

President
Mark Foster

Secretary
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NATIONAL E  **SAILING ASSOCIATION Inc**
A0024481E
NEWSLETTER

Treasurer
Will Jones

September 2004

Editor
Dick Owen

Presidents Report –

A new season is dawning and the weather is supposed to start to improve. We are over the Olympics and looking forward to the next major sporting event – **The E Nationals**. I've booked, have you?

Those of you that are new to the class or have yet to attend a Nationals, the biggest favour you can do yourself, is to compete at the Nationals. You will find that the "Hot Shots" are not so HOT and always keen to help you. You will also find competition at your level in the fleet. Some of the best racing is done at the back of the fleet, with many private competitions between boats and jugs of ??? won and lost. You will come away a happy and far better sailor than just restricting your sailing to Club level. But most importantly, its just good fun.

I have been trying to find the Lazy E Class (or remnants of) in other countries for some time now. I have tried the UK and Canada without success. Low and behold, they find us!!! How did they find us – simply by our website. An article and photos follow in the newsletter. The point that I would like to stress is the power and reach of our website, which we primarily use for local communication, is far beyond our initial thoughts. Congratulations and thanks to Darren Upton for maintaining and nurturing the website.

If anyone has "Lazy E" contacts in other countries, could you please ask them for an article for the newsletter, as we would all be very interested. Maybe we could consider renaming the class to "International E"?

For those of you that would like to suggest changes to our class rules and/or constitution

now is the time to put pen to paper as per our class rules -

13.3 A member desiring to bring any business before a meeting may give notice of that business in writing to the secretary, who shall include that business in the notice calling the next general meeting after the receipt of the notice.

13.4 To foster discussion and expedite decisions:-

(a) any motion-on-notice for a general meeting shall be accompanied by a supporting statement of not more than 100 words addressed to the secretary who shall upon receipt thereof circulate both motion and statement to all members of the National Committee requesting them to seek comment from members of their branch committee and to forward comments in writing to reach the secretary within 21 days of the date of the secretary's circular;

(b) upon receipt of the comments from National Committee members the Executive shall meet and prepare a summary of points raised against the motion and this summary shall be forwarded together with the motion and its supporting statement as inclusions in the notice of the meeting at which the motion will be introduced.

13.5 A motion-on-notice for any general meeting of members shall be forwarded to the secretary no less than 10 weeks before the meeting at which the motion will be introduced.

This is the point where most members turn off, however if you are not prepared to go to the effort to change the rules that "bug" you, then DO NOT complain or make excuses to our measurers if your boat is found not to comply.

The Class rules can be found on our website, it is your responsibility to make sure your boat complies with ALL of them.

Another trap that is easy to fall into is compliance to the Racing Rules of Sailing (the AYF Blue book). The first half of the coming sailing season (and our Nationals) will be under the existing rules 2001 – 2004. I draw your attention to page 192 – Hull Identification. There are minimum requirements that we all MUST meet.

Further I think that it is excellent publicity to have “**National E**” on the transom rather than just “E” or variations.

You may be well advised to brush up on the rules and add a few of these little jobs into your pre-season maintenance because near enough is no longer good enough.

I understand that the new “Blue book” will be available in November. We all may as well buy it sooner rather than later.

Bring on the Sailing Season.

Mark Foster
E557 *Mister E* –

Editor’s Jottings

This will be a brief note. For the first time I have a plethora of articles submitted, and it is greatly appreciated. Hopefully the supply will continue for future editions as there are many subjects which would be of interest to all members. Newer members should be aware of the early days of the Class in Australia, when times were different.

I well remember my first 1978-79 Nationals on Lake Illawarra when there were 64 boats at the starting line, and I started the first heat 10 minutes after the starting gun (a story in itself).

I have received a letter from Jack Austen, a Western Australia Life Member and have slotted it in as a W.A. Branch contribution. Those who used to make the trip across the Nullabor for the Nationals will be pleased to hear that the “old hand” Sandgroppers are doing well. I’d like to have contributions for the newsletter from Glen Matson and Sam Brown in the future about their many seasons sailing Es.

If nothing else, this issue should get you thinking, and that is a good thing. Read on.

Dick Owen E 534 *Expo’s E*

Discussion Paper for Members Comments.

Proposed Restructure of NESAs Inc.

Dear Members,

At the request of the National Committee, I am circulating my thoughts on this matter with the hope to initiate constructive discussion and action for the future well being of NESAs and also the National E Class. Please note that my comments are from the perspective of an outgoing President of 3 years experience and not from an incumbent looking for greater power.

At this time the structure of NESAs is fragmented into individual committees that can operate in total isolation. The only “glue” that binds these committees together is the National Newsletter. The Committees in question are

1. National Committee
2. State Committee’s (SA, NSW, & Vic)

It is my understanding all of these committees operate under a single incorporation and constitution. That is, there is only one Class Association as such, and “State Associations” are really branches of the National Body and not stand alone associations in their own right. I would believe that this was probably brought about when it was prudent to incorporate Class Associations and it was cheaper to incorporate the National body rather than all of the State bodies as well.

Therefore our current situation is that we ALL belong to NESAs Inc. and the state bodies are Branches of NESAs Inc complying with the constitution of NESAs Inc.

In current practise, the 'corporate structure' of NESAs is 4 virtually mutually exclusive committees operating in isolation with little or no dialogue. It is my view that we cannot survive much longer under this isolationist practise. The role of the State Branch is to organise local members activities and racing (for example State Titles), and also the National Championships when they are to be held in that State. The State role is very "hands on" but there also should be interaction with other States via the National Committee. For example, if one State comes up with a really good idea, the other States can simply clone the idea – but only if they are informed.

If the National E Class is to survive, we must all work together and work towards the same goal. Usually this requires a common strategy, and a process that assists the weaker states. Under our current structure ALL committees are left to their own devices.

Further under the articles of incorporation, our National Treasurer should give an annual report of the total financial situation of NESAs. At this time, each committee has their own bank account and the National Treasurer can only offer the financial situation of the National Bank account. Surely all members are entitled to know to total financial situation?

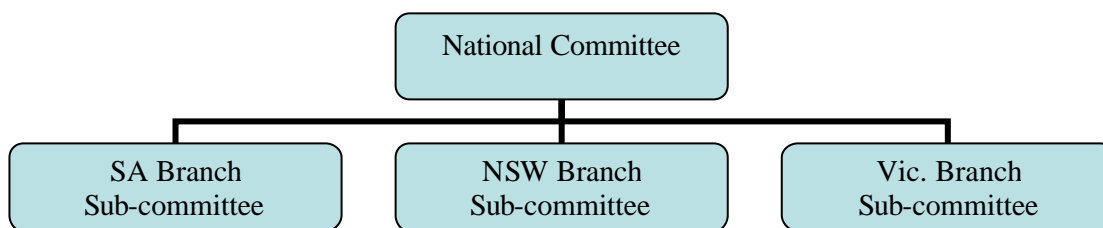
The thrust of my argument is basically "United we Stand & Divided we Fall".

State Branches should continue to operate all of the local mechanisms. The National Body should assist State Branches and offer general guidance and strategies for the future development of the class in consultation with the Branches. We don't all have to go down exactly the same path, but it would be good if we were all heading in the same general direction.

State Branches should provide regular reports or minutes of meetings to the National Committee who in turn should keep State Branches advised of current issues. Again Minutes of National Meetings should be copied to State Branches. This process will also ensure the activities of committees are within the constitution. State Financials should be reported to the National Treasurer to provide all members with a total financial picture of NESAs Inc...(This is a legal requirement of our incorporation)

To achieve this end, it will require the State Branches to recognise that they operate on behalf of and report to the National Body. This will also require the National Body to provide greater support and overall guidance to State Branches with a far greater information flow between committees and sub-committees.

The reporting structure of NESAs Inc. should be –



For example, all State Measurers report to the National Measurer with the aim that all measuring is done by the same methods, and information & problem solving is shared between the Measurers.

Please discuss amongst your local members and advise your thoughts as I would like to see NESAs Inc. operate as a cohesive unit in the future, and have all activities of NESAs Inc., reported accurately to and for the benefit of all members .

Regards
Mark Foster
President NESAs Inc.
Email: mefchem@dingley.net
Mail: PO Box 284, Dingley Village, Victoria 3172

It's a Small World

The following e-mail was received from Steve Spreyer as a result of his discovering the NESAs on the internet. It demonstrates the value and reach of the website. The two photos are on page 10. E-mail copies are in colour and have better resolution. For those who have not seen one, an Enterprise is a 13' 3" sister of an E but does not have a trapeze or spinnaker. They are raced in Hobart. Ed

Hi, My name is Steve Spreyer and I live in Chester in the UK. I found the Nation E Association web site and contacted them to see if they are interested in Lazy E's in the UK and hence this note.

I am lucky enough to sail in one of the few remaining Lazy E's here in the UK. For some reason the Jack Holt Lazy E did not take off like it did in Oz which is a real shame as it is a great boat to sail. Sadly the number of E's is not known as many that were built have either disappeared or lay in the back of yacht clubs around the UK. There is not an association that we can join and in many cases the "E" is almost unheard of.

The boat I sail in is numbered 189 and is still a very competitive boat that can give the smaller RS's and 470's a run for their money. *Bandersnatch*, as she is called, is owned by Mike Crofton and was built by Jack Holt. She was left laying in a yacht club for many years before Mike found and bought her. After spending £3000.0 GB pound having her professionally restored she is now back to her former glory and give Mike great pleasure.

Mike's association with the boat started last year when my own Enterprise (Class) had to undergo major restoration and was out of action for most of the season. Mike offered me a place as crew in *Bandersnatch* and that is when my liking of the class began to grow on me. Recently we sailed *Bandersnatch* in a local offshore race on the North West coast of Wales around Anglesey Island for a distance of some 15 nautical miles. That is when I really found the true measure of the Lazy E. Out of 59 boats we came 27th, whilst not an outstanding place it was quite satisfactory considering 10 mile of down wind sailing against B14's RS 200, 400 and 700s and all that without a spinnaker.

I will, with Mark's permission try to keep you folks informed of the UK Lazy E's and will try to find more info on the UK "E"s when I can. Until then good luck with the sailing and the Association in Australia from the few "Lazy" sailors in the UK.

Not sure how many Lazy E's are left in the UK, they are certainly VERY rare here. I've enclosed two still shots from a video I have of *Bandersnatch*. The quality is not brilliant as they are snapshots from the video (I do not have any still photos I'm afraid).

Regards,
Steve, Chris and girls

Measuring at Nationals 2004-05

G'day to all

The time is now fast approaching where the maintenance of your boat should be close to finished. During this time while you are repairing or replacing sheets & blocks etc, a good time to check all screws nut & bolts all over your boat. It is surprising to see that some important screws could be dangerously loose and cost you a lot more than the original bolt or screw if they fall apart.

I have indicated in the last letter that we should have a measuring day in each state prior or on the first day of the season to check all repairs, new sails etc. If you have not heard from your state representative concerning a measuring day please inquire or list as an item in agenda for your next state meeting.

If you need a copy of the Measurements they can be found on our website-www.nationale.org

As far main points which we will be checking, Mast & boom measurements, sail dimensions, overall & internal hull measurements, safety devices, lettering relating to name & club and we will be asking for A class Certificate authorized by state measure 2004-05.

I hope this will help us all to comply and head the national E org in the same direction.

For those who are looking to buy or sell a boat check website as a great avenue to trade.

Dan
E554 Herbie

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Boat Insurance

"At the last AGM members requested that NESAs look into advising members of suitable Insurance Companies. Whilst not intending to promote one insurance company over another, we would suggest to members to review the competitiveness of Tudor Insurance. The contact at Tudor Insurance is Mr. DaDavid Cooper, phone (03) 9707 3033.

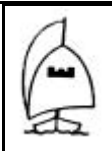
Please note that you are required to be insured for the Nationals and probably for Club racing as well.

Note NOR for Toukley Nationals requires -

All yachts shall have a current general liability insurance policy for not less than \$5,000,000. All owners/ competitors who sign the entry form are deemed to have made a declaration that they hold such cover. "

Mark Foster

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News from the Branches

New South Wales

Although the season has officially started at Balmoral we probably will not see much activity until the first point score heat towards the end of the month. We are expecting an increase in the fleet this year and our home club at Balmoral has been spending time and money on improving racking facilities to cope with the extra boats.

Entries for the Nationals at Toukley are so far barely a trickle but the if the demand on camp sites is any indication there will be a flood soon - e.g the discounted rate reverts to the full rate after October 31st. Of the block booking we made at the Canton Beach Tourist Park only a couple of sites are left - so if you are planning to camp in the vicinity of Toukley Sailing Club you had better book with us soon. Powered sites are \$255 for the 27 December to 4 January period

and unpowered are \$210. Note that in my absence overseas between now and October 16th , the contact is Jim Allen A/H ph 02 9810 9486 email suenjim@bigpond.net.au.

Alternatively there are other types of accommodation in the Canton Beach area including cabins and houses for rent. However those interested should make their own arrangements.

Digressing now from Branch affairs, 'E' sailors might be interested that I had a letter from Greg Thomas, General Manager of the new Australian Sailing Museum at Mandurah near Perth requesting information on the class to form part of their exhibition. He wanted a list of National Champions for a roll of honour and details of the class design for the production of a model of the boat for display which I have given him. Some might feel it's a bit premature to have our class

on a social gathering. It may encourage them to race, and hopefully attract new sailers.

E327 Minnie Bannister now sports a set of buoyancy bags, thanks to Dennis Paton, and will also be on the water in the near future.

Dick Owen
E 534 Expo's E
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Western Australia

Now this is a blast from the past !

Last week I unexpectedly bumped into Dave Nuttall and this morning I have been cleaning up my office and re-discovered the last newsletter. I decided therefore to immediately write before I once again put it in the pending tray. I realise that this has been a long time coming but better late than never

As you would know the E's are no longer active in the West although the Branch still officially exists and when paths cross we talk about calling a meeting to decide our fate. As far as I know Glen Matson is the only one who still owns an E

(still on trailer and not moved for donkeys years). Sam Brown is into restoring old vehicles (has done a Fargo truck and a 30's model Renault).

I have been crewing on various cruisers at South of Perth Yacht Club for some years, but have had a break from sailing, and taken up cycling instead with Peter Carrol. Verna (Jack's wife) and I are also keen on caravanning so we go away when we can. Ian (son) and his wife live in Broome so we do a trip up there each year. Hoping to go East next year including Vic, NSW and ACT, not sure about QLD.

Dinghy sailing in WA has certainly declined to what it was 20 or so years ago and many of the diverse classes have disappeared, particularly the home built ones, but I guess this is a general trend.

I think most life members still have a close interest in the Association and look forward to hearing of its activities.

Jack Austen
Life Member

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NATIONAL E SAILING ASSOCIATION

Fortieth AUSTRALIAN CHAMPIONSHIPS to be held at Toukley Sailing Club, Canton Beach , Toukley, NSW 28 December 2004 to 3rd January 2005

- 1 Rules
 - 1.1 The regatta will be governed by the current rules as defined in The Racing Rules of Sailing 2001-2004 and the special regulations of the AYF, the rules of the National E Class and by the sailing instructions.
 - 1.2 The regatta is classified as a Category A event.
- 2 Eligibility and Entry
 - 2.1 The regatta is open to all yachts of the National E Class.
 - 2.2 Eligible yachts may enter on the attached Entry Form which shall be lodged with

NESA (NSW Branch)
C/- Peter Nixey
Hon.Secretary
2 Young Street
Warrawee, NSW 2074
Phone A/H 02 9487 3131 B/H Mobile 0409 065 299
by 30 November 2004 accompanied by the required fee (see item 3).

- 3 Fees
- 3.1 Regatta Entry Fee is \$ 290.00 per yacht with \$40 discount available for payments made by 31 October 2004. The fee covers race fees together regatta shirts, plus admission to the welcome barbecue and presentation dinner for two people per entry not including liquor.
- 3.2 Other charges:
Additional regatta shirts and tickets to both the welcome barbecue and presentation dinner will be available for purchase separately.

4 Schedule of Events

- 4.1 Registration Tuesday 28 December 2004 from 0900 to 1300 hours.
- 4.2 Measurement and Inspection: Tuesday 28 December 2004 from 0900 to 1300 hours.
- 4.3 Racing:

Race	Day	Date	Approximate Start Time *
Invitation Race	Tuesday	28 December	1500
Heat 1	Wednesday	29 December	1130
Heat 2	Wednesday	29 December	1500
Heat 3	Thursday	30 December	1130
Heat 4	Thursday	30 December	1500
Heat 5	Friday	31 December	1230
No race	Saturday	1 January 2005	Lay day
Heat 6	Sunday	2 January	1130
Heat 7	Sunday	2 January	1500
Heat 8	Monday	3 January	1230

*Indicates time of Warning Signal

4.4 Social

- ?? Welcome barbecue will be on Tuesday, 28 December at 1800 hours at Toukley Sailing Club.
- ?? Presentation Dinner will be on Monday, 3 January at 1900 hours in the Bowlers Room of the Toukley District Bowling Club, Hibbard St, Toukley.

5 Measurements

Each boat shall hold a valid measurement certificate and in addition the following measurements/checks may be taken:

- Sail measurements
- Sail position bands on spars
- Personnel buoyancy vests
- Centreboard and rudder dimensions including location relative to hull

6 Sailing Instructions

The sailing instructions will be available on request by post from 30 November 2004 from the Secretary and to all competitors at the time of registration on Tuesday, 28 December 2004 at Toukley Sailing Club

7 Regatta Organisers and Venue

The regatta is being organised by the National E Sailing Association in conjunction with the Toukley Sailing Club. The regatta venue will be at Tuggerah Lake, sailing from Canton Beach, Toukley within an area adjacent to and approximately 1 nautical mile to the south of Toukley Sailing Club clubhouse.

8 Courses

The course will be the "old Olympic" configuration i.e. triangle, windward/return, triangle, windward to finish, as described in the sailing instructions.

9 Scoring

9.1 In accordance with Rule 88.3 the Low Point scoring system of Appendix A.4 of the Racing Rules will apply.

9.2 The Series will consist of 8 races of which 4 must be completed to constitute a series.

9.3 Each yacht's score will be the total of her race scores discarding her two highest scores except if less than 6 races in the series are completed, one discard will apply. If only 4 races are completed in the series each yacht's score will be the sum of her scores for all races

10 Fleet Divisions

In addition to the overall Championship competition, the fleet will be divided in approximately equal numbers into Divisions A, B and C for the purposes of special prizes for Divisions B and C. This allocation will be at the discretion of the Race Committee based on the aggregated scoring in ascending order over the first three races, that is the Invitation Race combined with Heats 1 & 2.

11 Prizes

Trophies will include:-

- (a) Invitation Race
 - Ross Paulson Memorial Trophy (Donated by Wendy Paulson)
 - 1st Personal trophy for skipper and crew.
- (b) Championship
 - 1st Stephen Dearnly perpetual trophy for the skipper
Mike Sherlock Perpetual Trophy for the crew
plus personal trophies for the skipper and crew
 - 2nd Personal Trophies for skipper and crew
 - 3rd Personal Trophies for skipper and crew
- (c) Masters Title
 - Wayne Scott Memorial Trophy. Donated by the S.A. Branch
(First placed boat with a total age of skipper and crew between 85 and 99 years)
- (d) Grandmasters Wise Family Perpetual Trophy Donated by Eric and Zoe Wise
(First placed boat with a total age of skipper and crew greater than 99 years)
- (e) Division B
 - 1st , Stephen Cole Memorial Trophy for the skipper plus personal trophies for the skipper and crew.
- (f) Division C
 - 1st, Wally Tonkin Memorial Trophy for the skipper plus personal trophies for the skipper and crew.
- (g) Jock Lawler Memorial Trophy
 - To the member selected by the national committee as having most contributed outstanding service to the association over the previous 12 months.
- (h) Australian National E Junior Trophy
 - To be awarded to the highest placed skipper who is under the age of 20 years on the first day of the championships, or if there is no qualifying skipper, to the highest placed crew member under the age of 20 years.

12 Entry Disclaimer

The responsibility for a yacht's decision to participate in a race or to continue racing in this series is hers alone (Rule 4). Competitors shall accept that their participation in the regatta is at their exclusive risk in every respect. By way of entry to the regatta, competitors shall indemnify the organisers and Toukley Sailing Club, their officers, members, servants and agents in respect to all claims and demands of whatever nature which may be made upon them in connection with the regatta. Competitors remain solely responsible for the seaworthiness of their yacht whose entry is accepted and the sufficiency or adequacy of its equipment. The National E Sailing Association and / or Toukley Sailing Club reserve the right to refuse an entry.

13 Insurance

All yachts shall have a current general liability insurance policy for not less than \$5,000,000. All owners/ competitors who sign the entry form are deemed to have made a declaration that they hold such cover

Entry Forms are available from your Branch Secretary.

Invitation to S.A. Championships

Fellow E Sailors,

Please accept this invitation to attend the South Australian E State Titles to try to tame the Tones and the other part (David Wise).

I apologise about the regatta being spread out over three weekends. It was not my vote nor my decision but if you're as fast as Mark Foster you may only need to attend two of the three scheduled weekends because it's a nine race, 3 drop, series and six wins will seal the deal.

It must really suck having a South Australian take out **your** title. There is only one response you have and that is to take it back!!!! See you there.

Accommodation no worries - Tones has a huge back yard, for tents, all welcome at Brighton, six pack Woodstock Bourbon entry.

Regards,

Tony Ritter

South Aussie State President (main man)

(The Notice of Race and further information is available from the Race Committee: Natalie Westover, Kevin Hancock, Norman Waugh, David Wise and John Arney. I don't have a phone number for Tony but his e-mail address is tonesritter@hotmail.com Ed.)

NATIONAL EXECUTIVE COMMITTEE 2004

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Annual Subscriptions are due for 2003-2004

Owners \$45
Associates \$25

PLEASE NOTE

Forward to the National Secretary

Helmut Wagner , 6 Sherbrooke Ave. Elsternwick Vic. 3185

Should any member receive this e-mail by post, and has an e-mail address, and would accept the Newsletter by e-mail, please advise me by e-mail on emasdickowen@optusnet.com.au. It is much easier on me and less expensive to the Association.