

**National E Association:**

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Editor's Jottings

Welcome to 2008! Thanks very much to everyone that contributed to this newsletter. In particular a HUGE thank you to Ricky De Jong and Mark Foster for all of their input. And thanks also to Bill Nixey and Sue Halloran for articles and photos.

There are some great entertaining reports to be read!

It has been a quiet few months on the sailing front for Geoff and myself (and Escapee) as we're currently about two weeks away from welcoming Baby Gill into the world. And I'm yet to be convinced by the many people that have suggested I'd make a good heavy weather crew (!?)

We are on the lookout for a regular Saturday afternoon babysitter from September on so we can get Escapee

back on the water in late 2008... so any offers will be considered seriously! We have grandparents in place for this year's Nationals and are looking forward to them.

Planning is already underway for the Nationals to be held at Sunshine 2008-2009 and more details will be included in the next newsletter. NSW is again organising this event and Peter Nixey has already devoted a huge amount of time to getting things up and running. We spent a weekend at Sunshine recently for the NSW States and the club noted that they were looking forward to hosting us all in the New Year.

Potential race times and dates are included at the end of this newsletter.

Sarah McKay Escapee (528)

Miss Bling's Nationals Report – Ricky De Jong

I have been asked to write a summary of my perspective of the Nationals, so here goes, but it starts a little before the Nationals took place.

Mick and I had discussed what we wanted to do early on in the season. The choice was to sail the 14 in Sydney harbour, out of the skiff club, or travel to Queensland to do the E nationals.

Sydney was more appealing in that the travel was a lot less, but the accommodation was non-existent and the reports after the regatta were terrible, which was what we expected, so we decided 'Hervey bay, here we come!'. Then some seven weeks before the Nationals, Brian Clarke threw a spanner in the works and bought Miss

Chief. Not that much of a spanner, otherwise I would have said no, but alas, we now had the chore of building a new boat. So work began in earnest. The plan was to have the new boat in the water by the end of November - three weeks to build, and about the same week Wendy was due to have our baby. But that all changed when James Leo arrived three weeks early. We put in some big days and Miss Bling hit the water on December 1st, after an all night session the night before, neighbours would have been impressed with a compressor running til 5am. We arrived at the club at 1 pm the following day frantically rigging to get out on the water, only to break the tiller extension on the beach on

Nationals report continued...

the way out, with about 10 inches of extension and 20 knots of breeze we were in for a hard day. We started ok, got to the weather mark in second, got passed Joe and Tim on the first reach, giped lost the short tiller extension and T boned the wing mark, downed the kite, did the turn and continued on. Then the whipping I did on the barber hauler (at about 4 am) let go - more dramas. We managed to get around the course but second was the best we could muster. That was the last race we lost for the next 6 weeks.



We drove non-stop, which was not planned, and arrived at Hervey Bay at midday on the 27th. The weather was lousy, raining and very windy, which we all know lasted pretty much throughout the regatta. We went down to the club house, met the locals, who were very friendly and accommodating and made us feel very welcome, had a long chat with Paul the commodore and tried to line up a crew for Markee (who turned out to be a great crew). The other competitors arrived and we had plenty of time to catch up and chat, as the sailing was a non event for a period of time. The weather had not improved a great deal but we did get one race in before the New Year.



Race 1 was an eventful race. Nine boats ventured to the start line, but only five finished. Rain squalls made visibility a bit of a drama, and, without a compass, made finding the marks some what difficult, but we managed to get around the course and had a two minute win, with Markee in hot pursuit, his crew with the attitude of win or swim. Laurie and Cath were a couple of minutes later and three minutes after that Dave and his crew followed by Craig and Dan. David

Wise, Ian Knights, Peter Nixey and Bill Nixey ventured out, only to retire. Placing's, 566, 557, 532, 531, and 554.

Before Race 2 started we were summoned to the sailing club to discuss a possible change of venue as some on the committee thought this to be a good idea. I personally thought it was ridiculous - we had travelled 2000 km, had plenty of time to get a series in and the sailing club was trying everything within their means to make sure we get a series in. And, more to the point, once we entrust a sailing club to run a series, we have no power to do anything differently than to let them run it. All right, the weather was wet and windy, but that's the luck of the draw. Next time we get a regatta like Adelaide and McCrae were we sit around waiting for wind I will use the same argument - bet I get hailed down in a millisecond! Some people have lost perspective about National titles, sure we go there to have fun and enjoy the company, but we are also there to sail a National title and some are there to seriously compete.

We know this before we arrive, so we shouldn't try to manipulate the situation because it is not to our liking at the time.

Anyway, that out of the way. Race 2 finally arrived after a few days of waiting. Three boats had decided to head back to Sydney and 8 boats greeted the starter, not as much breeze as Race 1, but still fresh. The Elwood boys showed how to sail in breeze and put in the trifecta, followed by David Wise, then the four Balmoral sailors. Some close results with David only 6 seconds behind Herbie, and only 41 seconds separated Laurie, Dennis and Peter Nixey. Placing's 566, 557, 554, 546, 532, 537, 521, and 531.



Nationals report continued...

Race 3 saw seven boats greet the starter, in, once again, about 18 knots of breeze. Markee let down the Elwood trifecta by breaking his loveday loop, but still managed a 4th, and Laurie must have had a few dramas as I can't recall him having so many swims in one series, but still got home in the end. Placing's 566, 554, 546, 557, 531, 521, and 532.

Races 4 and 5 were run back to back. We sailed a solid first leg to be third round the first mark, with Peter Nixey leading. By the bottom mark we managed to get in right behind Peter only for him to cover us all the way up the next beat, out to the left. Laurie went hard right. After we had got free of Peter's cover, we got to the weather mark behind Laurie, we got past him up the third work and had our biggest win for the series, just over 4 mins. Ian Knights put in his best performance of the series with a good third, after Peter fell back to manage 5th. Placing's 566, 532, 530, 557, 521, 554, 537, 492, 546, and 531.

Race 5 started around 5 pm. Once again about 15 to 18 knots of breeze. Not too much of an eventful race with the placing's being 566, 532, 521, 546, 537, 557, 554, 531, 530, 492.

Race 6. We had decided not to sail this race, as our series was over and we didn't want to throw it away by risking doing something stupid and getting a non discardable DSQ. So Bling Cruises were deployed to take the spectators for a closer look.

This race started in very light breezes compared to previous races but built as the race wore on. The early pace setters were The Fury and Firewind, but they fell back as

the race got windier. Markee soldiered on to have his first ever race win in a National titles, the first is always the hardest. He had to fight off a determined David Wise, and Laurie Alderton, with Peter Seal producing his best result for the series in 4th. With Zephyr and Expos E getting home for their only finishes. Placing's 557, 546, 532, 492, 521, 537, 554, 531, 530, 322, and 534

Presentation night was held at the lawn bowls club, with a good atmosphere and the Sydney siders wondering if their trips home were going to be impeded by the flooding near the boarder. A memorable series, one I am not going to forget in a hurry, for lots of reasons, and not only because we won, seeing David Wise win the B division trophy was a first, not sure how he handled that, but never the less, his results warranted him winning and I'm glad we didn't have the usual garb about him not being eligible to win it and that he should be in A division. The rules are pretty simple on that and he is entitled to it, if the results fall that way. Thanks to all who made the trip. I am sure it was a successful series and the Hervey Bay Sailing Club did a terrific job in running the event in trying conditions and at the end of the day we only lost the invitation race, which happened only as recently as Toukley.

And next Nationals we head to a place I am fond of, because it was where I won my first Nationals.

But I'm sure Geoff and Sarah might have plans on that one.

Ricky de Jong
Miss Bling
E 566



Results - National Titles Hervey Bay 2007-2008

Place	Sail No	Boat	Skipper	Aggregate	6	5	4	3	2	1
1	566	Miss Bling	R De Jong	5 (16.00C)		1	1	1	1	1
2	557	Mister E	M Foster	13	1	-6	4	4	2	2
3	532	Miss Muffet	L Alderton	15	3	2	2	-7	5	3
4	546	Ruthless	D Wise	22	2	4	9	3	4	(16.00F)
5	554	Herbie	D Osinga	23	7	-7	6	2	3	5
6	521	The Fury	P Nixey	26	5	3	5	6	7	(16.00F)
7	531	Victory	D Alderton	33	8	8	-10	5	8	4
8	537	Firewind	D Paton	40	6	5	7	16.00C	6	(16.00S)
9	530	Bramble Belle	I Knights	53	9	9	3	16.00C	16.00F	(16.00F)
10	492	Santoy	P Seal	54	4	10	8	16.00C	16.00S	(16.00S)
11	322	Zephyr	D Duffield	74	10	16.00C	16.00C	16.00C	16.00C	(16.00S)
12	534	Expo's E	D Owen	75	11	16.00C	16.00C	16.00C	16.00C	(16.00S)
13	465	Bilby	P Skinner	80	16.00C	16.00C	16.00C	16.00C	16.00C	(16.00S)
13	508	Costlee	W Nixey	80	16.00C	16.00C	16.00C	16.00C	16.00C	(16.00F)
13	559	Miss Teak	T Dawson	80	16.00C	16.00C	16.00C	16.00C	16.00C	(16.00S)

Prizes - National Titles Hervey Bay 2007-2008

Championship Trophy

1st Personal trophy for skipper and crew

Miss Bling 566 Rick De Jong / Mick Kusel

1st Stephen Dearnly Perpetual trophy for the skipper

1st Mike Sherlock Perpetual Trophy for the crew

Presented by Paul Neeskens, Commodore, Hervey Bay Sailing Club

2nd Personal Trophies for skipper and crew

Mister E 557 Mark Foster / Jamie Berndt

3rd Personal Trophies for skipper and crew

Miss Muffet 532 Laurie Alderton / Cathy Nuttall

Masters Title - Wayne Scott memorial trophy (Donated by the S.A. Branch) *For the first placed boat with a total age of skipper and crew between 85 and 99 years*

Miss Bling 566 Rick De Jong / Mick Kusel

Grandmasters Title - Wise family perpetual trophy (Donated by Eric and Zoe Wise). *For the first placed boat with a total age of skipper and crew greater than 99 years*

Miss Muffet 532 Laurie Alderton / Cathy Nuttall

Division B

1st Stephen Cole Memorial Trophy *for the skipper plus personal trophies for the skipper and crew.*

Ruthless 546 David Wise / Kevin Hancock

Division C

Wally Tonkin Memorial Trophy *for the skipper plus personal trophies for the skipper and crew.*

Bramble Belle 530 Ian Knights / Jim Allen

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.

Peter Nixey

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.

Jamie Berndt

Nils Desperandum Award

Lowest placed boat that completed every race
Victor-E 531 David Alderton / Darren Hudson

Encouragement Award

Zephyr 322 Di-anne Duffield / John Duffield



Nationals – another take

As the past class president who first mooted the concept, I would like to make the following comments. The original concept was to try to show some class support to Queensland and hopefully encourage the class to reinvent itself in Queensland, and also to give Dick Owen a year off from driving down south EVERY year.

For those of you who said it was "too far to go" - please note that Dick does the distance most years.

The experiment to try to reinvent the class in Queensland can only be called a failure, even though it did generate two Queensland entries. The

regatta on the other hand can also be claimed as a stunning success due to the number of boats that actually did attend. Perhaps we can travel to other destinations and enjoy some sailing AND a holiday.

Miss Bling (Rick & Mick) were dominant and well deserving winners as they won every heat they sailed in all conditions. I have never seen Rick sail so well.

The conditions at Hervey Bay started off very wild as there was a cyclone forming off shore. Fraser Islands east coast was being pounded by huge waves and high winds.

Continued over page



The relatively protected conditions at Hervey Bay saw flat seas, but absolutely vicious bullets coming through periodically. It rained every day - not cold rain, warm tropical rain, but it was still wet for those camping. The other classes sailing at Hervey Bay were the A Class Cats and Paper Tigers. The A Class stayed firmly on their trailers for the first 3 days. The Paper Tigers were more adventurous, but lived up to their name. The E's put up the masts and went sailing. Over the course of the Championships the winds reduced, the rain cleared and we had some relatively light racing. (It still rained!).

You may hear some stories about the championship along the lines that the conditions were 'unsailable'. This comments was certainly true for the novices at the beginning of the Championship, and for those more experienced sailors who know their limits, but none of the races were unsailable! Check the results!

It was a little upsetting to be called to a meeting to see whether or not we should abandon the Championship as the weather forecast was not looking too good. This was after the First Heat! Yes, the conditions were tough but it was early into the regatta. There was some discussion that they thought that if we pulled out early we would

get our money back from Hervey Bay Sailing Club. Fat chance, and I consider that such a notion would put a black mark on the class! Why would any other Yacht Club, in good faith put on Championship, and organise their club members for the National E Class if we bail out on a contract because the conditions don't suit????

As it turned out, the weather abated, all heats were sailed, and it turned out to be a good series. Well done by the National Executive and Hervey Bay Sailing Club.

Another concept was challenged at the AGM and that was the concept of the rotation system for hosting the National Championships. South Australia were most upset when Victoria offered to host the next championships. OK, if the class wants to retain the rotation system, I feel that it is the responsibility of the state branch to have at least the NoR available for distribution at the preceding Nationals!

Victoria will make another offer this year, and will have an NoR available at the next Nationals.

Mark Foster
Mister E - 557



The new spinnaker

At the last two AGMs we have discussed the possibility of updating the class spinnaker.

Why do we need to change the Spinnaker?

I place the current design on the "camel" side of the ledger. In fairness to the designers of the current spinnaker, they were probably trying a best fit from the ridiculous "flat spinnaker" that the class originally used.

The fact of the matter is that we don't have to do anything! However, my motivation is based on the look of the current spinnaker - it looks WRONG! If you know the definition of a camel is a horse designed by a committee, then I don't like the look of it. The basic triangular look of the present spinnaker. In essence a symmetrical spinnaker is usually based on the foot measurement being 95% of the mid girth measurement. This gives the sail "shoulders" and assists in the setting of the sail. In our current design the foot measurement exceeds the mid girth measurement. Please refer to the measurement table below showing the minimum and maximum measurements.

Spinnaker-Luffs:	4,293 - 4,420
Spinnaker-Peak to centre of foot:	3,975 - 4,800
Spinnaker-Half width of foot:	1,778 - 1,829
Spinnaker-Half width at half height (at 90degrees to luffs):	1,003 - 1,600

This is what gives the current design its "triangular look". As you can see if you have a "maximum" mid girth and a "minimum" foot measurement we can approximate the desired shape.

I have added a few photographs (*see over page*). The "white bat" kite is designed to give maximum shoulders, so draw your own conclusions. The other point to note is how high the spinnaker poles are set. This is trying to produce "shoulders" in the kite. I believe that we are setting the pole too high (but we have to, to get the speed) and there is a lot of potential sail area under the current pole setting. To me this looks wrong!

Based on this view, I have had discussions with Brent Francombe (Quantum Sails) and asked for his opinion. Basically, he agreed, but had a lot more technical reasons rather than "looking wrong". So, I asked Brent to come up with a better design. Brent did some research and came up with the 470 kite. The 470 kite is about the same area as the E kite, but in my terms - 'looks right' the mid girth is larger than the foot, it has built in shoulders etc.. Also, there has been considerable development in this kite amongst the various sail makers. The fastest 470 kite from the Quantum franchises come from Spain. So, rather than reinvent the wheel we imported one.

I have played with this spinnaker for most of this season, and have lent it to others to get their opinion. Opinions vary. From my view point (and note that Mister E would have to have one of the heavier crew weights - Jimmy weighs HEAPS) the sail is not significantly quicker than the conventional kite in fleet racing conditions. It is definitely not slower, and on some angles it is superior, but over all there is no advantage seen by Mister E. However, having a sail with shoulders produces a kite that is very easy to gybe. It just sits there, full with or without a pole. It is very easy to gybe without collapsing. Sailing shy, it goes as high if not higher than the conventional kite. Noting that we have a heavier crew weight, we can get out on the wire at lower wind speeds and before some of the lighter crews. Both Jimmy and Craig advised that it has more pull, and I note that I have had to replace the spinnaker ratchet blocks.

In my view I prefer this type of sail design. Rick De Jong has an additional view, in that if we are going to make a change it should be a significant change. Lindsay Irwin (Irwin sails) designed a larger kite for Rick to evaluate. No question, it is quicker. I haven't used it, but I have taken close attention and it seems to work well on most angles. The design is quite good as it has shoulders, and this design is "filling in" under the current pole height. With this kite the mast fitting would be at a minimum and the pole would be set virtually horizontal.

For larger crews, there would be little argument, as it will generate planing much earlier than the current kite, so this will increase the "wow" factor. I can see lighter crews trembling, but the reality is a better-designed larger kite will be probably easier to use than the current design.

Quite a few of us in Victoria are keen to upgrade the spinnaker and also upgrade the "wow factor". Is this good for the class? It is interesting to note that quite a few classes have increased the size of spinnakers, and to my knowledge, non have come a cropper by doing so. We should be trying to improve the performance of the class (particularly against the more modern designs) as this should also enhance the marketability of the National E Class. I would be interested to hear other views. Also, this is not the first time that the class has contemplated a change in spinnaker design, I would be interested to learn what the views of the "Against" were to the current design, and how true their then concerns actually turned out to be?

Mark Foster



NSW State Titles – 8th & 9th March 2008

The NSW State competition this year was again held at Sunshine Sailing Club on Lake Macquarie. Each year we receive a warm welcome from the enthusiastic club volunteers, and this year was no exception. After challenging sailing conditions at the recent national competition in Queensland, the NSW fleet were eager to have a weekend of sailing without extremely strong winds. We were not to be disappointed. The weather during the tournament proved to be excellent, with around 10 knots of wind on each day and clear, warm weather. Lake Macquarie also has very different conditions from Sydney Harbour as it has flat water and barely any other craft on the water (a significant contrast to Manly ferries and 16 ft skiffs). The scene was set for an extremely close competition among the eight participating boats.

The first race proved to all that a mastery of the wind shifts was the key to success in this series. In every race the most significant wind shifts occurred on approach to the top mark. In the early stages of the tournament, several boats were surprised to find

that they had sailed too high, and had to ease off to make the top mark. Honalee and Miss Muffett were quick to make the most of these fluky conditions, and enjoyed a 1st and 2nd (respectively) in this race. Upon returning to the clubhouse for lunch, we found that the kitchen volunteers had some excellent burgers and chips available for us to enjoy.

The second race of the day was held in the early afternoon. It proved that this would be the race where some fateful errors would be made by some of the competitors. After starting well, Costl-e experienced a capsize on the first work, and the additional weight of the water on board slowed the boat down by several precious minutes. Victory had some difficulties on a down wind leg, with their spinnaker falling under the boat. Bilby capitalised on this situation, and took out a first with Honalee a close second.

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That evening the club put on a delicious two course dinner for the sailors and their families, before we adjourned to a nearby house for an after dinner drink. All sailors were delighted to be able to leave their boats at the club overnight with a minimum de-rigging required.

The next day saw seven boats at the starting line in a slightly lighter breeze. After a top result the previous day, Bilby had to return to Sydney due to an unwell crew. The third race would ultimately determine the final places of the series, with Honalee, The Fury and Firewind all performing consistently well. Victory made the most of some significant wind shifts to gain a fourth place. The final race saw some surprises. Firewind and Honalee had an altercation on the first work, however both boats recovered well and achieved

placings. The Fury got in front early and had a significant lead on the other competitors at the finish.

A brief prize giving ceremony was held once the boats were packed up. The scratch results were; 1st Honalee (Geoff Gill and Emily Jones), 2nd The Fury (Peter Nixey and Murray Town) and 3rd Firewind (Dennis Paton and Sue Holloran). The handicap results were; 1st Firewind, 2nd The Fury and 3rd Victory (David Alderton and Darren Hudson).

Thanks must go to the Sunshine Sailing Club for running an excellent series. Before the drive back to Sydney the club volunteers put on some excellent tea and cake for the sailors. It proved to some that not getting a place doesn't matter if a sailing series ends with plenty of cake!

Bill Nixey Costl-E

National E NSW State Titles 2008, 9-10 March 2008 South Lake Macquarie Amateur Sailing Club at Sunshine

Results (scratch)

Name	Sail #	Helm	Crew	Heat 1	Heat 2	Heat 3	Heat 4	Pts pre		Place
								disc	disc	
Honalee	560	Geoff Gill	Emily Jones	1	2	1	2	6	4	1
The Fury	521	Peter Nixey	Murray Town	3	3	2	1	9	6	2
Firewind	537	Dennis Paton	Sue Halloran	5	5	3	3	16	11	3
Miss Muffet	532	Laurie Alderton	Cathy Alderton	2	4	6	9	21	12	4
Bilby	465	Paul Skinner	Cavan Skinner	4	1	9	9	23	14	5
Miss Teak	559	Terry Dawson	Jim Allen	6	6	5	4	21	15	6
Victory	531	David Alderton	Darren Hudson	7	7	4	5	23	16	7
Costl-e	508	Bill Nixey	Chris Connolly	8	8	7	6	29	21	8

Handicap results

Name	Sail #	Helm	Crew	Heat 1	Heat 2	Heat 3	Heat 4	Pts pre		Place
								disc	disc	
Firewind	537	Dennis Paton	Sue Halloran	2	2	2	3	9	6	1
The Fury	521	Peter Nixey	Murray Town	3	3	5	1	12	7	2
Victory	531	David Alderton	Darren Hudson	4	7	1	4	16	9	3
Miss Teak	559	Terry Dawson	Jim Allen	7	4	3	2	16	9	3
Costl-e	508	Bill Nixey	Chris Connolly	1	8	4	5	18	10	5
Honalee	560	Geoff Gill	Emily Jones	5	5	6	6	22	16	6
Bilby	465	Paul Skinner	Cavan Skinner	8	1	9	9	27	18	7
Miss Muffet	532	Laurie Alderton	Cathy Alderton	6	6	7	9	28	19	8



Victorian news..

Well the season is nearly over once again. Elwood sailing club has enjoyed a growth spurt and our state titles look as if we will end up with bigger numbers than what we had in the last race of the nationals. Hopefully we will get the results in time for this newsletter (!!).

The season at Elwood has seen Rick and Mick dominate the results on Miss Bling, but some noticeable improvements have also been seen. After Brian Clarke's brief, two-week foray in Tweedledee, he purchased Miss Chief and hasn't looked back. He certainly has been pushing the leaders around the course. Brains old boat Kaos has been sold to Mark and Tony out of the Elwood Training squad. They are slowly getting the hang of it. Markee and Jimmy have shown constant speed, but I don't know about the reflectors attached on the back of his boat, haven't seen them on the course myself, but that's a whole different story. Will and Graeme in Petronella have put in a consistent performance and when they sail they sail as well as John and Daisy in Tangara. I think some new sails might help their cause - they are older than you think John! Irwin sails are fast by the way. Dan and Craig have put in a few good races in Herbie, but need to sail a bit more

often to push the leaders and give the cousta boats a miss. I know you can put more beers in a cousta boat, but no where near as much fun.

Dale and Marina in Watermark have improved and with new sails on the way, watch out for them. Joe Picone on Emales is still holding on to past glories at Carrum and is placed well to hold onto second in the club championships, but alas, no trophy for second, so he misses out again. Jeremy and Steve in Me'n'Dad have managed to get around the course and put in a few good results, and the new boy Alistair came along with his old boat, Elusive, sailed it a few times, improved it, then bought Moo, and won't have a problem with the bags whilst swimming anymore for Alistair. He has since sold Elusive and we have another new member joining the ranks. Mike and Ashley in Toothache have had a few good results, especially in the sternchasers, - how did they negotiate that handicap? And Steve and Phil have been spending a few dollars on Flying High to improve their speed.

Rick de Jong
Miss Bling E566

At a recent meeting of the Victorian Branch, Dan Osinga was elected as the new President of the Victorian Branch. Well done Dan!

Over the past year or so the activity of the Victorian Branch has reduced as most of the office bearers are now active in the Club management role at Elwood Sailing Club. But the National E Class at Elwood is growing. If you look at the Results for Elwood Sailing Club you will note that there are 14 boats on the register, and it has not been uncommon to see a fleet of 10 boats at most club races.

Kaos is now owned by Mark & Tony who have come from the Elwood Sailing School. Mark & Tony are still but novices, but they are having a go and definitely on the improve, so watch out next season. We have also picked up a new member Alistair in his boat "Elusive" Alistair has now bought "Moo" and selling "Elusive" to prospect new members to the club and class, and so the progression continues to GROW.

Hopefully under the Presidency of Dan, the class growth will be even better!

The competition at Elwood has been simply fantastic this season with many tight races. We have a mix of short races (back to back) and long races to give some variety. We had two absolute pearler races a few weeks back in the short race program with 5 boats finishing within boat lengths. It didn't matter where you came, it was a sensational day of racing.

Congratulations must go to Rick & Mick for winning the Nationals. Unfortunately I have to report that they have not slowed down and have virtually been unbeatable. They are definitely quick and are the benchmark. In a few days after writing this article, we will be racing for the Victorian Championship, so it will be interesting to see what transpires, but "Miss Bling" are definitely the hot favourites.

On the topic of the latest "go fasts", those of you who went to Hervey Bay may have noticed the reflectors on the transom of "Mister E". I had advised Rick De Jong that these were so he could easily see where I was as he was sure to be so far behind(?). To counter this, Rick added a small, but neat, rear view mirror on his mast.

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Victorian news continued....

He had great pleasure in advising me, it was so he could keep his eye on me. Well we had to trump this! On the weekend we presented Rick with a pair of fluffy dice to hang from the rear view mirror. I am dreading the weekend!

In February there was the "Top of The Bay" regatta which is for the 6 Sailing clubs that inhabit from Elwood around to Altona. The race is on Yardstick with all classes going around the same course. It was pleasing to see that The National E's did extremely

well this year, and absolutely clobbered the other boats sailing in our division and also in the over all results. The reason for the result is testament to the high standard of racing in the E Fleet at Elwood, and also to the fact that the course on the day really suited us. The First reach was very tight and ONLY the E's flew their kites down this leg. It was especially pleasing to pass the Jolly Boats where longer and rated much faster than an "E"

Mark Foster

Nationals 2008-09 at Sunshine – tentative program

National E National Titles at South Lake Macquarie Amateur Sailing Club, Sunshine, NSW.

Sat 27 Dec	Registration and Measuring in afternoon
Sun 28 Dec	Registration and Measuring in morning. Invitation Race in afternoon. Welcome barbecue in evening.
Mon 29 Dec	Heat 1 and Heat 2
Tues 30 Dec	Heat 3 and Heat 4
Wed 31 Dec	Heat 5 late morning race only
Thu 1 Jan 09	New Years Day - no racing
Fri 2 Jan	Heat 6 (afternoon race)
Sat 3 Jan	Heat 7 & resail if required
Sun 4 Jan	Heat 8 late morning race – Presentation night at Club (using external caterer).

We expect to be sharing Sunshine with up to 40 OK dinghies.

Basic camping i.e. no established or powered sites, in the Council Park next to the club house will be available for a nominal charge. This is currently ~\$15 per night per tent. Campers will have use of the club facilities for showers, toilets etc.



Boats For Sale

Mister E 557 (Elwood Club, Victoria)

Price on application

Please contact **Mark Foster** (who is selling because he wants a new boat):

mefchem@dingley.net

Sail number 509

Fibre glass hull timber deck.

C/W Trailer, beach trolley and 2 sets of sails.

Great condition, only reason I am selling it is there is no water to sail in here. Kept in shed at Albury Wodonga Yacht.

Currently housed at home in Wodonga, North East Victoria.

Price \$2400.00

Please contact **Mark Withers**: 0402 405 352



‘New’ boats on the water

Mark Suthern in Canberra has a significant project ahead of him and is about to start restoration of Sweet Vixen (to be re-christened Wind Hunter). He hopes to have the boat ready by next summer, and is planning to come up to Sydney for a sail when work is completed.

Clockwork Orange (E500) has been bought by a university student who lives in Mosman and Denis Paton is helping him restore the boat over the winter to sail at Balmoral next summer.

