



National E Sailing Association Newsletter

April 2009

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“With seven past champions, the racing was going to be close....”

Editors Jottings

By Sarah McKay E528

Welcome to the first newsletter for 2009. By now sailors will probably have completed their state titles and looking forward to the last few weeks of sailing for the season.

It seems in the distant past now, but only a couple of months ago a number of E sailors travelled to the Sunshine sailing club at Lake Macquarie for the 2008-09 Nationals. This was the second national regatta for Geoff and I. However, we have sailed many state titles at Sunshine and love spending time up there. First thing in the morning waking up next to the lake is pretty special place to be. It goes without saying we were thrilled to win the event. However, it was very close racing and we had a great time tussling with David and Tony (E546), Matt and Tim (E550) and Ricky and Neil (E556). Thanks guys!

We won't make it to Adelaide as we have a family wedding in Ireland this coming New Year. So we'll look forward to Victoria in a couple of years time.

I have about 1200 photos from the regatta on my computer and have posted a few on the internet:

<http://picasaweb.google.com.au/sarmck/Nationals200809Sunshine>

Don't forget to check out our website for any news, including boats for sale: www.nationale.org

Finally, thanks to Tim Dorning, Peter Nixey and Sue Halloran for their contributions. Results from SA will be included in the next newsletter.

Nationals 2008-09 at Sunshine.

By Tim Dorning

A relatively small but highly competitive fleet assembled at South Lake Macquarie Amateur Sailing Club for the 44th Australian Championships. With seven past champions, the racing was going to be close. Defending champion Rick De Jong (*Miss Bling*) was training a novice crew (Neil Hammond), the fast light-weather team of Geoff Gill and Sarah McKay (*Escapee*) and the team with the most titles to their credit, David Wise and Tony Ritter (*Ruthless*) were trying to add another.

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From page 1.....

David and Tony arrived at the last minute and eventually found all the bits to rig just before the Invitation Race. Despite the rush and no training this season, the pair went out to win this race in the strongest wind of the week, thus eliminating any chance of winning the title. Another past champion team, Laurie Alderton and daughter Cathy Nuttall (*Miss Muffet*) were second, also their best result for the week.

“special mention must go to the crew of Comet...”

Race one in a moderate and relatively steady southerly was one convincingly by Geoff and Sarah whilst David and Tony staged a tacking duel with Tim Dorning (another past champion) teamed with son Matt in *e-males*.

Race two was abandoned. Race three became a series of reaches when the wind shifted 40 seconds before the start. *e-males* led early but was passed by *Miss Bling* when *e-males* found a hole at the end of the first lap. The whole fleet converged on the first leeward mark at the same time and *Miss Bling* and *e-males* managed to get their spinnakers drawing early on the next ‘beat’ to clear out from the pack. *Escapee* worked through to finish third with *Ruthless* fourth.

Race four was again light and shifty but with a fair course the fleet was close the whole way around. *e-males* won narrowly from *Ruthless* with *Escapee* third. There was some wind at the start of race five and a big hole at the first mark. *Escapee* again showed their ability to pick the right lanes and cleared out for another win from *Ruthless* with *Miss Chief* (Brian Clarke and Ken Sherry) managing to pick their way through the light spots.



Race six was another shifty, light North-Easter with *Escapee* chalking up another win from *Ruthless*. *Miss Bling* found a good lane of breeze on the last beat to finish third. *Escapee* led race seven until they hit the windward mark coming on to the run. Their turn left them in fourth whilst *Miss Bling* chose the best side down the run and went through to first with *Ruthless* close behind. *e-males* finished third. *Escapee* had the title sewn up before the last race, another light South-Easterly. *e-males* found a good shift approaching the first mark and was never headed. *Escapee* moved through to second with *Ruthless* third.

The last race win (and the ability to discard two results) gave second place overall to *e-males* with an unlucky *Ruthless* third on a count back. *Miss Bling* finished fourth with *The Fury* (Peter Nixey and M. Town) fifth. A special mention must go to the crew of *Comet* where 8 and 10 year old brothers Angus and Darcy sailed the entire series crewing for their father - there were some long days, well done boys!33

**National E - 44th Australian
Championship Regatta
South Lake Macquarie Amateur Sailing
Club
Overall Placings (2 discards applied)**

Sail No	Name	Helm	Crew	Race 1	Race 3	Race 4	Race 5	Race 6	Race 7	Race 8	Total	Place
528	Escapee	Geoff Gill	Sarah McKay	1	3	3	1	1	4	2	8	1
550	Emales	Tim Dorning	Matt Dorning	3	2	1	10	7	3	1	10	2
546	Ruthless	David Wise	Tony Ritter	2	4	2	2	2	2	3	10	3
566	Miss Bling	Rick De Jong	Neil Hammond	9	1	4	5	3	1	5	14	4
521	The Fury	Peter Nixey	Murray Town	6	5	10	6	5	5	4	25	5
565	Miss Chief	Brian Clarke	Ken Sherry	7	8	9	3	4	7	9	29	6
532	Miss Muffet	Laurie Alderton	Cathy Nuttall	5	7	7	4	9	9	6	29	7
537	Firewind	Dennis Paton	Sue Halloran	4	6	5	14	6	10	11	31	8
512	Mugs'N'Thugs	Norman Waugh	Dan Katz	8	10	11	7	13	17	7	43	9
525	Grumpee 2	Alan How	Natalie Westover	13	9	6	11	11	8	10	44	10
492	Santoy	Peter Seal	Clinton Hinsley	12	11	8	9	8	11	8	44	11
530	Bramble Bell	Ian Knights	Kevin Hancock	11	12	13	8	10	6	14	47	12
494	Comet	Philip Malcolm	Angus&Darcy Malcolm	10	14	15	13	14	13	12	62	13
559	Miss Teak	Terry Dawson	Jim Allen	16	15	14	12	12	12	13	63	14
508	Costl-e	William Nixey	Ken Wilson	14	13	16	15	15	15	15	72	15
547	Watermark	Dale Hammond	Marina Spaulding	15	16	12	16	16	14	16	73	16

*"Discarded races shown
in green"*





NATIONAL CHAMPIONSHIPS 2008-09 PRIZE LIST.

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.

Matt Dorning

Invitation Race

Ross Paulson Memorial Trophy (Donated by Wendy Paulson)

546 Ruthless: David Wise and Tony Ritter

Division C

1st Wally Tonkin Memorial Trophy for the skipper plus personal trophies for the skipper and crew

530 Bramble Belle: Ian Knights and Kevin Hancock

Division B

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

521 The Fury: Peter Nixey and Murray Town

Championship

3rd Personal Trophies for skipper and crew

546 Ruthless: David Wise and Tony Ritter

2nd Personal Trophies for skipper and crew

550 Emales: Tim Dorning and Matt Dorning

1st Stephen Dearnley Perpetual trophy for the skipper and Mike Sherlock Perpetual Trophy for the crew plus personal trophies for the skipper and crew

528 Escapee: Geoff Gill and Sarah McKay

Masters Title

Wayne Scott memorial trophy (Donated by the SA Branch). First placed boat with a total age of skipper and crew between 85 and 99 years.

546 Ruthless: David Wise and Tony Ritter

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.

566 Miss Bling: Rick de Jong and Neil Hammond

Jock Lawler Memorial Trophy

To be awarded to the member, selected by the national committee as having most contributed outstanding service to the association over the previous 12 months.

Rick de Jong

Nils Desperandum

The lowest placed boat to complete all heats.

547 Watermark: Dale Hammond and Marina Spaulding

*Encouragement Awards
Angus and Darcy Malcolm (Comet) and Clinton Hinsley (San Toy)*

NSW State Titles - Sunshine

By Peter Nixey & Sue Halloran

We all had a good weekend with light conditions in the three heats sailed. The exception was Heat 2 which was abandoned when a savage unanticipated thunderstorm with 40 knot plus westerly gusts hit the fleet at the first mark. Everyone fell in and yachts in the vicinity suffered badly torn headsails. The Fury recovered to sail to the second mark on a screamingly fast downwind run but as it was impossible to turn there so fell in again and decided to weather the maelstrom upside down. Miss Teak had a similar experience sailing away to the north to discover the "sunken rock" which was skillfully avoided - by tipping over! Sue's suggestion to ride out the storm in the water was overridden by Jim (in his all powerful new role as the skipper) who, with memories of the bull shark prowling the lake during the Nationals, thought it would actually be less

dangerous battling nature in the boat rather than in the water. The gale blew itself out after about a quarter of an hour leaving two boats CostlE - broken gooseneck and torn mainsail and Comet - dismasted with broken spreader and stay - requiring tows home. Intense work in the "shipyard" overnight had both boats back on the water for the following day. As you can see from the times, the competition between Comet, Costl-E and Miss Teak was close and Comet's young crew Angus and Darcy were their usual enthusiastic selves. You will notice Firewind was a late withdrawal as the Paton family sprung a surprise wedding anniversary party on Dennis and Julie. Laurie has a badly dislocated shoulder resulting from another severe storm while wind surfing on Botany Bay six weeks ago and David is still recovering from an operation on his shoulder. Chris Severn had cub-master duties that weekend and Emily was in Melbourne. So although there were some notable absentees including Escapee, it was still a very pleasant weekend.

Overall Placings

		Heat 1	Heat 2	Heat 3	Heat 4	Points	Place	Handicap
521	The Fury	1		1	1	3	1	2
508	Costl-E	2		2	3	7	2	1
494	Comet			3	2	10	3	3
559	Miss Teak	3		4	4	11	4	4
537	Firewind							

Victoria State Titles to date – Racing not completed...

Sail No.	Boat	Skipper	Crew	1	2	3	4	5	6	Agg	place
556	Miss Bling	R. De Jong	M.Kusel	(DSQ)	1	1	1	2	1	6	1
554	Herbie	D. Osinga	C.Fingers	1	2	(DNF)	3	1	2	9	2
565	Miss Chief	B.Clarke	K.Sherry	(DNF)	3	2	2	3	3	13	3
547	Watermark	D.Hammond	M.Spalding	6	5	(DNF)	(DNF)	4	4	29	4
556	Petronella	W.Jones	G.Martin	3	4	(DNS)	(DNS)	(DNS)	(DNS)	37	5
553	Moo	A.Goodin	N.Hammond	(DNS)	(DNS)	(DNF)	(DNS)	5	5	40	6
526	Me N Dad	J.Stewart	S.Morrow	5	6	(DNS)	(DNS)	(DNS)	(DNS)	41	7
550	E Males	T.Dorning	M.Dorning	2	(DNF)	(DNS)	(DNS)	(DNS)	(DNS)	42	8
536	Tangara	J.Frey	D.Frey	(DNS)	(DNF)	(DNF)	(DNS)	(DNS)	(DNS)	44	9

Sue n'Jim - An Autobiography of a sailing crew.

By Sue Halloran

Having been brought up in the bush in Central Queensland sailing was not high on my "must-do" list - being astronaut was, however! Water, a commodity more often than not in scarce supply during my first 20 plus years, is, after all, a necessary first ingredient for sailing. Sure we had water - memories of family bath time in 3 inches of water AND one after the other from cleanest to dirtiest come rushing back. But for sailing you need not just some water but lots of it. To be an astronaut, on the other hand, you only need stars and of those we had plenty!

I was introduced to the thrill of sailing, vicariously I hasten to add, sometime during my next 20 years, when I was living in Melbourne. One day, too slow to get up from watching a cricket test on TV, I happened upon the 'lunch break' coverage of the 18 footers racing on Sydney Harbour and was captivated. Still I never imagined I'd actually be on a boat on Sydney Harbour or anywhere else for that matter as a childhood fear (now fortunately diminishing) was that I would die by drowning.

My real introduction to sailing, and in particular sailing a National-E was via Jim and Terry, of course! (Emu then Miss Teak) For over 18 months in 2000-01, Jim and I commuted between Sydney and Melbourne. We also spent a lot of time on the phone and the internet. Every Saturday night and Sunday morning Jim would give me an update on cuts / bruises / wind / ropes / capsizing / falling overboard / crashing into large boats - seemingly one calamity after another with the occasional success to spur them on just

when I began to seriously wonder why they were doing it! But, I thought surely it couldn't be all that difficult - the guys on the 18 footers looked pretty much in control and some people drink champagne whilst sailing, "NOT on an E!" Jim retorted.

Still imagining my only involvement would be as a spectator and supporter I thought I should see what it was that Jim actually got up to on Saturday afternoons. Watching sailing at Balmoral seemed like a great idea but Sydney Harbour is a large expanse of water. By week three I could occasionally glimpse an E-sail in the distance (up till then I hadn't twigged how to recognise them!) - not a clue what was happening on the water BUT what the heck, I loved the man, the weather was balmy, reading a book in the shade of the trees was a delightful indulgence and the other club members were somewhat keen to know just exactly how I fitted in.

Attending my first Nationals as a spectator at Sunshine also seemed like a great idea - a week of camping and watching the sailing. Surely I'd get a few clues as to what it was all about over a seven day period. But, Lake Macquarie is a very large expanse of water and tiny boats with tiny sails on a large lake do not make for the world's most exciting spectator event. Things improved when I learnt that E's had a third sail - in a myriad of colours making the boats recognisable in the distance - via strong binoculars! What a shame I didn't bring said binoculars with me BUT what the heck, I loved the man, the weather was hot but not unbearable, the walks along the lake shore were relaxing and the company

of the other sailing families was agreeable.

Spectator Nationals number two were at Portarlington. Before we left home it still seemed like a great idea - another place I'd previously not visited, another week of camping and another chance to understand Jim's sailing obsession AND, this time, I had the binoculars! BUT, Port Phillip Bay is a very, very large expanse of water, the temperature was 42+, the tent did not have air conditioning and things were a little fraught amongst the sailing widows!

By the end of a very long week I knew there had to be a better way. *If you can't beat 'em, join 'em*, sprang to mind. A plan was devised and Dennis Paton (Firewind) kindly agreed to give me some lessons before club sailing at Balmoral on Saturdays. Lesson numero uno took me completely by surprise. I knew what the trapeze was for but imagined it would be something I'd learn about after a year or two of lessons. But no, before I had time to summon a protest I was hooked - now literally as well as figuratively! The actual thrill of sailing was infinitely more satisfying than those earlier vicarious pleasures! Never again would I sit idly by, watching those little dots in the distance - all the while reminding myself that I loved the man! I was going to sail from now on, no matter what!

Luck was on my side. Dennis's crew was unavailable for the next two weeks so I sailed with him (or at least accompanied him around the harbour) in the club races. The following weekend was the NSW States and David Owen's crew (Black and Bluebird) failed to materialise at the appointed hour so in the space of two days I overtook the events of the last two weeks - from three times on the water to seven, just like that - talk about a

rapid learning curve (Undoubtedly no where near as rapid as Neil Hammond's learning curve at the last Sunshine Nationals BUT undoubtedly much quieter!) The highlight of the States for me was putting up the spinnaker for the first time. Successfully accomplished we were gaining rapidly on Jim and Terry in their newly purchased Miss Teak. Not a real achievement, however, when we realised, at about the same time as they did, that their spinnaker was attached sideways. Now I was seeing their calamities, first hand and gloating to boot! But pride comes before a fall or, in my case, before a beautifully executed dive in the backwards open pike position that would have netted me a score of 9.65, no less, I'm sure! The wind had become stronger and David said he needed me out so I launched myself out only to find that his continuous trapeze elastic was no longer so! Needless to say Jim and Terry got away, even with their spinnaker in its novel alignment.

Since then I've mostly enjoyed a relaxing time sailing with David. Peter Nixey (The Fury), Dennis Paton (Firewind), Emily Jones (Honalee) and Chris Severn (Miss Tickle) have also had me at the pointy end of their boats when David couldn't make it for Nationals, States and Club races - a situation that became permanent at the end of 2007 when David had to give the game away due to worsening shoulder problems.

With only the occasional dabble at the role of skipper in Terry's absence, Jim has continued over the years as Terry's crew. But those of you who attended the 2008-09 Nationals will be aware that they were Terry's swansong.

Jim and I travel quite a bit (www.silkroad.co.nz) so it has always seemed logical that if it ever got to the point where we were both without a regular sailing partner that we should sail together. That way at least, when we travel, we wouldn't inconvenience anyone else and when we want to sail both skipper and crew will be at the ready. To me this seemed like a reasonable solution whilst it was a hypothetical in the far, far distant future. But with the reality of the situation upon us I was certainly of two minds. Do the pluses really outweigh the risks associated with life partners sailing together? Would I fear for my life as we sailed onto the rocks (a la Cheryl Owen)? Would I be diving overboard and swimming for shore (a la Cathy Nuttall)? Would I be black and blue by the end of every race (a la Sarah McKay on Escapee and Marina Spaulding on Watermark)? Would we survive to celebrate our first wedding anniversary? Indeed, would we even survive?

Well, after race one, you'll be pleased to know Jim and I are still alive and still married! On the way out to the start line we had one short exchange! (no worse than any average day!) and then a little time later I pulled on the jib sheet (as instructed!) sending the screws from the fairlead that it runs through flying into the sea. We turned around, headed for the beach, noting at the same time that we hadn't attached the main outhaul. I ran (?) back to the change rooms got the car keys and we met at the car. Scrabbling through the boat bucket looking for

replacements Jim couldn't see properly (still had his sunglasses on) so tipped the entire contents of the "boat bucket" onto the roadway behind the car. Having found half a dozen potential screws / bolts he went to replace the missing ones whilst I endeavoured to pick up the literally hundreds of things that were on the road, including the 20 or 30 tiny washers that I could hardly see, let alone scoop up! Back to Miss Teak, via the clubhouse to deposit the keys, and after Jim finished repairs, out to the start line, arriving some 15 minutes after the start! We started and then finished - some time later than the leaders, obviously - but only a minute or two after Bill Nixey (Costlee) BUT no groundings, no capsizes, no mutiny, no bodily injury and we even put the spinnaker up on the last run. AND I got 3 kisses during the race - now that's got to be a bonus you don't get with other skippers!

I can hear Geoff Gill saying 'no time for that sappy sort of stuff' on Escapee! AND see Ricky de Jong rolling his eyes in utter disbelief - stunned, for once into complete silence!

Until the next time...

PS In 2009 Sue and Jim have completed every race they've started (with the exception of the abandoned race at the NSW States) and actually had one win (a handicap start). Competition is now fierce between Miss Teak, Costlee and Comet.