

**President**  
Mark Foster

**Secretary**  
Helmut Wagner



**NATIONAL E**

**SAILING ASSOCIATION Inc**

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**NEWSLETTER**

**Treasurer**  
Will Jones

**DECEMBER 2003**

**Editor**  
Dick Owen

### – Presidents Report –

Well how quickly the time goes by when you're having fun. I cannot believe that it is December again, and the Nationals are all but upon us.

We are down on entries at this time, but expect a late rush. I have heard from the caravan park that sites are still available (Indented Head) so there is still time for you to make arrangements to camp. For those of you that have not been to Portarlington, it is a beautiful little spot, safe swimming beaches, plenty of sand, etc, in a rural setting surrounded by wineries. There is good sailing and plenty to do when not sailing. I think it is an ideal summer holiday destination for all the family.

Included in this edition is the Notice for our AGM, and some motions for decision. Last year it took an hour or so to get a quorum for the meeting so it would be appreciated for all financial members wishing to attend the AGM to arrive punctually. I realise that meetings may not be everyone's cup of tea, but this is a mandatory requirement for our association. I would be grateful for full attendance, and promise that the meeting will be to the point, and shall proceed as efficiently as possible.

If you cannot attend, I would be grateful for your proxy votes to be sent to Helmut Wagner as soon as possible, so that you still can have your vote.

The Motions for decision at the AGM relate to the proposal of allowing Centreboards and Rudder Blades be manufactured in a foam sandwich/carbon fibre construction. The

proposal was put forward by Rick De Jong, as a cost effective method of construction. Rick has made a mould to mould Centreboards and Rudder blades (foils), and has prototypes in use.

Rick has made application to the National Executive for dispensation to the rules to allow him to use the new foils for this season, which we have granted. Rick is also making available another set of foils to any other boat owner who may wish to test.

The reasoning behind the National Executive's decision to allow the foils to be used this season was to ensure that the foils are adequate in strength and performance, and also to provide members with cost effective equipment, as the moulded foam/carbon fibre foils are actually cheaper than traditionally constructed foils.

I understand there have been similar dispensations given in the past for significant potential changes, and believe that the National Executive has acted responsibly with the best interests of the class in mind. The matter will be resolved at the AGM by the members.

To all our members, I wish you a Merry Christmas and Happy New Year, and wish you all the best in 2004

I look forward to meeting all those who are making the trip to Victoria.

See you at Portarlington.

Mark Foster  
*E557 MisterE –*

## Editor's Notes

My thanks to all correspondents for sending their contributions early. As a result, this issue will go out early in the month.

The Life Members of the Association have become the backbone of our Newsletter. Welcome to Geoff Dawson of Victoria for his article. There is hope for all of us after we swallow the anchor.

Before doing so, I have been reading historical novels written about the Napoleonic Wars. One series, written by Patrick O'Brian, covers the career of his hero, "Lucky Jack Aubrey". Although I seldom go to theatres to watch the movies, I will be going to see Russell Crowe in "Master and Commander, the Far side of the World", which opens on 4<sup>th</sup> December. I thoroughly agree with the high regard with which literary reviewers have of Patrick O'Brian. The stories are fast moving and the author has spent a great deal of time researching the history of the Royal Navy of the period.

A non-fiction history of the navy at that time "The Sea Warriors" by Richard Woodman, makes for interesting reading. O'Brian, Dudley Pope, Alexander Kent and Woodman have some included some of these exploits in their novels. Many of the exploits of Jack Aubrey were actually performed by a Scot, Lord Thomas Cochrane. I hope the film shows Jack Aubrey taking a 32 gun xebec with a crew of over 300, with a 14 gun brig, with a crew of 55. Lord Cochrane actually did take the *Gamo* with the *Lively* in 1801.

We certainly get it easy when we go sailing compared with the sailors of those days, very few of whom were volunteers.

To those who won't be at the Nationals, I wish you all a Merry Christmas and a Happy New Year. As I have said before "Don't drink and drive, you may spill some".

Dick Owen  
E 534

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## National's Requirement

There are few other items of interest regarding the National titles. This year's title comes under the banner of Sail Melbourne; you can look at various activities and events including ours on the Internet by visiting [www.sailmelbourne.com.au](http://www.sailmelbourne.com.au)

Under the guidelines of Sail Melbourne there are a few things that we as an Association MUST do as part of the agreement we have with Yachting Victoria. The main thing that concerns all competitors is the issue of insurance. You all know that you must sign a declaration on the entry form to say you have insurance, but under the guidelines of Sail Melbourne, you must produce a copy of your insurance policy upon registration at the titles. I must stress this will be a requirement and will be strictly adhered to.

The exciting thing is preparations for the National's seem to be going smoothly. The

committee in Victoria has been busily organizing racing and social functions and as an added bonus to all competitors, we have organized a New Years Eve BBQ with two Adult tickets going to each entrant at no extra cost, bit of a bonus we didn't expect.

The disappointing part of the Nationals is the lack of interstate entrants; to this date we have one South Australian and two New South Wales entries. That's it. As was written in a South Australian newsletter recently, we as an organizing committee work hard to put on these events for YOU the members. So if you haven't planned a holiday in Victoria, get on to it ASAP. You will have a great time.

If you are intending to come and haven't entered as yet, let me know either by :-  
e-mail [rickdejong@optusnet.com.au](mailto:rickdejong@optusnet.com.au) or  
phone 03 9338 1706 or mobile 0410 576 350

Rick de Jong.

## Is This For You?

As a long overdue response to Editor Dick's request for newsletter articles, I at last sit down to put something together, which I hope may be of interest.

Having, for a number of reasons, reached a stage in life where retirement from dinghy sailing was the go, what to do? Some such people go on to bigger boats (trailer sailer/keelboats etc.), but under the influence of my oldest son Glenn, I chose to go the other way – into smaller boats, and so have become interested and involved in the sport of radio controlled model yachts.

You have probably seen them on a lake somewhere, but, have you had a go? It is great fun and an extension to one's lifetime interest in yachting. Imagine this – load the vehicle up with the boat and gear (no trailer required), arrive at the venue about 12.30 PM., rig up, and have a chat, and be on the water about 1 PM. Eight to ten races during the afternoon, then load up again and back home at 5/5.30 PM with no boat to wash, no wet suit and sailing gear to attend to. You have either had a good sailing result or a no-hoper, but at least you have been out and about.

For your enjoyment, it is best to belong to a club where race courses are set each day and racing is controlled. You can enjoy this club racing atmosphere or progress to State Titles, Australian Titles and even World Titles. There is usually a spread of age groups and not all are clapped out dinghy sailors like me. There are a few lady skippers, but I must say, not many.

To participate you of course need a boat and the radio gear. There are four main classes – one metre, marblehead, ten-rater and "A" Class. One metre's boast the greatest numbers these days perhaps because of cost (but even that is rising), marbleheads a semi-development class within certain parameters, the ten-rater probably the fastest class but with smaller numbers, and the "A" class an older design with heavier keel, but nonetheless a very regal looking boat on the water that sails well.

As with everything sailing, you can spend what you like, getting into the sport for \$500.00 or so for older type boats, or \$6/7000.00 if you import a super swish marblehead from Germany with everything carbon fibre different sized sail rigs all on carbon masts and booms, miniature roller ball bearing blocks and so on.

Each boat of course must have a different radio frequency, otherwise there is trouble. A range of crystals is necessary (4 or 5 in case) and one must consult the Frequency Board to check on this each week. Re-chargeable batteries are used in both the boat and the transmitter and these must be charged up before setting off. These days batteries are available that will last for at least a half day of continuous sailing, with a back-up set taken in case of need.

Racing is the usual triangle, w'ward and return, triangle format with occasional novelty events. Scratch competition is held, also handicap and the occasional stern-chaser of which I am a great fan, provided the starting handicap times are something like right. Clubs generally run a programme covering all the racing formats.

Racing rules are very similar to those used in dinghy racing, with some variations on mark rounding. Exoneration from an infringement takes the form of a 360° turn, with at the elite level of racing, recourse to a protest committee if available.

Those involved cover a broad range – some just like to sail their boats around, some like to become involved in designing their ultimate speed machine, then build at home or have it built. Then some like to make their own sails, or like to play around with keel and fin positions etc. Plenty of exercise for the brain. There are a number of professionals who make their living from building model yachts, and when they get onto a good fast design, business is brisk.

There is a considerable challenge in actually sailing the boat. Good eyesight is a help and many find the focal depth in trying to steer around a buoy, maybe 80 metres or so distant, quite difficult. Also rudder movements on a boat sailing away from you are opposite to when the boat is sailing towards you. Practice of course solves all these things, and when you have mastered them, there is the wind shifts and racing tactics to go alongside your boat speed settings.

The message is that there is more to it than meets the eye and for me now, I find a great interest and challenge, so if you have the opportunity, give it a go.

Not many current day members will know me as I hail from way back in the Lazy E days –about 1970, I think. Three “Es” were followed by three Tasers until retirement time arrived – all great times and many friendships made.

Geoff Dawson  
Life Member

E90 *Merinda* E333 *Alkoomi* E484 *Talisman*

Taser 1931 *Scallywag* 2141 *Talisman* 2552 *Magic Moments* (That last boat says it all!)  
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# Notice of Annual General Meeting

Date: **Tuesday December 30<sup>th</sup>, 2003** Time: **7:00 PM**

Venue: **Portarlington Sailing Club, Victoria**

The Following Motions are on Notice for Decision at the AGM

Please note that additions to the current rule are signified by underline, and deletions are signified by ~~strikethrough~~.

## **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 is easier than that of wood thus reducing costs compared to traditional boards, Eg to build carbon board approx 8 Hrs compared to 40 Hrs. Carbon approx \$590, Compared to \$850 for traditional boards,

**Comment Against:** The current rule is adequate.

## **Motion to change Rule 8.1**

### RUDDER BLADE, RUDDER STOCK AND TILLER

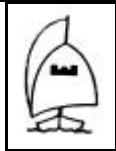
#### 8.1 RUDDER BLADE

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

**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. The time required to build a carbon board is significantly less, reducing cost, Eg. Carbon board \$420 compared to Traditional board of \$570

**Comment Against:** The current rule is adequate.

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## News from the Branches

### **New South Wales**

*A bonus this issue with two contributors. My thanks to Emily and Peter*

**1**

NSW has had some great racing so far! Not as many people have been turning up as could be expected, but we are still getting a solid 4 or 5 each weekend. There have been a few eventful races over the past couple of months, with a huge variety of wind strength and direction keeping life interesting. We have all types of winds, everything from the Westerly storm winds through to the hot shifty Northerlys!

It was great to see Emu make their debut appearance on the water last weekend (the 21st) - I think Jim and Terry are putting in their training for the Nationals. I suppose it's better late than never!! Speaking of the Nationals, Dennis is a contender (*Firewind*), but is looking for a crew as Emily is jumping ship to crew for Will in *Petronella*. And the Aldertons and Nuttalls must be planning to surprise everyone at the Nationals as neither hair nor hide has been seen of any of them!!

Peter and David are doing well in *The Fury*, and had a great win last weekend in extremely trying conditions with wind coming from every direction imaginable! David Owen has been out a few times in *Black n Bluebird* with varying crew, most notably Jeff from *Nep-E* - it's always good to see a skipper don the trap harness.

The marathon race under the Spit Bridge was another great event, with beautiful weather and great competition and a battle to the end between Jeff and Sarah in *Nep-E*, Dennis and Emily in *Firewind* and Peter and David in *The Fury*.

A few more boats coming down to the club regularly would be great, but other than that, NSW is going well and having a lot of fun.

Emily Jones  
E 537 *Firewind*

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### **N.S.W. 2**

We have had a ragged start this season due to both the weather and the absence of sizeable numbers of our sailors who have been either overseas, at world cup rugby or just otherwise engaged.

John Weston, Dennis Paton, Laurie Alderton, Geoff Gill and the writer have all been overseas since July for around five weeks apiece to destinations including the South Africa, UK, Ireland, Sweden, France, Dubai, Brazil and the USA. Dennis managed get in a sailing race on Poole harbour and I went to the Southampton boat show but otherwise most of the time away was spent on non sailing activities.

For the last few months a small core group has maintained a presence at Balmoral where some enjoyable sailing was possible in between some ferocious "blow outs" to be expected around the spring equinox. The Traveller's Trophy this year was sailed as usual in Upper Middle Harbour with the best sailing conditions in years. Dennis had reconnoitred the course in his powerboat during the previous week resulting in a sufficiently accurate map to leave him without his usual "local knowledge" advantage. Unfortunately for him he did not think of including depth soundings and although *Firewind* led for most of the race, a grounding under the Spit Bridge was enough to put *Nep-E* and *The Fury* back in the race. Mistakenly *Nep-E* (Geoff Gill) went looking for wind near Clontarf finishing up in a big hole, allowing a win to *The Fury*. Incidentally since then, but not as a consequence, *Nep-E* has been reborn with a new name - *Special E*.

Now that the typical Sydney Harbour summer nor-easter seems to have re-established itself and all the travellers have returned we can expect fleet numbers to increase. Last Saturday for example *Miss Muffet* (Laurie



### **South Australia**

S.A. had a very interesting start to the season. Opening days across the state came with mild weather and little wind. The following weeks were then cold and gusty. Not very enticing! There was an early casualty on the water – Chris and Natalie on *Magnum* broke their boom and missed a number of weeks sailing. But the warmer weather is finally here to make facing the water just that little bit easier.

We have all been working hard, delivering phone books, planning state heats and working out other social events. Our new president is in the middle of organising a Lazy E fun day which will include five sprint races, two being Crew's races. Should be interesting.

Numbers of Es on the water this season is a bit slow. Somerton are looking at about 4-5 boats on the water and Henley much the same. Kevin Hancock is the proud new owner of *Arabesque* (E 288) and with a little help from Tony, will be on the water in no time.

Our State Heat program sees a new venue for S.A. sailors with two being raced at Port Vincent. This is a top sailing spot and I'm

### **Queensland**

Not much to report except that Queensland will be represented at the Nationals this time after last series miss. It looked as though Expo's E would be a non starter as the message was that there were no crew members available down south. Out of the blue I received a phone call from George Prentice, whose parents I know, offering to come to Portarlington. Will be flat out now explaining the workings of an E and practising.

sure all will enjoy. Our first three heats have just been raced at Henley. Disappointingly, only 4 boats for the first race, one of which didn't start. A northerly squall came in just before the race, lasting about 10 minutes. Ian and Donna Knights (*Bramble Bell*) filled with water causing them to retire. Once the race was underway, we found ourselves pulling down the kite and 'working up-wind' to the gibe mark – the wind had swung 180 degrees. The race stayed interesting as David Wise and crew (*Ruthless*) lost the kite under the boat. *Grumpee II* (Alan and myself) and *Mugs 'N' Thugs* (Norm and Rod) battled it out to the finish line, Mugs with the best result.

The second and third heat saw the same winner again – Norm and Rod on *Mugs 'N' Thugs*. *Ruthless* and *Grumpee II* each gained a second and third. Hopefully next year will bring some more competitors.

That's all for now. Good luck to everyone in the nationals,

Wendy Cooper  
E 525 *Grumpee II*

There have been some great sailing days at Humptybong so far this season, but unfortunately other commitments have other Es being unavailable. Things may look up in the new year.

Here's hoping for 8-10 knot winds every race at Portarlington. (I can imagine Rick's response to reading that!)

Dick Owen  
E 534 Expo's E