

**President**  
Mark Foster

**Secretary**  
Helmut Wagner



**NATIONAL E**

**SAILING ASSOCIATION Inc**

A0024481E

## **NEWSLETTER**

**Treasurer**  
Will Jones

**March 2004**

**Editor**  
Dick Owen

### **Presidents Report –**

Christmas and the Nationals have come and gone, and now it's MARCH, and State Titles are on the Agenda. Let's back track a little, to the Nationals at Portarlington, Victoria.

Of the 16 boats that competed, I feel that we all had a great series on and off the water. Congratulations to David Wise and Tony Ritter for winning the championship. They sailed magnificently. Also as David has been runner up in the two previous Australian Championships – both by count back, it must have been a special win to be clearly ahead of the competition. Congratulations to Rick and Darren for being Runners Up and Laurie & Cathy in Third.

For mine, the team to watch is John & Daisy Frey in *Tangara*. *Tangara* was very quick, and is still getting quicker. Well done John & Daisy. Also please note that the teams in 3<sup>rd</sup>, 4<sup>th</sup> & 5<sup>th</sup> places were all Father / Daughter combinations. All the results are on our Web Page.

Although the number of competitors was down, the standard of the racing was very keen throughout the fleet.

*A matter for concern to us is the decline in competitors. The Nationals actually lost money to the tune of around \$950. This is being absorbed by the Victorian Branch, but financial losses cannot be maintained indefinitely. The Bottom Line situation is simply a function of competitor numbers. The Nationals in their current form, require at least 20 boats competing, preferably 25 boats. From an organisational and budgeting perspective, it is of immeasurable assistance to the Organising Committee to have the bulk of*

*the entries in by October, rather than budgeting for 25 and having to wait and see who turns up. The Nationals move to NSW this year, so please assist and enter early.*

Another function of the decline in competitor numbers is the B and C Division Trophies. In a fleet of 16, the top 6 (after Invitation Race and Hts 1 & 2) will be in Div A, The top 7 to 11 will be in Div B, and the remainder in Div C. With First, Second and Third Trophies for each division not too many boats didn't get a trophy (I was one of them).

I heard a minor grumble about the calibre of some of the boats in some of the lower Divisions, with a suggestion that Divisional selection should be discretionary. I can sympathise with the spirit of this intention, but the matter was discussed at the AGM in Lake Macquarie, where the reverse grumble was solved by introducing the current prescriptive method. Both systems are flawed and can be subject to manipulation, but I prefer the prescriptive method as it is a clear formula and based on actual race results. If you disagree, and /or have a solution, please present it to the next AGM for the member's consideration.

In Mid February, the "Ruthless" Team journeyed to Victoria to race in the first leg of the Victorian State Championships. We Victorians were very impressed with David and Tony's effort (and shall have to consider visiting Adelaide to return the favour). Unfortunately for the rest of us, *Ruthless* seems to be going faster and left with a clear score sheet of 3 wins from 3 races. Hopefully they shall return for the second leg in March, and give us a second chance at them, and any other interstate visitors would be most welcome.

At this year's AGM, the members accepted further changes to the class rules, and now we can all make

or buy Centreboards and Rudder Blades manufactured from Carbon Fibre. The rationale behind this decision was simple – they are cheaper to buy commercially. If you require new foils, I suggest that you contact Rick de Jong.

Rick is also building NEW boats. He has 3 on order (so far) and not one is for him. This is terrific news for our class as we are desperate to have new boats manufactured, and hopefully the older boats sold on to new members. If you are thinking about a new boat, stop thinking and just do it, it is a relatively painless exercise, with most of the pain due to the “thinking“ process.

Also at the AGM, I announced that this will be my LAST year as President, and possibly the remainder of the National Executive will be looking to retire also. I think that it will be time for a NEW committee to take over and inject new ideas and energy into the class.

**What can YOU do to support our CLASS?** Very simply, SAIL your boat regularly. The more the merrier. It’s all too easy to leave the boat in the shed, but if the Class is to survive we need all the boats we can muster racing on a regular Basis.

**What can WE do to re-invent a fleet in Queensland?** May be we should run a Nationals in Queensland??? Could we organise by remote control so it is not all left to Dick?

We have had a consistent policy over the last 2 seasons to up hold the Class and AYF rules irrespective to how “silly” the rule is. I am confident that none of us would try to purposely infringe the rules, but it is very easy to do so unwittingly. At the measuring before the Nationals in Portarlington, there were a number of boats that did not measure initially. Some had to cut 70mm off their masts; others had to re do their sign writing to an appropriate height (refer page 192 RRS 2001 – 2004). All of those affected rectified their boats in good spirit. The masts were a surprise as they were new and the fittings had been transferred from the old mast. There is a lesson for us all – never assume and always check the rule books (Class & AYF). Also if you want to use a new sail at the Nationals, get

it measured well before the Nationals, as it may need to be altered.

Good Sailing.

Mark Foster  
*Mister E – E557*

### **Editor’s Jottings**

There seems to have been some problems around the ridges as I have had trouble getting copy for the Newsletter, hence the late distribution.

One pleasing feature has been the Branch contributions from three new correspondents, Dennis, Dan and Norm. Just what the Newsletter needs. Hopefully they will encourage more of our members to send in articles for all of us to enjoy. They don’t necessarily have to do with sailing, just be interesting.

One reason for the delay is the necessity to have as much information on the 2004-2005 Nationals out in this issue so that members can plan their end of year activities. Hopefully President Mark’s comments and the selection of a very attractive venue, will result in an increased field. We certainly need the numbers to increase our presence in the sailing fraternity and assist the host Branches to cut even, or better still, make a profit to boost their finances. With all the leisure opportunities available to people nowadays, it is unlikely that we will see fleets of 60+ Es as we had when I went to my first Nationals on Lake Illawarra in 1978, and I think larger fleets before that.

We are not alone in having smaller fleets. Peter Miller arranged with Peter Last to forward an article by David Harris entitled “What is Happening to Offshore Racing?” which was published in the March 2004 issue of the *Squadron Quarterly*. Copyright of the above article is vested jointly in the author and Royal South Australian Yacht Squadron. The conditions required in republishing will have been met when a copy of the article, not edited or altered, appears under its original title (as has been done), and a copy sent to David Harris and Peter Last (which will be done). My thanks to David Hughes and Peter Last for a thought provoking article, and to Peter Miller for his contribution in arranging its delivery for the Newsletter.

Our Website has had a pleasant result. Shane and Liz Preston advised that they had purchased E22 and required advice on restoration. Mark has been in touch and has provided required detailed information. In the 1978 Register of Lazy Es, E22 is listed as *Frolic 11* and owned by N. Weightman in Beecroft, a Sydney suburb.

Had better start to put this issue together so that it gets out no later than a week late.

Dick Owen  
E 534 *Expo's E*

????????????????????????????????

**Minutes from National E AGM**  
**Held at Portarlington Sailing Club, Victoria**  
**Tuesday 30<sup>th</sup> December 2003**  
 Meeting commenced at 16:40 hours

**Members attending**

Mark Foster – 557  
 Will Jones – 556  
 Justin Hayden – 558  
 Craig Finger – 554  
 Dick Owen – 327  
 Tony Ritter – 439  
 Fran Craig - 558

Darren Upton – 559  
 Helmut Wagner – 503  
 John Frey – 536  
 Norm Waugh – 512  
 Emily Jones – 556  
 David Waugh – 474  
 Laurie Alderton – 532  
 Mark Tribe – 548

Brian Clarke - 503  
 Dennis Paton - 537  
 Bob Nutall - 520  
 Terry Dawson - 526  
 Jim Allen - 526  
 Dan Osinga - 554  
 Rick de Jong - 559  
 David Wise – 546

**Apologies** None

**Minutes of Previous Meeting**

Accepted – Moved D. Owen, seconded D. Osinga. Carried

**President's Report**

Welcome to all financial Members of the National E Sailing Association Incorporated.

It is now 2 years since the current committee was elected to represent you, and subject to tonight's deliberations there may be a change, so it is timely for us all to review the past couple of years and plan for the future.

In our first year, we tried to consolidate the data at hand and tie up a few of the Rules. This was dealt with at last years AGM with most rule changes being defeated, but some were accepted. These were the common sense rules, such as contrasting coloured bands on Masts and boom, so the result was good for the class.

We also were quite vigorous with respect to class rules and our expectation for all boats to comply strictly with the rules. This in general was accepted by the membership and should be an ongoing process at National, State and Club level.

At last years AGM we discussed the tardiness of member's renewals. A suggestion from the floor of the meeting was to send out formal renewals in the Mail rather than relying solely on the Newsletter. This was done by Will, with a monster mail out to all members and a few others on the list. The result was better than the previous year, but still can be improved.

During the Year we developed a small leaflet for distribution at boat shows. This is in an electronic format that is easy to update and transport. We have also had an article printed in the October edition of Australian Sailing.

The challenges ahead for our association are

1. To stay alive in the current environment. This is no longer just a matter for boat owners to go sailing. As a class or a club, we have to maintain our worthiness to be allowed to exist by the various authorities and the general public. This will require reviews of our class rules to current standards and also liability issues and adequate insurance cover.
2. Increase the level of financial membership of our class association. At a state level, there are still boats that are competing on a regular basis that are not financial members.
3. To continue to exist, we must sell boats. New boats, Second hand boats. There is a chronic shortage of boats.
4. Promote sailing to new members, offer training, and other support mechanisms.

There will be ups and downs along the way, there will be times when you just don't want to be involved, but for the good of the class, for the continuation of the lineage, you MUST do your bit.

We are a small number now, and we all count. If you want the National E to last into the future, Pay your renewals on time, turn up to class events, and put your hand up to assist. If you can't be bothered, sell your boat to someone who is. Members, this is a wake up call. The National E has merit in the market place, the class can grow, but we have to put the effort behind the push.

Thank you,  
Mark Foster – December 2003.

### **Treasurer's Report**

Including Income & Expenditure 23/12/02 – 23/12/03, and Balance Sheet at 23/12/03.

As presented accepted – Moved J. Frey, seconded J. Hayden. Carried

### **National Executive**

Elected for another year, therefore continuing

As reminder, National Executive is composed of

President: Mark Foster Treasurer: Will Jones

Secretary: Helmut Wagner

Under the rotation system for the Executive, South Australia is the State to form next year's Executive.

### **Motions on Notice**

Rule	Description	Result
4.2	Rudder blade material/construction change	Carried unanimously
4.3, 8.1	Centreboard blade material/construction change	Carried unanimously

### **National Championship 2004 / 2005**

- New South Wales
- Lake Macquarie
- Specific club unknown to date

### **General Business**

1. Reports by States  
NSW (L.Alderton)... Year of marking time. Need somebody as driver in every club because bigger effort needed to boost class. Shortage of boats impediment. Used to have 18 boats in Balmoral. Presently 8 to 9 boats. Could get 3 to 4 more if boats were available. Old hands should upgrade their boats or sell their old ones if they don't sail any longer.  
SA (T.Ritter) General apathy, 2 to 3 boats showing up. Takes time to rebuild numbers.  
VIC (D.Upton) Promotion of class through Website. Now 15 boats in Elwood with 8 to 10 sailing regularly.
2. Collection of Membership fees  
D.Wise proposes to increase membership fee by \$20 with the increase being refunded upon prompt payment. It must be remembered that only financial members are entitled to placing in State or National Titles.
3. Life Members  
There are 17 Life Members. To a recent mail out by the treasurer only one life member replied. After a last try to gather further interest in the class, it is suggested not to send any more mail to them.
4. Distribution of Newsletter  
The newsletter is published quarterly. Last time it was distributed via e-mail to 46 members and 20 were sent by hardcopy. Hardcopies incur copying costs of 7c per page and postage of 50c per newsletter in addition to time consuming handling by our editor. E-mail distribution is a lot cheaper. Ideally the newsletter shouldn't need mailing out nor even e-mailing, since it is loaded into the National E website where it may be accessed by everybody. The last four newsletters are on our website.
5. Insurance of Mould  
The replacement cost of the mould is approximately \$20,000. It needs to be insured. The cheapest option would be to have it insured under Rick de Jong's household insurance. The Executive to organise and manage insurance of mould.
6. Boat Insurance  
There appear to be great differences in premiums for boat insurances. We need someone to investigate the most suitable insurance for boat owners who believe theirs are too expensive.
7. State Representatives

For better communication between States we need State Representatives. At the meeting came forward / were elected:

For South Australia                      D. Wise  
 For New South Wales                      Dennis Paton  
 Details re communication to be worked out.

D. Owen moved to thank National Executive for its efforts during the past year. Carried by acclamation.  
**Meeting Closed at 17:50 hours**

**National E Association**  
**Income and Expenditure**  
**23/12/2002 – 23/12/2003**

	\$	\$
<b>Opening Bank Balance</b>		1,993.65
<b>Plus Income</b>		
Sale of Masts @ \$260.00 each	780.00	
Members' Subscriptions	1,1970.00	
Donation (W. Youll)	50.00	
Interest	8.48	2,808.48
Total		4,802.13
<b>Less Expenditure</b>		
100 Caps @ \$9.13 each	913.00	
Flowers (Dick Owen)	100.00	
Death Notice (Martin Scott)	52.71	
Mould Storage (3 years)	450.00	
Refurbishment of NE Trophy	284.00	
Insurance Liability charge Boating Industry Association display	55.00	
Subscription Rebate		
NSW     \$113.10		
SA       \$248.40		
Vic.     \$270.40	631.90	
Government charges	11.70	2,498.31
<b>Closing Bank Balance</b>		2,303.82

-----  
**National E Association**  
**Balance Sheet at 23/12/2003**

<b>Current Assets</b>		
Cheque Account	2,303.82	
Term Deposit	6,912.76	9,216.58
<b>Non Current Assets</b>		
Mould at 1994 cost plus repairs 2002 (Replacement cost approx \$20,000)	9,806.79	
100 Caps at cost	913.00	
6 Masts at cost	1,529.31	
Website at cost	399.00	12,648.10
Total		21,864.68
<b>Current Liabilities</b>		
Subscription Rebate (estimated)	700.00	
<b>Members' Equity</b>		21,164.68

ee

**The 2004/2005 "Nationals"**  
**Progress Report**

The committee of the NSW Branch has finalised arrangements for the NESA Fortieth Australian Championship. The event will be held at Toukley Sailing Club, Canton Beach

on the northern shore of Tuggerah Lake from Tuesday 28 December, the date of the invitation race, to Monday 3 January, which is the date of the presentation night.

The committee's selection process was strongly influenced by our understanding that most 'E' sailors and their families like to combine the championships with a camping holiday. Previously we had been able to achieve this when they were held at Sunshine (on Lake Macquarie) and at Twofold Bay. On the other hand our home club at Balmoral, although available, is set in the middle of suburbia and simply cannot offer this facility with anything less than a half to three quarters of an hour's drive through heavy traffic. After checking nine possibilities outside Sydney fitting these criteria we found two clubs which were available.

Toukley S C has the advantage of being on the Central Coast, only an 80 km drive north from Wahroonga – the start of the freeway out of Sydney – say 90 minutes from the city. The Club sails cats and Impulse dinghies, and although small, has hosted some large regattas over the last few years. It has a lawn on the beach front which would hold 100 boats and trailers comfortably

Tuggerah Lake is relatively large body of water being about 15 km long by 6 km wide. It has almost no maritime traffic and this combined with unobstructed sea breezes

makes it an ideal venue. There is a non-navigable channel connecting the lake to the ocean at The Entrance, also a well known holiday destination.

Toukley has an excellent Council camping ground (Canton Beach Tourist Park ph 02 4396 3252) less than 1 km east of the clubhouse along Canton Beach. Closer still there are cabins available at the Waterfront Tourist Park ph 02 4396 4203. There are some motels also within walking distance as is the Toukley Bowling Club where we plan to have our Presentation Night. A few kilometres to the east, through the National Park, is the Pacific Ocean with "wall to wall" surfing beaches including Norah Head.

We must emphasise that this is a very popular holiday resort area. A preliminary block booking has been made at the camping ground including 8 un-powered sites on the beach front but we would advise interested people to let us know as soon as possible what their requirements might be so there will no disappointments. You might want to phone me at A/H 02 9487 3131 or B/H 0409 065 299 to discuss the options.

See you there!

Peter Nixey  
E 521 *The Fury*

NN

**My view on Divisions after 22 Nationals in B and C Division**

In his President's Report, Mark mentioned the decision taken at the Lake Macquarie to divide the fleet into three Divisions, based solely on numbers. Having spoken against that Motion at that meeting, I've taken advantage of his invitation to members to express their opinions on the subject. Having seen occasions when the last boat is only one or two points behind the second last boat in a division eg A Division, but by the mandatory current method, that last boat is transferred to the next division eg B Division, and has had a 8-9 point advantage over the next boat (on points) in division B. This usually results in a "no contest" in that division. In my book, A Division is for the "gung ho" top class sailors who can possibly win the Championship. B Division is for the improving and those sailing for the pleasure of competing. C Division is for those who like to compete but still have a way to go, but especially for families with younger children, the group we need to foster and encourage.. With the mandatory system now used, and due to problems in the early races, we could see David Wise, Laurie Alderton or Rick de Jong and a few others currently near the top, taking out B Division!!!! It could happen while fleet numbers are small.

Having three equal divisions is ideal in larger fleets, as we used to have, but by using discretion when fleets are smaller, it evens up the respective divisions on ability. One thing, having crews of about the same capabilities in a Division, without one way out ahead from the start, creates a group family atmosphere and provides an extra spur to finish ahead of each of the others in the group.

I cannot see any competitor running dead in the Invitation and the first two heats just to drop down to win B or C Divisions.

My ambition has always been to make A Division (perhaps one series one day), not to win B or C. Does anybody have any thoughts on the issue? Please submit as a note to the Newsletter.

Dick Owen  
E534

## What is happening to offshore yacht racing?

David Harris

*Squadron Quarterly, March 2004: 36-7.*

*Life Member Peter Miller arranged for this article to be forwarded and it is much appreciated. How many dinghy sailors would agree with Peter Last's comments? Not only dinghy sailors but no doubt, many off-shoremen (and women). Those who were there would well remember the Eden harbour choked with damaged Sydney-Hobart yacht when we sailed our Nationals on Twofold Bay. (Ed).*

### [Copyright]

As an organised sport, offshore racing is on an increasing downward trend. At a time when the Australian Offshore Championships are a series of two mile windward and return races sailed within sight of the Clubhouse; the race to Pt Lincoln is an 'Ocean Classic'; and the Sydney-Hobart Race has been reduced to little more than a two or three boat drag race for those who are prepared to spend obscene amounts of money, one has to ask, what is going on?

In an effort to raise the profile of the sport and fund its ever increasing complexity, organisers and some entrants now require extensive sponsorship to run events. Sponsors don't want anything to go wrong, but they want as much media attention as they can get. Accordingly, the dangers and risks are highlighted so that those sitting in armchairs at home can be bothered to pay attention.

Increasing regulation is required each year. Safety equipment has a progressively shortened product life, and insurance premiums are scaled up to a point where it is now uneconomic to carry insurance for a Category One offshore race. By stealth, the hurdles are getting higher every year. It is not surprising that owners are choosing to do twilight and fun races and go away on passages without all the fuss.

There are hundreds of yachts safely passage-making with small crews; there are also thousands of fishermen working Australian coastal waters in a seaman like manner without any media attention, self aggrandisement or fuss. In doing so there are minimal statutory regulations and safety standards are rarely enforced. No government agency could cope if they tried, and Treasury (Commonwealth or State) would never provide funds to do so. Are these people out on a death wish? Or is it that they are simply taking sensible safety precautions, combined with experience and a practical approach to their enjoyment and employment of the sea and the Australian coastline? After all, loss of life at sea in recreational small craft is far below the road trauma we have to live with and is really distinctly uncommon in relation to the numbers involved.

When the weather gets up, only some of the offshore yachting elite make it to their destination. This is a good indication that all the relay vessels, cell batteries, jack stays, personal EPIRBs and the latest flares, liferafts, training and safety briefings have very little effect on actual seaworthiness. A major reason for this sorry situation is that nautical architects are driven (as they always have been) to create vessels designed to take the greatest advantage from racing rules, neglecting in the process how well the resulting craft and its rig will stand up in extreme conditions. It's a damning indictment that time and again large prominent yachts are forced to retire from a Hobart race because the hull is delaminating or something major like the rudder fails under what should be predicted stresses.

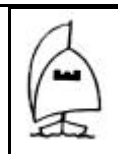
Crews must spend most of the race in significant and avoidable discomfort sitting on the weather rail or fiddling with swinging keels and pumping water ballast to and fro. These latest features add enormously to expense, but do nothing for convenience and comfort. Facilities for sleeping, cooking, relaxing and excreting are stark and minimal, making it an ordeal to be on board, and there is little fun cruising in such vessels. In any event, many of them are designed to be thrown away after a couple of seasons, to be replaced by others with the same or worse problems.

Offshore sailing is often uncomfortable, it requires stamina and it requires well-maintained kit and a practical approach to things. It is, however, a very safe way to get around — much safer than driving, bike riding, horse riding and football. Far more people die on golf courses than whilst sailing. Indeed the biggest risk is driving home from the Club afterwards.

Isn't it time we took the sport back from the do-gooders and those wanting media attention for their sponsors? Perhaps clubs and their committees should stay away from running offshore events altogether. They could be started by an independent OOD and entrants could take their own finishing times. We could do without relay vessels, weather briefings, sponsorship and mandatory safety requirements. No responsibility whatsoever should be taken by a club such as RSAYS, nor should the event be endorsed by the Club. The Squadron would simply provide services for those wishing to compete, as they do for the majority of Members who do not race. Minimal entry fees would help share expenses, such as the notice of race and prizes. All entrants would have to indemnify the starters, handicappers and prize givers.

The very successful Atlantic Rally for Cruisers (ARC) would be a good example to follow. If the Sydney–Hobart Race started again as a group of mates racing each other to Hobart, I for one would be amongst the first starters. The billionaires and their paid crews could have their own race, sponsors and regulations, then freight their boats and equipment back to where they came from

Why don't we do the same to reclaim the Lincoln Race? Leave the 'Ocean Classic' (whatever that may be) to those who want such an event. The rest of us can just have a good solid race to Lincoln and cruise home again with no fuss — taking responsibility for our own actions in doing so and not formally involving any yacht.



## News from the Branches

### **New South Wales**

The NSW State Championships were held over the weekend of 13 and 14 March, 2004 at Sunshine on Lake Macquarie. There were six starters, from a potential of fifteen known boats on the water in NSW at the moment. Work, weddings, motor bike reunions and unprepared boats (!! in *March - Ed*) seemed to be the main reasons for non starters this year. Although camping in the reserve next to the club house was available, all elected to use the facilities of the Bay Motel and the Morriset Pub. The children seemed to be well occupied fishing and mucking about in dinghies around the club house.

The first heat, on Saturday morning, was sailed in a 12 knot southerly which provided planing conditions on the reaches. The Starter graciously delayed the start being warned that one boat was late arriving. The new *Miss Teak* was seen coming towards the starting area with Jim perched at the bow untangling things

zippered into that newfangled jib; loud directions coming from Terry balancing his weight near the transom. The start sequence began, but alas their attention to gizmos had distracted them from the fundamental rule – keep the boat afloat. So as well as other things, Jim bailed water up the first leg in last place.

The rest of the fleet got away to a clean start with *The Fury* favouring the western shore and *Victory* the eastern side. *Firewind*, *Miss Muffet*, skippered by Bob Nuttall, and *Black and Bluebird* tacked up the middle. David Alderton rounded first with Peter Nixey in *The Fury* a length behind, then *Firewind* two lengths back, followed by *Miss Muffet* and *Black and Bluebird*.

On the shy to the wing mark off the clubhouse *Firewind* moved closer and further to windward, taking in a wider turn, cutting in higher at the mark, with good spinnaker jibing from Emily Jones. Hardly dropping off the plane, *Firewind* was six lengths ahead at the leeward mark. The lead changed tack by tack up the second work with *The Fury* first around, then *Firewind* and *Victory*. The





A special note of credit to those that take up the back of the fleet Joe & Phil in *Es-up* are battling with Ashley & Mike in *Toothache* with Will & crew in *Petronella* each week positions seem to change depending on condition, kite work & keeping the boat or themselves out of the water. Justin & Fran in *Miss Conception* have muscled their way though the fleet to be threatening to win a race. Tim & Mathew in *E-males* are the best on the water when they get out in any conditions. This leaves the front pack Rick & Darren sailing in every boat they can get their hands on after *MissTeak* was sold and still winning.

John & Daisy in *Tangara* have had one of their best seasons yet with many wins. We hope John gets back soon after a back injury which is keeping them off the water. I think Rick will be grateful when John gets back after crossing swords with Daisy {nothing wrong with being right} sailing together for the first

## **South Australia**

### **SOMERTON NEWS**

Since the New Year the National E's at Somerton have shown a lot of enthusiasm, with up to six starters on a good day. With several new members into the class, the more experienced sailors have been offering assistance, taking on new crews and also crewing to help some of the other boats around the course.

Kevin Hancock who has recently purchased *Arabesque* ( E288 ) is rapidly improving with every outing and if he can find himself a regular crew is sure to impress. Other new members include Andrew and Liam McCombe who are sailing *Quattro* ( E448 ) and doing very well often in the placings most Saturdays. Our most enthusiastic new members are Tim and Vera who are sailing *Mellaluca* ( E79 ). These two have put in a huge effort to restore their boat and get it on the water again.

Other boats regularly racing include *Out of The Blue* ( E376 ), and *Nooera* ( E474 ). On a recent Saturday with a stiff sea breeze blowing and some close racing between *Mugs 'n' Thugs* ( E512 ) and *Miss D Meanor* ( E513 ), a skipper was seen to fall out of his boat on a crucial tack and with the boat sailing off

time this year. Mark & Carroll in *Mister E*, Dan & Craig in *Herbie*, Brian & Helmut in *Kaos*, are all fighting it out for pieces of wood with 6 boats pushing to finish 1<sup>st</sup> at the end of the day.

I feel we are learning from each other, with many tacking duels and close calls port & starboard a few protests with some unfortunate results.

After a big year in sailing there is still a few people we need to get back in the water Peter Seal the old sea salty & Ron Carpenter gone missing after showing improvement.

It is time to start working out my list of repairs after a tough year of competing.

Remember those who want to step up and buy a good second hand or new boat check out the web site.

Dan 554

without him, it turtled and the mast was destroyed.

With this season almost complete, the next one is looking promising for Somerton.

### **STATE HEATS S.A**

South Australia's last two state heats were sailed at a country venue along with several other classes. Port Vincent, two and a half hours drive from Adelaide, was the location. Our numbers were lacking with 3 boats from Somerton and 3 boats from Henley making the trip.

Saturday's race was sailed in about 15 knots with flat seas and a offshore breeze. David Wise and Tony Ritter ( *Ruthless* ) were comfortable winners over Chris Balkwill ( *Magnum* ) who was followed closely by Alan How and Wendy Cooper ( *Grumpee II* ). Further back was *Mugs 'n' Thugs*, *Quattro* and *Arabesque*.

With a good afternoon on the water we all retreated to our various accommodations for dinner and some well deserved drinks.

Sunday saw a morning race scheduled and the weather not so favourable; a beautiful day but the wind very much lacking. The race was started in about 5 knots with several boats late for the start. The wind was extremely patchy and at times, disappeared. David and Tony ( *Ruthless* ) thought that they saw a red flag instead of a green one on



For Sale  
Two National E Masts  
Phone Cynthia Walker 03 9439 2360  
Masts stored in Montmorency Victoria

**The Notice of Race and Nomination Form  
will be sent by a direct mailout from the National Executive**



Toukley Sailing Club looking South West