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Editor's Jottings

Welcome to the September 2007 Newsletter! Apologies if this was expected to arrive earlier in the year but I wanted to make sure that all the info about the Nationals was up to date.

Geoff and myself spent the winter ensconced in Europe, spending quality time with the Gill clan in Dublin and a very relaxed time camping throughout the Alps in France, Switzerland, Italy and Austria. The trip was not without a couple of sailing highlights, or lowlights as they may be. In late June, we found ourselves glued to a TV for 3 days in a small bar in the town of Suisi in the Italian Dolomites watching German coverage of the America's Cup racing between Team New Zealand and Alinghi. Being a Kiwi, I am an avid fan and was desperately disappointed that we lost. However, I did pick up a few crafty match-racing tips from the last race! So watch out!

We also spent a bit of time sailing ourselves. Geoff's brother Stephen owns



a Ruffian that he sails out of the Royal St George Yacht Club in Dublin Bay. The long evenings in Ireland at that time of the year mean you can get a decent race in after work. Geoff is fond of helming a larger boat as he gets up to 4 people following his orders instead of just me (so he tells me) but we are both still committed dinghy sailors!!

I hope everyone else has had a lovely winter and is looking forward to getting back out on the water now Spring is here.

Sarah McKay, Escapee, 528



Detail from montage panorama picture of National Es on the beach at Carrum during the national championships in 1975-1976 (see page 6).

Thanks to Gordon Miller and Ray Cole



NSW State Titles 2007

As is becoming tradition now in NSW, the state titles were held at Sunshine Sailing Club on Lake Macquarie, with many of us camping on the foreshore next to the club. Early morning at Sunshine is a pretty special place (even when you are awake because of the cockatoos) and the team at the club takes excellent care of us all. We had a great turnout with 10 boats and Rick deJong even came up from Victoria. The winds were very very light all weekend, only picking up on the Sunday afternoon, so the racing was a real test of patience. The Skinner family were no doubt thrilled with Cavan as a new light-weight crew, and Senior Skinner (Paul's father) showed us that we should all be aiming to keep sailing well into our 80s! Unfortunately, Laurie Alderton's teeth had a run-in with the spinnaker pole, which lead to discussion as to the wisdom and safety of the pole launchers present on some boats.

The overall title was won by Escapee (Geoff Gill and Sarah McKay), second place was taken by Rick de Jong (Miss Chief) on countback, just ahead of the Skinners (Paul and Cavan) on Bilby. Bilby won on handicap followed by the David Alderton on Victory and in third place Peter Nixey and new E-sailor Malcolm Brown on The Fury.

Full results are shown below.



Name	Sail #	Helm	Crew	Heat 1	Heat 2	Heat 3	Heat 4	Total Points (before discard)	points after discard	Place
Escapee	528	Geoff Gill	Sarah McKay	1	2	1	4	8	4	1
Miss Chief	565	Rick de Jong	Sue	2	4	2	3	11	7	2
Bilby	465	Paul Skinner	Cavan Skinner	3	3	4	1	11	7	2
Firewind	537	Dennis Paton	Sarah Ceracher Malcolm	6	7	5	2	20	13	4
The Fury	521	Peter Nixey Laurie	Brown	5	6	3	6	20	14	5
Miss Muffet	532	Alderton	Cathy Alderton	4	1	11	12	28	16	6
Victory	531	David Alderton	crew	7	5	6	5	23	16	6
Miss Teak	559	Terry Dawson	Bill	12	8	7	7	34	22	8
Alphaglasee	520	Bob Nuttall	crew	11	9	11	9	40	29	9
Costl-e	508	Bill Nixey	Phil	11	10	11	8	40	29	9

Handicap results

Name	Sail #	Helm	Crew	Heat 1	Heat 2	Heat 3	Heat 4	Total Points (before discard)	points after discard	Place
Bilby	465	Paul Skinner	Cavan Skinner	1	1	3	3	8	5	1
Victory	531	David Alderton	crew Malcolm	5	2	1	2	10	5	2
The Fury	521	Peter Nixey	Brown	2	6	2	5	15	9	3
Escapee	528	Geoff Gill	Sarah McKay	3	4	6	9	22	13	4
Firewind	537	Dennis Paton	Sarah Ceracher	6	7	4	4	21	14	5
Miss Chief	565	Rick de Jong Laurie	Sue	4	5	5	8	22	14	6
Miss Muffet	532	Alderton	Cathy Alderton	7	3	11	12	33	21	7
Costl-e	508	Bill Nixey	Phil	11	10	11	1	33	22	8
Miss Teak	559	Terry Dawson	Bill	12	9	7	7	35	23	9
Alphaglasee	520	Bob Nuttall	crew	11	8	11	6	36	25	10



News from South Australia – with thanks to David Wise

News from Adelaide is that our State Presentation Night Dinner was a great success in front of a cosy open fire with excellent "pub grub". This occasion was used as a lure to get our members to the AGM at the same time and it worked nicely, with all positions being filled.

President	David Wise
Vice President	Alan How
Secretary	Natalie Westover
Treasurer	Ian Nights
Measurer	Wally Knights
Newsletter	Sandy Knights
Handicapper	Kevin Handcock

On the sailing scene, several members have booked accommodation in Hervey Bay and although it is still chilly here in Adelaide, we recognise the need to start thinking about getting wet and preparing our boats for those days when it is nice and sunny with blue skies!

In other news, John Arney has sold his boat and it is moving to Somerton. Rumour has it that Norm Waugh now needs a new crew because of this purchase!



Ruthless, SA State Champions:
David Wise, Kevin Handcock & Peter
Wise)

News from Victoria – with thanks to Rick de Jong

Well the season is about to start in 2 weeks, hence all the winter maintenance has been done?

Well for some it has. Others might be struggling!

This season shapes to be a good one, with a few more additions to the fleet. Alistair Goodin has joined our fleet at Elwood, along with two new blokes (whose names escape me at present), who also purchased a boat from Brian Clarke, after graduating from the training squad at Elwood.

Brian has moved upwards, although backwards in sail number, and purchased Geoff Steinicke's boat Tweedle Dee – a past national champion boat, so look out for Brian and Ken this season.

As for the results of the past season: Mark Foster and Jimmy O'Rielly took out the state titles. But Rick and Sue/Steve in Miss Chief scooped the pool taking out every major trophy in the club. If you see Joe Picone around the traps, ask him how many trophies he won last season.

The fleet at Elwood last season averaged the largest number of starters in the club and with the addition of two new boats that figure can only increase. The fleet at Elwood has a major input into the day to day running of the club with most positions on committee being filled by E sailors, and many exciting events are scheduled to happen over this coming season,

Not sure at this stage how many E sailors will be making the journey north to the nationals, but then South Aust promised 9 boats at the AGM, so the turn out should be reasonable even if not to many Vic's go.

Rick de Jong
E565 Miss Chief



National E Nationals - Hervey Bay Queensland 2007-2008

Registration for the Hervey Bay National Championship regatta will commence on Saturday 29 December and continue on Sunday morning with the invitation race on Sunday afternoon.

Notice of Race is attached the back of this newsletter.

Six heats will follow (see below) - one per day, including New Years day, with the regatta finishing with the final heat on Saturday 5 Jan and a presentation dinner that night at the Urangan Bowling Club. Actual race times have yet to be confirmed by Hervey Bay Sailing Club.

A list of accommodation in the area is shown over the page - remember this is a popular holiday area so if not booked it is important to do so now.



Program

Race	Day	Date	Time *
Registration & measurement	Saturday	29 December	1300 -1600
Welcome			1800
Briefing	Sunday	30 December	0900
Invitation Race	Sunday	30 December	1030
Measurement	Sunday	30 December	1430 -1600
Welcome social	Sunday	30 December	1800
Heat 1	Monday	31 December	1030
Heat 2	Monday	31 December	1400
Lay day	Tuesday	1 January	-
Heat 3	Wednesday	2 January	1400
HBSC social event	Wednesday	2 January	1800
Heat 4	Thursday	3 January	1030
HBSC social event	Thursday	3 January	1800
Heat 5	Friday	4 January	1400
Heat 6	Saturday	5 January	1030
Presentation night	Saturday	5 January	1830





Hervey Bay Accommodation Guide

Name	Address	Phone	Style	Mtrs to HBSC
Playa Concha Motor Inn	475 Esplanade	07 41251544	Motel/Units *	1200
Shelley Bay Resort	465 Esplanade	07 41249044	Apartments *	1000
Ke Kere	461 Esplanade	Raine & Horne	House for let	800
Tower Court	460 Esplanade	07 41255124	Units/Motel	750
Atlantis on the Bay	458 Esplanade	Ray white RE	Apartments	700
Warana Waters	457 Esplanade	Ray White R E	Luxury Units	680
Sugar Suite	Esplanade	Ray White R E	Holiday Units	600
Charlton Apartments	451 Esplanade	07 41253661	Luxury Apartments	580
Cornerstone	Esplanade	Ray White R E	Luxury	500
Palm Gardens	450 Esplanade	Ray White R E	Holiday Units	480
Quarter Deck	445 Esplanade	Raine & Horne	Holiday Units	440
Jaydee	444 Esplanade	Raine&Horne R E	Low Tariff Units	410
Oasis	443 Esplanade	Raine&Horne RE	Holiday Units	380
Villa Venezia	438 Esplanade	Ray White R E	Luxury Apartments	290
Sand Dunes	436 Esplanade	Ray White R E	Holiday Units	260
Blue Ribbon	Esplanade	Ray White R E	Low Tariff Units	210
HBSC	427 Esplanade	07 41253980	Sailing Here	0
Reef Motel	410 Esplanade	07 41241666	Motel	350
Koala Backpackers	408 Esplanade	1800 354535	Backpackers	400
Jade waters	407 Esplanade	07 41253611	Luxury apartments	450
Bayshores	405 esplanade	07 41 251315	Holiday Apartments	480
Bayview Motel	399 Esplanade	07 41281134	Motel	620
White Crest	397 Esplanade	07 41243938	Luxury Apartments	700
La Mer	396 esplanade	07 41283494	Luxury Apartments	720
Axiom	394 Esplanade	Ray White R E	Holiday Units	800
Tree Tops	388 esplanade	07 42244239	Budget Holiday Units	850
Riveria Resort	385 Esplanade	07 41243344	Luxury Apartments*	900
Beachcomber	384 Esplanade	07 41242152	Holiday Units	950
Delfinos	383 Esplanade	07 41241666	Motel, Apartments*	1000

* = with Restaurant

R.E Agents : Ray White 41247777; Richardson&Wrench 41253922; Raine&Horne 41282188





Accommodation Guide continued....

Options away from The Esplanade....

Fraser Lodge Carapark	Fraser Street	1800 641444	Cabins , caravans	300
Oban Court	Cypress St.	Ray White	Holiday Townhouses	480
Torquay Sands	7 Robert St.,	Richardson&Wrench	Holiday Units	700
Happy Wanderer Caravan Park	105 Truro St.,	07 41251103	Cabins, Vans, camping	1400

Caravan Parks and Camping....

Torquay Caravan Park	Esplanade	07 41251578	Council: Van, Camping	120
Fraser Lodge Carapark	Fraser Street	1800 641444	Caravan ,Cabins	300
Shelley Beach Caravan Park	61 Ocean Street Torquay	07 41251105	Van/Cabins Camping	1200
The Palms Caravan Park	67 Truro St Torquay	07 41251704	Vans Units Camping	1150
Scarness Caravan Park	Esplanade Scarness	07 41281274	Council: Van, Camping	1100
Happy Wanderer	105 Truro St.,	07 41251103	Vans, Camping, Cabins	1400





The scene from the starter's boat

By W.J. (Bill) Youll

(written circa 1978 but still very relevant today, all that has changed are some turns of phrase!?)

In the last two or three years (and, on occasion, prior to that) I have seen a number of race starts from a vantage point which most active helmsmen have little chance (or possibly little desire) to occupy. The vantage point is the Starter's Boat. It has been suggested that I record some impressions of the view from that vantage point.

First impression: why are so many boats late for the start? No matter what class is being started, no matter what the standard of the fleet, no matter where the venue, there are always a few boats nowhere near the starting line at flagfall. It should be self evident that that if you are not near the starting line at flagfall, you might as well go off for a quiet sail and keep out of the road of the others. Only first class skippers can hope to sail through the fleet. My second impression is that first class skippers will be near the line and long before the 'tailend Charlies' have beaten up and crossed the starting line. The third impression is that it is really much more comfortable in the Clubhouse than on the Starter's Boat and latecomers (I have waited 20 minutes for some to get away on a light day) could well merit a sound signal made with a solid ball rather than blank cartridges.

To go back a little, the injunction is: leave the beach in ample time to get to the starting area before the start time. But isn't not much use being in the starting area in good time if you have not swotted up or either memorised (not very good, because you will probably forget) or summarised and written down IN THE BOAT at least the course and, preferably, all the signals which may be flown from the Starter's Boat. It is not much good in my experience, to take the Sailing Instructions as they are almost invariably printed on paper which blocks up the self bailers. No Starter worth his salt will run the risk of given "outside assistance" to the character who sails up and sits, sails flapping, while, pointing vaguely at the flagpole on the

Starters' Boat going "what does that mean".

The second injunction is: know what is in the Sailing Instructions and don't make a pest of yourself to the Starter – or the other competitors who are better prepared than you are. Perhaps one of the major reasons for being early to the starting line is that Starters, as a breed, although they try hard, don't always lay a perfect line. What is a perfect line? Ideally, it should be in a tide-free area and be such that the boats must be working to cross it. But it should not be exactly at right angles to the wind. Rather, the port end of the line should be a little distance – 2 to 3 boat lengths – to windward of the starboard end (at which the Starter's Boat will be anchored in most cases). Why? So that a boat starting, port hand, at the port end of the line, right at flagfall, will have just enough lead to cross a boat of similar performance, starting on starboard hand at the starboard end of the line at exactly the same time. The Starter will know if he or she has been successful in laying a good line when the fleet spreads itself out along the full length of the line – and it is a wonderful boost to the Starters' ego when this happens. So one of the most important reasons for being in the starting area early is to pick how the line lays and plan your start accordingly at or near the favoured end. But how to pick that has been the basis for a number of books and is not proper to be included here (*Editors note – maybe basis for an contribution from a sailor for the next newsletter!?*)

When an on-the-wind start cannot be achieved, the Starter will try to so angle the line that a boat starting anywhere along it will have an equal chance of clear wind, or, more exactly, so that each boat has the chance of equally disturbed wind. With a reaching start, the line may need to be angled as much as 30 degrees, with the leeward end of the line shifted toward the first mark of the course.

Continued over page...



Bill Youll continued...

Off-the-wind starts are sometimes unavoidable and, here, the line will be laid more or less square to the wind, any advantage to be given to the boats which will be “outside” at the first mark (where there is bound to be a mess anyway. Fortunately, this mess is not in the scene from the Starter’s Boat – although the protest committee may get to hear of it.)

The scene from the Starter’s Boat does, however, all too often include, to the irritation of the competitors and Starters alike, a general recall; often the tide is blamed; usually the wind is light and the fleet, apart from the ‘tailend Charlies’, quietly comes up to the line in a mass, early. Up goes the First Substitute and everyone comes back to try again. But it is unfair to blame the tide; a 15 second look as you sail past the mark at the end of the starting line will tell you which way and how fast the tide is running and give you the information needed to allow for it’s effect. Another reason for being early! While on the subject of recalls, I have noted that the most frequent cause for individual recalls is line running – a symptom of being too anxious and too early.

If you must be early, make sure there is no one to leeward of you who can luff you over the line. But perhaps the most irritation bunch in the fleet, for the Starter, are the ones he can’t see, but can only hear, as he watches the line. These are the ‘bargers’ – who often sounds like bargees loading barges will billets and boxes as they curse and clash gunwales and rigging behind his or her back. They tend to be particularly prevalent if he has laid a line with insufficient advantage to the port end. They sit in flapping flocks on the starboard extension of the starting line beyond the Starter’s Boat. As the seconds of the last minute before flagfall tick away, they haul in their main sheets and converge on and invariably run over the so aptly named “idiot mark”. They rarely actually come aboard the Starter’s Boat, but a bunch of bargers does make the Starter nervous and irritable and prone to bung on a general recall when he can’t see what the rest of the fleet is doing (*Editors note – reminds me of race 6 or 7 in the Nationals when we all ended up a flapping flock behind the Start Boat due to a last second windshift!*).



Montage panorama picture of National Es on the beach at Carrum during the national championships in 1975-1976 (see detail on front page).

Thanks to Gordon Miller and Ray Cole



The border crossing. Or, what E sailors do in winter....Part II.

Our journey across Mongolia had regularly brought, Michel de Montaigne, oft quoted words, to my mind. Those words, *“the journey, not the arrival, matters”*, were even more apropos the day we made the crossing into Siberia’s Altai Republic. Early in the morning, we left our riverside campsite and bounced along the remaining 50 km of the Mongolian section of the spectacular Chuysky Tract to Tsangaanuur. Here we said good-bye to our cheerful drivers and our guide, the ever helpful Aggi, long, dark plaits and trademark bright pink track-suit imprinted forever on our minds. With minimal fuss and maximum enjoyment our journey across the Mongolian steppes was at an end.

After some time a capacious “luxury” coach, of indeterminable vintage and indescribable decoration, drove slowly across no-mans land towards us. Sergei –veteran of the war in Chechnya and proud owner of the coach, which also served as his home, alighted. Followed, by Olga, in her more subtle variation on the track-suit theme. This, despite her halting English, led us to erroneously assume she was our guide. Much later that day we met our guide, Denis, a delightful young man, from the reindeer-herding people of Kamchatka. He explained that Olga actually owned the company hosting our visit but because of the novelty of a bunch of Kiwis and Aussies doing such a journey she was travelling with us to ensure all went smoothly.

After crossing the 35 km of no-man’s land we sat for an hour or so counting picas as they sat sentinel-like amongst the rocks or popped out of their doorways and scampered across the hillside before disappearing just as quickly into their underground city. We counted the slowly circling birds of prey and wondered with each dive if the little rodent had made it to safety or if the bird was now replete.

Lunch time over, the border gate opened and a fairly cursory check was made of our paperwork. Too easy, we thought. And, we were right. Next our coach was examined. Luggage was removed and careful examination ensured no-one was in the luggage compartment - or in our packs? The underside of the bus was inspected - for extra bodies taped to the chassis? Having passed that

test, again we thought we were on our way. And, we were, but for a few short kilometres to the real border post.

We carried our packs into a small building. I was the first to step forward. What was there to lose? A very dour, very officious, official subjected me to careful scrutiny to ensure I actually looked like my passport photo (what a thought!). He then checked the computer to ensure I didn’t appear on the *very long* list of wanted ‘faces’. Or was that wanted ‘backs’ – given the detailed examination my obverse side received via a strategically placed mirror!

I progressed to a small room where three, at first glance, seemingly disinterested women, finally stopped eating, to inspect in minute detail my paperwork. It’s amazingly disconcerting to suddenly realise that you don’t understand a word of what appears on your entry papers. Oh, no! Was I about to find out that the gulags still existed?

From this room I went to another where my bags received the same sort of scrutiny previously afforded me and my paperwork. Then, after some more intense studying of my visa, the magical entry stamp came crashing down on my passport and I was “in”. As I passed into the holding space I wondered, would I ever see the love of my life or my fellow travellers again?

After an interminable time the second of our team made it through and I was no longer alone. Then another and another. Over the next couple of hours we all received our stamp of approval.

Finally, we made it to Aktash. And with a backdrop of exquisite snow capped mountains glowing in the final rays of the setting sun, we enjoyed a quiet beer, followed by the mandatory vodka, and laughed about the days’ events. Only to realise that getting “out” of post-soviet Russia would probably be an equally notable journey. Did Montaigne also say *“the journey, not the departure, matters”*.

Sue Halloran *BlueBird & The Fury 06-07 Nationals*) and Jim Allen, (*MisTeak*), are ‘retired’ vets (animal doctors, not soldiers). 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.



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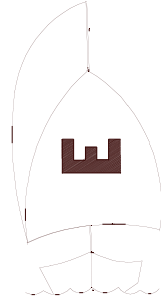
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NOTICE OF RACE



NATIONAL E SAILING ASSOCIATION

Forty-third AUSTRALIAN CHAMPIONSHIPS

to be held at Hervey Bay Sailing Club, Torquay Beach, Hervey Bay, Queensland
29 December 2007 to 5th January 2008

1. Rules

The regatta/race will be governed by the current rules as defined in *The Racing Rules of Sailing*, the special regulations of the AYF, the rules of the National E Class and by the sailing instructions.

2 Eligibility and Entry

- 2.1 The regatta is open to all boats of the National E Class.
- 2.2 Eligible boats may enter on the attached Entry Form which shall be lodged with

NESA (NSW Branch)

C/- Peter Nixey

Hon. Secretary
2 Young Street
Warrabee NSW 2074
Phone A/H 02 9487 3131 B/H Mobile 0409 065 299

by 30th November 2007 accompanied by the required fee (see item 3). Entries received after this date may be subject to \$ 20.00 late entry fee.

3 Fees

- 3.1 Race fees including facility fees, regatta shirts, welcome barbecue and presentation dinner. (for two people but excluding drinks)

Regatta Entry : \$ 380 per boat

- 3.2 Other items

Additional shirts and tickets for the above meals will be available for purchase at registration.

4 Schedule of Events

Program:

Race	Day	Date	Time *
Registration & measurement	Saturday	29 December	1300 -1600
Welcome			1800
Briefing	Sunday	30 December	0900
Invitation Race	Sunday	30 December	1030
Measurement	Sunday	30 December	1430 -1600
Welcome social	Sunday	30 December	1800
Heat 1	Monday	31 December	1030
Heat 2	Monday	31 December	1400
Lay day	Tuesday	1 January	-
Heat 3	Wednesday	2 January	1400
HBSC social event	Wednesday	2 January	1800
Heat 4	Thursday	3 January	1030
HBSC social event	Thursday	3 January	1800
Heat 5	Friday	4 January	1400
Heat 6	Saturday	5 January	1030
Presentation night	Saturday	5 January	1830

*Indicates time of Warning Signal

Details of the social events planned by HBSC will be advised closer to the regatta date.

5 Measurements

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

Sail dimensions

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 written request by post from 30 November 2007 from the Secretary and to all competitors at the time of registration from Saturday, 28 December 2007 at Hervey Bay Sailing Club

7 Regatta Site and Sailing Area

The regatta will be held on Hervey Bay, sailing from Torquay Beach, Hervey Bay within an area approximately 1 to 3 nautical miles to the north of the Hervey Bay Sailing Club clubhouse.

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

The Low Point scoring system, Appendix A.4.1 will apply.

10 Fleet Divisions

In addition to the Championship competition, the fleet will be divided in approximately equal numbers into Divisions A, B and C for the purposes of additional prizes for Divisions B and C. This allocation will be at the discretion of the Race Committee. Where appropriate Divisions will be determined based on a competitor’s “averaged” score for first three races i.e. total points divided by number of races sailed, in ascending order, using the Invitation Race together with Heats 1 & 2.

11 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 Hervey Bay 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 Hervey Bay Sailing Club reserve the right to refuse an entry.

Trophies will include those listed as follows:-

- (a) Invitation Race
 - Ross Paulson Memorial Trophy____(Donated by Wendy Paulson)
 - 1st Personal trophy for skipper and crew.

- (b) Championship
 - 1st Stephen Dearnley 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 title
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.

-----OOO-----

NATIONAL E SAILING ASSOCIATION
43rd Australian Championships 2007/2008

to be held at Hervey Bay Sailing Club, Torquay Beach, Hervey Bay, QLD

ENTRY FORM

Honorary Secretary
NESA Inc, NSW Branch
2 Young Street
Warrawee NSW 2074

Please enter the National E Class yacht.....Sail No E.....
for the Championship event to be conducted at the Hervey Bay Sailing Club, from
Sunday 30th December 2007 to 5th January 2008.

This yacht is currently insured for the period ending/...../.....(expiry date of
policy)

.....(name of insurer)

As owner I and my crew are a financial members of the NESA and the entered yacht is
certified / is not certified as Measurement Class "A" (strike out words not applicable). I
understand that this entry is valid only if the yacht is insured for full racing risk during the
period of this Championship event. I agree to be bound by the racing rules of the ISAF
and by all other rules that govern the event and I acknowledge that Rule 4 – Decision of
a yacht to Race, places the sole responsibility for deciding to participate in a race or to
continue racing as hers alone.

The helmsman during the event will be(please print)

I have enclosed the entry fee*

Owner's signature.....Date...../...../.....

Owner's name

Address.....

.....

Telephone no..... Club.....

Name of crew member(s)...../.....

Information / description for yacht identification

Hull colour..... Spinnaker colour / design (include sketch)
Deck colour
Mainsail peak colour.....
Jib peak colour

* Entry fee \$380 if paid by 30 November 2004 or a \$20 late entry fee charge may be applied.