

CATALINA FLEET NEWS

October 2011



Chris and Annie Strong
"Recluse" Clubman 8
Fraser Island, whale watching



**Newcastle and Hunter Trailer
Yacht Association Inc.**

Management Committee 2011

Commodore	Hart Peters	0417 674 687	hartmut.peters@bigpond.com
Vice Commodore	Derek Tracey	0414 501 133	derek@bravo.net.au
Treasurer	Phillip Sparkes	0414 223 654	pwsparkes@bigpond.com
Secretary	Hazel Cooper	0408 435 432	hazelcooper@bigpond.com
Committee	Ray Parker	0409 828 104	
	Kevin Newman	0417 648 692	gayleneandkevin@bigpond.com
Non-Executive Responsibilities			
Race Organiser	Arnold Broekman	4973 3811	jobroekman@yahoo.com
Social Committee	Hans & Anita Heck	4973 5519	resort29@tpg.com.au
Cruising Coordinator	Neville Heap	0400 352 905	nevjudy@bigpond.com
Membership	Phillip Sparkes	0414 223 654	pwsparkes@bigpond.com
Newsletter Editor	Phillip Sparkes	0414 223 654	pwsparkes@bigpond.com

Association Key Contact Details

Mail	PO Box 210, BOOLAROO NSW 2284
Web	www.trailersailer.org
Payment Details	To Treasurer, Phillip Sparkes Or Direct Deposit to BSB 650000 - Account No. 962889402 – Account Name NHTYA – Please use your name in the reference

General Meeting Notice

Notice is hereby given of a combined General Meeting of the Newcastle and Hunter Trailer Yacht Association to be held on
Tuesday 16 October 2011 at Club Macquarie.

Deadline for content for the next Newsletter: 1 Nov 2011

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DISCLAIMER

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Commodores Report.

Welcome to the October edition of Catalina Fleet News. Well, the October Long Weekend kicked off in true and traditional style.

A good breeze for the 3 hour race on the Saturday, followed by the setting in of wet weather for the evening's activities.

It was a great opportunity to put our new gazebos, complete with gutters and downpipes, to the test. It's great to see that memberships are still coming in. Although I am still *laid up and land locked*, I will be looking forward to a great summer season of activities with the current and new members.

Keep your eyes on the events calendar and let the organiser know if you are interested in coming along.

Thought for the month:- There's no such thing as Bad Weather, only different types of Good Weather!

Hart

GENERAL MEETING MINUTES 20/9/11

Meeting opened 1910hours

Apologies: Eric & Jan Waddingham, Hart Peters and Ray & Bronwyn Parker

Attendance as per book

- 20/9/11 – The Minutes of the General Meeting at Club Macquarie on 16/8/2011 as printed in the September Newsletter be adopted.
Proposed: Phil Sparkes
Seconded: Leanne Tracey

Matters arising from the Minutes

Nil

Correspondence:

- Inwards: Information from the Newcastle Cruising Club re: NCYC Founders Day on 4/9/11
Sonata Notes
Bilgewater
Yachting Australia re Nominations for Australian Yachting Awards
Yachting Australia Election Ballot Paper to cast a vote 12/9/11
Lake Macquarie City Council re New Vision for Volunteers – Workshops
NSW Maritime re Aquatic Licence
- Outwards: Letter to Lings for discount on Trophies
e-mail to NCYC to inform them members will be unable to attend

Reports:

- **Treasurer as at 31/8/11**
Income: \$925.00
Expenditure: \$1,209.00
Balance: \$2,687.61

ING Balance: \$4,768.74

Approved: Stan Steele

Seconded: Anita Heck

- **Racing Organiser:**

Arnold Broekman.

1st Race – Weather Awful. Arranged 3 laps from Styles Pt. to Kilaben Bay

1st Penultimate. 2nd Orange. 3rd Wanderer II

2nd Race – Weather Awful. 3 Laps from Styles Pt. to Kilaben Bay.

1st Penultimate. 2nd Blue Moon. 3rd Wanderer II

3rd Race – Styles Point to Sunken Rock and back.

4th Race – NW course. Hart Peters suggested to shorten the course due to weather warning to come in at 15.00hours.

Results and medals to be given out on the 1/3 October weekend.

Derek said he had a lovely day being Officer of the Day with his lovely lady Leanne. Thank you both.

Top Yacht Program – Ralph still working on it. Results are not correct. More work on this.

- **Cruising:**

August cruise did not happen as some boats were not ready for sailing, Phil and Hart at Harvey Bay.

Phill's cruise on 15/16 October is being planned for Birdcage.

- **Membership:**

No new members. 1 maybe.

Resignations: Simon & Vickie Wallis (Canberra)

Quite a few members have paid and still some outstanding.

- **Sponsors:**

Bob Fussell Marine Sail Centre

Eastcoast Marine & Sail

R & M Group Ins

The Treasurer will contact the above for them to continue their sponsorship

- **Social:**

Weekend 1/3 Oct.

Anita suggesting providing rissoles, salads, rolls and ladies to provide slices. Please contact if you can help.

Saturday 1st October – 3 hour race and food as above

Sunday 2nd October 6 hour race. Members to cater for themselves. TV to watch the Footie. Derek and Kevin will help with the power.

Phillip suggestion the club by a Gazebo as the tarpaulins still have not been returned deferred to General Business .

◦ **General Business:**

- Website. Derek and Phil are doing a good job on this. Suggest we all go into the site and contact Phil with comments. There is now a “Bosun’s Locker”.
- Eric Waddingham is in hospital.
- Newsletter. Phil has taken on the job of Editor for the Club. Please e-mail any photos, jokes, hints etc to him.
- Stan suggested we have certificates instead of medals for the races. The money to be saved so that the 1,2,3 winners at the end of the year would have a good prize for their efforts. The trophies to still to be handed each year. This is to be put before the Committee and then the members. We have enough medals for this season.
- Further discussion on the Gazebo. Motion moved by Phil to check on the cost for a 16ft x 18ft size Gazebo plus 2 walls. The Gazebo to cost no more than \$400.00 for the Gazebo and the walls.
1st – Kevin Newman
2nd Hans Heck
No dissenters. All agreed.
- Kevin Newman thought of sending out e-mails to remind people of meetings a good idea.
- Stan thanked Derek and Leanne being racing starters and keeping times. Thank you.

Meeting closed at 20.30hours

Race Organiser’s Bits:

Welcome to the new season of sailing and my first report!!

Race1: Weather awful – gusty, no one felt like venturing out into the main lake this early in the season, so we decided to set a course around Styles Pt and Kilaben Bay (three laps).

Result: 1. Penultimate 2. Orange 3. Wanderer II

One of the yachts (who shall not be named) snagged the buoy!

Race 2: Weather again awful, so after an executive decision (asked everyone), we sailed around Styles and Kilaben Bay, (again but with 4 laps)

Result: 1. Blue Moon 2. Sail Away 3. Wanderer II

At this stage all boats start together. When we have ten boats starting, we will go back to having 2 division starts:- 1st div 1 & 2
2nd div 3 & 4

Race 3: Passage Course, we finally had weather good enough to get out of the Bay. We sailed to Sunken Rock and back, good winds – nothing too exciting.

Race 4: Bay Course – North West

Started from Styles Pt. Winds a bit fresher, still OK. Had a forewarning call from Pam Peters during the race to inform us that the predicted Southerly buster was coming early (thanks Pam), we were then able to shorten the course for safety. Worked well, all boats back at Styles Pt as the Southerly hit our area. Which was just as well as the Southerly was stronger than expected. Great to know that we have an early warning system to keep a weather eye out for us.

Results and medals to be presented at the long weekend.

Arnold Broekman
Race organizer

Race Handicaper’s Bits:

The Top Yacht Programme for Races 1 to 4 has now been checked by the programme designer Rod McCubbin. The apparently odd results that were spoken of at the September meeting were not odd at all, they were in fact correct. Rod points out that in a “Mixed Class Handicap Race” where yachts of different classes, and hence speeds, race together there are two corrections to each yacht’s “Elapsed Time”.

The Elapsed time is FIRST multiplied by the TCF which is a rating applied to the yacht's class and that result is then multiplied by the Allocated Handicap (AHC) which is a rating applied by the club to a Yacht/Skipper combination.

The first 2 race results have been revised and are an update from the one's printed in last month's newsletter.

Spring Series 2011.

Race 1

Expo G2 results Start : 13:53:00

Place	Sail No	Boat Name	Elapsed Time	AHC	Corrected Time	BCH	CHC	Skipper	Class	Elapsed Time Order
1	D26	Penultimate	01:01:15	0.565	34:36	0.599	0.582	R Penn	Duncanson 26	3
2	4	Oranje	51:00	0.720	36:43	0.720	0.720	A Broekman	HainesTramp	1
3	502	Wanderer II	01:00:11	0.627	37:44	0.610	0.619	N Heap	Sabre25	2
4	501	Sail Away	01:03:35	0.627	39:52	0.577	0.602	P Sparkes	Sabre25	4
5	440	Blue Moon	01:12:45	0.590	42:55	0.505	0.561	S Steele	Farr 6000	5

AHC = Allocated Handicap: BHC = Back Calculated Handicap: CHC = Computer Calculated Handicap

Race 2

Expo G2 results Start : 12:30:00

Place	Sail No	Boat Name	Elapsed Time	AHC	Corrected Time	BCH	CHC	Skipper	Class	Elapsed Time Order
1	440	Blue Moon	01:32:58	0.561	52:09	0.592	0.576	S Steele	Farr 6000	4
2	501	Sail Away	01:31:21	0.602	55:00	0.602	0.602	P Sparkes	Sabre25	3
3	502	Wanderer II	01:29:07	0.619	55:10	0.617	0.618	N Heap	Sabre25	2
4	D26	Penultimate	01:34:56	0.582	55:15	0.579	0.581	R Penn	Duncanson 26	5
5	4	Oranje	01:20:00	0.720	57:36	0.688	0.704	A Broekman	HainesTramp	1

Race 3

Expo G2 results Start : 12:30:00

Place	Sail No	Boat Name	Elapsed Time	AHC	Corrected Time	BCH	CHC	Skipper	Class	Elapsed Time Order
1	440	Blue Moon	02:26:25	0.576	01:24:20	0.610	0.593	S Steele	Farr 6000	3
2	D26	Penultimate	02:33:16	0.581	01:29:03	0.583	0.582	R Penn	Duncanson 26	5
3	27	Binnaway	02:19:55	0.638	01:29:16	0.639	0.638	B White	Clifton SK	2
4	7265	Father's Toy	02:30:10	0.595	01:29:21	0.595	0.595	D Cooper	Farr 7500	4
5	501	Sail Away	02:36:14	0.602	01:34:03	0.572	0.587	P Sparkes	Sabre25	7
6	4	Oranje	02:14:21	0.704	01:34:35	0.665	0.685	A Broekman	HainesTramp	1
7	502	Wanderer II	02:33:48	0.618	01:35:03	0.581	0.599	N Heap	Sabre25	6
8	86	The Itch	02:57:25	0.598	01:46:06	0.504	0.568	P Roache	Sonata 6	8

Race 4

Expo G2 results Start : 11:30:00

Place	Sail No	Boat Name	Elapsed Time	AHC	Corrected Time	BCH	CHC	Skipper	Class	Elapsed Time Order
1	7265	Father's Toy	02:27:17	0.595	01:27:38	0.616	0.605	D Cooper	Farr 7500	3
2	501	Sail Away	02:30:00	0.587	01:28:03	0.604	0.596	P Sparkes	Sabre25	4
3	27	Binnaway	02:22:07	0.638	01:30:40	0.638	0.638	B White	Clifton SK	2
4	502	Wanderer II	02:32:11	0.599	01:31:10	0.596	0.597	N Heap	Sabre25	5
5	D26	Penultimate	02:42:34	0.582	01:34:37	0.558	0.570	R Penn	Duncanson 26	7
6	4	Oranje	02:18:27	0.685	01:34:50	0.655	0.670	A Broekman	HainesTramp	1
7	440	Blue Moon	02:41:30	0.593	01:35:46	0.561	0.577	S Steele	Farr 6000	6

Ralph Penn

Race handicapper

Sail Away Fraser Island 28/8 to 10/9 2011

Sunday, Day 1

Arrived home from Melbourne at 3:00 pm, quickly unpacked and then finished packing, hooked up *Sail Away* to the Landcruiser and was on the road by 5:00 pm.

Drove until we reached the other side of Brisbane (approx 2:30) where we pulled over and climbed aboard our home for the next 2 weeks for a few hours of sleep. We were awake by 6:00 (thanks to the noisy traffic speeding by our road stop) and set off on the final leg of the trip.

Stopped at Hervey Bay Shopping Centre, followed closely by *Farr & Beyond* (who had spent a relaxing night at a Motel in Maryborough) at approx 9:30am where we picked up our final goodies. Drove to Urangan boat ramp where we were met by Chris and Annie Strong on *Recluse*, who had spent the previous two days at the Marina.

Total time 12:46:02 Total Distance 1077 klm

Sail Away and *Farr & Beyond* - rigged, lunched (fresh local prawns), packed & launched by 1:00 pm. Tied up in pens at the Marina, a cat nap before happy hour @ 5:00 at The Boat Club where we all enjoyed the spectacular view of the harbour. Dinner with all 6 of us, before an early night.

Monday, Day 2

Early morning fog, but once cleared become a perfectly clear still day.

Left Marina by 10:00 am, heading north/north west out past Middlebank around Fairway Lead and then headed north. No whales were to be sighted but found plenty of turtles.

It was a beautiful day, not a lot of wind as we sailed along enjoying the scenery. Lunch was had, rafted together in the middle of nowhere and the decision was made to head for Wathumba for the night where we knew we could get in before the high tide. Just before dark as we approached Wathumba (sighted a whale in the distance & then more & more as we got closer to the Island some swimming as close as 100 metres off the boat but too dark to get decent photos.

Phillip found our way in through the channel (he really had no idea, just going with a gut feeling) in the dark and dropped anchor for the night. With over 2m of water under us

The plan was to spend a couple of days here to allow us to settle into the cruising lifestyle.

Tuesday, Day 3

Beautiful sunny day.

Woke up to *Sail Away* on her side, dried out at Wathumba - darn fenders had not worked.

Farr & Beyond had slipped over to one side also and *Recluse* being flat bottomed didn't have any problems. Pam, Annie & I went for a leisurely walk across the beach and back around into the channel opening after breakfast whilst the men chatted/relaxed.

Lunch was had over the camp fire, before relaxing afternoon and then we gathered back around the camp fire for happy hour.

Chris & Annie departed leaving the four of us until the thunder & lightning threatened & we dashed for our boats. The wind whipped up, lightning, thunder & heavy rain for an hour or so.

Wednesday, Day 4

Overcast and a strong winds forecast for the next week

Woke again to *Sail Away* on her side & Phill had already departed for a chat/walk.

Quick breakfast, while waiting for the tide to come in and float us again before departing with the rising tide. Motored out before pulling out the headsail and main, sailing south along the Island, closely followed by the *Farr & Beyond* and *Recluse*.

A short time later we noticed whales being followed by the whale watching cruisers and headed out to them. Three to four whales swam & floated around our boats - video & pics were taken. This was an amazing experience, they were so unaffected by our presence and were happy to put on a show for us all. We moved on when the whales got bored with us & swam away until we came across a Whale Watching Catamaran sailing closely to another pod of whales. We sailed closer, before pulling the sails down and just floated.

Two large whales & two baby whales played around our boats, followed in by *Recluse* and *Farr & Beyond*- as close as five metres from our boat and swimming underneath at times - scary but beautiful! More pics taken, happy now that we had achieved our mission to see whales close up we pulled up the sails & headed south again.

Passed by Coongul Creek and sighted more whales in the distance but continued on our way to Kingfisher Resort. Finally arriving at 5:00 pm- motoring from Moon Point.

Dropped anchor on the northern side of Kingfisher for the night, later pulled up the anchor & moved closer to shore to make it easier in the morning to get off the boat to get more fuel. As it would be a high tide in the morning. (we have been having up to a 3.5 m tide)

Thursday, Day 5

Sunny morning, we all explored the resort & surrounding area while the tide was out, some found the showers at the resort and the men re-fuelled. Departed & enjoyed a relaxing sail to Garry's anchorage for the night. *Farr & Beyond's* fridge started working again - yeah !

Arrived Garry's just after lunch, all three of us stern to shore on the beach, quite a lot of other cruisers/yachts in the anchorage enjoying the perfect weather. A peaceful afternoon - nap, reading and then sundowners at the picnic area (no croc's in sight - phew).

Friday, Day 7

Woke high & dry and on our side **AGAIN**. When will he get the fenders in the right place.

Dingo tracks along the beach at the back of our boats, but still had not sighted any live ones. Breakfast while we waited for the tide to come in and float us again - departed Garry's 10:30

Motored & then sailed straight into the southerly - against the tide & rolling waves (not pleasant). It was a long slow slog but had to be done because the weather over the next couple of days was going to get even worse.

Finally arrived at Tin Can Bay around 2:00 pm - refuelled and into the Marina for the night. Washing and then showers were much appreciated. Happy hour on *Recluse* was enjoyed by all of us before heading to the restaurant at the Marina for a lovely dinner & entertainment by the chef.

Saturday, Day 8

Woke to be peacefully floating (not on one side) in the pen at the Marina.

Knock, knock - Pam & Hart woke us as arranged to walk to Snapper Creek to see the dolphins being fed. Kim joined them for the short walk to see the two dolphins being fed (8:00 am - \$5.00 a fish) - Pam fed a fish to one of the dolphins.

Breakfast & then everyone walked up to the shopping centre to re-stock our supplies (20 minute walk).

A short nap was taken by all (we think) and then Phil & I set off down to the Bay for a look-see. Checked out the Marina, hard stands (& of course all the trailer sailers) and then a drink or two at the yacht club.

Found everyone up & around on our return and put out the invites for happy hour on *Sail Away*.

Sunday, Day 9

Overcast with a mild southerly blowing

Left Tin Can Marina early to try & beat the wind, destination approx Kingfisher. As we approached Garry's Anchorage, a rain squall was coming through, so decision was to run for it and have lunch at Garry's at anchor.

Motored back out the southern entrance, dodged showers all the way, motor/sailed up to McKenzie's where we dropped anchor for the night in deep water not wanting to dryout.

Monday, Day 10

Fine and sunny and the wind had swung around to the east. Destination Coongul Creek (finally).

Headed towards big Woodie but because of the conditions (tide against south-easterly wind) decided to cut back to the Island and follow it to get out of the winds but once again got caught in the incoming tide which made very very lumpy seas all the way to Moon Point where we stopped for lunch on anchor.

It was great to be out of the washing machine chop & back into the beautiful blue waters again as we sailed to Coongul - very gusty - headsail only - topping 30 knots at times.

Located the entrance to the creek and slowly made our way in with the rising tide -- dodging logs along the way. The easterly was blowing strong across the creek, set our anchors, secured the boats before a dip in the beautiful waters and a wash in the fresh creek waters.

We went for walk along the beach, so much less windy than the creek, gathering fire wood along the way. Sighted dolphins about 10 feet off the shore, riding the breaking waves as we walked along the beach. Back to the boat to gather chairs, nibbles & of course 'the drinks' - telling everyone else "5 minutes to happy hour on the beach".

As we exchanged experiences of the day we sighted two whales swimming parallel to the Island. Phill & Pam went to get a closer look & pics before returning as the whales continued their way up the beach in the glowing sunset. A great happy hour - before returning to the boats just on dark to prepare our evening meal (winds had subsided thankfully).

Pam spotted more dolphins and set off back down the beach to watch them & to gather shells along the way.

Tuesday, Day 11

Lazy morning.

Swim & wash in the creek before Annie, Pam & myself set off on a walk down the creek.

Followed the creek almost as far as we could before crossing back over to the beach, collecting fire wood along the way (a little too early as it was heavy and we were exhausted when we arrived back at our camp site). Dingo tracks & Jabiru tracks were followed.

Relaxing afternoon, before Phill lit the camp fire which brought everyone out for happy hour, which continued into the night & everyone cooking dinner over the fire.

Wednesday, Day 12

Early morning swim in the outgoing fresh creek water (well for some of us).

Walk along the beach to dry off before clouds rolled in and light showers for a couple of hours. By lunch time the sun had broken through clearing to a beautiful afternoon. Phill & I walked along the creek to the entry, swimming in the creek and on the sand bar entrance.

Happy hour and then dinner was once again cooked over the camp fire.

Thursday, Day 13

Clear skies and no wind

Woke @ 5:30 and set off out of the creek on the outgoing tide. Before we got 200m down the creek, fog set in and fast – visibility down to 20 metres max. *Farr & Beyond* continued out of the creek, dropping anchor once over the channel waiting for us to catch up. All motored back to the beach in front of the island, dropped anchor & had breakfast while waiting for the fog to clear, which it did as quick as it came in.

Sailed back into the Bay just to look around with an ETA at Urangan Harbour of 3pm We found several pods of whales at different times. With even better experience than the other day with the whales playfully swimming around & under all our boats. At times they were 1 metre off the side and not at all afraid (the whales I mean). The experience far exceeded all our expectation of what we would experience.

Eventually we all tore ourselves away from these awesome creatures and sailed across to Fairway Leads and back along the coast to Hervey Bay.

Friday, Day 14

Up early - around 6:15

Retrieved & de-rigged by 9:00 am - showered & said farewells to Chris & Annie then drove off @ 10:30 after refuelling.

Drove to Brisbane, detoured to Manly Marina for a look (at a new boat that someone is looking at buying) around. This place would have to have more trailerable boats than any were else we have seen (know I know were all the old boats go to die) Enjoying lunch at the foreshore and then on the road - destination 'home'.

Stopped just north of Kempsey at a road stop for the night aboard *Sail Away* on trailer.

Saturday, Day 15

Up early again, completed the trip home arriving at Belmont around lunch time.

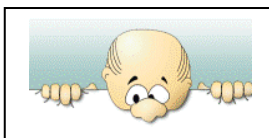
Kim and Phillip



CLUB BOAT & SOCIAL TROPHY 2011/2012

Points up to and including October longweekend

SURNAME	KNOWN AS	BOAT TYPE	BOAT NAME	CLUB BOAT all activities	SOCIAL cruises only
SPARKES	Phillip & Kim	Sabre 25	<i>Sail Away</i>	12	8
TRACEY	Derek & Leanne	Delah 34	<i>Calista</i>	10	6
HEAP	Neville & Judy	Sabre 25	<i>Wanderer II</i>	8	4
BROEKMAN	Arnold & Jo	Haynes Tramp	<i>Oranje</i>	6	2
PENN	Ralph & Janice	Duncanson 26	<i>Penultimate</i>	6	2
COOPER	David & Hazel	Farr 7500	<i>Farrther's Toy</i>	4	2
PETERS	Hart & Pam	Farr 7500	<i>Farr and beyond</i>	2	2
STRONG	Chris & Annie	Austral Clubman 8	<i>Recluse</i>	2	2
HECK	Hans & Anita	Austral Clubman 8	<i>Cross Wind</i>	2	2
NEWMAN	Kevin & Gaylene	Catalina 28	<i>Idle Vice</i>	2	2
PARKER	Raymond & Bronwyn	Young 7.7	<i>Possum</i>	2	2
STANFIELD	Doug	Adams 21	<i>Roller Coaster</i>	2	2
DAVIS	Brian & Jeannete	Noalex 25	<i>Chameleon</i>	1	1
STEELE	Stan & Wendy	Farr 6000	<i>Blue Moon</i>	0	4
WHITE	Barry & Kathy	Clifton 7	<i>Binnaway</i>	0	2



Myall Lakes

15-16 October 2011

After making inquiries about our upcoming cruise weekend and following what members want we moved the location and we are going to

“GOD’S COUNTRY”

Launching at Violet Hill 0930hrs

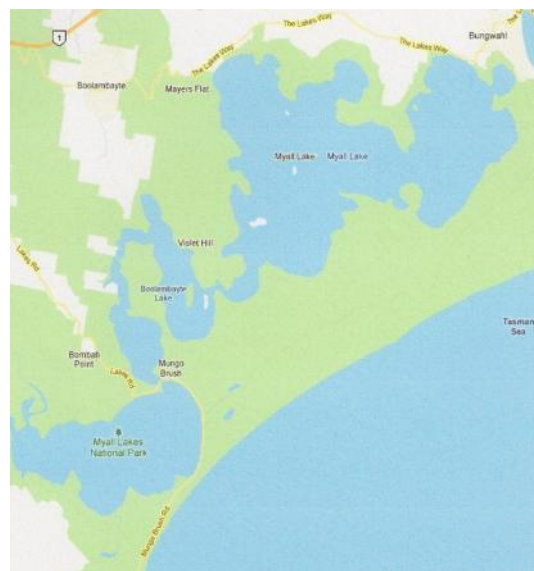
What are we going to get up to -

- Learn how to tell the time by the stars!
- Start a fire without matches!
- Sit and watch the world go by!

Phillip and Kim

Sail Away

0414 223654



Considering a New Mainsail

extract from AirForce Sails Product.

Your old mainsail has developed a familiar, soft feel from many years of good use. From a distance, the shape still looks OK, but the problem is that up close you can see those wrinkles radiating out from the corners, and when the light is just right, the sun shines through the stitching holes. You're thinking seriously about a passage to Bermuda (*only wish*) this summer and it's natural to wonder if your "old friend" will be up to the trip. How do you know when it's time to replace your mainsail and make the investment in a new one? And what do you need to look for in the new sail? The process can often be more daunting than buying a new car, and for some boats, just about as expensive.

First let's take a closer look at your old sail just to be sure that it's actually past its prime and ready to be turned into duffel bags for the crew. The most obvious indicator is sail shape. If your sail has developed those middle-age symptoms from which most of us suffer—a fat belly and a tight leech—it's either time for a recut or for a new sail. Deciding what to opt for can be difficult. It's hard to gauge how much life is left in old sails, but there are some things you can do to determine their value.

Generally, the first thing to go is the stitching. Sunlight rots thread, and when combined with frequent chafe, it turns these strands into the weak link in the sail. Take an awl, or some implement with a sharp point, and poke it between the stitching and the fabric. If the threads break easily, you need a new sail. If you have to pull at them and there is some resistance, your sail probably has another season left in it—unless of course you are headed for blue water, in which case you can't take the chance.

Next, take a look at the fabric. Most Dacron™ sailcloth has a life of three stages. When it's new, it has a firm feel from the resin that fabric makers use to impregnate the yarns as a way of combating bias stretch. After a season or two the resin breaks down and flakes out, and the sails develop a softer touch. The yarns settle in, the fabric stops stretching, and for the next few years you have a nice, stable, manageable sail.

Then UV starts to take its toll. It's a slow but sure process, which over time makes the fabric stiff and brittle. Again, take your awl and poke a hole in the sail. If the yarns have some elasticity and move aside for the point of the awl, then your sail has some life left in it. If the yarns are brittle and break, it's time you got a new one.

Assessing the life left in a laminated sail is a little more difficult. The stitching remains the weak link, so you should perform the same test as on a Dacron™ sail. If the stitches are rotten, then the sail is no longer useful. The most obvious sign that the fabric is nearing its end is if you see delamination; otherwise, on principle, you should replace the sail once it starts to look old and tired.

OK, let's say you've made your decision and you're going to get a new mainsail. Now, consider if you want one just like the old one or if you want to take advantage of new ideas and new technologies. The first step is to ask yourself these

two important questions: What kind of sailing do I plan to do, and what is my budget? Both answers will influence your purchase decision. Do you normally stay close to the coast and take short day trips, or do you head for distant horizons and blue water? There are subtle differences in the design and engineering of sails depending upon how they will be used, and you want to be sure that you take full advantage of what's available. Once you have a better idea of your goals, it will be easier for you to get the right mainsail for your needs.

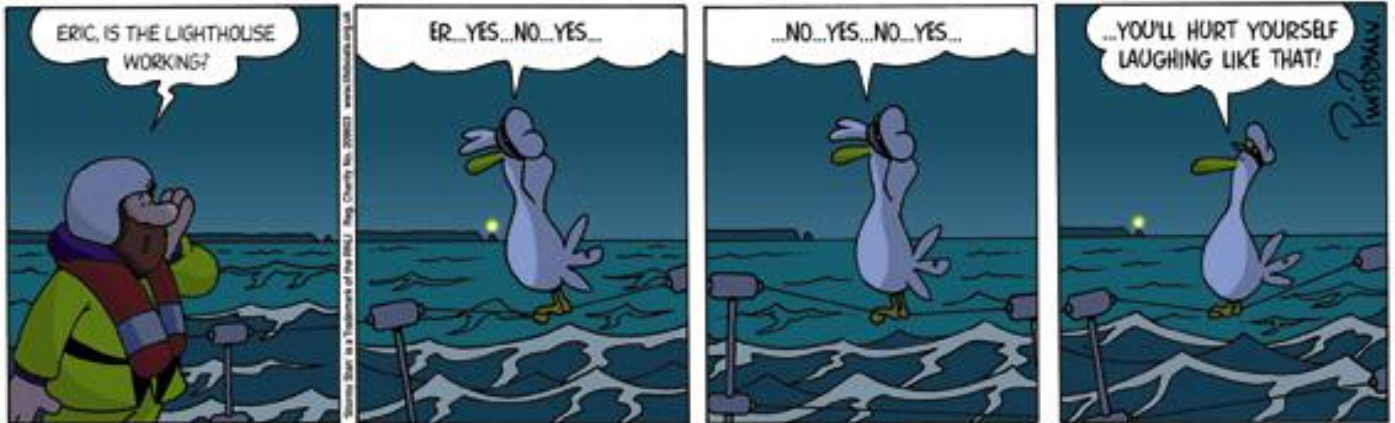
Next, ask your sailmaker about fabric. This will be the single, most important feature of the new sail and will determine the panel layout and price. In my last article, I discussed the merits of woven Dacron™ and laminated Pentex™, and how the fabric choice determines the panel layout. It's worth pointing out again that an investment up front in better fabric and better sail engineering will pay dividends down the road, so be sure that you have all the facts before deciding. Laminated fabrics are used radially in the sail and have better strength and stretch characteristics than Dacron™. And with these fabrics, the sailmaker can engineer the sail to be lighter and more manageable. This becomes more evident and necessary in bigger boats where the loads are higher and heavy sails more difficult to manage. As a rule of thumb, boats bigger than 40 feet should start giving serious consideration to a laminated fabric, especially if they're heading offshore.

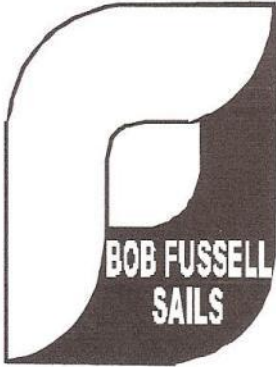
Once you have decided on fabric, spend some time thinking about sail size and handling techniques. It may be that your old sail was perfect and you want to duplicate it. If that's the case, pull out your tape measure and start measuring. Get accurate luff, leech, and foot dimensions, and pass them along to your sailmaker. Measure the reef heights and take note of the luff attachments. The more details you gather, the easier it will be for the sailmaker to build an identical sail. Remember, however, that this is the time to improve on the old sail, so give some thought to new ideas. How is the helm on your boat? Is it balanced or can you use more weather helm? Can your boat stand more sail area? If you add area to the roach of the mainsail you can increase the performance of the boat, but you will also increase the weather helm. Also, if you have weather helm, ask yourself if it's because the old sail is too full; or lee helm because the old sail is too flat? And don't forget, it's the back of your mainsail that works with your keel to provide lift when you are sailing to windward. It's critical that the leech stands straight and does not cup to weather. Also, what about reef heights? Does that first reef sufficiently reduce sail area? Is a single, large reef better than two small ones? And how about adding a third reef for that really hard passage that's still a few years down the road? All of these questions can help you define your new sail, so ask them and answer them, and then run them by your sailmaker.

Once you have probed the questions of sail size and shape, think about handling. Unless you are seriously considering the possibility of using the foot of your mainsail for catching fresh water in the tropics, consider a loose-footed sail. This arrangement can provide more adjustment and you'll have

less of an issue with slides breaking. Also, adding lazy jacks to make dropping the sail easier is something to think about. And new luff hardware might be an option you'd like to think about so that the sail slides up and down more easily. Another consideration is having full-length battens up high in the sail to support the roach and take the flap out of the sail when reefing and dousing.

There are many new ideas that you can incorporate into your new mainsail. It's principally a matter of asking the right questions, but if you understand clearly what your objectives are, you will end up with a sail that better serves your needs and lasts many seasons. Don't forget, it's called the mainsail because it is, after all, the main sail in your inventory.





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NAUTICAL ORIGINS OF EVERYDAY EXPRESSIONS

Keelhaul

Used by some as an exaggerated reprimand. It comes from the very barbaric punishment of dragging the victim slowly through the water from one side of the ship to the other; literally under the keel. Another term used in the same context is *walk the plank* although there is no evidence that anyone was actually made to do this.

Latitude

It comes from the Latin *latitudo* which means breadth. In it's nautical use it is a measure and is the amount by which a vessel's position lies either north or south of the equator. Hence to allow a person *latitude* is to give them scope and freedom of action.

Lifeline

Its nautical origin describes a safety rope rigged along the decks which in bad weather provided the crew with a secure and convenient handhold. It is a word which has come to mean anything upon which life depends.

Maiden Voyage

First trip made by a ship after launching. It is a natural allusion, ships are ladies and one which is new and unused would be thought of as a maiden.



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COVERS

CHANDLERY

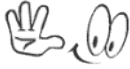
RIGGING

NEW SAILS

Newcastle Cruising Yacht Club, Commercial Centre, Hannel Street Wickham
Ph 02 4961 1663 • Mob 0410 349 150 • Email ecmarine@live.com.au



2 people were out sailing when suddenly a hand appears in the sea.



"What's this?" asked the skipper,
"It looks as if someone is drowning?"

"No" explained the crew, "It's just a little wave"

Trailer Sailer Insignias

Just another quiz from Phillip

Can you name the insignias or motif for all these Trailer Sailers Brands



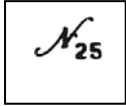
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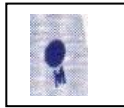
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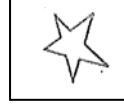
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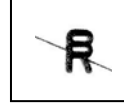
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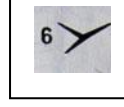
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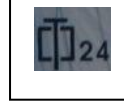
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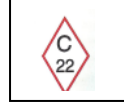
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Sabre 22

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Price \$25,000
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For Sale

“CROSSWIND” Austral Clubman 8

Sail number 8006, launched 1994. The Clubman is a high-performance trailer sailer with a current boat handicap of 0.805 and is an absolute delight to sail. For more information visit www.australyachts.com.au

This yacht has had a complete refit in 2006 with new windows, interior lining, upholstery, plumbing and wiring. An additional light weight bulkhead has been fitted between the head and the V berth as well as a vanity unit and sink in the toilet area. All sinks are fitted with electric swivel taps fed from a food grade 60L tank under the V berth and there is an inbuilt 12/240V refrigerator.

The mainsail is brand new made by Ray Brown using Dimension Polyant Flex. Headsails are No 2 and No 3 Genoa (laminated) and a spinnaker. The motor is a Honda 9.9hp fourstroke 2005.

The 2.5 tonne Mackay trailer has been completely renewed including all running gear, and is fitted with electric hydraulic disc brakes (stainless calipers) on each four wheels.

Also included are: depth sounder and log; lightweight carbon composite rudder; two 100Ah AGM batteries; 60W solar panel; alarm system; electric winch; canvas boat cover; auxiliary motor mount; single-handed mast raising system and single-handed retrieval system.

Asking \$62,000. Contact Hans on 0417 295 311



For Sale –

Put your boat here

Program of Events

NHTYA Program 2011							
Date			Activity		Location	Contact and Phone	Pts
Sat-Sun	15-16	October	Cruise		Myall Lakes	Phillip Sparkes 0414223654	2
Tuesday	18	October		General Meeting	Club Macquarie	Hazel Cooper 4975 1793	
Sat-Sun	29-30	October	Race	5-6	Styles point	Arnold Broekman 4973 3811	2
Sat-Sun	12-13	November	Cruise		Hawkesbury River	Doug Stanfield 4997 4792	2
Tuesday	15	November		General Meeting	TBA	Hazel Cooper 4975 1793	
Sat-Sun	26-27	November	Race	7-8	Styles point	Arnold Broekman 4973 3811	2
Sat-Sun	10	December	Event	X-mas get together	Heaps	Neville Heap 4332 3529	2
Sat-Sun	31-1	Dec 2011 Jan 2012	Cruise	New Years Eve	Myall lakes		2

NHTYA Program 2012							
Date			Activity		Location	Contact and Phone	Points
Sat-Sun	31-1	Dec 2010 Jan 2011	Cruise		Myall Lakes		2
Sat-Sun	14-15	January	Invitation Race		Manning River	Doug Stanfield 4997 4792	2
Thu -Sun	26-29	January	Cruise	Australia Day		Derek 0414 501133	2
Sat-Sun	11-12	February	Race	1 and 2	Styles Point	Arnold Broekman 4973 3811	2
Tuesday	21	February	Meeting		Club Macquarie	Hazel Cooper 4975 1793	
Sat-Sun	25-26	February	Cruise				2
Sat-Sun	10-11	March	Race	3 and 4	Styles Point	Arnold Broekman 4973 3811	2
Tuesday	20	March	Meeting		Club Macquarie	Hazel Cooper 4975 1793	
Sat-Sun	24-25	March	Cruise				2
Fri-Mon	6-9	April	Cruise	Easter	Myall Lakes		2
Tuesday	17	April	Meeting		Club Macquarie	Hazel Cooper 4975 1793	
Sat-Sun	21-22	April	Race	5 and 6	F-Jetty	Arnold Broekman 4973 3811	2
Sat-Sun	5-6	May	Cruise				2
Tuesday	15	May	AGM		Club Macquarie	Hazel Cooper 4975 1793	
Sat-Sun	19-20	May	Race	7 and 8	F-Jetty	Arnold Broekman 4973 3811	2
Sat-Mon	9-11	June	Cruise	Queens B/D			2
Tuesday	19	June	Meeting		Club Macquarie		
Sat-Sun	14-15	July	Cruise				2
Tuesday	17	July	Meeting		Club Macquarie		
Sat	4	August	Inspection Day		F-Jetty		
Sat-Sun	18-19	August	Race	1 and 2	F-Jetty		2
Tuesday	21	August	Meeting		Club Macquarie		
Sat-Sun	1-2	September	Cruise	Dad's Day			2
Sat-Sun	15-16	September	Race	3 and 4	F-Jetty		2
Tuesday	18	September	Meeting		Club Macquarie		
Sat-Mon	29-1	Sept/October	Cruise / Race	Labour Day 3 and 6hr	Styles Point		2
Sat-Sun	13-14	October	Cruise				2
Tuesday	16	October	Meeting		Club Macquarie		
Sat-Sun	27-28	October	Race	5 and 6	Styles Point		2
Sat-Sun	10-11	November	Cruise				2
Tuesday	20	November	Meeting		Club Macquarie		
Sat-Sun	24-25	November	Race	7 and 8	Styles Point		2
Sat-Sun	8-9	December	Christmas				
Sat-Sun	31-1	Dec 2012 Jan 2013	Cruise	New Years Eve	Myall lakes		2

These dates can change! So please check your Newsletter closer to the activity.