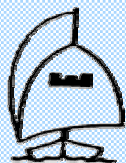


NATIONAL E SAILING ASSOCIATION Inc

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NEWSLETTER

March 2007



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Editor's Jottings

Welcome to the first 2007 newsletter. Thanks to everyone who has contributed to this issue and please feel free to contribute to the next (and send me a word doc so I don't have to type it up!).

I should take this opportunity to comment on my Nationals' experience, which was a rather successful campaign! McCrae was my first experience of a national regatta and sailing with more than 10 or so boats in a race. Of course, so much credit goes to Geoff – helm extraordinaire and to our battered old boat (who needs new sails and a long spinnaker pole anyway?!). We managed to do well even though we don't usually rate ourselves as light-weather crew having come last in races below 10knots on more than one occasion. I think the best races for me were on the heavier weather days, especially Race 3 with fantastic match racing against Miss Chief (thanks guys!) And the last day when we were only 3 points clear of Ruthless – an epic battle of minds and wills!

2006-07 Nationals at McCrae

A week of light winds marked the 2006-2007 National E National championships hosted at McCrae sailing club on the Mornington Peninsula. 19 boats made the trip with the majority hailing from Adelaide, Melbourne and Sydney clubs. We were warmly welcomed to the McCrae Club and I think everyone would agree that the facilities and people involved at McCrae were all fantastic, providing us with a never ending supply of salad rolls and an exceptionally efficient race committee! The majority of sailors chose to camp at nearby Rosebud – not quite bush style camping with McDonalds visible through the trees, but a pleasant bike ride along the coast or a quick drive to and from the club.

Measuring took place on the morning of December 28 with Rick de Jong taking on



I feel like I've come a long way since my first sailing experience (on Escapee, then Nep-E) in 2003, most probably because Geoff is so patient and has put up with years of me refusing to go out on the wire with the kite up or threatening to jump out and swim home! I find one of the best things about the class is the wide range of ages of everyone involved and the spirit that comes from that ... from Daisy to Dennis – I love it!!

I have written a full regatta report and apologies if it appears too Escapee-focussed! I would like to commend and thank Dick Owen for the work he has done over the past few years writing the newsletter and for providing me with advice and resources to take over the role. **Sarah McKay, Escapee, 528**

board the duties. The afternoon saw the two Invitational races, held in moderate winds and, for those of us a little slower to the start line, a prelude of things to come – the McCrae racing committee did not waste any time starting races, nor did they patiently wait around for those a little more used to casual starts! Line honours went to the Victorians: Mister E (557, Mark Foster and B Frankcombe) in Race 1 and Miss Chief (565, Ricky and Jeremy Randolph) in Race 2. However, aggregates saw NSW on top with Bilby (465) sailed by Paul and Amelia Skinner taking honours with another NSW boat (Escapee, 528 sailed by Geoff Gill and Sarah McKay) coming in second place.

The first race day saw Escapee's with a 1st and 2nd place in races 1 and 2. Tangara (536) with John and Daisy



Frey came in second on the first race, and Ruthless (456), after a capsize in the first race, win the second. Race 3 on the afternoon of the 30th brought perhaps one of two races in which the wind went above 12-15 knots! Heavy weather crews were finally blessed with some action! First around the windward mark was Escapee, but the team on Miss Chief were able to use their weight and “extendable ballast” to an advantage and roll them over on the shy reach. Escapee managed to fight back in the final beat and win line honours with Miss Chief pipping Ruthless (546) (who had gone up the other side of the beat) by only 1 second on the line.

Race 4 on the 31 December showed how important it is to be at the front of the fleet with the majority of boats getting caught in a tricky windshift at the gybe mark. This left some boats sailing backwards with their kites up (is that possible?), but the lucky few who were already sailing up the reach time to drop their kites and sail clear. Again, Escapee pulled off a win with Ruthless and Mister E in 2nd and 3rd place respectively and the rest of the fleet well back.

January 2nd saw three races (and an attempt at a 4th race). Two races were held in the morning with very light conditions of 8-10 knots. Race 5 was won by Ruthless, followed by Mister E and Tangara in third place. Ruthless then went on to win race 6, nudging out Escapee by a minute who were followed closely by the Skinners on Bilby. As the wind had nearly dropped to zero by the end of Race 6 we all headed back into the beach for the afternoon. In the name of bourbon, a few plucky E sailors took on the more nimble, ‘youthful’ and flight of foot Taipan and Capricorn sailors on the slippery slide.



When the evening breezes FINALLY arrived, Race 7 was raced in pretty decent winds from the southeast and won by Escapee followed by Mister E and Ruthless. What was potentially Race 8 saw the race officers in action again with race started and then abandoned twice – the first time a postponement flag was raised less than 10 seconds before the start. The race was abandoned a second time within a minute after the gun after a messy, crazy start that saw

a ridiculous number of collisions and 720’s being performed by various boats. The wind was just too shifty to set a course, racing was abandoned and we all headed in.

The final day of racing saw the McCrae race officers pull off the brilliant feat of 3 races and nearly 5 hours on the water on a morning of winds not quite topping 8 knots. The last day saw Escapee ahead of Ruthless by 3 points on aggregate, with The Foster-Frankcombe team in Mister E 10 points behind. Sadly, Ricky and Jeremy on Miss Chief, understandably not wanting to risk another light weather capsize, decided not to race. The 7 knot breeze during the first race (#8) mixed things up compared to previous days and saw a Grand-Master combination win (a lucky break on a spinnaker run!) by The Fury (521; Peter Nixey & Sue Holloran). They were followed by Brian Clarke and K. Sherry on Kaos (503) and a third place win by Emily Jones and Chris Conolly on Honalee (560, ed: note that Honalee was first around the windward mark). Notably, Escapee was off covering Ruthless who went up the left (wrong) side of the course.

Race 9 was nearly a repeat of the first, with the light wind again favouring those who went right. Race 9 was won by Bilby crewed by father-daughter team of Paul and Amelia Skinner, who were also deserved winners of the Invitational and top junior crew and just missed out for the second year running on third place overall. Mugs and Thugs (512) crewed by Norm Waugh and D.Katz from Adelaide, enjoyed a resurgence on the last day and came in second place and Absence of Malice (548) came in 3rd. Overall winner Escapee won the final race of the series, followed by another family team (John and Daisy Frey) on Tangara and overall third place getters in Mister E.

Finally, thanks and congratulations to the Victorians for organising such a great regatta. It looks like we’ll all be seeing in other in Hervey Bay in 2007-08.

Full results can be found online at:

<http://sailmelbourne.com.au/race-results/2007/nate/index.htm>



Presidents Report 06

It is my pleasure to report on the affairs of the National E Associate for 2006.

Managing the National Executive in SA was often difficult with the members never being in Adelaide when needed. Natalie Westover took over the role of secretary from Wendy Cooper who moved to the country to teach. Natalie was also the treasurer and I thank her for her efforts.

Dick Owen as Newsletter Editor has continued to produce newsletters, sometimes, but not always to schedule, but this is the fault of the contributors, not his. Thank you Dick, without a newsletter we have poor communication.

We rely on the state representatives on the National committee to inform the local branches. Thank you for doing your job and I remind the states to choose wisely as these people are important members. Financially, our Association appears to be sound with balances continuing to be similar each year.

On the national scene we are recognised as a national class and we need to maintain this status but endeavouring to increase the number of sailing members in each state. Victoria seems to be very healthy and I congratulate them.

The goal of returning the nationals to Queensland seems to be postponed again due to health and time commitments of Dick Owen and his family. But I still believe this essential to expand our Nationals' venues and return to Queensland to encourage the members and give the class greater exposure in that state.

The rotation of the National Executive now passes to NSW for the next two years and I wish them all the best.

David Wise, National President 2006.

Update on Queensland 07-08

For those of you who have attended AGM's over the last few years you will recall that we have been pontificating about trying to resurrect the National E Class in Queensland, and hopefully get a few more active members other than the ever reliable Dick Owens.

Same discussion happened this year at McCrae, but with a bit more determination to make it happen. I volunteered to find some venues from which the National Executive can make a selection. This task was completed in mid February with two clubs showing interest to hold our Nationals: **Hervey Bay Yacht Club & Cleveland Yacht Club.**

Hervey Bay is probably the better of the two regarding vista and beaches and holiday things. Hervey Bay is adjacent to Fraser Island and this leads to all sorts of holiday options as well as the sailing. However Hervey Bay is 4-5 hours north of Brisbane, so it is a long way to go. On the other hand once you have driven to Brisbane what's a few more hours? The time frame for Hervey Bay is between 28th Dec and 5th Jan. We don't have to be there all this time. We could be adventurous and leave our normal program and run a condensed Championship from Jan 2-Jan 5th (for example) so that people have time to travel and also holiday.

Cleveland is a lovely little Yacht Club 40 minutes south-east of Brisbane on Moreton Bay. Cleveland is a suburb of Brisbane. If the consensus is that Hervey Bay is "too far", Cleveland isn't. Most people I have spoken too prefer the Hervey Bay option, as it is a bit more exotic, but the reason we are going to Queensland is to try and promote our class in Queensland. Look up both clubs on the internet and make up your own minds.

The national executive needs to make a decision by the end of March at the latest, so talk it over and advise the national executive ASAP if you are willing to go to Queensland and what your preference is. **Mark Foster Mister E – 557**

12 March 07 NEWSFLASH - at this stage the Nationals will most likely be held at: Hervey Bay in QLD. More news in the next newsletter.

Hervey Bay Sailing Club:

www.herveybaysailingclub.org.au



Notes on the Nationals by Geoff Gill (winning helm)

Four years after starting to sail E's in Balmoral, we finally made it to the National Championships which were held in McCrae, Victoria. As is always the case with sailing, once you get there and get the boat out onto the water, you never regret the effort. There is something pure about camping beside the sea (never mind the McDonalds in view!), and spending the day on (or off) the water, messing around in boats. It was great that many of the participants camped together and we really enjoyed getting to know the Victorian and South Australians over a beer or cup of tea at the campsite. It was also nice to finally put some faces on names we had heard so much about (thanks Emily!).

The event was expertly managed both on and off the water by McCrea SC. On the water, conditions were tough with fickle breezes all week, and although we had some good days with decent steady breezes, there were a number of days when the wind was constantly shifting and very light. To that end, I think the race committee did a fantastic job – and to get the full scheduled quota of 10 races, plus 2 invitational races was really quite impressive. I must say I am a fan of many short races, as if you get a good start, anyone in the fleet can be first at

the top mark, which was the case on a number of occasions. It's when you hit that light patch on the first reach with the fleet bearing down on you that you know you are in a race! In the long run, with so many races, things tend to pan out correctly and it's hard to quibble with the final classifications. (I do understand that it is hard to balance racing with families at these events, however, with sufficient wind, 2 or 3 short (1 hour) races can be easily fitted into a morning or afternoon.)

It was great to see that the 'all ages – all levels' spirit of the class, which I had come to know well in Balmoral is definitely a nationwide spirit. We all need to remember that whilst competing toughly on the water is part of competitive racing, so also is camaraderie off the water, and in fact, without that, classes really don't have much. We should encourage debate on rules and specifications, but it shouldn't be personal – rather just a healthy class keeping up with changes in technology. My own view is that time spent on the boat on the water results in much greater improvements in speed than time spent looking at the boat off the water.

Lastly, I would also like to applaud the efforts of two boats in particular. Firstly, to Denis Paton, who to sail dinghies like he does at 70-something is, in my view, simply extraordinary. I am telling you it wouldn't happen in Ireland! Secondly to the guys in 'Me & Dad', who stuck at it for the whole event, always came off the water with a smile on their face, and improved more than any other crew on the water during the regatta.

See you on the water sometime soon!

Geoff Gill E 528





Prize List McCrae Victoria 2006-2007.

Invitation Race

Ross Paulson Memorial Trophy Perpetual

1st 465 Bilby Paul Skinner Amelia Skinner

Championship

Stephen Dearnly Perpetual Trophy for the Skipper

Mike Sherlock Perpetual Trophy for the Crew

1st 528 Escapee Geoff Gill Sarah McKay
 2nd 546 Ruthless David Wise Tony Ritter
 3rd 557 Mister E Mark Foster B Frankcombe

Masters Title

Wayne Scott Memorial Trophy – First placed boat with a total age of skipper and crew between 85 and 99 years inclusive.

554 Herbie Dan Osinga Craig Fingers

Grandmasters Title

Wise Family Perpetual Trophy donated by Eric and Zoe Wise – First place boat with a total age of skipper and crew greater than 99 years.

521 The Fury Peter Nixey Sue Halloran

Division B

Stephen Cole Memorial Trophy

1st 512 Mugs & Thugs Norm Waugh D Katz
 2nd 521 The Fury Peter Nixey Sue Halloran
 3rd 503 Kaos Brian Clarke K Sherry

Division C

Wally Tonkin Memorial Trophy

1st 548 Absence of Malice M Tribe D Cairns
 2nd 560 Honale Emily Jones Chris Conolly
 3rd 547 Watermark D Hammond M Spalding

First Female Skipper

560 Honalee Emily Jones

First Junior

465 Bilby Amelia Skinner

Most Battered Crew

528 Escapee Sarah McKay

Lucky Break

521 The Fury Peter Nixey Sue Halloran

Dirty Dips

565 Miss Chief Rick de Jong James Rudolf

Highest Points

526 Me and Dad Jeremy Stewart S. Morrow.

Nil Desperandum (highest points after finishing all races)

230 Toothache M Randall A Tappy.





(Ties: S=Score R=Race B= Bettered. Penalties: B=BFD C=DNC D=DNE E=ESP F=DNF G=RDG L=Late Entrant M=DGM N=ENP O=OCS P=Protest Q=DSQ R=RAF S=DNS U=DUT V=AVG X=EXC Z=ZFP Y=SCP #=No Data "(x.y)" Discarded)

Sail Place	Boat No	Name	Skipper	Crew	Sers Score	Race 9	Race 8	Race 7	Race 6	Race 5	Race 4	Race 3	Race 2	Race 1
1	528	Escapee	G Gill	S Gill	13.00	1.00	[7.00]	1.00	2.00	4.00	1.00	1.00	2.00	1.00
2	546	Ruthless	D Wise	T Ritter	27.00	7.00	[12.00]	9.00	3.00	1.00	2.00	3.00	1.00	[12.00]
3	557	Mister E	M Foster	B Frankcombe	29.00	3.00	5.00	[12.00]	2.00	6.00	2.00	3.00	4.00	[6.00] 4.00
4	465	Bilby	P Skinner	A Skinner	32.00	[9.00]	1.00	5.00	4.00	3.00	6.00	[7.00]	5.00	3.00 5.00
5	536	Tangara	J Frey	D Frey	45.00	2.00	10.00	10.00	[13.00]	[10.00]	3.00	8.00	6.00	4.00 2.00
6	512	Mugs & Thugs	N Waugh	D Katz	51.00	5.00	2.00	4.00	11.00	4.00	7.00	[11.00]	10.00	[15.00] 8.00
7	521	The Fury	P Nixie	S Halloran	56.00	4.00	11.00	1.00	9.00	5.00	8.00	5.00	[16.00]	13.00 [14.00]
8	503	Kaos	B Clarke	K Sherry	56.00	6.00	6.00	2.00	[15.00]	9.00	9.00	6.00	12.00	[16.00] 6.00
9	554	Herbie	D Osinga	C Fingers	59.00	[16.00O]	4.00	8.00	5.00	12.00	14.00	4.00	9.00	[14.00] 3.00
10	548	Absence of Malice	M Tribe	D Cairns	67.00	[14.00]	3.00	11.00	7.00	7.00	12.00	9.00	8.00	10.00 [17.00]
11	537	Firewind	D Patton	W Nixey	68.00	8.00	9.00	7.00	12.00	8.00	[13.00]	[12.00]	7.00	8.00 9.00
12	565	Miss Chief	R de Jong	J Rudolph	72.00	20.00C	[20.00C]	[20.00C]	6.00	11.00	5.00	10.00	2.00	11.00 7.00
13	556	Petronella	W Jones	G Martin	83.00	[20.00C]	8.00	14.00	8.00	14.00	10.00	[18.00]	11.00	7.00 11.00
14	560	Honalee	E Jones	C Conolly	93.00	12.00	14.00	3.00	10.00	13.00	15.00	[16.00]	14.00	12.00 [18.00]
15	559	Miss Teak	T Dawson	J Allen	95.00	10.00	15.00	13.00	14.00	15.00	[16.00]	[15.00]	13.00	5.00 10.00
16	547	Watermark	D Hammond	M Spalding	118.00	13.00	16.00	16.00	18.00	[18.00]	17.00	13.00	[18.00]	9.00 16.00
17	230	Toothache	M Randall	A Tappy	119.00	11.00	13.00	15.00	16.00	17.00	[18.00]	17.00	15.00	[18.00] 15.00
18	550	E Males	J Picone	T Clinig	125.00	20.00C	[20.00C]	[20.00C]	17.00	16.00	11.00	14.00	17.00	17.00 13.00
19	526	Me & Dad	J Stewart	S Morrow	148.00	[20.00C]	17.00	17.00	19.00	19.00	19.00	19.00	19.00	19.00 [19.00]



How about a re-design?

Dennis Paton has submitted the following thoughts on the design of the National E. I'll publish replies or further thoughts or discussion on this in the next issue, so send me your thoughts. For interest I have following Dennis' article with one by Jack Holt on the original design of the E.

Some 25 years ago I had the naivety to write an article for the newsletter in which I suggested that it was time to update to a Mark 11 Lazy E. Jim Hart and Maurie Neilsen had laboured long and hard to redesign an all glass boat after the style of the timber hull, which was passing into history. I thought we were wrong to be controlled by the constraints of a plywood sheet hull. So with the same E silhouette I supplied hull drawings with the forward stations finer and the maximum beam taken aft with a wider chine at the transom waterline to produce much easier planing. No chine forward of maximum beam and top chine removed. The drawing showed rolled side decks and the seats athwartship removed. I think I suggested a yardstick handicap for

winds under 8, 15, 20kts to apply when racing against the original design. My submission must have caused apoplexy among the national executive for my letter and sketches were not published, nor did I receive an acknowledgement!

So with great temerity, all this time later, I will go half way and suggest that the present deck mould is quite obsolete, unnecessarily complex, difficult and therefore expensive to make. I recommend that the executive ask a number of accredited boat builders around Australia to design a modern rolled sided deck with prices for the mould and the product from it. The possibility of a false floor to the cockpit should be considered. From these we must make a choice and commit the cash.

I will make an educated guess that the Sydney designer of a very popular "husband/wife" style dingy, whose market graph is tapering off, will see that a small enlargement with a trap plus kite, will be the next market niche to go for, and that's been ours.

Dennis Paton, Quo Vadis 298; Coming Soon 446; Firewind 537.

The Lazy E and its origin. *By Jack Holt, circa 1983*

Way back in 1956, The News Chronicle, an English national newspaper, felt the need for a universal family type sailing dinghy, with the accent on sailing and they approached me with the idea for me to submit a design and build a prototype. The list of requirements, suggested by the assistant editor, was really long and formidable, but I had to agree that each item was desirable. So after a chat with my partner, Beecher Moore, the design got under way.

To list some of the requirements helps to get reasons in perspective for the boats peculiarities in shape and construction. It had to be: "low in price, light for easy transport, roomy for the kids to go along, easy to row, practical with a small outboard, suitable for kit production, suitable for sailing in all variations of conditions that are usual in the British Isles and economical in price"

Previously I had designed a family dinghy, which was called the GP or "general purpose" to suit almost similar requirements, so I wanted a different character in the new boat to complement, but not compete with the GP. So the design produced was, by comparison,

short, fat, round, light material to be cut from standard size sheets of ply and sold wood parts from standard 1" timber and considerably over canvassed for its weight and size. *Cont over page...*



E1 (Eaglehawk) sailed by Stephen Dearnley and his wife. Clontarf Beach. E5 can be seen on the beach.



Jack Holt continued...

The Enterprise, on introduction, really took off, as it did indeed fit the “felt want” as seen by the News Chronicle. Enterprises were built by dowel makers, furniture makers, garages and farmers, even boatbuilders got in on the act. After three years 2000 a year were being produced. The GP carried on almost unaffected as it suited open water better, but the Enterprise with its lightweight, easy sections and large sail area could not be bettered in the tiny waters we sail on in England. A wet gravel pit of 30 acres might well have 70 boats sailing on it, taking turns of the course and streams of 20 yards wide are commonly used to race on. If two boats round a mark together, one of them is more than likely to be ashore!

To use the experience gained with these two boats, both design, materials and construction for a third should really produce a winner. The clean easy method of construction of the Enterprise, the straighter lines of the GP and a compromise in the sail plan against the stability, mixed well together, must produce the best so far.

The Australian flat cut extras seemed to be an advantage, but they were not then used in English boats at all, and with the trapeze would make features to be exploited here. Not having personal experience of these items, the original proposed class rules allowed experimentation to evolve the best methods of use and control systems. Early on in the class history, round cut spinnakers were asked for as the flat one allowed did not meet with favour, and were permitted in lieu of the other.

The rig is the standard Enterprise mast, stepped on the deck for economy reasons (I now wish I had taken it down to the keel). Except for the colour, the mainsail is the standard Enterprise racing sail. The foresail and spinnaker were special for the boat.

I had always liked coloured sails, but knew that to be the only one of a certain colour in a racing fleet, begs for disqualification. So all had to have the same colour to re-introduce anonymity, and enjoy the colour. So the Enterprise had light blue, the Vagabond I designed for the French magazine “Bateaux” had old gold, the Explorer had dark red, the Pacer later had dark blue, so I sought a distinction in the new 15ft dormant design, with an old gold top to both of the plain sails. I wanted it to be a firm class rule for this colour, but they seemed to be any colour, including muddy white, for shallow estuary sailors – more’s the pity.

As I had had for many years a close liaison with the

Yachting world personnel, I mentioned my dormant boat and on inspection Bernard Hayman enthused over the nameless child, so I dusted it down, presented it to him and it was added to the Do-It-Yourself range of boats the YW published.

To publish a design, a name and insignia were needed. Great lists of names and design made, all to be discarded as too ‘something’, old, small, corny etc. Well, I had borrowed so much from the Enterprise, so why not the insignia. We had plenty in stock as the Enterprise was now slowing up in growth, so bearing in mind the easier, steadier sailing with the Enterprise’s big brother, the E lying on its back, or a “Lazy E”, seemed very suitable.

That the Lazy E meets the requirements of many people in other parts of the world, to the extent that owners encourage their friends to get one themselves, gives a lot of satisfaction to me. One thing I believe is certain, no class will ever flourish without the few who form the committee, organize events and help the average owner to enjoy his boat. This seems to be well in hand in Australia.



E1 (Eaglehawk) sailed by Stephen Dearnley at Clontarf.



Following in the steps of Gengis Khan. Or, what E sailors do in winter....(Part 1).

"We're going to Mongolia and Siberia," said Jim's *Kiwi* sister. "Would you like to go too?" "Why not?" Jim replied. And, that's how it all began.

Before our journey, if we thought of Mongolia at all, we pictured the steppes, carpeted with grass, rolling treeless into the distance, dotted with sturdy ponies and the occasional white-felt ger, smoke drifting from its chimney. If we thought a little more, we remembered Genghis Khan - the 13th century warrior-statesman who united the warring tribes to form the Mongolian nation and conquer half the known world. But, that was about as far as our thoughts went.

After any of our trips someone always asks, "What was the highlight?" Our immediate response, is often replaced just as quickly with another, then another... Mongolia was no different.

Getting there...

From Beijing, a fascinating 36 hour train journey, past the Great Wall – a gigantic dragon snaking across China's vast landscape, through the Gobi – where gazelles and camels watched languidly as fine, wind blown sand covered the tracks and slowed our progress to a snail's pace, to Mongolia's capital, Ulaan Baatar – home to 800,000 people and a wonderful mix of soviet-era infrastructure, Buddhist temples and rustic charm. As the train chugged along we made friends with our ten fellow travellers; many of whom already knew each other, having previously explored with our hosts – Silk Road Adventures (NZ).

The landscape...

Not just the Gobi, nor just the Steppes. But, also the Taiga - forests of beautiful conifers underlaid with snow-white edelweiss and delicate lilac irises. And, the Mountains – snow capped and majestic.

The natural history...

The extraordinary dinosaur exhibition housed in Ulaan Baatar's somewhat rickety, very low-tech museum. Here we gazed in awe at intact skeletons of huge creatures, witnessed the death throes of combatants and marvelled at dinosaur young struggling to break free from nests of eggs.

The hospitality and smiling faces of the people...

Inversely proportional to the harshness of the climate. Nearly 50% of the population are nomadic and as the snow begins to melt they move their home and herds

(cattle, yaks, sheep, goats and horses) from winter compounds, in search of pasture. On numerous occasions we were invited in to share a meal of yoghurt, fermented mare's milk or mutton broth. A welcome like this, including a mat on which to sleep, is extended to all strangers.

The incongruity of it all...

In a country where a ger takes about an hour to dismantle and load onto a camel train or yak cart, little different from those used for millennia, the sight of satellite dishes and solar panels, balancing precariously on top of the load, and the ubiquitous ringing of mobile phones, never ceased to amaze us.

From Mongolia we passed into Siberia's Altai Republic where we journeyed in a "crazy Russian 4WD truck" to the Aktru glacier, were rowed across the rapidly flowing Chulyshman River by the local boatman and took a ferry ride the length of Lake Teletskoe but, that's another story...

Besides sailing Es - Sue Holloran (Black and BlueBird & The Fury 06-07 Nationals) and Jim Allen, (MisTeak), are 'retired' vets. They set off on this trip with no other intention but to enjoy themselves and learn a little more about the world but were so impressed by Silk Road Adventures (NZ) that they have become their Australian agents.

For a 2007 catalogue:

Web: www.silkroad.co.nz

Freecall: 1800 786 302

e-mail: silk_rd@bigpond.net.au





**NATIONAL E SAILING ASSOCIATION AGM
McCrae Sailing Club 30 December 2006**

1. Meeting opened: 10.15am
2. Apologies: Asley Tabby, John Weston, Natalie Westover
3. Minutes of previous meeting (no copy).
4. Business arising from previous minutes (none).
5. President's Report: *in full see report on pg 3.*
Report moved (D. Wise), Seconded (M. Foster). Motion Passed.
6. Treasurer's Report: *in full see report over page*
Report moved (D. Wise), Seconded (P.Nixey), Motion Passed and report accepted.
7. Other reports:
 - a. Fees increase by CPI by \$5.00.
 - b. Motion moved to increase fees by \$5.00
Moved (D.Wise), Seconded (M.Foster), Motion passed.
 - c. 2007-2008 National series. Dick Owen has been looking into it. Rick DJ talked about seeling gear/boats to queensland and if we don't do something from other states than the QLD regatta won't happened.
Motion moved to hold next series in QLD, Moved (D.Wise), Seconded (M. Foster).
Motion Passed.
8. Election of next Executive committee – handed to NSW.
9. Nomination of Brance delegates

Vic:	M.Foster
NSW:	D. Paton
QLD:	D.Owen
SA:	D. Wise.
10. Meeting closed at 10.45am.

**NATIONAL E SAILING ASSOCIATION
INCOME AND EXPENIDUTRE 29/12/05 – 24/12/06**

Opening bank balance per statement 21/12/05		\$4,190.15
Plus income	\$1,710.00	
Membership subs		
Less expenditure	\$450.00	
Website maintenance	\$2,197.50	
State rebates	\$800.00	
Mould insurance	\$638.00	
Closing bank balance		\$1,814.65
BALANCE SHEET	24/12/2006	
Cash Assets		
Cash available in cheque account	\$1,814.65	
Term deposit	approx \$7,400.61	\$9,215.26
Non current assets		
1 x Mould at 1994 cost + repairs	\$9,806.79	
9 or 7 x masts (minus NSW)	\$2,539.94	

52 x caps – 11 @ NSW	\$110.00	
- 14 @ NESA	\$410.00	\$520.00
Website at cost	\$399.00	
Current liabilities		
Members equity		\$22,480.00



NSW National Executive 2007

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