

June/July 2005

NSW & ACT District Laser Association

PO Box 1015  
Haymarket  
Sydney NSW 2000

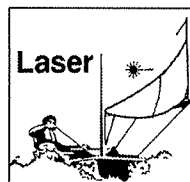
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# Lasernews



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Cover Shot:- Unknown Radial Flyer

Contributions to this publication are always welcome, sent to the address below on Microsoft programmes or email to [paulhargan@hotmail.com](mailto:paulhargan@hotmail.com)

## 2005/6 Calendar

### October

Coasts Championship

**Date:** 22nd & 23rd October

**Venue:** Teralba Sailing Club - Lake Macquarie - Accommodation  
**NOR:**

Youth Coaching

**Date:** 30/31 October- see: 2005 Youth Coaching Calendar & Informa

### November

Masters

**Date:** 12th & 13th November

**Venue:** Wauchope Sailing Club - Lake Macquarie - Accommodation  
**NOR:**

### Dec/Jan

National Championships

**Date:** 27 Dec 2005 / 5 Jan 2006

**Venue:** RQYS Manly - Brisbane

**Website:** <http://www.qldlaser.vze.com/>

### February

States Championships

**Date:** 11th & 12th February

**Venue:** Gosford Sailing Club Accommodation

**NOR:**

### March

Metropolitan Championships

**Date:** 4th & 5th March

**Venue:** Hunters Hill Sailing Club

**NOR:**

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**Membership** 2000/1 288 + 9 Life Members  
 2001/2 314 + 9 Life Members  
 2002/3 301 + 9 Life Members  
 2003/4 288 + 9 Life Members  
 2004/5 296 + 9 Life Members

**Mailing Address:-**

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# NSW & ACT State Championships @ Port Stephens

## 2005 NSW State Championships - Standard Rig

Series Place	Sail No	Owner	Div	Club	Series Points	Race 1	Race 2	Race 3	Race 4
1	181687	Tom Slingsby	O	GSC	5	1	4	1	3
2	181706	Brett Beyer	OA	WSC	6	3	6	2	1
3	179416	Kevin Lim	O	WSC	8	8	2	4	2
4	171091	Ben Austin	O	MHASC	14	9	1	5	8
5	181703	Richard Bott	O	MHASC	16	2	11	3	11
6	173454	Tom Lowndes	O	MHASC	16	18	3	9	4
7	177729	Nick Skulander	O	GSC	17	25	5	6	6
8	176169	Kevin Nixon	OM	VYC	22	27	9	8	5
9	174341	Richard Howard	O	B16SC	23	6	7	22	10
10	175991	Ashley Brunning	O	WSC	26	16	12	7	7
11	169708	Ian Young	OA	GRSC	35	5	18	15	15
12	173436	Brett Ellis	O	RPAYC	38	28	8	21	9
13	180199	David Page	OA	HHSC	39	7	20	12	DNF49
14	148648	Brett Morris	O	GRSC	41	4	27	20	17
15	163882	Colin Blanch	OA	B16SC	41	14	14	27	13
16	175983	Stuart Holdsworth	OA	MHASC	43	11	16	16	DNF49
17	158871	Mark Phillips	OM	VSC	44	13	17	19	14
18	172242	Mark Skelton	OA	B16SC	44	15	15	14	DNF49
19	181681	Alan Downes	OA	MHASC	48	19	19	17	12
20	181707	Peter Heywood	OGM	DBSC	55	29	25	11	19
21	177793	Andy Peters	OY	BYS	58	10	30	18	OCS49
22	178622	Rob Lowndes	OGM	MHASC	62	23	21	32	18
23	180181	Tom Watson	OY	BYC	63	40	13	10	DNF49
24	173432	Ian Bell	OM	VYC	65	26	36	23	16
25	168140	Chris Murphy	OY	GSC	66	12	24	30	DNF49
26	175988	Steve Wawn	OGM	RPEYC	70	DSQ49	22	28	20
27	181697	Ian Quartly	OY	RSYS	73	39	10	24	OCS49
28	180221	Hugh Leicester	OA	GSC	74	33	28	13	DNF49
29	178641	Colin Cain	OGM	MHASC	76	21	26	29	DNF49
30	174356	Lee Dewane	O	A12FS	78	30	29	26	23
31	180229	Jack Schlachter	OM	GSC	80	34	DNF49	25	21
32	178634	Kevin Burman	OA	HHSC	80	24	34	35	22
33	175992	Warwick Crossman	OM	RMYC	82	22	35	42	25
34	177729	Ari Roizenblit	OA	DBSC	90	32	32	34	26
35	178642	Chris Bowden	OGM	GRSC	91	41	33	31	27
36	143422	John Humphries	OA	GSC	96	DSQ49	39	33	24
37	140206	Ian Ponton	OM	RMYC	104	38	40	37	29
38	172245	Bruce Chappell	OM	GSC	108	35	37	36	DNF49
39	181906	Frank Walsh	OGM	MHASC	110	DNF49	23	38	DNF49
40	166882	Matt Duryea	OA	ASC	110	43	OCS49	39	28
41	176152	Andrew Heenan	OA	GSC	115	17	DSQ49	DSQ49	DSQ49
42	175982	Nigel Natrass	OM	HHSC	115	37	38	40	DNF49
43	55721	Martin Williams	OM	B16SC	116	44	31	41	OCS49
44	180198	Brad Quiggin	OA	B16SC	118	20	DNF49	DNC49	DNF49
45	141922	Brian Johnson	OA	HHSC	128	36	DNF49	43	DNF49
46	181686	Geoff Kirk	OA	WSC	129	31	DSQ49	DSQ49	DSQ49
47	179392	Andrew Finney	OM	GRSC	140	42	DNC49	DNC49	DNF49
48	180217	Mark Brothers	OM	B16SC	147	DNC49	DNF49	DNC49	DNF49

# NSW & ACT State Championships @ Port Stephens

## 2005 NSW State Championships - Radial Rig

Series Place	Sail No	Owner	Div	Club	Series Points	Race 1	Race 2	Race 3	Race 4
1	167078	Will Howard	O	B16SC	8	1	5	5	2
2	175987	Zac Skulander	O	GSC	9	3	1	9	5
3	180057	Mark Langford	O	B16SC	11	4	6	21	1
4	178635	James Burman	OY	HHSC	13	5	2	11	6
5	173434	Adam French	OM	GSC	15	11	11	1	3
6	176907	Will Ryan	OY	B16SC	16	2	20	3	11
7	178633	Andrew Williams	O	B16SC	18	12	21	2	4
8	181891	Jye Murray	OY	B16SC	24	7	17	8	9
9	172256	Torn Scully	OY	BRSC	25	8	4	13	22
10	175989	Gary Ratcliffe	OA	GRSC	26	42	8	4	14
11	181914	Samantha England	OWY	BYS	27	10	9	14	8
12	180188	Samantha Boyd	OW	B16SC	28	30	3	15	10
13	181683	Alana Slingsby	OW	GSC	31	6	23	12	13
14	150085	Bill Meany	OGM	B16SC	36	9	12	24	15
15	176158	Martin Wilson	OA	GRSC	37	34	24	6	7
16	163946	Mark Johnston	OM	GRSC	40.5	35	7	RDG13.5	20
17	181905	Clare Hozack	OW	MHASC	42	16	16	10	17
18	181916	Meghan Andrew	OWY	B16SC	43	23	13	18	12
19	174347	Greg Bell	OM	GSC	49	14	29	7	28
20	172258	John Sprague	OM	GSC	53	15	28	17	21
21	181947	Chris Meech	OM	GSC	55	32	14	16	25
22	181884	Brian Conolly	OA	HHSC	57	17	15	25	33
23	181729	Gabrielle King	OWY	BRSC	65	29	38	20	16
24	176903	David Parsons	OM	RMYC	66	22	18	26	27
25	161224	Greg Bridges	OM	GRSC	68	DSQ49	10	23	35
26	180054	Kyle Langford	OY	B16SC	69	31	32	19	19
27	176164	Warwick Nichols	OM	B16SC	71	13	30	28	36
28	178627	David Cradock	OM	GRSC	71	27	26	30	18
29	161232	Nicky Bethwaite	OWM	DBSC	74	19	37	31	24
30	178645	Diane Sissingh	OWA	B16SC	84	43	19	33	32
31	161178	Bronwyn Mitchell	OWA	DAC	85	20	27	38	DNF49
32	178621	Geoff Lucas	OGGM	MHASC	86	45	35	22	29
33	178646	David Schmidt	O	RQYS	89	18	22	DNF49	DNF49
34	154311	Bill Tyler	OGGM	SASC	93	44	25	42	26
35	175288	Jack Sprague	OY	GSC	94	33	39	27	34
36	174343	David Flakelar	OGGM	MHASC	96	37	31	35	30
37	179397	Kathy Herrmann	OWM	MHASC	99	24	44	37	38
38	159144	Max Schlachter	O	GSC	103	21	41	41	DNF49
39	168675	William Houston	OY	RSYS	103	38	36	29	39
40	165827	Tony Austin	OM	CYC	103	36	40	36	31
41	177782	Warwick Thomson	OGM	LC12SSC	105	46	34	34	37
42	168137	Dianne Wagstaff	OWM	QLSC	106	39	45	44	23
43	175981	Nerida Gribble	OW	GSC	106	25	42	39	DNF49
44	179412	Mitchell Buckingham	OY	GSC	106	26	43	40	40
45	181890	Garry Cutts	OA	B16SC	106	41	33	32	DNF49
46	168135	Gerry Colley	OM	ASC	124	40	46	43	41
47	180176	Dave Robson	OM	GRSC	126	28	DSQ49	DSQ49	DSQ49
48	169433	John Weiss	OGGM	PSSC	147	DNF49	DNF49	DNF49	DNF49

## NSW & ACT State Championships @ Port Stephens

### 2005 NSW State Championships - 4.7 Rig

Series Place	Sail No	Owner	Div	Club	Series Points	Race 1	Race 2	Race 3	Race 4
1	181702	Christian Rohr	O	HHSC	3	1	1	1	2
2	163960	Murray Robertson	O	HHSC	11	8	2	10	1
3	159151	Matthew Brown	O	HHSC	11	15	5	2	4
4	172259	Hannah Natrass	OW	HHSC	12	2	7	4	6
5	172253	David Chapman	O	RSYS	12	3	3	6	7
6	135867	Jamie Dalton	O	RHKYC	14	4	9	7	3
7	168134	Haylee Outteridge	OW	B16SC	19	6	8	5	12
8	172247	Simon Leicester	O	GSC	21	5	14	11	5
9	149843	Sam Bryden	O	B16SC	22	10	4	16	8
10	174358	Elysce Finney	OW	GRSC	24	11	10	3	11
11	171979	Andrew Houston-Floyd	O	RHKYC	27	13	6	12	9
12	178626	James Dillon	O	B16SC	29	12	11	8	10
13	166790	Xander Wheen	O	RSYS	35	9	13	13	13
14	165862	Matt Perini	O	RSYS	36	7	15	14	17
15	143433	Alex South	OW	DAC	37	17	12	9	16
16	137550	Thomas Koch	O	DAC	43	14	17	15	14
17	68633	Keiran Searle	O	BRSC	48	16	18	17	15
18	172230	Duncan Houston	O	RSYS	52	18	16	18	18

### 2005 NSW State Championships - Women

Series Place	Sail No	Owner	Div	Club	Series Points	Race 1	Race 2	Race 3	Race 4
1	181914	Samantha England	OWY	BYS	5	2	2	3	1
2	180188	Samantha Boyd	OW	B16SC	7	10	1	4	2
3	181683	Alana Slingsby	OW	GSC	7	1	6	2	4
4	181905	Clare Hozack	OW	MHASC	8	3	4	1	6
5	181916	Meghan Andrew	OWY	B16SC	11	6	3	5	3
6	161232	Nicky Bethwaite	OW	DBSC	19	4	8	7	8
7	181729	Gabrielle King	OWY	BRSC	20	9	9	6	5
8	161178	Bronwyn Mitchell	OWA	DAC	22	5	7	10	DNF13
9	178645	Diane Sissingh	OWA	B16SC	22	12	5	8	9
10	179397	Kathy Herrmann	OWM	MHASC	26	7	11	9	10
11	175981	Nerida Gribble	OW	GSC	29	8	10	11	DNF13
12	168137	Dianne Wagstaff	OWM	QLSC	30	11	12	12	7

## The 'WORD' on RULE 42!

January 2005

### **INTERPRETATIONS OF RULE 42, PROPULSION**

#### **INTERPRETATIONS OF TERMS USED**

A term used as stated below is shown in *italic type*. Other terms that are specific to rule 42 are defined in the rule.

*Background rolling* is the minimum degree of rolling caused by the waves.

*Body pumping* is the movement of a sail caused by in and out or up and down body movement.

*A flick* is the effect caused by body movement or pulling in or releasing a sail that is so abrupt that the normal shape of the sail is changed and almost immediately returned to the original shape.

*A pump* is a single pull on a sail that is unrelated to wind or waves. *Repeated* means more than once in the same area on a leg.

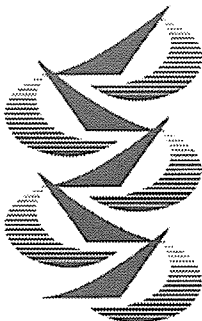
*A roll* is a single-cycle athwartship movement of the boat during which the mast goes to leeward and back to windward, or vice versa.

*Torquing* is repeated fore and aft or rotating movement of the body.

*Yellow light area* is a phrase used when it is not clear that an action is prohibited. It is unlikely that a boat in the yellow light area would be protested, but it is possible. If the action is repeated, the likelihood of a protest will rapidly increase.

#### **42.1 Basic Rule**

Except when permitted in rule 42.3 or 45, a boat shall compete by using only the wind and water to increase, maintain or decrease her speed. Her crew may adjust



the trim of sails and hull, and perform other acts of seamanship, but shall not otherwise move their bodies to propel the boat.

#### **INTERPRETATIONS (Basic)**

**BASIC 1** An action that is not listed in rule 42.2 may be prohibited under rule 42.1.

**BASIC 2** A kinetic technique not listed in rule 42.2 that propels the boat, and is not one of the permitted actions covered in rule 42.1, is prohibited.

**BASIC 3** An action prohibited in rule 42.2 cannot be considered as permitted under rule 42.1.

**BASIC 4** Except when permitted under rule 42.3, any single action of the body that propels the boat (in any direction) with the effect of one stroke of a paddle is prohibited.

#### **42.2 Prohibited Actions**

Without limiting the application of rule 42.1, these actions are prohibited:

##### **INTERPRETATION**

**BASIC 5** An action listed in rule 42.2 is always prohibited, even if it fails to propel the boat.

#### **42.2 Prohibited Actions**

Without limiting the application of rule 42.1, these actions are prohibited:

(a) *pumping*: repeated fanning of any sail either by pulling in and releasing the sail or by vertical or athwartships body movement;

##### **INTERPRETATIONS (Pumping)**

**PUMP 1** Fanning is moving a sail in and out not in response to wind shifts, gusts or waves.

**PUMP 2** Pulling in and releasing a sail in response to wind shifts, gusts or waves is permitted, even if repeated (see rule 42.1).

**PUMP 3** Except when permitted under rule 42.3(c), one pump may be prohibited under rule 42.1.

**PUMP 4** A flick of a sail resulting from the sudden stopping of an eased sheet is permitted.

**PUMP 5** One flick of a sail due to body

## ***The 'WORD' on RULE 42!***

pumping, or a pump not permitted by rule 42.3(c), is in the yellow light area. Body movement that does not result in a flick of a sail does not break rule 42.2(a), but may break other parts of rule 42. PUMP 6 Repeated flicks of a sail due to body pumping are prohibited.

### **42.2 Prohibited Actions**

Without limiting the application of rule 42.1, these actions are prohibited:

- (b) rocking: repeated rolling of the boat, induced by
  - (1) body movement,
  - (2) repeated adjustment of the sails or centreboard, or
  - (3) steering;

#### **INTERPRETATIONS (Rocking)**

ROCK 1 A roll of the boat caused by a gust or a lull followed by corrective body movement to restore proper trim is permitted by rule 42.1.

ROCK 2 One roll that does not have the effect of a stroke of a paddle is permitted.

ROCK 3 Background rolling is permitted. A boat is not required to stop this type of rolling.

ROCK 4 Adopting any static crew position or any static setting of the sails or centreboard, even when stability is reduced, is permitted by rule 42.1 and is not prohibited by rule 42.2(b).

ROCK 5 A single body movement that is immediately followed by repeated rolling of the boat is prohibited.

### **42.2 Prohibited Actions**

Without limiting the application of rule 42.1, these actions are prohibited:

- (c) ooching: sudden forward

body movement, stopped abruptly;

#### **INTERPRETATIONS (Ooching)**

OOCH 1 Torquing to change the fore and aft trim of the boat in phase with the waves is permitted, provided it does not result in pumping the sails.

OOCH 2 Torquing on flat water is prohibited.

### **42.2 Prohibited Actions**

Without limiting the application of rule 42.1, these actions are prohibited:

- (d) sculling: repeated movement of the helm that is either forceful or that propels the boat forward or prevents her from moving astern;

#### **INTERPRETATIONS (Sculling)**

See interpretations of rule 42.3(d).

### **42.2 Prohibited Actions**

Without limiting the application of rule 42.1, these actions are prohibited:

- (e) repeated tacks or gybes unrelated to changes in the wind or to tactical considerations.

#### **INTERPRETATION (Tacking and Gybing)**

TACK 1 In a steady wind and in the absence of tactical considerations, a boat that tacks or gybes more than twice in quick succession breaks rule 42.2(e). In light wind a boat is in the yellow light area if she tacks or gybes noticeably more frequently than nearby boats.

### **42.3 Exceptions**

- (a) A boat may be rolled to facilitate steering.

#### **INTERPRETATIONS (Rolling to Facilitate Steering)**

ROCK 6 Heeling to windward to facilitate bearing away and heeling to leeward to facilitate heading up are permitted.

ROCK 7 Repeated rolling not linked to wave patterns is rocking prohibited by rule 42.2 (b), even if the boat changes course with each roll.

### **42.3 Exceptions**

- (b) A boat's crew may move their bodies to exaggerate the rolling that facilitates

## **The 'WORD' on RULE 42!**

steering the boat through a tack or a gybe, provided that, just after the tack or gybe is completed, the boat's speed is not greater than it would have been in the absence of the tack or gybe.

**INTERPRETATIONS** (Rolling while Tacking or Gybing)

**ROCK 8** Body movements that exaggerate rolling and cause a boat to sail out of a tack or a gybe at the same speed as she had just before the manoeuvre are permitted.

**ROCK 9** It is permitted to move the mast to windward of vertical at the completion of a tack or a gybe.

**BASIC 6** After a tack when a boat is on her new close-hauled course, movement propelling the boat like a stroke of a paddle is prohibited under rule 42.1.

**BASIC 7** When the speed of a boat clearly drops after she accelerates out of a tack or a gybe, and there is no obvious change of wind speed or direction, the exception in rule 42.3(b) does not apply and the boat breaks rule 42.1

### **42.3 Exceptions**

(c) Except on a beat to windward, when surfing (rapidly accelerating down the leeward side of a wave) or planing is possible, the boat's crew may pull the sheet and the guy controlling any sail in order to initiate surfing or planing, but only once for each wave or gust of wind.

**INTERPRETATIONS** (Surfing and Planing)

**PUMP 7** A pull of the sheet and guy made to attempt to surf or plane when surfing or planing conditions are marginal is permitted even if the attempt is not successful.

**PUMP 8** If a boat repeats an unsuccessful attempt to plane or surf, she is in the yellow light area.

**PUMP 9** Each sail may be pulled at a different time, but only as permitted by rule 42.3 (c).

**PUMP 10** It is only necessary for surfing or planing conditions to exist at the position of a boat for her to be permitted to make one pull of the sheet or guy.

**PUMP 11** Surfing or planing may be possible for some boats but not for others. This can be caused, for example, by local gusts or by waves from a motorboat. Also, lighter crews may be able surf or plane when heavier crews cannot.

### **42.3 Exceptions**

(d) When a boat is above a close-hauled course and either stationary or moving slowly, she may scull to turn to a close-hauled course.

**INTERPRETATIONS** (Sculling to Turn the Boat)

**SCULL 1** Provided the boat's course is above close-hauled and she clearly changes direction towards a close-hauled course, repeated forceful movements of the helm are permitted, even if the boat gains speed. She may turn to a close-hauled course on either tack.

**SCULL 2** After a boat has sculled in one direction, further connected sculling to offset the first sculling action is prohibited.

**SCULL 3** Sculling to offset steering of the boat caused by backing a sail is prohibited.

### **42.3 Exceptions**

(e) A boat may reduce speed by repeatedly moving her helm.

(f) Any means of propulsion may be used to help a person or another vessel in danger.

(g) To get clear after grounding or colliding with another boat or object, a boat may use force applied by the crew of either boat and any equipment other than a propulsion engine.



## Happy Birthday Double Bay S. C

Dear Paul,

Please find attached our NOR for our 50th Anniversary Regatta on September 17th and 18th 2005. We are planning to have three triangle and windward return races on both days which will be a good early season workout for all and in particular those going to the Worlds and World Masters. Security will be provided for those wishing to leave Lasers on dollies/trailers overnight in the Steyne park rigging area immediately adjacent to the Clubrooms. The Australian 18 Footers League are providing the Rippleside Committee boat and Gary Linacre as Race Officer. The three DBSC Response vessels will back up the on course Race Management. Would be greatly appreciated if you could give us a run in the next Lasernews.

Don Roach Commodore DBSC 0419-497-363 [donroach@bigpond.com](mailto:donroach@bigpond.com)

Don Roach. 6 Wiston Gardens. Double Bay. NSW 2028. Phone Work 61-2-93271446. Phone Home 61-2-9326-1801. Mobile 0419497363

### **DOUBLE BAY SAILING CLUB 50<sup>th</sup> Anniversary Regatta 17<sup>th</sup> and 18<sup>th</sup> Sep. NOTICE OF RACE (Laser Class only)**

#### **1. Rules**

This regatta will be governed by ISAF Racing Rules of Sailing, the Special Regulations of the AYF, and the rules and by-laws of the International Laser Class Association, (except as any of these are changed by the Sailing Instructions).

#### **Eligibility**

All competitors shall be financial members of a District of the ILCA and of a Yacht or Sailing Club affiliated with a National Authority. Eligibility for all age groups shall be the age on 17.9.05.

#### **Entries**

Entries on the attached entry form, together with the entry fee should reach The Regatta Secretary by the close of official entries on 9.9.05.

Late entries may be accepted up until 1100hrs, Saturday 17.09.05.

#### **Fees**

Entry fee \$50.00 Cheque payable to: Double Bay Sailing Club

Note – Financial DBSC Members are exempt.

#### **Schedule**

5.1 Registration: Saturday, 17.9.05 Between 0930-1130hrs

5.2 Briefing: Saturday, 17.9.05 11.45hrs

Races:

Day	Date	Race	Time of warning signal
Saturday	17.09.05	Race 1	1330hrs
Saturday	17.09.05	Race 2	Back to back
Saturday	17.09.05	Race 3	Back to back
Sunday	18.09.05	Race 4	1100hrs
Sunday	18.09.05	Race 5	Back to back
Sunday	18.09.05	Race 6	Back to back

No race will be started after 1530hrs on the Sunday.

**Measurement** Each helmsperson shall be responsible for ensuring that their yacht and equipment comply with the Laser Class rules and the AYF special regulations. The Committee reserves the right to inspect any yacht at any time during the Regatta. Failure to comply may result in disqualifications.

## 4.7 Interclub Championship

### 2005 4.7 Interclub Championships

Series Place	Sail No	Boat	Owner	Misc 2	Club	Series Points	Race 2	Race 3	Race 4	Race 5	Race 6	Race 9	Race 10	Race 1	Race 11	Race 12
1	172253	Absolut	David Chapman	O	RSYS	20	3	2	3	5	6	6	7	2	3	2
2	168134	Just Do It	Haylee Outeridge	OW	B16SC	22	2	3	2	8	5	5	12	4	5	1
3	174358	Clewless	Elyce Finney	OW	GRSC	22	1	4	4	4	7	3	11	3	4	3
4	149843	Latitude	Sam Bryden	O	B16SC	50.5	DNS27	7	5	9	10.5	16	8	DNS27	7	4
5	181702	Reloaded	Christian Rohr	O	HHSC	67	DNS27	DNS27	DNS27	1	8	1	2	DNS27	1	DNS27
6	137550	Wing It	Thomas Koch	O	DAC	70	DNS27	5	6	2	1	15	14	DNS27	DNS27	DNS27
7	163960	Ei-E-Valion	Murray Robertson	O	HHSC	155	DNS27	DNS27	DNS27	11	2	10	1	DNS27	DNC27	DNC27
8	161327	Whirlwind	Gabby Hunt	OW		110.5	DNS27	6	7	6	10.5	DNC27	DNC27	DNS27	DNC27	DNC27
9	159151	Iba	Matthew Brown	O	HHSC	116	DNS27	DNS27	DNS27	DNS27	DNS27	2	4	DNS27	2	DNF27
10	166790	Maximum Effort	Xander Wheen	O	RSYS	118	DNS27	DNS27	DNS27	DNS27	DNS27	13	13	DNS27	6	5
11	178626	Weapon of Mass Sedn	James Dillon	O	B16SC	127	DNS27	DNS27	DNS27	DNS27	DNS27	8	10	1	DNC27	DNC27
12	168151	Storm	Jye Murray	O	B16SC	137	DNS27	1	1	DNS27	DNS27	DNC27	DNC27	DNS27	DNC27	DNC27
13	119933	Dubiety	Samantha Chalmers	OW		142	DNS27	DNS27	DNS27	3	4	DNC27	DNC27	DNS27	DNC27	DNC27
14	135867	HK2	Jamie Dalton	O	RHKYC	145	DNS27	DNS27	DNS27	DNS27	DNS27	7	3	DNS27	DNC27	DNC27
15	178169	?	Bonnie Nixon	OW	WSC	145	DNS27	DNS27	DNS27	7	3	DNC27	DNC27	DNS27	DNC27	DNC27
16	172259	Simply Red	Hannah Natlraas	OW	HHSC	145	DNS27	DNS27	DNS27	DNS27	DNS27	4	6	DNS27	DNC27	DNC27
17	172247	Young Huggernaut	Simon Leicester	O	GSC	151	DNS27	DNS27	DNS27	DNS27	DNS27	11	5	DNS27	DNC27	DNC27
18	141904	Shikara	Jack Staniford	O		152	DNS27	9	8	DNS27	DNS27	DNC27	DNC27	DNS27	DNC27	DNC27
19	170548	Fortuitous	Fredenck Marker-Mortlock	O		152	DNS27	8	9	DNS27	DNS27	DNC27	DNC27	DNS27	DNC27	DNC27
20	163931	Don't Blame Me	Emma Sanderland	OW		154	DNS27	DNS27	DNS27	10	9	DNC27	DNC27	DNS27	DNC27	DNC27
21	171979	HK1	Andrew Houston-Floyd	O	RHKYC	156	DNS27	DNS27	DNS27	DNS27	DNS27	12	9	DNS27	DNC27	DNC27
22	161209	Wake Me	Alex Galloway	O		159	DNS27	DNS27	DNS27	12	12	DNC27	DNC27	DNS27	DNC27	DNC27
23	143433	Funky Monkey	Alex South	OW	DAC	160	DNS27	DNS27	DNS27	DNS27	DNS27	9	16	DNS27	DNC27	DNC27
24	165862	Hazmat	Matt Perini	O	RSYS	166	DNS27	DNS27	DNS27	DNS27	DNS27	14	17	DNS27	DNC27	DNC27
25	68563	Blue Ayr	Keiran Searle	O	BRSC	167	DNS27	DNS27	DNS27	DNS27	DNS27	17	15	DNS27	DNC27	DNC27
26	172230	Slam Durk	Duncan Houston	O	RSYS	171	DNS27	DNS27	DNS27	DNS27	DNS27	18	18	DNS27	DNC27	DNC27

### Sailing Instructions

The Sailing Instructions will be available upon registering at the clubhouse.

### Regatta Site

Club location is 79 Bay Street, Double Bay (Steyne Park).

### Racing Area

The Racing area will be on Sydney Harbour in the Shark and Clarke Island vicinity.

### Courses

The courses will be designated in the Sailing Instructions.

### Scoring

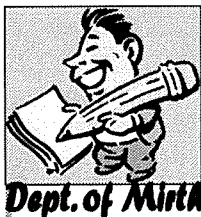
The Low Point scoring system, Appendix A.4.1 will apply, with 6 races scheduled, of which 3 shall be completed to constitute a series. When 6 races are completed, the worst will be discarded. When only 3, 4 or 5 races are completed all shall count.

### Prizes

Subject to the number of entries prizes will be awarded to the winners of each division. Other prizes may also be awarded at the discretion of the Double Bay Sailing Club.

### Insurances

Each participating boat shall be insured with a valid third party liability insurance with cover of \$AUS10,000,000. **ENTRY FORM ON PAGE 28:-**



### Mr. Miller.

During the years of the depression in a small Idaho community, I used to stop by

Mr. Miller's roadside stand for farm fresh produce as the season made it available. Food and money were still extremely scarce and bartering was used extensively.

One day, Mr. Jim Miller was bagging some early potatoes for me. I noticed a small boy, delicate of bone and feature, ragged but clean, hungrily apprising a basket of freshly picked green peas.

I paid for my potatoes but was also drawn to the display of fresh green peas.

Pondering the peas, I couldn't help overhearing the conversation between Mr. Miller and the ragged boy next to me.

"Hello Barry, how are you today?"

"H'lo, Mr. Miller. Fine, thank ya. Jus' admirin' them peas ... sure look good."

"They are good, Barry. How's your Ma?"

"Fine. Gittin' stronger alla' time."

"Good. Anything I can help you with?"

"No, Sir. Jus' admirin' them peas."

"Would you like to take some home?"

"No, Sir. Got nuthin' to pay for 'em with."

"Well, what have you to trade me?"

"All I got's my prize marble here."

"Is that right? Let me see it"

"Here 'tis. She's a dandy."

"I can see that. Only thing is this one is blue and I sort of go for red. Do you have a red one like this at home?"

"Not zackley ... but almost."

"Tell you what. Take this sack of

peas home with you and next trip this way let me look at that red marble."

"Sure will. Thanks Mr. Miller"

Mrs. Miller, who had been standing nearby, came over to help me. With a smile she said, "There are two other boys like him in our community, all three are in very poor circumstances. Jim just loved to bargain with them peas, apples, tomatoes, or whatever. When they come back with their red marbles, and they always do, he decides he doesn't like red after all and he sends them home with a bag of produce for a green marble or an orange one, perhaps."

I left the stand smiling to myself, impressed with this man.

A short time later, I moved to Colorado, but I never forgot the story of this man, the boys, and their bartering. Several years went by, each more rapid than the previous one. Just recently, I had occasion to visit some old friends in that Idaho community, and while I was there learned that Mr. Miller had died. They were having his viewing that evening and knowing my friends wanted to go, I agreed to accompany them.

Upon arrival at the mortuary, we fell into line to meet the relatives and to offer whatever words of comfort we could. Ahead of us in line were three young men, all very professional looking. They approached Mrs. Miller, standing by her husband's casket. Each of the young men hugged her, kissed her on the cheek, spoke briefly with her and moved on to the casket. Her misty light blue eyes followed them as each young man stopped briefly and placed his own warm hand over the cold, pale hand in the casket. Each left the mortuary awkwardly, wiping his eyes. Our turn came to meet Mrs. Miller. I told her who I was and mentioned the story she had told me about the marbles. With her eyes glistening, she took my hand and led me to the casket.

"Those three young men who just left were the boys I told you about. They just told me how they appreciated the things Jim 'traded' them. Now, at last, when Jim could not change his mind about colour or size they



## Dept. of Mirth

came to pay their debt."

"We've never had a great deal of the wealth of this world," she con-

fided, "but right now, Jim would consider himself the richest man in Idaho."

With loving gentleness, she lifted the lifeless fingers of her deceased husband. Resting underneath were three exquisitely shiny red marbles

Moral: We will not be remembered by our words, but by our kind deeds.

Life is not measured by the breaths we take, but by the moments that take our breath.

### **In The F1 Pits**

Melbourne, Tuesday - The Ferrari Formula 1 Team fired their entire pit crew yesterday. The announcement followed Ferrari's decision to take advantage of the Australian Government's Youth Opportunity scheme and employ people from Macquarie Fields. The decision to hire them was brought on by a recent documentary on how unemployed youths from the Macquarie Fields area were able to remove a set of wheels in less than 6 seconds without proper equipment, whereas Ferrari's existing crew can only do it in 8 seconds with millions of euros worth of high-tech equipment. John Howard (the Australian prime-minister) went on record saying this was a bold move by the Ferrari management, which demonstrated the international recognition of Australia's employment practices under his Liberal government. As most races are won and lost in the pits, Ferrari now have

an advantage over every team. However, Ferrari may have got more than they bargained for....At the crew's first practice session, the Macquarie Fields pit crew successfully changed the tyres in under 6 seconds, and then within 12 seconds they had re-sprayed, re-badged, and sold the vehicle to the McLaren team for a slab of VB, a kilogram of speed and some photos of Montoya's girlfriend in the shower.

From Hec Fleming. QLA Retired.

### **A night out with the girls.**

The other night I was invited out for a night with the girls. I promised my husband that I would be home by midnight. Well, the hours passed and the drinks went down way too easy. Around 3 am, a bit loaded, I headed for home. Just as I got in the door, the cuckoo clock in the hall started up and cuckooed three times. Quickly, realizing my husband would probably wake up, I cuckooed another nine times. I was really proud of myself for coming up with such a quick-witted solution (even when totally smashed), in order to escape a possible conflict with him for coming in so late.

The next morning my husband asked me what time I got in and I told him "Midnight." He didn't seem pissed off at all.

Whew! Got away with that one!

Then he said, "We need a new cuckoo clock." When I asked him why, he said, "Well, last night our clock cuckooed three times, then said, "Oh shit", cuckooed four more times, cleared its throat, cuckooed another three times, laughed, cuckooed twice more, and then tripped over the coffee table and farted."

From Andrew York

### **There are three religious truths:**

1. Jews do not recognize Jesus as the Messiah.
2. Protestants do not recognize the Pope as the leader of the Christian faith.
3. Baptists do not recognize each other in the liquor store.

Roger A\_J Sydney.

# Happy Birthday Double Bay S. C

## DOUBLE BAY SAILING CLUB INC.

50<sup>th</sup> Anniversary Regatta  
16<sup>th</sup> and 17<sup>th</sup> September 2005  
ENTRY FORM

Yacht Name .....

Sail No. ....

Helmsperson .....

Club .....

Helmsperson's Age .....

Categories

Please nominate

### Full Rig

Open  
Apprentice  
Master  
Grand Master

### Radial

Open  
Apprentice  
Master  
Grand Master  
Great Grand Master  
Women

Address .....

.....

Phone .....(w).....(h)

email.....

I agree to be bound by The Racing Rules of Sailing and all other rules that govern this event.

Signed .....

Date.....

Please return, with appropriate fee by 9.9.05 to:

Double Bay Sailing Club  
PO Box 689  
Double Bay NSW 2028

Entry Fees: \$50.00

Late entry fee payable after close of official entries \$60.00



**Dept. of Mirth**

**"There's a dork out there running the most powerful country in the world without a qualifi-**

**and the winner of the man of the year is: *Ireland***



cation to his name, and you want me to have a diploma to run a football team"

Dmitri Piterman, coach of Spanish soccer team Racing Santander, having saved his team from relegation and then been questioned about his coaching credentials by a journalist.

From The Fitz Files Saturday Herald. **From Yorky**

### **There are three religious truths:**

1. Jews do not recognize Jesus as the Messiah.
2. Protestants do not recognize the Pope as the leader of the Christian faith.
3. Baptists do not recognize each other in the liquor store.

Roger A\_J Sydney.

## **Who wears the hats @ ILCA**

### **From ILCA**

I am pleased to advise that Jo Edwards will be joining the ILCA office team from 5 May following Fran Carter's move back to a teaching related employment at the beginning of last month. With Judith moving to the north of England last August we have lost 20 years of experience from our administration. In any small office such a change is never easy particularly in our specialist field. We have had to change job descriptions and learn new skills. Linz Cushing and Karen Cole, who have both been with us full time for under a year, are still on a steep learning curve.

Having never previously experienced computer problems it has been frustrating to also have to deal with ongoing problems with our email and office computer systems. These stubbornly refused to operate at 100% for the last 4 months in spite of new software, re-formatting the

system, one new machine and one new hard disk using two different specialist companies. Those of you who are more computer literate or have suffered similar problems would probably say we have been lucky to have lasted so long without problems.

Thank you for your patience over the last few months while we have been re-organising. We try to overlap each other's work as much as possible to provide back up for holidays and sickness. The prime areas of responsibility are; Karen Cole - office accounts, championship accounts, membership. Linz Cushing - web site, Laser World and handbook lay out, shipping, book keeping. Jeff Martin and Jo Edwards - championship organisation, ISAF, Europe, office and general admin.

regards Jeff Martin



## Dept. of Mirth

A guy walks into the local welfare office, marches straight up to the counter and says, Hi... You know, I just HATE drawing welfare. I'd really rather have a job. The social worker behind the counter says, Your timing is excellent. We just got a job opening from a very wealthy old man who wants a chauffeur/bodyguard for his nymphomaniac daughter. You'll have to drive around in his Mercedes, but he'll supply all of your clothes. Because of the long hours, meals will be provided. You'll be expected to escort her on her overseas holiday trips. You will have to satisfy her sexual urges. You'll have a two-bedroom apartment above the garage. The starting salary is \$200,000 a year. The guy says, You're bullshxxxin' me!

The social worker says, "Yeah, well, you started it."

From Dianne Wagstaff

### From a strictly mathematical viewpoint it goes like this:-

What Makes 100%? What does it mean to give MORE than 100%? Ever wonder about those people who say they are giving more than 100%? We have all been to those meetings where someone wants you to give over 100%. How about achieving 103%? What makes up 100% in life? Here's a little mathematical formula that might help you answer these questions:-

If, A B C D E F G H I J K L M N O P Q R S T U V W X Y Z is represented as: 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26.

Then: H-A-R-D-W-O-R-K or

$8+1+18+4+23+15+18+11 = 98\%$ , and K-N-O-W-L-E-D-G-E or  $11+14+15+23+12+5+4+7+5 = 96\%$  But, A-T-T-I-T-U-D-E or  $1+20+20+9+20+21+4+5 = 100\%$ . and, B-U-L-L-S-H-I-T or  $2+21+12+12+19+8+9+20 = 103\%$ .

AND! Just look how far ass kissing will take you. A-S-S-K-I-S-S-I-N-G or  $1+19+19+11+9+19+19+9+14+7 = 118\%$ . So, one can conclude with mathematical certainty that while Hard work and Knowledge will get you close, and Attitude will get you there, it's the Bullshit and Ass kissing that will put you over the top.....

From Harriet Woodrow (BRSC) and her Mum.

An NZ farmer buys some sheep, hoping to breed them for wool, and after some weeks, he notices that none of the sheep are pregnant; he phones a vet and the vet tells him that he should try artificial insemination.

The farmer doesn't have any idea what this means but asks the vet how he will know when they are pregnant. The vet says that they will lie down and wallow in the grass when they're pregnant. He gives it some thought, and comes to the conclusion that artificial insemination means he has to impregnate the sheep himself. So, he loads the sheep into his Land Rover, drives them into the woods, has sex with them all, brings them back, and goes to bed.

Next morning, he wakes and looks out at the sheep. Seeing that they are all still standing around, he deduces that the first try didn't work and repeats the process for two more nights and falls listlessly into bed on his return. On the third morning, he cannot even raise himself from the bed to look out of the window.

He asks his wife to look, and tell him if the sheep are wallowing in the grass.

"No," she says, "they're all in the Land Rover, and one of them is beeping the horn".

(I can't recall who is responsible for that one Ed.)

## *Chairman's Message*

To all my fellow Laser sailors,

I must admit to not having done much sailing lately due to my work commitments on weekends, but I do hope to be back on the water and competing again soon.

The committee has had a very busy few months organising the 2005-2006 sailing season calendar, not to mention training schedules.

NSW and ACT Laser sailors have had a very successful year to date with some doing exceptionally well in the overseas regattas. In Europe, Tom Slingsby deserves a mention for taking out a couple of international regattas against very stiff opposition, and three World Masters Champions returned from Turkey.

The season will kick off with the Coasts Championships at the place I began sailing many many many years ago (well not that many) at Teralba Sailing Club at the north end of Lake Macquarie. I chose to sail Lasers after wandering into the sailing club house one Saturday afternoon and there were 150 boats

breaking masts and booms and prawn trawling in Teralba bay. I thought, "these guys are crazy"!!!! This is for me!!!! So now, after a long absence from their waterways, about 20 years to be exact, Laser sailors will once again compete in the Coast Championships in October at Teralba. Hopefully the conditions will be more favourable this time around.

I would like to let everyone know that I will not be standing for the position of Chairman of the NSW & ACT District Laser Association at the AGM which will be held right after racing on the Saturday (22nd October). I have thoroughly enjoyed the last two years at the helm and feel very privileged to have had a great team of people to work with and back me up when needed.

If you would like to stand for this position please feel free to contact me if you require any info re what this position involves. Also, your Lasernews will not be edited by Paul Hargan anymore and after nine years on the job he would like to pass it on to someone else.

Thanks to you all for your support and I hope you enjoy a great sailing season and we meet on the water soon.

Mark Skelton



## Editors Layline



Its been a long and very enjoyable nine years of producing Lasernews for the three hundred or so Laser addicts out there in NSW & ACT. However, all good things most inevitably come to an end, and at the last meeting in Belmont at the Coasts Championships in 2004, I informed the committee and members there, that I will be hanging up both my hats, as Membership Secretary and Lasernews editor at the Coasts this coming season, October 2005. So, if there is anyone out there who has been waiting for the opportunity to take on either of those hats and breath new life and vigour into the Lasernews, now is your chance, grab it with both hands! I can whole heartedly recommend it as a development of ones literary and editorial skills, and the membership hat is a piece of cake in this age of computer databases and

the internet connectivity.

I say it has been enjoyable and I mean it. Nobody could, or has, do these jobs for nine years without enjoying it. I have acquired nearly three hundred friends out there in Laser-land, and one or two disgruntled people that I have taken some pleasure in rubbing up the wrong way when their opinions vary from the majority of members. The thank, support, camaraderie and encouragement from all of you, especially the Masters, has been awesome and I shall treasure for, I hope, many years of Lasering to come. My email account has been choker-block with articles, photos, anecdotes, phone calls, letters and dirty/clean jokes for inclusion from the word 'GO' back in 1996.

As some of you are aware I married a beautiful Japanese lady some short time ago and we are going to concentrate our lives on other things in the near future. I will not be without a Laser and will take great delight in turning up from time to time at the Masters regatta and sailing regularly at Big River Sailing Club on the Clarence at Yamba.

Many highlights come to mind in those nine years. The absorbing rise and rise of some of the sailors I met at my first Nationals in Port Lincoln in South Australia such as Michael Blackburn, who topped it all off with a Bronze at the Sydney Olympics in the Laser Class. Brett Beyer who has gone on to become World, National and State champion as an Apprentice. The three 'children' who shared tents with their chaperone Bruce (Stumpy) Keir in the caravan park behind my tent; their names were Allison, Brendan

### Welcome Aboard New Members

Barry Schilling	Yarra Bay SC
Ian Bell	Vaucluse YC
Welcome back Tingaling!	
John Humphries	Gosford SC
Brian Johnson	Hunters Hill SC
Hannah Natrass	Hunters Hill SC
Nigel Natrass	Hunters Hill SC
Ari Roizenblit	Double Bay SC
Alex South	Dobroyd Aquatic
John Weiss	Port Stephens SC
Melanie Dennison	R. S. Y. S.
Phillip Johnson	Port Macquarie SC
Brett Ebeling	Grafton SC
Thomas Ebeling	Grafton SC
Brad Gibson	Georges River SC
Johan Hedberg	M. H. A. S. C.
Hamish Stone	Royal Sydney YS
Ashley Carney	Royal Prince Alfred

[drlaser@roostergraphics.com](mailto:drlaser@roostergraphics.com)

### ***Association Members ONLY!***

For anyone wishing to access the above web site's restricted pages as a member of NSW & ACT Laser Association, the following user name/password has been set up.

**Username.....NSW&ACT**

**Password.....01asnmem**

## Dobroyd Aquatic Club Burns Down

### *Editors Layline*



and Stuart Casey and just look at their achievements. The Club that first took me under it's wing and converted me to our beautifully simple little boat (or it was then!?), Georges River S. C. and all the great friends I met there and who still afford me a pat on the back at the Masters each year. They turn up in droves!

Helping to organise the 1998/9 Nationals with a great team at Georges River. We were very lucky to be guided in that by a Master organiser, Rob Lowndes and I was proud to be associated with the smooth running of the regatta. Again, thanks to all who helped.

The mud-slinging banter across the Tasman with the editor of Kiwi Laser Sue Blakey, who has just decided to hang up her hats too after eight years in the jobs (3). It carried on for almost a year and kept all of us on both sides amused.

Only time will tell what will happen to Lasernews after the AGM in October. I hope that someone will take on the very pleasant task and breath new life into it. I is nice to get the newsletter in the mailbox instead of going hunting for it on the website and then having to print it off.

You haven't gotten rid of me yet as I shall do the last one in October, but until then and in fact after then,

**'HANG BY YOUR TOES'**

All the best for the coming season,  
Paul Hargan

Members of Sydney's Dobroyd Aquatic Club looked on in disbelief early yesterday morning (April 3), as fire investigators examined the surrounds of the still smouldering wreckage of their club to try to determine what caused the building to burn down. The collapsing building was still far too dangerous to be entered.

The club, at Rodd Point, Iron Cove, was burned to the ground in a fire which is believed to have started in the early hours of the morning. Although fire investigators have released no conclusions, it seems likely the fire was deliberately lit. It is believed someone may have forced entry to the building in the early hours of the morning before the fire started. Along with the club, about seventy boats and sailboards belonging to members were destroyed. The club has the largest fleet of racing sailboards in Sydney and strong, Laser, Heron and Sabot fleets as well as smaller numbers of other off the beach craft such as 125s.

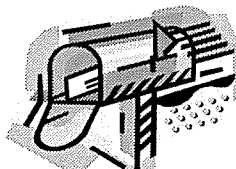
Many of the Sabots destroyed were Club boats used in their extremely popular children's sailing program. Training sailboards were also destroyed.

Other craft reduced to ash were a fleet of Access dinghies used by Sailability which shares the club's facilities. The Club has been very supportive of Sailability for years. The heat of the fire apparently also melted the club's aluminium rescue boats as well as one near-new rigid inflatable rescue boat. Boats and equipment were stored on the lower level of the building.

The waterfront club had only last year commissioned a lift built to give handicapped sailors access to the second level clubroom. This was also destroyed in the fire.

Club President, Stuart Long, said he was sure Club members and the local Drum-moyne area community would rally around to ensure the club was rebuilt with improved facilities. He pointed out that the club was not only used by the sailing fraternity, but by other community groups as well, most notably Sailability.

Reference: [sail-world.com.au](http://sail-world.com.au) April 4 2005



**Mail n' e-mail**

Dear John  
Murray &  
Paul Hargan,

## The Fire @ D.A.C

As you may be aware, Dobroyd Aquatic Club was burnt down on 3 April this year.

We had a fleet of about 25 Lasers & Radials sailing each week. Unfortunately, 10 of those boats were stored in the boat shed and were completely destroyed in the fire.

I am writing to ask if you could let Lasernews readers and website visitors know that we now have a number of club members looking to replace their boats and/or equipment. If anybody has spare boats or parts for sale, could they forward the information to the club.

Many of the boats were not insured for a value sufficient to replace them with a new-ish boat, so our club members are interested in boats & bits of a variety of vintages and price brackets.

Details of items for sale can be sent to the DAC Laser fleet via my email address:-

[afu@bigpond.com](mailto:afu@bigpond.com) or via mail to:-

**Dobroyd Aquatic Club**

**PO Box 70**

**FIVE DOCK NSW 2046**

**Regards,**

**Andrew Belford**

**DAC Membership Secretary**

*I'm sure I speak for all members of the Association in wishing you and your members a rapid replacement of your Club house, as well as the restoration and invigoration of it's atmosphere. (Editor)*

## Tom Slingsby wins French Olympic Series at Hyeres

Jo Dikkenberg, Monday, 2 May 2005

Tom Slingsby (AIS/NSWIS) has won the Laser class of the French Olympic Regatta, Semaine Olympique Francaise, at Hyeres. Consistency in a wide range of conditions was the key to victory in the 124-boat fleet. Slingsby rarely finished outside the top 10, despite winds ranging

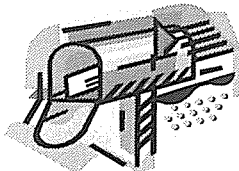
### SEMAINE OLYMPIQUE FRANCAISE 2005 LASER FINAL-SERIES

21/04/2005 au 29/04/2005

Time 16.18, Friday

#### Results after 9 races ( Discards : 1 ) (126 entries)

Pts	Sail	Competitors	Pts Net	Pts tot	1.1	1.2	1.3	1.4	1.5	1.6	1.7	1.8	1.9	Club/Country
1	AUS 181687	SLINGSBY Tom	38.00	59.00	3	2	1	2	4	8	14	24	4	GOSFORD
2	CRO 179403	ARAPOV Mate	42.00	55.00	1	1	3	3	6	9	12	13	6	JK MORNAR SPLIT
3	CRO 178805	VUJASINOVIC Milan	44.00	61.00	1	4	2	5	3	13	1	12	15	YC LABUD
4	CRO 179405	RADELIC Luka	48.00	72.00	9	3	7	3	3	14	24	1	8	JK MORNAR SPLIT
5	GER 176960	SCHLONSKI Alexander	50.00	91.00	6	8	3	5	2	44	3	20	3	SSVR
6	SLO 174365	ZBOGAR Vasilij	53.00	80.00	8	12	2	6	7	3	22	5	10	Slovenia
7	AUT 176936	GERITZER Andreas	54.00	82.00	4	6	5	1	4	15	16	4	26	UNION YC NEUSIEDLERS
8	GRE 181018	CHIMONAS Evangelos	59.00	84.00	2	4	10	7	3	4	26	6	23	Greece
9	GBR 179651	GOODISON Paul	62.00	92.00	4	2	6	9	7	1	26	3	30	Great Britain
10	GBR 181910	HOWARD Mark	62.00	100.00	2	11	2	14	16	7	2	8	26	Great Britain
11	SEY 174702	JULIE Allan	66.00	85.00	7	49	11	4	10	12	4	7	11	SYA
12	FRA 181580	LE BRETON Thomas	67.00	100.00	1	3	8	2	1	22	26	2	2	S R DE BREST
13	AUS 181893	CASEY Brendan	75.00	114.00	3	1	1	1	11	26	9	23	26	ROY'S



## Mail n' e-mail

Dear Paul  
Hargin;  
I wish to  
register my

### Jack Ezekiel Collins writes:-

boat, the Green Machine, sail number 57639, with the laser association, and as far As I can find you are the best candidate for it. Can you please either tell me how to do it, or e-mail me the papers please? Thank you.

Jack Collins

*Jack Ezekiel Collins*

P.O. Box XXX Wingham

NSW Australia 2429

Hello Jack and welcome,

You will be able to print out a membership form from the 'Membership' page of our web site at [www.Laser.asn.au](http://www.Laser.asn.au).

It's not needed to fill in the boat and name as you will be the member and not the boat. Boats get sold and bought but not people, if you get my drift?

Just fill out the form and send it in to the PO Box K315, Haymarket, Sydney, 2000 and it will get to me.

Thanks and I'll hear from you,

Paul Hargin

Mem Sec. NSW & ACT L A

Thank you for that, I needed it for Combined High School Sailing.  
Thanks, Jack Collins

### Andrew York Writes:-

Paul,

Just thought I would let you know that on Prime Time, the Benneteau 44.7 that I am running we won the race to Newcastle on IRC last weekend by half an hour from AFR

Midnight Rambler.

Sean Kirkjian (ex Laser Radial champion) shared the helming with me and his knowledge of the conditions up the coast was very useful.

We are doing the Mooloolaba race in mid March and Hugh Leicester is on board and I hope to get another Laser guy also.

I'll keep you posted.

Regards,

Yorky

### Warwick Thomson Writes:-

G'day Paul,

Sorry you had problems with this one, I haven't had anyone else reply with problems & my virus scanner didn't pick up anything & it's up to date.

Had a good regatta over the weekend, (State Championships), I haven't seen the full results, but I would say we had over 120 starters in the 3 divisions. Were only able to get 1 race in on Saturday, so yesterday was a fairly long one getting the other 3 in. To add to the lateness the inevitable protest held things up, so as a result - no presentation.

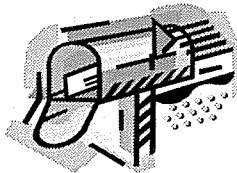
Regards

Warwick

### Blackburn's Bass Strait attempt

March 7th. - Olympic Medalist Michael Blackburn is on stand-by for his attempt to sail a Laser dinghy across Australia's Bass Strait. Blackburn and his support crew are keen to depart Stanley, in North Western Tasmania, weather permitting. The early start is to minimise night sailing. Media releases by Lulu Roseman from BoatimgOz.com.au

### Michael Blackburn does Bass Strait Crossing (PTO)



## Mail n' e-mail

March 11, 2005 **Bass Strait in a Laser**

Olympic Bronze Medallist Michael Blackburn sailed from Stanley in Tasmania to Tidal River near Wilson's Promontory, Victoria in a 4.2m Laser.

Date: March 9, 2005

Distance: 115 nautical miles (207km)

Time: 13:01 hours Average Speed: 8.6 knots

Top Speed: 19.7 knots

Winds: West/South West, 10-20 knots

Seas: South West, 1.5 - 2.5 metres

### Support Crew

Coach: Arthur Brett Weather: Roger 'Clouds' Badham

Support Vessel: Cheviot 32 motor cruiser by the Wooden Boat Shop

Helmsman: Tim Phillips

Cameraman: West Ashton

### Equipment and supplies on board

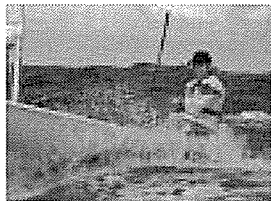
Navigation gear: hand-held GPS, analogue compass

Safety gear: inflatable PFD (life jacket) with tether, strobe light, flares, satellite phone, EPIRBs, VHF radio and light sticks

Food: bananas, chocolate bars, carbohydrate gels (concentrated glucose available from sport and nutritional shops)

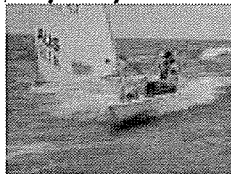
Drinks: Sustagen, Powerade, Red Bull, Coke

Other: slide on sunscreen stick, bottle of water to splash salt off face



### Interview with Michael Blackburn

#### Why did you do it?



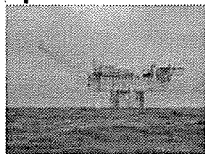
Because of the challenge. I was in a group of Laser sailors discussing sailing a Laser in a big surf for a film and we decided the film needed a big ending like sailing Bass Strait. A DVD will be available soon.

I also want to get into big boat sailing. By sailing across Bass Strait people may think I'm also crazy enough to be able to sail around the world!

#### What was the worst moment?

The few hours before dawn. I started sailing at 3.30am with no moon or stars. It was pitch black and I couldn't see a thing. There was enough wind to be sailing at 8 - 9 knots and a couple of times I filled the boat with water.

#### Apart from finishing what was the best moment?



I unexpectedly came across an oil rig - it was surreal. People were waving to me.

#### Did you suffer any effects?

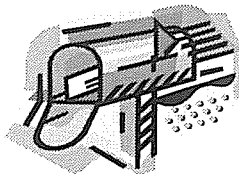
My hands are worn out and irritated - it hurts to pull on a rope. I was surprised at how little physical trouble I had. My back was stiff and my arms were tired but it was not too painful.

#### Were there any problems with the boat?

Before I started I beefed up the things that could break and nothing did. At the end there were a few creaking noises at the mast, that was all.

#### Did you see any marine life?

I saw lots of birds, albatrosses and smaller sea birds and schools of fish. At one time a 3m sunfish or small whale was so close I could reach out and touch it.

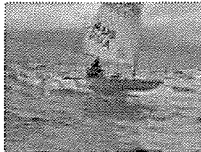


## Mate n' e-mail

### Did you get seasick?

No. I've only been seasick when it was

really rough upwind and when not steering and this was all downwind.



### What do you use for seasickness?

In big boats, having a steer usually resolves any queasiness. A lot of people also feel better after throwing up.

### What is your next challenge?

I want to do the Volvo Ocean Race but it is hard to get on a boat unless you have done one before. I have had talks with a team and I'm trying out as crew.

### What about the next Olympics?

I am open minded but at this stage it is too far away to make a decision. Beijing's light winds are not going to be much fun to sail in.

### Profile



Age: 34  
Olympics – sailing a Laser:  
1996 – 4th,  
2000 – Bronze  
Medal, 2004 –

9th

Sydney to Hobart Races: 2

Qualifications: PhD in Human Movement Studies (Sports Science)

Books Published: Sail Fitter: Sailing Fitness and Training – 2 editions <http://www.sailfitter.com>

Bass Strait in a Laser: <http://www.sailfitter.com/basshome.html>

Photos: West Ashton

Kathy McKenzie

Editor BoatingOZ.com.au

## 4.7 Worlds

INTERNATIONAL CIRCULAR 23 March 2005  
No. 134. International Laser Class Association, PO Box 26, FALMOUTH, Cornwall TR11 3TN, UK Tel: +44 1326 315064 Fax: +44 1326 318968

Email: [office@laserinternational.org](mailto:office@laserinternational.org)

Website: [www.laserinternational.org](http://www.laserinternational.org)

### 2005 Laser 4.7 World Championship

The website for the 2005 Laser 4.7 World Championship at Barrington Yacht Club, Barrington, Rhode Island, USA is now available at: <http://www.laserinternational.org/w4705/>

This gives links to travel, accommodation and other information on the Barrington Yacht Club web pages, as well as the Notice of Race; a copy of the Notice of Race in Word format is also attached.

Entry and Charter forms for the championship are currently being prepared, and will go live in the next few days. A further circular will be sent once these are available.

Regards

**Jeff Martin**

Executive Secretary

## Unauthorised Marina

April 12 2005

Dennis Moore started to build a boat harbour for 180 boats by constructing a canal and marina holding pen on 45 hectares of land he owns at Leopold, 12 kilometers west of Geelong without obtaining a single permit. The Greater Geelong Council, which has only just discovered the marina, (??, Ed) and the State Government have taken Mr Moore to the Victorian Civil and Administrative Tribunal, claiming this case is one of the most "bizarre" it has come across!

Media release by Mike Sabey at

<http://www.boatingoz.com.au/news05/0412.htm>

## Current Tactics—2

### Upwind and downwind strategies to take advantage of the current.

by Andrew York, past national coach and America's Cup navigator.

Twenty years ago I wrote some articles in Australian Sailing that blew the lid off the misconceptions that were held about sailing in current. Up until that time everything that had been written about how current affected your wind and sailing angles had been based on feelings and false conclusions based on some observations. Much of what was written in the articles by world and Olympic champions and by all the so called technical experts was wrong. I proved them wrong mathematically. There were no flaws in my logic there were no mystical effects. I simply showed the undisputable mathematical facts.

After my articles were published one of the technical experts wrote an article bringing his thoughts into line with everything that I proved but no one has expanded on the material that I presented. I am amazed that the concepts that I proved have not been explored further nor written about since. What this means is that just about all the sailors out there still have

no idea of how current really affects yachts save for the few Olympic sailors that I have coached.

Many have written about how laylines are affected by current so I will not bore you with that here. I will however present some great strategic moves you can plan that have not been explored before. We will be using vector diagrams but you will not have to be a maths expert to understand what is going on.

Over the years there have been many misconceptions about how current affects us when we are racing. It is a well known fact that current runs faster in deep water so you should sail towards the deep water when it is favourable and towards shallow water in unfavourable current. This will get you by in many situations. How far you commit to the side with more favourable current depends on how strong it is in relationship to the breeze, the size of the shifts and which way the fleet goes.

### How does current affect us when we are sailing?

If there are a number of boats sitting on the water when there is no wind but current running at two knots from the west they will all feel two knots of *current wind* (CW) from the east *no matter which direction they are pointing*. This introduces two important concepts, all boats in the same current are affected equally, independent of their heading and that the wind felt when you are in current is equal in strength and opposite in direction to the current.

Now when there is also a true wind (from the north in figure 1) it is possible to determine the breeze that will be felt by all the

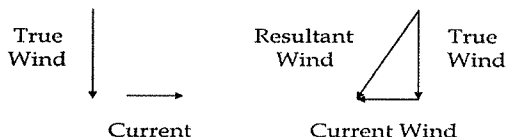


Figure 1.

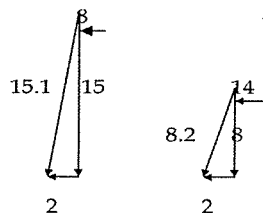


Figure 2.

## Current Tactics—2

boats on the water by adding the *true wind* (TW) and *current wind* (CW) vectors together. (See Figure 1.) The diagrams below are called vector diagrams.

As you can see if the current is running across the *true wind* the *resultant wind* (RW) will be rotated one way or the other depending on the direction of the current. If the current is running from left to right across the true wind as shown in Figure 1. the *resultant wind* will be veered (shift to the right, starboard tack lift). If the current is running from right to left across the *true wind* the *resultant wind* will be backed (shift to left, port tack lift).

When the current is stronger or the breeze is lighter the resultant wind is rotated more. Figure 2. shows that when the true breeze of 15 knots drops to 8 knots that the resultant wind is veered a further 6 degrees. This means that if you were sailing upwind with current running across the breeze and the breeze dies that the boats down current would be on the inside of the shift and therefore advantaged. (Current is still running from left to right in figure 2.)

This is an important concept *when all other factors are equal boats down current in stronger current or less breeze will be on the inside of the shift.* All other factors being equal means you cannot sail into more favourable current or pressure by going the other way.

### Draw your own Vector Diagrams

Now if you do not understand how the vector diagrams work I will explain it clearly to you here. To figure out how the wind will be affected in any situation simply

draw a line on a page representing the wind. If the wind is 15 knots as in Figure 2 make the line 15cm (inches or any other measurement long). Put an arrow on the end to show the direction. Draw the *current wind* on the page. Start the tail of it at the head of the true wind and draw it in the opposite direction to the current and make the length to represent the strength. If it is 2knots make it 2cm (or 2 of the same measurement as the wind) long. Put the arrow head on the end of it. Remember the *current wind* is equal in strength and *opposite in direction* to the current.

To find the *resultant wind* direction simply join the tail of the true wind to the head of the current wind as shown in Figures 1 & 2. The arrow head for the *resultant wind* goes next to the *current wind* head. You can find the *resultant wind* strength by measuring it and how much it is shifted from the true wind direction by using a protractor to measure the angle. It is usually sufficient to just see which direction the breeze is shifted in.

**There is no leebow effect.** The boats simply move with the current and the breeze is rotated by the current as described above. The basis for this misconception is that during a beat against current, a boat that points higher than another will open up more ground (gauge) than on a beat with no current. The reason for this is not the leebow effect but the fact that the boats will take more time to sail to windward than if there were no current. The only advantage you can gain is that if by sailing high against adverse current you can sail into less or no current you will gain on a boat sailing lower in the current. If this is the case then both boats should have tacked into the slack current any way.

### When the wind or current change strength

When the breeze is expected to change in strength during the beat to windward sail the tack more directly with the current in the stronger breeze and the tack more directly into (or across) it in the lighter air. When the



## Current Tactics—2

current will change in strength during the beat sail the tack more directly with the current when it is weakest and the tack into the current (or across) when it is strongest. If you do this you will always be sailing the tack which is lifted the most by the current wind. See Figures 3 and 4.

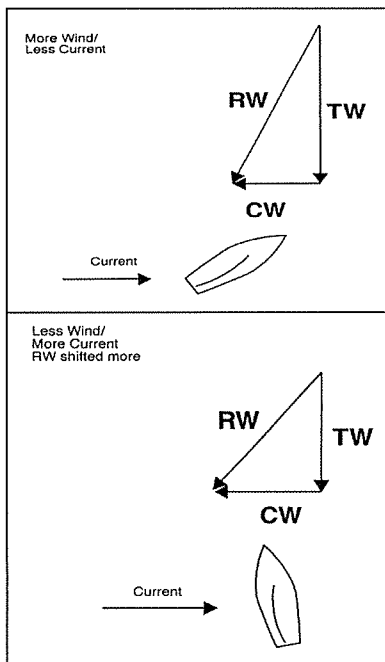


Figure 3. (top)  
Figure 4. (bottom)

When you are sailing downwind you want to sail on the knocks not the lifts so you should: Sail the tack with the current when the current is strongest or the wind lightest. When the breeze is stronger or current weakest sail more directly into the current. See figures 5 and 6. If you are unsure of this then draw the vector dia-

grams of what you expect to determine which way to go.

It is important to be aware that the upwind and downwind laylines change enormously

when there is current and that if Figure 5. you sail the tack with the current you will get to the layline much sooner than under normal circumstances. As a general rule if the breeze is dying and the current is pushing you towards the mark, sail back to the rhumb line so you do not get taken past the mark too far away from it.

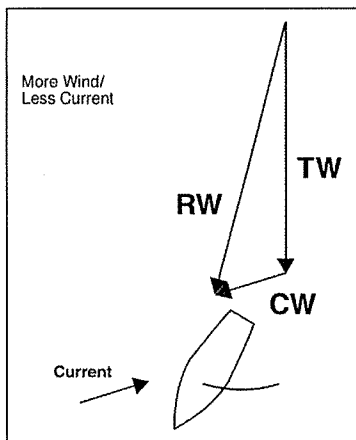
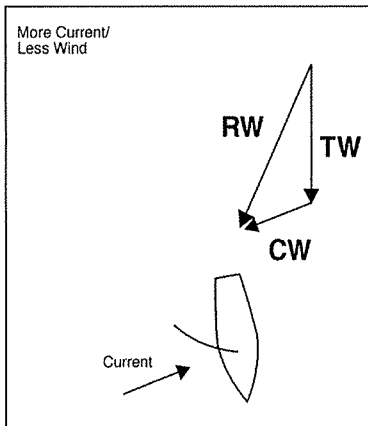


Figure 6.

### The Starting Line

It is impossible for the Race Committee to set a line square to the wind the competitors are feeling if there is current running across the line unless they do one of the three following things.

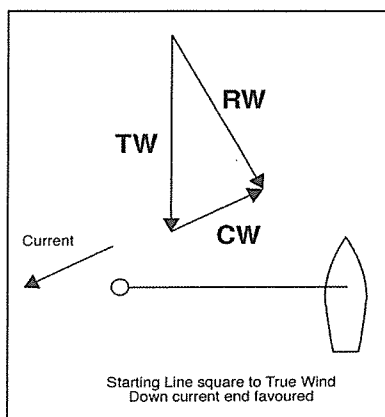
Check out a boat taking a head to wind reading and set the line square to the boats sail.

## Current Tactics—2

Check the wind direction when they are floating with the current before they anchor.

Take a current measurement, noting speed and direction and a wind reading with speed and direction. Then do a vector diagram to work out the direction of the *resultant wind* relative to the true wind direction. Then set the line that angle off the true wind direction.

Do you think they will do any of that? It's not likely. They don't



know any of this stuff. Figure 7. So before you look at the next figure which end will be favoured, up current or down current? Start line square to true wind. Down current end favoured

### There is no advantage in being up current

Given that you are in uniform current and the boat up current cannot sail out of adverse current there is no advantage up or down current. Lets think about it. Assuming we are beating to wind-

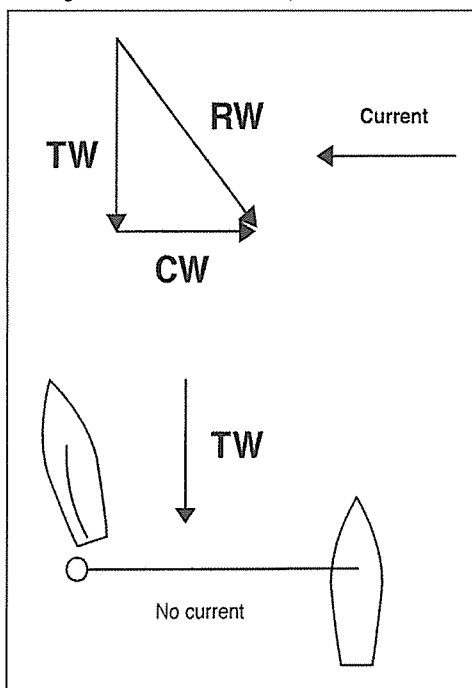
ward, if there were no current the boat upwind has the advantage.

Now if we add the current both boats are affected equally. The boats move with the current and the current wind rotates the breeze. The boat up current is not on a magical piece of water that takes them upwind quicker than the water under the boat down current. The only advantage is being upwind, no magic is involved.

### Examples from races

Following are a couple of example of how I have used my knowledge of what the current does to the breeze for my strategic advantage. You may have similar circumstances where you sail.

There was no current at starting line but 100 metres upwind there was a strong current running across the course from right to left. Most of the fleet tacked off to the right after the start to try and stay out of the current longer as they thought it was adverse, not



## Current Tactics—2

across the course.

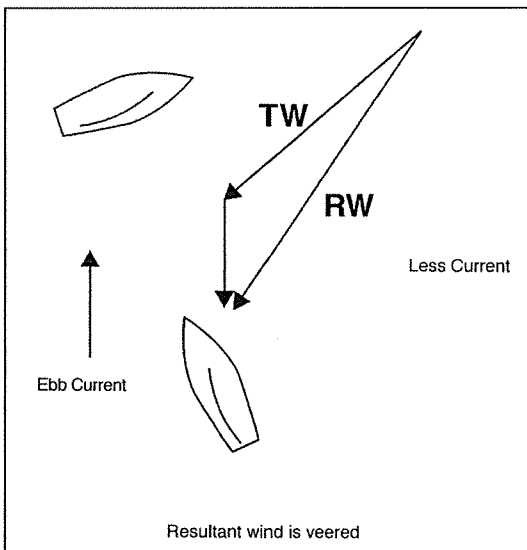
After sailing for a minute or so on starboard tack a couple of other boats and I sailed into the current and were knocked by it. We tacked onto port to weather of the fleet with a nearly a minutes lead. See Figure 8.

Now if the current had been a little adverse the shift would have still made it worthwhile to get into it down current and on the inside of the shift. However there would obviously be a cut off point when it would be worthwhile to stay out of the adverse current for longer. To determine this you would have to sail upwind on opposite tacks with a buddy and tack back when you got in the current and see who crossed in front.

If you sail on Sydney Harbour in a Noreaster when there is an ebb tide you can sail from relatively slack water on the eastern side of the harbour into the western channel where the current is quite strong. There have been many times when I have sailed into the current on starboard tack, which pushes you upwind, and boats around me have tacked out of it because the *resultant wind* is a knock. I have happily taken the ride upwind offered by the current and kept on sailing on starboard as the true wind had not shifted. When I tack back over I have plenty of port tack on the inside of the shift created by the *resultant wind* and I have been taken 100 metres to weather by the current. Not much chance of seeing the boats that tacked off again in that race. See Figure 9.

sailing in current. There is no situation which cannot be explained. If you use common-sense and the information in this article you will be able to find the fastest way upwind or downwind in current. One thing to always keep in mind is that current changes the laylines, so be careful not to overlay.

Sailing is a percentage game, nothing is certain to happen. The breeze, current and



other factors which affect us are not always predictable. The best sailors pick a course which will give them an advantage over the majority of the fleet if the expected happens but will not leave them out on a limb if the unexpected happens. Knowing a bit more about how to use the current strategically is one more way you can gain an advantage over your opposition.

**Copywrite Andrew York.**

**aryork@bigpond.com**

There is nothing mystical about

## Nationals Report by Brett Ellis RPAYC

The 2005 Laser Australian Championships were held at Belmont 16ft skiff club January 2 -10, 2005. There were 267 entries making this the largest one design regatta in Australia. The youngest competitor was 13 and the oldest in his 60's (he did not divulge his true age).

There are three different rig sizes in the Laser class, the standard rig, radial rig and 4.7 rig. The class has gone from strength to strength ever since the standard rig was selected for the 1996 Olympics as the open men's class and now the Laser Radial being selected as the open women's class for the 2008 Beijing Olympics.

The Australian Championships were granted ISAF Grade 1 classification, the highest with the exception of World Championships and Olympic Games. As a result many international competitors were present at this year's event from countries such as New Zealand, Singapore, Chile, Malaysia, Canada, USA, Sweden, Ireland and Great Britain.

Due to there being approximately 120 competitors in the standard and radial fleets, a round robin series was completed over the first eight races and then based on the finishing positions of the round robin the competitors were divided into gold and silver fleets for the final four races. Twelve races in total with a drop allowed from both the round robin and final series.

The conditions over the week were not as expected and a real a

mixed bag resulted from all points of the compass but never greater than 18 knots.

At the end of the regatta the top 10 were split evenly between Australians and International competitors. Fortunately for Australia, Brendan Casey from Queensland won the regatta from New Zealander Michael Bullot with young Tom Slingsby from Gosford finishing third.

The Royal Prince Alfred Yacht Club was represented by three entries all in the standard rig fleet. Joshua Chant was unfortunate to receive both an OCS and a DSQ on the final day of the round robin, pushing him back into the Silver fleet for the finals he finished 65th overall. John Dahlenburg finished 55<sup>th</sup> and 7<sup>th</sup> youth. Brett Ellis finished 27<sup>th</sup> overall and 11<sup>th</sup> Australian.

### Results

#### **Laser Open Standard Rig**

- 1<sup>st</sup> Brendan Casey
- 2<sup>nd</sup> Michael Bullot
- 3<sup>rd</sup> Tom Slingsby

#### **Laser Radial**

- 1<sup>st</sup> Nathan Outteridge
- 2<sup>nd</sup> Krystal Weir
- 3<sup>rd</sup> Andrew Williams

#### **Women Laser Radial**

- 1<sup>st</sup> Krystal Weir
- 2<sup>nd</sup> Jo Aleh
- 3<sup>rd</sup> Jane Macky

#### **Laser 4.7**

- 1<sup>st</sup> Christian Rohr
- 2<sup>nd</sup> Mark Lincoln
- 3<sup>rd</sup> Hamish Hurley

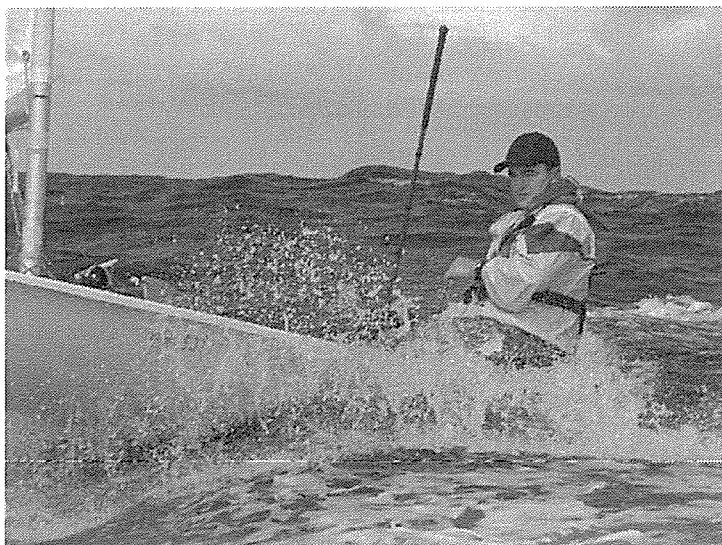
Brett Ellis (Royal Prince Alfred Yacht Club)

# NSW & ACT Metropolitan Championships @ Georges River

## Laser - Radial

### 2005 NSW Metropolitan Championships

Series Place	Sail No	Boat	Owner	Div	Club	Series Points	Race 1	Race 2	Race 3	Race 4
1	178640	Frosy	Richard Bott	O	MHASC	6	1	4	1	4
2	180195	Slick Oz	Krystal Weir	W	SYC	6	2	2	4	2
3	172254		Ilan Quartly	OY	RSYS	7	3	1	3	8
4	181891	NB Laser Sales	Jye Murray	OY	B16SC	10	4	3	8	3
5	180188	Birdylicious	Samantha Boyd	W	B16SC	12	5	7	2	5
6	172264	The Favoured One	Mark Langford	O	B16SC	16	9	18	6	1
7	141939		Edward Quartly	OY	RSYS	17	8	6	5	6
8	178635	Buma	James Burman	OY	HHSC	18	6	5	11	7
9	175989	Rat in a Hat	Gary Ratcliffe	OA	GRSC	25	10	8	7	20
10	180198	Mining & Const Supplies	Brad Quiggin	OA	B16SC	29	7	23	13	9
11	176158	Sterile Virgin Newt	Martin Wilson	OA	GRSC	32	11	11	12	10
12	180197	Shell Shocked	Alan Moffatt	O	GRSC	33	OCS27	13	9	11
13	180054	What Next?	Kyle Langford	OY	B16SC	34	12	12	10	12
14	178621	Passing Wind	Geoff Lucas	GGM	MHASC	39	15	9	19	15
15	181884	Jean	Brian Conolly	OA	HHSC	41	OCS27	10	14	17
16	180202	Seabiscuit	Anita Smith	W	GRSC	44	22	16	15	13
17	180176	Pressure Drop	Dave Robson	M	GRSC	49	13	19	17	21
18	176164	4 Letter Word	Warwick Nichols	M	B16SC	50	18	14	18	24
19	176903	Tank	David Parsons	M	RMYC	51	16	25	21	14
20	161224	Extension	Greg Bridges	M	GRSC	52	14	15	24	23
21	143400	Suzie Q III	Martin Richards	GM	LC12SSC	53	17	17	22	19
22	178627	No Excuse	David Cradock	M	GRSC	58	20	22	23	16
23	176151	Funky Monkey	Jess Pollard	WY	RSYS	58	21	21	16	22
24	179412	All Shook Up	Mitchell Buckingham	OY	GSC	58	24	20	20	18
25	150853	Relativity	Wayne Costin	GM	LC12SSC	72	23	24	25	25
26	178623	Kat's Boat	Katherine Wade	W	B16SC	73	19	DNS27	DNS27	DNS27



Blackburn of Bass Strait

# NSW & ACT Metropolitan Championships @ Georges River

## Laser - Standard

### 2005 NSW Metropolitan Championships

Series Place	Sail No	Boat	Owner	Div	Club	Series Points	Race 1	Race 2	Race 3	Race 4
1	181706	B2	Brett Beyer	OA	WSC	3	2	1	1	1
2	171091	Turtle Terror	Ben Austin	O	B16SC	7	6	2	3	2
3	179416	MAS	Kevin Lim	O	WSC	8	1	3	6	4
4	174329	Salt	Matt Faddy	OA	GRSC	11	3	5	11	3
5	178652	Laser	Mark Tonner-Joyce	OA	RB	15	5	7	4	6
6	176169		Kevin Nixon	M	VYC	19	7	18	2	10
7	175991	Mirth	Ashley Brunning	O	WSC	19	9	4	8	7
8	181986	?	Johan Hedberg	M	MHASC	20	8	10	7	5
9	173436	Gun Barrel Highway	Brett Ellis	O	RPAYC	26	10	6	10	11
10	179413	Sailing Scene	Josh Chant	O	RPAYC	30	DNC33	9	9	12
11	178634	TBA	Andy Peters	OY	BYS	36	25	8	14	14
12	180230	Wokin' Awesome	Warwick Hill	OY	SYC	37	12	13	12	16
13	168140	Raging On	Chris Murphy	OY	GSC	40	16	16	15	9
14	177734	Unfinished Business	David Edmiston	GM	HHSC	41	15	11	18	15
15	175988	Lizard Drinking	Steve Wawn	GM	RPEYC	42	14	15	20	13
16	131863	Tell Him He's Dreaming	Brad Gibson	O	GRSC	43	13	14	16	17
17	178651	Itam	John Jagger	A	BYS	44	21	12	13	19
18	178	178	Sean Feeney	OA	MHASC	46	DNF33	OCS33	5	8
19	177729	Guara	Ari Roizenblit	OA	DBSC	57	20	19	24	18
20	178641	Red Fox	Colin Cain	GM	MHASC	58	18	20	21	20
21	179392	Finesse IV	Andrew Finney	M	GRSC	60	22	21	17	23
22	181684	Footloose	Philip Hetherington	M	DBSC	62	19	22	22	21
23	166822	Intrepid	Matt Duryea	OA	ASC	63	23	17	23	24
24	175982	Doris	Nigel Natrass	M	HHSC	65	24	24	19	22
25	181687	?	Tom Slingsby	O	GSC	70	4	DNS33	DNS33	DNS33
26	174345	Screaming Blue Messiah	Nick Miller	M	GRSC	73	27	23	25	25
27	181941	Bella	Phil Peglar	GM	RPEYC	77	11	DNS33	DNS33	DNS33
28	174353	?	Bruce Canham	M	STGSC	77	DNF33	25	26	26
29	160271	Jelly Bean	David Rees	GM	CSC	80	DNF33	26	27	27
30	176160	Moon Unit	David Shannon	O	DBSC	83	17	DNS33	DNS33	DNS33
31	55721	Slippery as Well	Martin Williams	M	B16SC	92	26	DNS33	DNS33	DNS33
32	148648	148648	Brett Morris	O	GRSC	99	OCS33	DNF33	DNS33	DNS33

## Laser - 4.7

### 2005 NSW Metropolitan Championships

Series Place	Sail No	Boat	Owner	Div	Club	Series Points	Race 1	Race 2	Race 3	Race 4
1	181702	Reloaded	Christian Rohr	O	HHSC	3	1	1	1	DNS9
2	159151	tba	Matthew Brown	O	HHSC	7	2	3	2	DNF9
3	168134	Just Do It	Haylee Outteridge	W	B16SC	8	DNC9	2	5	1
4	172253	Absolut	David Chapman	O	RSYS	8	3	6	3	2
5	174358	Clewless	Elyce Finney	W	GRSC	11	4	4	4	3
6	149843	Latitude	Sam Bryden	O	B16SC	16	DNC9	5	7	4
7	166970	Maximum Effort	Xander Wheen	O	RSYS	16	5	7	6	5
8	137550	Wing It	Thomas Koch	O	DAC	24	6	DNS9	DNS9	DNS9

## *Your 2004/5 Association Membership*

**NSW & ACT District Laser**

**Association membership year runs from**

**Oct. 1st. 2005 to Sept. 30th. 2006.**

**Make sure you are financial by sending in your subscription.**

**Name(block caps please)** \_\_\_\_\_

**Address** \_\_\_\_\_

\_\_\_\_\_ **Postcode** \_\_\_\_\_

**Home phone** \_\_\_\_\_ **Work** \_\_\_\_\_

**Date of Birth** \_\_\_\_\_ **Age (@Oct 1st 2005)** \_\_\_\_\_

**Yacht/Sailing Club** \_\_\_\_\_

**Occupation** \_\_\_\_\_

**E-Mail Address** \_\_\_\_\_

### **Please Circle Your Division**

#### **FULL RIG**

**Youth (-19@Dec. 31st 2005)**

**Open**

**Apprentice**

**Master**

**Grand Master**

#### **RADIAL RIG**

**Junior (-18@Dec 31- 2005)**

**Youth (-19@Dec.31- 2005)**

**Open**

**Masters(35 +)**

**Grand Master**

**Great Grand Master**

**Women**

#### **4.7 RIG**

**Junior**

**Open**

*By the rules of the International Laser Class Association you are required to be a member of a District Association to race in association events. Metros - Coastal -*

*Masters - States - Nationals & Teams Racing Championships*

*Part of your subscription is paid to the ILCA and A.L.A. on your behalf.*

**Cheques payable to:** **NSW & ACT Laser Association.**

**Postal Address:** **The Membership Secretary**  
**PO Box K315. Sydney 2000.**

**FULL MEMBERSHIP \$40**

**YOUTH MEMBERSHIP \$20**

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**Credit card facilities will be available at all 2005/6 Association events.**

**(a surcharge of 5% will apply on each transaction to cover costs)**

