

DIARY DATES

OCTOBER

17th Trophy Race

23rd Comedy Night

24th Junior Training

B&SYC LOG BOOK ADVERTISING RATES

(inc GST)

MONTHLY SEPTEMBER - AUGUST

Full Page

Black & White \$650 12 months
Colour \$740

Half page

Black & White \$390 12 months
Colour \$460

Business Card

Black & White \$260 12 mths

Printer: Bowden Printing

Editor: Pauline Turton , B&SYC Office 8296-7935

Members' Draw

Friday Nights at the Club

The Members' Draw is a cash prize which is drawn every Friday night at about 8 pm. -It is run in conjunction with a Meat Raffle. The Members' Draw begins at \$50 and increases by \$20 each week until there is a lucky winner. To win YOU HAVE TO BE THERE!!! One name is drawn each week.

Following are the drawn names for the past few weeks.

04/09/09 <i>Alan Davis</i>	\$ 110 <i>Not Present</i>
11/09/09 <i>Bryan Leibbrandt</i>	\$ 130 <i>Not Present</i>
18/09/09 <i>Daryl Heath</i>	\$ 150 <i>Not Present</i>
25/09/09 <i>Shane Stuart</i>	\$ 170 Winner!!!



butler + butler

PTY LTD

ABN 51 008 155 431

INSURANCE AGENTS

Tanya Richards & Adam Butler

99 Anzac Hwy., Ashford 5035

Phone 8351 1777

Email: info@bbpl.com.au

Brighton City Meat

*Specialising in Quality Meat
at Reasonable Prices*

525 Brighton Road
BRIGHTON, S.A. 5048

Phone
JIM or CRAIG
(08) 8296 4832

EDITORIAL

Each season about six Club races are cancelled because of weather conditions. As a former PRO I used to dread these days – not the full blown storm or complete flatties, but the marginal, borderline days when you fear conditions will change as soon as a decision is made or for making the wrong decision. I will always maintain that members should come to the Club prepared to race, but this increases the pressure on the PRO because many people ask for an early decision to be made when weather patterns are not necessarily established or a tide change is imminent. In order to explain how decisions are made – *“To race or not to race...that is the question?”* I shall use the 14th March last year as an example:

At a general level a PRO will never make a unilateral decision to cancel a race for some classes or the whole fleet. We are guided by written *“Procedures for Principal Race Officers for Marginal Weather Conditions”* (copy available) and also notes made by a former Commodore following the tragic drowning of a Club member in February 1999. These documents outline the process to be followed when winds are in excess of 20 knots and include:

- Use of detailed weather forecasting information – websites, BOM, other clubs etc.
- Convene a meeting of the Race Advisory Committee (check out the members in the Sailing Program)
- If appropriate, put a power boat to sea to test conditions

- The PRO, with the advice of the Race Advisory Committee and support of the Race Committee (i.e. those involved in the management of the race), will make a decision based on the following criteria:
 - Existing and predicted wind strengths – up to 17 knots, all boats can sail; 18-21 knots consider cancelling junior fleet; 22-27 knots, cancel all boats under 14 feet; and 28 knots and above, cancel all boats
 - Sea conditions, which if substantial, will override the above wind strengths
 - Number of possible starters
 - Skill levels of class fleets
 - Availability of power boats and crews – this includes the ability to safely launch, drive and recover boats from the beach

With the possibility of capsize and damage, the PRO may decide to reduce the size of the fleet and the simplest way to accomplish this is to cancel the smaller classes, even though the skill level of many crews in these classes may be sufficient to compete successfully. This is unfortunate but necessary as in many cases the senior classes suffer fewer retirements in such conditions.

As Race Officer on 14 March I broadly followed the Club’s guidelines:

- The forecasted wind strength was 20-25 knots and BOM predictions were for it to strengthen during the

afternoon. Wind readings at the Club prior to the race were consistent with the forecast but with gusts up to 28 Knots and we believed that winds would be stronger further out to sea.

- Of greater concern than the strength of the wind was the size of the seas and risks to sailors and power boat crews, including negotiating the wave break. I believe that it was unsafe to use Seacliff 4 and one of the ducks was out of action.
- I did not convene the Race Advisory Committee as very few members had come to the Club because of the strong wind forecast but I consulted with many sailors with the proposal that we might cancel all but the senior fleet. I also asked for volunteers to crew the power boats.

Having made the decision to cancel all but the senior fleet, 7 Sharpies took to the water and 3 completed the race. There were multiple capsizes and 2 bent masts. It was impossible for any of the 3 power boats to see capsized boats because of the size of the waves and we needed to rely on the bridge for this information. The bridge recorded wind gusts to 31 knots and there was a 3 metre swell with some waves approaching 4 metres in height and regularly breaking. All power boats had to be driven onto the beach because it was impossible to safely get them on their trailers. According to the *Advertiser* BSYC was the only Gulf based Club to sail that afternoon. Last but not least...I was sea sick!

Members are still talking about that day and photographs around the Club illustrate very well the conditions experienced –

“*Fly a Sharpie*” became a reality! Did I, in hindsight, make the right decision?.....only just but ask the crews who raced.

John Cobb
Retiring Commodore

TRY SAILING DAY AT B&SYC

SATURDAY, NOVEMBER 7TH 2009

A NEW TACK ON THIS EXERCISE.

FOCUS OF THE DAY.

We aim to attract new and former sailors to join club members in a race in the hope that they will learn/ renew their sailing skills and join us on the water.

A junior program will be run on the morning of this day.

PUBLICITY.

Promotion will attempt to target people who are more likely to actively sail / race and join the club.

Local press, flyers, members’ word of mouth and a letterbox drop will be used to make the public aware of this day.

PROGRAM ON THE DAY.

People wishing to participate will need to prebook a position and will be assigned to a particular boat.

There will be 2 races on the day with purpose set courses. They should be short, with the start and finish not far from the club beach. The first start will be a little earlier than usual. Exact start times and

other arrangements will be announced closer to the event.

Participants will join a boat as a crew for a real race where they will experience a start, tactics through a race, a finish and rigging or unrigging.

After the races they might join the members for a drink if they wish.

Different boat classes will be assigned a visitor crew according to their capacity and class representatives will guide us with this.

A Learn to Sail Program is planned for 2 weeks after the Try Sailing Day to allow the newcomers to develop some fundamental sailing skills.

MEMBER PARTICIPATION.

In recent Try Sailing exercises members have been great in their co-operation and contribution to making the visitors feel welcome and sharing their boat and sailing knowledge.

Once again we call upon this effort in order to try to encourage more of the community to also participate in the sport that we have discovered and enjoy.

The sailing membership of our Club is the core of the Club and must be continued or expanded.

**MORE SAILORS / MORE BOATS /
MORE VIABLE CLUB**

IAN JAMES BOWDEN

The following is an edited version of a eulogy made at Ian's funeral on 13 October:

Ian sailed as a boy; he loved houseboat holidays and I know that he had an ambition to buy his own houseboat to cruise the Murray. Ian joined the Club about 8 years ago, not as a sailor, but as a volunteer member of our Committee Boat and soon progressed to be the Race Officer for our Saturday races. He organised the notice of race at the Club and at sea supervised course setting, the starting procedure, finishes and the overall conduct of the race. Additionally, he assisted with race management for state heats, nationals, and three years ago the world 505 championships.

Sailing and race management is very much a team effort and Ian's energy, his enthusiasm, dedication and sense of humour was very much respected and appreciated by his colleagues. As well as being Race Officer, Ian was coxswain of the Committee Boat – a boat very few people can manage. It's a big, heavy, jet boat with a V8 engine and a mind of its own. Launching and recovery from the beach with a tractor and trailer is difficult and potentially dangerous especially with on-shore winds and a wave break. Ian built up a special relationship with this boat – he would clean it, purchase its fuel, fix it when it broke down, swear and curse, and drive it into submission but every now and then it got its own back and gave him a soaking.

Two years ago Ian received the Gransbury Medal for Club Spirit in recognition of his work including his assistance and financial sponsorship with the printing of brochures, newsletters, sailing programs

and the supply of stationery. He loved the Club and the contrast it provided to his professional life, and he loved the association with other members. He was one of the “normal sized” people at the Club who educated the ladies on the Committee Boat with his extensive vocabulary and very much enjoyed his tea and cakes followed, ashore, with a light beer or two and a couple of snags from the BBQ whilst hotly debating the events of the day.

At Opening Day Ian’s sad and premature departure was acknowledged along with the significant contribution he made to the Club. Ian was a true friend to me and many others at the Club and we will all miss him.

John Cobb

SHARPIE NEWS

Hooray! We’re finally underway after a winter that has appeared to have been longer, wetter and colder than in recent memory. As such, there isn’t a lot to report on except for Opening Day which was a surprisingly good sailing day! I would like to start by congratulating the new committee on organising a great day, in particular old sharpie sailor Tony “The New Meryl” Gold, our new Vice Commodore, and sharpie wannabe Ian Burford, our new Commodore, who both looked resplendent in their ice-cream suits (white or cream pants Goldy??!!). Peter Gold already has the look down pat after his years of service as VC, although the belt may have gone out another notch and someone may lose an eye if a shirt button lets go! Kidding! Seriously though, they and their vast team of helpers really

should get a big pat on the back for pulling it all off very successfully and smoothly, and if the picture of the three of them walking bare-footed up from the water after the racing, beers in hand, is any indication they too obviously had a very enjoyable day! Another indicator may have been the rather rousing reception all the boats were given during the sail-pass, led ably by Goldy Snr- the most vocal probably saved for Macca Haselgrove after he failed to notice the capsized NS14 in front of him in his endeavour to give his 3 cheers! (Debbie Colebatch may require his services to fix her foils after the collision, but it’s unsure if she will keep the “storm jib” she also wound up with!).

Congratulations also to Geoff Turton who is this year’s recipient of the Baz Gransbury Medal, given for outstanding club service. I don’t think there is anyone among us who could dispute the time and effort that Turts has put in over the last 8 years and he is a very deserving winner of what is our most prestigious award won previously by a very elite and distinguished group of members.

Now, on to the sailing! A good fleet of ten longboats greeted the new season in a perfect 5- 15 knot NE breeze. It was Jim Lelliott who showed the early benefits of his intensive off-season training program, taking the lead early after another of his famous pin end starts and drag race to the lay line. At the top mark, Jimbo rounded narrowly in front of the Scooby who were still recovering from Rob’s start line tactics (the wrong end!), followed closely by Blur and the Bear, Champagne Tent and the Fox Hat another 30 sec.s back. Sara and Aaron continued their battle of the Gages, joined by Mark Coxon who is

training up another sheethand. The front end of the fleet had compressed by the time they reached the wing mark, meaning the pressure was on all crews as they went through the gybe. The first to crack was reigning National Champions Blur, laying it over with a pike and double twist, and also talk of a tiller extension getting stuck-sure! The next to feel the heat (and as a result the cold, cold water!) was Jimbo who was attempting to hold his height a bit too much and layed her over. He was apparently very disappointed if the amount of German sailing words coming out of his mouth as he slipped into the briny were anything to go by, some which haven't been used in over 50 years! The Uzbekistan forward hand on the Champagne Tent was able to decode some of them but they are unsuitable for print!

The Scooby and Bear teams managed to negotiate it all without too much fuss and they both continued on in a close fought battle until Dave jagged a very fortunate gust down the second to last reach to finally break the rubber band. He and Scooby sailed on to a 1 minute win over Don't Poke the Bear, Blur recovering to third just ahead of Smithy.

After the race, the club generously donated a couple of drinks courtesy of Coopers and West End which led onto what was a very enjoyable Opening Night.

Rumours: A mystery scribe is going to start writing some adjoining articles which describe more of what is happening in the middle of the fleet.

Welcome to all our new crew members-Alex Hill, Jack Woodford and others (as soon as we are introduced!!).

Events: 18th Oct. West Lakes Regatta, Lakes Resort Hotel AS Invitational

24th Oct. Club Championship Heat #1.
31st Oct. State Heats #1 & #2 Victor Harbor.

13th Nov. Fred Neill Memorial Race, BSYC 6pm.

Goodnight B1. B2.

505 NEWS

Malcolm Higgins

Well this is something we haven't seen for a while, B&SYC 5o5 news. Not since the heady days of our revered professional journalist and ex south Australian Jordan Spencer have we seen much news from the 5o5 fleet. Sorry to start with bad news but for those that haven't heard Jordan has followed the grey nomad trail to retire by the sea in sunny Queensland.

Well this month there is some interesting news to report as the advantage of sailing 5o5s is that you get the opportunity to travel overseas to compete. Led by newly crowned BSYC commodore Ian Burford a significant proportion of the SA 5o5 fleet escaped Adelaide winter to take on the best of the rest of the world in the 5o5 World Championship in San Francisco. Sounds glamorous and it was. Due to fantastic sponsorship deals with software company SAP and shipping line APL, negotiated by our own Pip Pearson this was one of the best resourced dinghy regattas ever. We sailed out of the famous St Francis Yacht Club in San Francisco Bay. St Francis is one of the premier clubs in North America and has a long history of running world and National

Championships in a variety of dinghy and keelboat classes. We were universally welcomed by the club and its members. Food and beer were supplied after every race and I must make particular mention of the opening night of the worlds where a feast was provided unmatched in my experience of sailing events for the quality and volume of the food and drinks. The club has facilities and location second to none with membership fees to match (\$16 000/yr I believe!!) and we were given unrestricted access to the restaurants, function rooms, bars, gymnasium etc.

For those of you who haven't been to San Francisco I can highly recommend it. It is one of the world's most scenic cities and the view from the club takes in the huge area of San Francisco bay, the Golden Gate Bridge and Alcatraz Island. Sightseeing opportunities abound, both in San Francisco and the nearby wine areas and coastal towns, and travelling the steep streets in a cable car is a not to be missed experience.

Unfortunately we also had to go sailing! You might think we would race in the lovely open water area straight off the club so spectators could sip champagne whilst relaxing in the opulence of St Francis YC and competitors with equipment issues could pop into the beach between races and fix the problem. Unfortunately not! Just to make it a real challenge races were held on the Berkley circle which is 6 miles downwind of the launching area/ yacht club and about 1-1 ½ sailing time. The "circle" is an infamous yacht racing area known for strong winds, shallow water and large tidal variations but also relatively free of commercial shipping and land influences on wind direction. The strong winds result

from the large thermal gradient between the very cold water of the Pacific Ocean and the extremely hot temperature of the inland valleys east of the bay. Every afternoon is much the same with banks of fog rolling through the bay heralding winds of 20 – 30 knots plus. The bay marine weather forecast is essentially the same every day at this time of the year and monotonously accurate and reads "Small Craft Advisory - SW wind 18 to 23 kt. Winds could gust as high as 32 kt". I can't say we weren't warned but it was still a bit of a shock to see how extreme the racing conditions were. Despite the complexities of currents and wind patterns we found sailing on the circle relatively straight forward. Once the breeze is established it is very much a go right, sail fast and keep upright course. However early in the afternoon it often did pay to play shifts up the middle or left side of the course which often made the first beat interesting.

As usual with the 505 class, major events bring out some of the world's best dinghy sailors and this year was no exception with the fleet containing many previous world and national champions mixed in with a hardy group of local sailors quite used to extreme conditions and the usual group of die hards who have been competing in 505s for years. We also had the celebrity factor with America's cup helmsman Paul Cayard crewing for past world champion Howie Hamlin. Also in town was Australian dinghy legend Chris Nicholson who has won 3 previous world championships and despite a borrowed boat and unfamiliar crew was definitely one to beat. As expected the majority of the fleet were from the USA. Surprisingly there was a relatively small European representation. 21 boats attended from Australia which included 5 from SA. In

total there were 98 boats with 10 nations represented.

Onto the racing. The world championship was preceded by a 6 race North American championship sailed over 3 days on the same course as the worlds. The aim of this regatta is to allow non local competitors to experience the local conditions and for everyone to get into race mode with fine tuning of boat speed and handling. It also helps the race committee familiarise themselves with gate starts which are standard for all major 505 regattas. The regatta was a good predictor for the worlds with most races held in fairly typical bay conditions and dominated in general by west coast US sailors who filled the first 3 places. They demonstrated a clear boat speed advantage over the rest of the fleet with superb boat handling and few tactical errors. Unfortunately I cant report much on the action as we suffered severe hull damage in a port/starboard incident in race 3 and spent the remainder of the regatta frantically trying to repair the boat in time for the worlds. However the positive was that we had demonstrated excellent boat speed in the 2 races that we completed and were confident of a good result going into the worlds. As expected Sandy and Marshy were the clearly the best performing Australian boat with some solid top 10 results.

2009 North American Championship Results

1 USA	Mike Martin/ Jeff Nelson
2 USA	Mike Holt/ Carl Smit
3 USA	Howie Hamlin/ Ian Mitchell
9 AUS	Sandy Higgins/ Paul Marsh
25 AUS	Nick Deussen/ Jonno Bannister
39 AUS	Ian Burford/ David Christie
42 AUS	Malcolm Higgins/ Nick Johnston
61 AUS	Sarah Withall/ Marcus Cooper

Full results available at

<http://www.505sapworldchampionship2009.com/>

The event sponsor SAP is a large multinational software company headed by Hasso Platner who is also a 505 helmsman and competed in the worlds . SAP applied their considerable expertise to the event by supplying each competing boat with a GPS unit. This allowed tracking of each boat during every race. This is a great safety initiative as the exact position of every boat could be determined at anytime. The tracking results were also made available on line so that each race could be “watched” real time anywhere in the world and competitors could review each race to see where they went wrong (or right). Signing on or off was simply a matter of collecting or handing in the GPS units which were recharged overnight. They also had some fancy software that actually computed wind and current variables and gave a predicted best course before each race. Interesting but not 100% accurate from what I saw.

Day one of the worlds was a big one. The first race started in about 18 – 20 knots and built from there with the 2nd race finishing in 25 - 30 knots plus. Lots of wild rides, capsizes and damage including world’s favourite Mike Martin who broke a mast in race 2. Our run of bad luck continued with a sidestay (and mast) breaking down the first reach of the first race. Not a good start to the regatta. Sandy and Marshy had their best day of the regatta with a 3rd and a 12th. Nick Duessen/Jonno Bannister and Ian Burford/Dave Christie did well to complete both races and actually achieved their best finishes of the regatta with a credible 19th and 42nd in the extreme conditions . Only half the fleet finished the second race and there were quite a few broken or bent masts. Showing his liking

for big breeze, Mike Holt from Santa Cruz easily won the windy race 2 by 3 minutes despite a severely bent mast. Many competitors worked late into the night fixing boats and rigs. Fortunately we had an old but good mast that we could drop in without too much work.

Day 2 and there was some reprieve from the gales of day 1. Only 1 race and winds of 15 – 20 knots made for a more enjoyable day on the water. Far more enjoyable for us as we lead the fleet around the first mark by over a minute after a great start and almost perfect first beat. We lead until the second windward mark when we had our usual time out to fix some more breakages. The day deteriorated further for us with a big spinnaker tangle down the second reach followed by a bad swim. Mike Martin had a big win. Best of the SA boats was Sandy with a 17th.

Day 3 was a great day for the Americans called Mike with Mike Martin and Mike Holt being 1st and 2nd in the two races held. Wind again back to over 20 knots. It was becoming clear that in these conditions it was going to be a match race between these 2 boats. Henley sailors Sarah Withall and Marcus Cooper had their best day with 2 good results after a bad capsized on the first day with Sarah separated from the boat and being saved by some skiff sailors out watching the racing.

Day 4 was a well deserved rest day so many competitors took the opportunity to mend broken boats and broken bodies. There may have been a hangover or two as well courtesy of a quiet drink at the infamous Balboa Cafe – regarded as “the best pub in the world” by former BSYC

505 legend, now Sydney skiff legend “Fantastic” Dan Wilsdon.

Back to racing on **Day 5** with 2 races programmed. We did have the novelty of being towed to the start line in flat calm in one of the windiest places in the world. The wind did kick in but was lighter than previous days until the end of the second race. The lighter breeze mixed up the results with Mike Martin a surprising and potentially disastrous 12th given that he already had a DNF in race 2.

Race 2 started in 15 knots and gradually built to about 20. This was our big chance to finally get our act together. A solid start and some good shifts to the left gave us a narrow lead at the first mark. Unlike previous days there was to be no breakages or brain fades and we managed an extremely satisfying all the way win by 48 seconds. About time! A local journalist described our win as “are-you-kidding-me stunning”. However we were confident in our speed and just needed some luck and for the boat to hold together.

The last 2 races were again totally dominated by Mike Martin/ Jeff Nelson with 2 wins confirming them as well deserved world champions. This gave Mike a unique double as he had previously won the worlds as crew for Howie Hamlin in 1999. Apparently he is the first person to do this in the class. They won because of superb boat handling and tactical sailing with a clear boat speed advantage both up and down wind. Second was Mike Holt/ Carl Smit from Santa Cruz who sailed an excellent regatta. Third were Australians Chris Nicholson and Casey Smith. The remainder of the top 10 was dominated by American boats. It was clear that in the moderate to heavy air conditions with

relatively flat water, the fastest combination was a superspar mast, Glaser sails (USA) and water-rat centreboard.

Personally it was ultimately a frustrating and disappointing trip with our final position compromised by gear failure and the collision in the pre worlds. However there were positives. We were definitely on the pace and generally had excellent starts and first beats. However I also learned that to compete successfully at this level you have to be extremely fit (5 months of continuous gym work was not enough!!) and work the boat hard both up and downwind. Boat handling needs to be immaculate. All systems need to be unbreakable and functional under load.

As usual there was a variety of different boat and rig setups to ponder. Many had the sexy but expensive twin carbon spinnaker pole setup which probably gains you 10 seconds or so per gybe. Upper diamond stays were used by some of the top boats and many also had jib halyard adjustments running through the boat instead of the mast to reduce compression. I was quite amazed by the amount of mast rake used by most of the top boats. Most also used a flattening reef in the mainsail in winds over about 15 knots and it certainly makes the boat easier to sail by raising the boom and depowering the mainsail. Mike Martin had a double reef set up but only used a single during the worlds. Apparently he saves the double for when it is really windy!!

The rest of the South Australian team sailed well and had a great trip but like me learnt the harsh realities of competing in such a high quality fleet. The regatta was sailed in great spirit – competitive racing but also great camaraderie between sailors

and officials as is usual for 505 regattas and part of the appeal of the class.

Full results, pictures, videos and race reports can be found via the regatta website
<http://www.505sapworldchampionship2009.com/>

2009 SAP 505 WORLD CHAMPIONSHIP Final Results

1. USA Mike Martin/Jeff Nelson
2. USA Mike Holt/Carl Smit
3. AUS Chris Nicholson/ Casey Smith
4. GER Jens Findel/ Johannes Tellen
5. USA Dalton Bergen/ Fritz Lanzinger
6. USA Nick Adamson/ Steve Bourdow
7. USA Howie Hamlin/ Paul Cayard
16. AUS Sandy Higgins/ Paul Marsh
17. AUS Malcolm Higgins/ Nick Johnson
22. AUS Peter Chappell/ Ian Davidson
39. AUS Nick Duessen/ Jonno Bannister
46. AUS Norm Rydge/ Jordan Spencer
70. AUS Ian Burford/ David Christie
77. AUS Sarah Withall/ Marcus Cooper

PEOPLE YOU SEE AND MAY NOT KNOW - LES BROWN

Les came to live in the Seacliff area in 1956 with his late wife Jan and two daughters, Robyn & Sue. He had no prior sailing experience but was keen to try. Les was accepted as a B&SYC member in April 1959 having purchased his first boat, a Heavyweight Sharpie for 25 pounds and he sailed this yacht for 3 seasons.

With the introduction of the Lightweight Sharpie (now Australian Sharpie) he sold

the Heavyweight and crewed with Jim Glazbrook in his Lightweight for a couple of seasons.

In 1965 Les joined the "Heron Building Scheme" and has since sailed Herons, 420's and then the Sabre from 1982 – 2006.

He has been on the Management and Sub Committees and served as Rear Commodore for 3 years in the 1980's. Les was National Secretary of the 420 Association for 5 years and was subsequently awarded Life Membership. He was also a member of the Sabre Association Committee for several years and awarded Life Membership. Les is also a Life Member of B&SYC.

Les was always prepared to be involved in the running of National or World Titles at B&SYC and hosted crews from Sweden, Switzerland, Britain and Japan who competed in World Titles at B&SYC which was a rewarding experience.

Les's greatest pleasure in being a member of B&SYC was that both his daughters sailed (much better than their old man) and his late wife Jan worked on the bridge for 28 years and was also awarded Life Membership.

Les now keeps active playing golf, lawn bowls, tennis and ballroom dancing on a weekly basis.

SABRE NEWS

CLUB RACING

27 September

B&SYC Tune Up Race: The SSASA conducted an informal boat tune and rig set-up session to coincide with the Brighton Club's pre-season tune-up race. Several Sabre skippers took advantage of the opportunity to have an 'expert' or two look over their boats and offer free advice re rig set-up and boat tune.

The BOM forecast of cool beach conditions and a moderate SW seabreeze probably put a few skippers off from competing in the afternoon race and as it turned out only five Sabres, and no other boats from the other classes, fronted for the race start.

Peter Gold and crew provided a well set and compact triangle/loop/triangle course with the finish line set at the windward mark, and although the wave patterns were somewhat jobbly with a wind swell also running, the sailing conditions were to prove ideal for a pre-season outing and the race was sailed in 12-15 knots of seabreeze.

The fleet got away well and eventual race winner John Gratton had a good scrap around the course with visitor Sean Hackett, with Peter Leader getting third spot. Bill Tucker and John Cobb kept each other honest throughout the race, however the occasion got the better of BT and he decided to ditch on the finish line, presumably to test the water temperature prevailing at this time of the year! As it turned out the water *was* somewhat cold so Bill sought refuge in the Committee boat and Tony Gold was seconded to sail Blue Streak back to the beach.

3 October

SSASA Training Day at B&SYC: As a follow up to the previous week-end's boat

tune session the SSASA arranged for a sail-training day to be held at B&SYC. All Association members were notified by email and the day turned out to be a real success. Event chief co-ordinator Francis Watson wrote the following wrap up of the day's proceedings...

"On the Saturday of the October long week-end, the week-end before the opening of the new sailing season, some 17 or so very keen Sabre sailors gathered at the B&SYC for an afternoon of short course racing.

In almost perfect sailing conditions, with a SW seabreeze starting at around 13 knots but easing to 10 knots and then building again, each race experienced slightly different wind conditions.

After an on the beach welcome, including a welcome to new Sabre skippers Paul and Leigh Richardson, a quick briefing outlining the course and starting procedures got things rolling and Bill T. volunteered to be the gate boat for the first start.

As everyone prepared to launch it appeared that the Richardson's were engaging in some primitive launching initiation ceremony where the mast and sail had to be separated from the boat and then blessed by the shore break. They were particularly quick at doing this so if you weren't paying attention you would have missed this unique ritual...however I am sure that both Paul and Leigh would be happy to enlighten anyone keen to know more about the significance of these mystical rituals...

Once on the water the fleet was very well behaved, not like the previous event at the

end of last season...when the fleet spread out this time it appeared everyone wanted to get on with the sailing.

Bill T. and John Rumpff assisted in setting the triangle/loop leeward mark finish short course, working on spacing the marks so that each race would be around 20-25 minutes duration. The 'bunny' for each following race was the fourth placed in the previous race, and as it turned out gate-boat duties were evenly spread though the fleet as racing progressed.

As Bill T. blew the thistle to commence the starting sequence for the first race Paul R. decided that a capsized would be the most effective way to clean the beach sand from his sail...this somewhat distracted his son Leigh who ended up missing the first start. Even with this handicap it was not long before Leigh was working his way through the fleet...oh to be young and fit!

A feature of the days racing was the appearance of the boys with their new toys...Greg Warner in 1817 'Escape Route', Jonathan Owen in 1815 'Argonaut' and Peter Leader with 1794 'Driftwood'. Noticed that Jonathan's boat strangely appears to be an identical twin with a certain other boat in the fleet, with almost the only way to tell the difference between the two boats is by the stickers on the sides of one of them!

As the day progressed there were several outstanding performances noted...Ron Rickards showed that all the polishing he had done off-season had been worthwhile as he closely chased the leaders in several races...Graeme McLeay found the accelerator pedal to be also up there with the leaders...and it was great to see Jason Tomczyk, John Rumpff, Bek Gratton out

early in the season, and also Dave Belford who had not sailed a lot last season. From what I saw it's going to be quite an interesting and competitive season for the Sabre fleet in 2009-10...

Incidentally at the end of the day the wins were shared between John G. four wins, with Greg Warner getting two and Peter L. and Dean Francis each jaggging a win.

The short course racing format and tailor made seabreeze ensured that eight tight and well contested races were sailed, before it got a bit cold and dark and everyone decided that they had had enough. However I got the impression that Peter L. was not prepared to call it a day until he had won at least another race. In the end everyone had been given a good solid work-out and the opportunity to hone boat handling skills in readiness for the upcoming season, as well as making sure that their boats were in good nick before Opening Day.

In closing a big thank you to Bill T. for sending out the emails to everyone re the race details and to all those who assisted in laying and retrieving the marks...also thanks to Rob Gale for the use of his boat sponge to make sure we did not lose the starter's whistle."

10 October

Opening Day: Opening Day for the Club's 90th season saw a good turnout of some 20+ Sabres, with ideal weather conditions prevailing for both the official opening day ceremonies and the sail-past race.

The BOM forecast was for a light northeasterly, building to 13-18 knots toward evening and the race started in 10-12 knots from the N-NE, with some tricky

gusts coming through to make the racing interesting.

Greg Warner as quick out of the blocks to be first around the top mark, rounding just ahead of John G., Kylie Baker and Bill Tucker. Greg, perhaps giving notice of things to come, sailed a good solid race and was untroubled to get the gun leaving John G., Dean Francis, Laura A. and Rob Gale to battle it out for the minor placings.

BSYC NOTICE BOARDS

To manage the increasing clutter and out-of-date posts on our notice boards please note:

- All notices must be signed by the Manager or Secretary
- If the Manager and Secretary are unavailable, please post your notice through the Secretary's letter box
- Notices will be placed for 1 month
- From 19th October, any notice without a signature will be removed.

Thank you for your understanding and support.

E NEWSLETTER

Why not post your notice on our bi-weekly e-newsletter?
A booking form can be found on the Club's Notice Boards

Brighton and Seacliff Yacht Club presents

COMEDY NIGHT 3



The Mariners Bar

Friday 23rd October

8.30pm

\$15

Please reserve your ticket on 8296 7935

The Artists

Kehau Jackson (MC)

Known as Australia's funniest Hawaiian comic, you've seen her on the Comedy Channel's "Stand Up Australia" and can hear her as a regular guest on "Goers' Gals" with Peter Goers on ABC 891. Part of the award winning women's comedy showcase "Titters!" at the Adelaide Fringe, Kehau continues to perform and produce shows at venues throughout the State. She tours nationally and performs regularly for clubs and corporate audiences. Kehau is currently preparing for a solo show at the 2010 Adelaide Fringe.

Adam Keily

One of Australia's fast rising comedy stars, Adam started stand up in 2007. Since that time he has gone on to win the SA finals of the Raw Comedy competition and went on to compete in the nationals during the Melbourne International Comedy Festival, as well as the national finals of the Green Faces competition in Canberra. Adam is accomplished in improvisational comedy and stand up, and you can catch him on stage at all the Adelaide comedy clubs.

Scott John

Scott is a regular performer at the Adelaide Fringe, featuring in both group shows (Best of Adelaide, Scott & Big Al's Big Night Out) and solo shows. His recent Fringe show, "Back to the 80's" was an audience favourite. With a background in breakfast radio as well as stand up comedy, Scott's put his skills to work as both performer and MC at corporate and club events throughout Australia.

Lindijane

A popular ventriloquist and puppeteer, Lindi tours nationally and internationally, recently returning from a series of shows in Dubai. Her wide variety of characters and voices appeal to adults and well as children. A featured performer at the Adelaide Fringe's Puppet Palace, on cruise lines and at corporate events throughout the country, Lindijane is also a talented singer, comedienne, and voice over artist.

Ben Darsow

Ben performs in premier comedy venues nationally in clubs and corporate settings as both host and feature act. He's appeared on the Comedy Channel, and in several popular Fringe shows. In 2007 Ben won the SA final of Rove's Search for Australia's Funniest Undiscovered Comedian and has been named by FHM magazine as one of Australia's funniest comedians.

2010 International Optimist
High Performance & IODASA Coaching Clinics
Gulf St Vincent Open Fleet Regatta
Registration of Interest for Volunteers

Name:.....

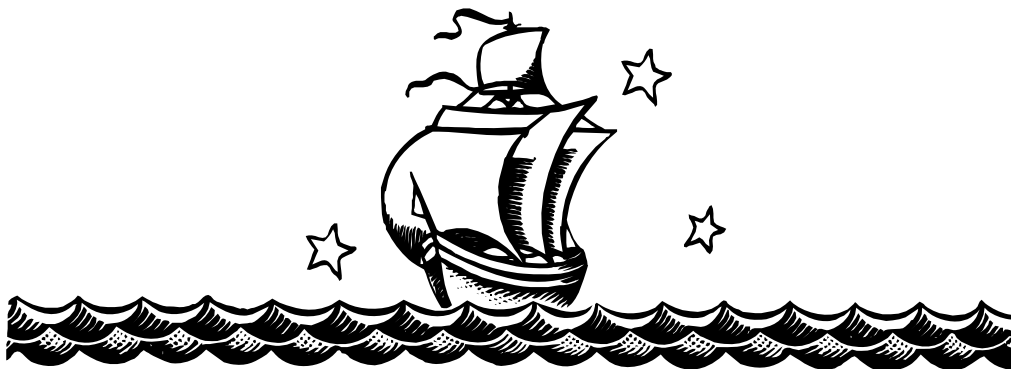
Telephone No:

Dates Available:

Power boat licence: Yes / No

Type of work willing to assist with:

.....
.....
.....



APPLICATION TO LEASE

A HOLDFAST TRAINER

The purpose of the Brighton & Seacliff Yacht Club leasing Holdfast Trainers is to provide children of 8-14 years with an opportunity to sail competitively without parents having to make the significant financial commitment of purchasing a boat. It provides parents with an opportunity to assess their child's suitability to the sport and hence the appropriateness or otherwise of purchasing a boat.

First priority is given to children who have not leased a boat previously.

Name:.....

Date of Birth:.....

Address:

.....

Post Code.....

Phone No.....

Are you confident in the water?

.....

Previous sailing or boating experience:

.....

.....

.....

Crew's Name:.....

Date of Birth:.....

Crew's Sailing Experience:.....

.....

.....

.....

.....

Conditions of the lease are such that if you are successful you will be expected to:

a) *Pay a \$100 refundable bond* and a fee as set out below for the 2007/2008 season, to be paid at the handover of the boat. Also at this time both parties will sign an agreement that the boat is suitable for sailing and no maintenance is required.

GREMLIN \$300

REBEL 2 \$300

(Indicate preference by writing 1 & 2 on the lines)

b) *Maintain the boat in good condition* (ie weekly and annual maintenance). You are expected to look after the boat as if it were your own. This means that you undertake to pay for the cost of repairs and return the boat in good condition at the end of the season. All dealings/queries regarding maintenance or repairs must be addressed through the office only.

c) *Pay the first \$100* of any insurance claim (Excess).

c) *At the end of the season* the boat will again be checked over with both parties present and the condition agreed upon before the bond is returned.

d) *Attend training classes at B&SYC*

e) *Compete regularly at B&SYC*

The Brighton & Seacliff Yacht Club will be responsible for seeing that insurance premiums are fully paid (both comprehensive and third party) and for any major refitting, eg sails, spars or foils where refit is necessary because of normal wear and tear. The boat is normally stored at the club and no storage fee is charged.

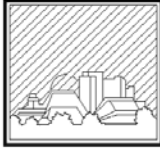
It is the lessee's responsibility to pay normal racing fees, B&SYC membership fees, and Class Boat Affiliation/ Measurement fees.

Applicant's Signature

Parent/Guardian Signature

*If everyone is moving forward together,
then the success takes care of itself.*

BOWDEN



PRINTING

CORPORATE PRINTING &
MARKETING SOLUTIONS

'Troon House'

26 Hindmarsh Avenue

Welland SA 5007

P [08] 8340 3588

F [08] 8340 3533

E bowden@bowdenprint.com.au

W www.bowdenprint.com.au



WEEKLY DUTY ROSTER

October/November 2009

Contact: Bob Couch (0402 330 854) for queries

CLASS DELEGATES PLEASE NOTE THAT IT IS YOUR RESPONSIBILITY TO SWAP WITH ANOTHER CLASS IF YOU ARE UNABLE TO FULFIL YOUR DUTY ON THE DATE MENTIONED BELOW

<i>Saturday</i>	<i>Class</i>	<i>Delegate</i>	<i>Duties (Plus standard tasks* listed)</i>
17 October	303/420	Paul DeLaine	Minor Maintenance - contact Bob
24 October	TYF	Tony Colliver	Minor Maintenance - contact Bob
31 October	NS14	David Gordon	Minor Maintenance - contact Bob
7 November	505	Malcolm Higgins	Minor Maintenance - contact Bob
14 November	Sharpies	Jim Lelliott	Minor Maintenance - contact Bob
21 November	HFT/Optimist	Sandy Higgins Ian Kirkwood	Minor Maintenance - contact Bob
28 November	PMSC	John Whitrow	Minor Maintenance - contact Bob
5 December	Sabres	Ron Rickards	Minor Maintenance - contact Bob

Standard Tasks

During the Season

- 1) Staff canteen from 10am til 2pm
- 2) Collect glasses after sailing
- 3) Run meat raffle after sailing
- 4) Assist with rescue boats

At all times

- 1) Remove sand from driveways
- 2) Other tasks as assigned by officers
- 3) Empty rubbish bins around club into wheelie bins

**THE DUE DATE FOR LOG BOOK ARTICLES
IS THE FIRST THURSDAY OF EACH MONTH AND IT IS
A FIRM DATE**

Filename: Oct09.doc
Directory: \\192.168.42.2\server swap
area\Barb\Log Books etc
Template: C:\Documents and
Settings\Bowden\Application
Data\Microsoft\Templates\Normal.dot
Title: DIARY DATES
Subject:
Author: Brighton & Seacliff Yacht Club
Incorporated
Keywords:
Comments:
Creation Date: 14/10/2009 11:45:00
Change Number: 4
Last Saved On: 15/10/2009 15:11:00
Last Saved By: Brighton & Seacliff Yacht Club
Incorporated
Total Editing Time: 121 Minutes
Last Printed On: 14/01/2010 12:04:00
As of Last Complete Printing
Number of Pages: 18
Number of Words: 6,428 (approx.)
Number of Characters: 36,643 (approx.)