a given hole size to a drain time will also enable water to drain from halyard outlets etc. which, technically, were ineligible for consideration in the past.*

*- Concern has been expressed at the possibility of the Race Organiser being held responsible for damage to boats resulting from towing, especially at a venue where that particular class is not a regular participant and existing experience is not available or with stand-in rescue boat operators at regattas etc.*

*The concept is that the boat owner is required to identify (via a red triangle) a suitably strong attachment point to which the tow rope can be attached or passed through. Class associations would have a role in this in advising owners of the location and strength required for this attachment point.*

*- A change that would require all boats in Australia to bear the full name of the club or association rather than the abbreviation presently required. This arises from concern at identifying a visiting boat at a regatta or*

*championship, eg: the letters SYC could mean any of at least 20 clubs in Australia and rescue authorities and police would have difficulty in advising anyone.*

*It is recognised that many boats would need their identification marking changed but in these days of computer cut vinyl signs it should not be overly onerous if adequate warning is given.*

As a Club/Class that will be affected by these regulations we would appreciate your consideration and input so that they can be processed to become an effective document for national circulation.

Could you please advise your comments by email to Rob Cook ([recook@ozemail.com.au](mailto:recook@ozemail.com.au)) with a copy to the YV office ([diana@yachtingvictoria.com.au](mailto:diana@yachtingvictoria.com.au)) no later than 15 July.

A meeting of interested clubs and associations will be hosted by YV sometime in August to enable a round-table discussion and we will advise the details of this meeting by email.

## AYF SPECIAL REGULATIONS, PART 2

**The following is the preamble. The article is too large to be included in this Newsletter. It should be included on the National E website. Ed.**

### OFF THE BEACH BOATS

#### Index:

- . Fundamental regulations
- . Definitions
- . General requirements
- . Specific Regulations

#### Fundamental Regulations

- (a) It is the purpose of these Special Regulations to establish uniform minimum equipment, accommodation and qualification standards for racing boats and as a guide for cruising boats.
- (b) These Special Regulations do not replace, but rather supplement, the requirements of governmental authority, the Racing Rules of Sailing and the rules of Class Associations.
- (c) The safety of a boat and her crew is the sole and inescapable responsibility of the owner, or owner's representative, who must do their best to ensure that the boat is fully found, thoroughly seaworthy and manned by an experienced crew who are physically fit to face bad weather. He must be satisfied as to the soundness of hull, spars, rigging, sails and all gear. He must ensure that all safety equipment is properly maintained and stowed and that the crew know where it is kept and how it is to be used.
- (d) Neither the establishment of these Special Regulations, their use by race organisers, nor the inspection of a boat under these Regulations in any way limits or reduces the complete and unlimited responsibility of the owner or owner's representative.
- (e) A boat is solely responsible for deciding whether or not to start or to continue racing – RRS Fundamental Rule 4.
- (f) The Race Organising Authority may require the owner, or owner's representative, to demonstrate that the boat complies with its Special Regulations Compliance Declaration. If it does not comply with these Special Regulations the boat's entry may be rejected, or it will be liable to disqualification or such other penalty as may be prescribed.

### Welcome - Life Member Ray Cole

I have enjoyed reading the stories by Peter Miller and you may choose to remind him that I have some about him which are not quite suitable for publication.

I write a column for "Round the Buoys" our Carrum Sailing Club newsletter, titled "The Bosun's Column", and some of these are being included in my web page which is to hit the net soon. In

selecting some I came across this one, which because of its references to the Lazy E ( I refuse to refer to that class, which was for many years so much a part of our lives, as the National E), and attach it as a word doc for your consideration as an item for inclusion in the newsletter.

Incidentally some years ago I wrote an article on mistakes made in painting boat hulls and the effect on the appearance of a boat, by small changes in the width and the sheer of stripes on the topsides, and I used the profile of the Lazy E as an example. This drawing office is in uproar as I have five boats on the board, and five angry clients who think I am working only for them, so in the chaos ensuing I can't find it, but when I do I will send it to you for inclusion in the Newsletter.

Cheers  
Ray Cole

### **THE BOSUN'S COLUMN**

A week ago the Bosun had a job to inspect a yacht in Sydney at Brooklyn on the Hawkesbury, where the famous bridges cross that beautiful river, and to recommend to the would be purchaser whether to make an offer for her. The job was attractive because the Bosun had another job up North, but it must be said that the fundamental attractions were the beautiful venue and several other reasons not related to the fee the Bosun would receive, which was zero. You see the client was Mark, my son who sailed at this Club for many years. He sailed on the trapeze wire on *Bushranger II* and *Bushranger III*. Both these boats were Lazy E's, a splendid racing dinghy not so recently, for no cogent reason, renamed as the National E. Later he with another ex CSC member Michael Syme helming they won the National Title at Humpybong Yacht Club in Moreton Bay near Brisbane with 6 Firsts. In those years fleets were large. The Lazy E Nationals at Carrum attracted a fleet of over 80 yachts most of which were amateur built. Carrum was the Club with one of the largest fleets of Lazy E's in the Country. We had 24 on the Register and with 18 starters we would think the fleet was down somewhat. Fleets like this were common to other Classes and other Clubs too.

To fantasise, it almost seems a case is there for a Royal Commission into the decline of Club Sailing in which the Terms of Reference include something like:-

" To examine the role of the National and State Yachting Associations in over concentrating on elite sailing at the expense of grass roots Club Sailing".

But back to the subject, for some years now Mark has been away from sailing, earning a living for his family in one of our hallowed halls of learning, hunched over monitors, instead of getting out into the fresh air. ( Not alone in this either, is he?). He yearned for a his own boat but felt he could not afford a suitable one for his family which he could afford. Finally he came upon a 23 ft. Alan Payne design, a Southerly 23 named *Petrel*, which seemed to suit his needs and the Bosun was called to the North to confirm what seemed to be a yacht in good condition with a quite large inventory of sails. Alan Payne was a great yacht designer (as his America's Cup designs proved), and a friend of a friend of the Bosun. There seemed to be some serendipity in it all as the last time the great man was in the Bosun's company was on a yacht called *Kittiwake*, and other yachts we sailed about on in those days were called *Gull* and *Guillemont*. You could say that seabirds were calling Mark back to the sea.

Just before the sale was concluded the previous owner unfortunately dropped the outboard motor overboard and despite diving and grappling for some days it was never recovered. Should you want a 5HP Mercury there is one up at the entrance of the Pittwater resting somewhere on the bottom. When the Bosun drove North for the delivery trip *Bushranger VI's* trusty 9.9 Merc. was in the back of the Wagon.

We left Brooklyn at 08.30 under power and quickly set the No.4 headsail and full main and ran to entrance of the Pittwater in a building Westerly of about 10 knots, after stopping and tilting the iron topsail. We sailed out between Lion Island and Barrenjoey Head and moved a

mile or two offshore as the Westerly gusts came off the sunny land in gusts and puffs with sometimes a trace of SW in the breeze which at 10.30 off Bangalley Head south of Palm Beach was getting into the 20Kn region. The little yacht charged along at 6 to 6.5 knots on the GPS, as that magnificent coastline with rocky headlands and golden beaches raced past.

About a mile or two off Long Reef we sailed through a huge flock of sea birds fishing. Small birds, very fast and yet graceful, they glided, dived and flew furiously fast. I remarked that their shape in outline when turning so gracefully, was identical with the new Puffin Sail insignia and sure enough when the bird books were consulted they turned out to be flocks of Fluttering Shearwaters (*Puffinus gavia*). I understood at last the desire for the sail insignia of the Pacers to depict this graceful fast, manoeuvrable bird in flight rather than simply sitting there sogging as on the old sail insignia.

When we came to the Heads where the westerly was accelerated by the gap between the two great basalt ramparts, the easy reach was over and we tacked back and forth against a now possibly, (for who estimates wind velocity when on the wind ?) 30kn breeze right on the nose, and an ebb tide too, past all the famous land marks on a windy Sydney Harbour packed with reefed sails of the racing fleets, ferries raucously hooting, and huge motor vessels packed with movers and shakers dressed in their best gear holding on to glasses

of champagne with one hand and the rail with the other. We saw a couple of desperate souls offering tribute to King Neptune and grieved for them as their green faces thundered past. A rule of thumb for fuel consumption often used when selecting fuel tank size is a quarter of litre of fuel per horsepower per hour. At the ruling price of Oil you can see why George W. wants to invade Iraq to ensure these huge motor vessels can continue to clutter the Harbour.

Accompanied by cries of "starboard" as the racing fleets converged on marks at the Sow and Pigs, and others near Shark Island, and Kirribilli, (where we made rude signs to John and Janet, just in case they were looking out for us!) we moved on until just past the landmarks of the Opera House, and the ferry traffic at Circular Quay the Bosun had a first in sailing, as he helped tuck a reef into the main right under the old coat hanger!! We sailed on to run slap bang into the TS 16 Fleet at Drummonyne Sailing Club, and the dinghy fleet at Hunters Hill Sailing Club, where we lowered and furled the sails and motored to Mark's mooring at Hen and Chickens Bay.

As we rowed ashore in the dinghy Mark was vastly pleased with the performance of his Petrel, and we called up the family to do the five minutes drive to come and get us in the last light of the day at 1800. A splendid day with many memories for us both to treasure in the future.

The Bosun.



## Progress Marches On

In South Aus we have had a couple of reunions of members from the good old **Lazy E** days. The first in 1998 attracted 70 starters and since the night was generally considered to be a success it was by popular demand repeated in 2001 with even more attending. According to the cards and letters we are receiving there should be another event this year however as my time is completely involved in a motor home construction project so the next event may have to be 2004.

People are sure funny when it comes to reunions. The people who we have not been able to contact and therefore we are unable to let them know the event is actually on get really upset because we did not send them an invitation. The fact that we have probably not had any contact for thirty years seems to go right over their heads but they really would like to be at the next one so there is always a reason for repeating the event.

Back in the black and white TV era we could go to a TV Station and collect rejected news

film taken at various National Championships. It was my aim to show the film at the last reunion but unfortunately I could not locate a 35 mm projector. At great expense I had the film copied on to videotape but the quality of the transfer was poor and so went unused. Then providence smiled and I acquired a nice projector for \$30.00. Time had destroyed all the little rubber drive belts and there was no globe. The belts were easily made and we then had a working projector albeit without a globe. Since purchasing a globe presented two problems, the first being the expense and the second availability. I thought I'd better have a mechanical test to see if the film would run take up and rewind.

We have a saying on our boat when things go missing that boats actually eat things. If a wanted item is lost it can require what is called a "complete boat search" to locate. Not really a bad thing in itself because the search usually turns up a plethora of stuff that has long gone missing. One such search turned up five cartons of long life milk, which was slowly turning to concrete. Well the Lazy E film is in our house somewhere but up to date it still remains hidden. Pity really because there are some nice shots from the 7<sup>th</sup> series at Largs bay and later events. The search goes on. Where did I put that thing?

In more inspired moments I sometimes get the thought of running a National Reunion. Broken Hill would make a good venue since it would be central to the more populace states. In the right weather the Hill is a pleasant and interesting town to visit and I am sure the hotels would love to host a dinner for a couple of hundred people. Could be fun!

If you get the idea in your mind that yachting as a sport is in the decline a trip down to Largs Bay while the Championships were being run at Somerton this year you would have seen the Laser or is it Lazer class in vast numbers. We sailed through the area a couple of times and by my calculation the fleet sailed on three courses with about 60 boats on each course. Largs Bay has a reputation for conducting

events involving large numbers and that series looked like they were doing it again.

Another indication that yachting is still a popular activity was an open day recently held at the Royal South Australian Yacht Squadron. The club was open to the public Saturday and Sunday and well advertised. The official report on the event will no doubt be recorded in the next issue of the Squadron Quarterly Newsletter. However, from what I have heard, about 3000 people visited the Club on the Saturday and 4000 on Sunday. We are fortunate that at the Squadron we have plenty of space for exhibits and parking. Another new marina finger recently finished provided space for the trade to exhibit their products to the best advantage.

Those wishing to try sailing were invited to experience sailing on keel boats or trailer sailers. Members made boats available and there was a long queue waiting to board. Other lucky people were able to solo on small catamarans and a fleet of small boats rigged for people with disabilities. With the excellent weather we get in Adelaide at that time of the year the event was highly successful. Marina berths and hard standing for trailer sailers and runabouts were being snapped up.

Our daughter Debra and husband Stephen have a berth for their Blue Seas 36 on the new Marina and initially were a little miffed when they were asked to move off the marina for the weekend. They eventually agreed to move and open their beautifully maintained floating gin palace and open it for display. They had a wonderful weekend proudly showing people over their boat. I think they will be first in the line to be in the event next year. So don't get the idea that sailing is slowing down. There are plenty of people out there wishing to be on the water. All you have to do is make the activity available to them.

All the best,

Peter Miller.

**Don't forget to book your accommodation early for the Nationals at Portarlington this year**

## Sogging

I write to explain the word "sogging" in the Bosun's Column. I have just read the article and noted the inclusion of the word, which probably had you wondering. It is oft used in this family since the 1950s when we lived in Brisbane.

A breakfast food manufacturer who had a factory at East Brisbane, near the East Brisbane State School, (where I sat for the Scholarship examination) was in trouble as Kellogs Rice Bubbles was getting all the sales through an advertising campaign in press and radio, with a jingle which stressed SNAP! CRACKLE! and POP! in a loud and aggressive manner. The local company, either Vita Brits or Weetbix, held a competition to select a slogan to beat Kellog's slogan, and offered some big prize, now forgotten, as is the winning slogan, to the author of that slogan.

As noted I can remember little of the details. The Cole family will always remember the consolation prize awarded to a young lad living near us at Camp Hill for a slogan they did not use. He got a bike for this:-

" I like Vita Brits, because they are quiet in the morning. They don't SNAP, they don't CRACKLE, and they don't POP, they just lie there quietly on your plate and SOG!!"

I can recall many mornings after the presentation nights at Lazy E Nationals from Perth to Brisbane when I understood that lad's slogan. The verb to sog and its derivatives has been absorbed into the Cole vocabulary and is often used e.g. *Q*. What's Mark doing? *A*. He's on the verandah sogging.

The reference to the Puffin Pacer sail insignia relates to a long running debate in their Association, to change their sail insignia which depicted a dejected slump shouldered bird brooding ashore (i.e. sogging) and they wanted it changed to a graceful bird in flight. I can report the change has been made. The class, another Jack Holt design, is now in decline too.

Before he died I had a discussion with Jack on other matters, and he agreed with me that change in technology must be embraced if any class is to survive. Sailors won't stay with a class which stands still.

The prospering International 14 is a wonderful example of keeping up to date. I briefly discussed my Hasty E concept for transition, which was soundly defeated, and we talked about the way the Australian Sharpie had prospered using the same approach and the International 12 sq.m. Sharpie is dead.

Cheers again,  
Ray Cole



## News from the Branches

### **New South Wales**

Our official competition season finished at the end of April. However the "Winter" season continues until the end of May and for the first time in years we have saw a number of 'Es' involved which augers well for next season. Over the second half of the past season Laurie Alderton (*Miss Muffet*) had matters other than sailing on his weekend schedule and accordingly race results became quite unpredictable. Another missing person was

David Owen *Black & Blue Bird* who had a disrupted season manning his motor launch as the replacement race committee boat. Happily this saga is now almost over.

On the other hand we had new sailors buying three boats - *Nep\_E* (Geoff Gill and Sarah McKay), *Clockwork Orange* ( Keith Staunton and Fiona Madden) and *Saluki* (Rupert Teal ) all of whom come overseas - Ireland, NZ or the UK. With the newcomers proving to be experienced sailors the locals have been put under pressure by the fresh







## COME AND ENJOY A HOLIDAY IN VICTORIA

The venue for this year's National Titles will be the Portarlington Sailing Club. Portarlington is on the northern most tip of the Bellarine Peninsula, looking due north across Port Phillip Bay toward greater Melbourne, some 45 kms away as the seagull flies. During the day Melbourne's skyscrapers can be easily seen, and the lights at night-time are a beautiful backdrop to our wonderful bay.

The Bellarine Peninsula is one of Victoria's most picturesque regions. Combining the best of bay, ocean and hinterland, the Peninsula has been a favourite with visitors for more than 100 years.



### Activities

Activities include swimming, surfing, snorkelling, diving, fishing, golf, galleries, exploring the villages, wineries, shopping and great places to dine. Not to mention the Sailing

Portarlington boasts a variety of cafes and restaurants. However if there is not enough for you here, then exceptional cafes and hotels are within twenty minutes drive. Also of interest in the area is Queenscliff and Point Lonsdale, last century's playground for the rich and famous. Visit [www.nationale.org.au](http://www.nationale.org.au) for further details.

### Accommodation

A number of campsites have been reserved at the Portarlington Seaside Resort which is located right on the beach adjacent to the Sailing Club. A large block of sites have been pre-booked so as we can all camp together. It is quite surprising how much this adds to the atmosphere of a regatta. Further details on how to reserve a site will be available in the near future.

Further information will be provided with subscription notices and in subsequent newsletters and of course all information will be posted on the Association's web site.

**NATIONAL E SAILING ASSOCIATION [VICTORIAN  
BRANCH]**

**39<sup>th</sup> Australian Championships 2003/04  
To be held at Portarlington Sailing Club.**

The Race Secretary  
15 Eumarella Street  
Tullamarine 3043

Please enter the National E class yacht.....Sail No E.....  
For the championship event to be conducted at Portarlington S.C, between the 27 December 2003 and 3 January 2004.

The yacht is currently insured (Policy No. ....) for the period ending...../...../.....  
(Expiry date of policy) and is insured with.....

As owner I am a financial member of the NESAs and the entered yacht is certified / not certified (strike out words not applicable) as measurement Class "A". I understand that this entry is valid only if the yacht holds a class "A" certificate and is insured for full racing risk during the period of this championship event.

I have enclosed the correct entry fee \$..... I agree to be bound by the ISAF Racing Rules of sailing 2001-2004, the NESAs class rules and the Championship Sailing Instructions.

PLEASE PRINT

Owners signature.....Date ...../...../.....  
Owners Name.....  
Address.....  
.....  
Telephone No..... Email Address.....

Name of Helmsman ..... AYF Membership No..... Name of crew  
..... AYF Membership No .....

**ENTRY FEE                      \$250 - IF PAID BY 15 NOVEMBER 2003**  
**\$300 - IF PAID AFTER 15 NOVEMBER 2003**  
(Entry fee includes 2 tickets to Welcome Night, 2 tickets to Presentation Night and 2 T-shirts)

Please indicate shirt sizes (XL/L/M/S) Helmsman ..... Crew .....  
Additional Shirts can be purchased for \$25 each ... No ..... Size(s) .....

Additional tickets Welcome Night ... Adults \$20 ... Children \$8  
   Presentation Night ... Adults \$30 ... Children \$15