



From the Board Meeting

We held our monthly meeting recently and, as usual, it was lively and constructive!

Vice Commodore, Jim Quinn produced the proposed winter programme which will be published shortly. Very similar to last year but with the Wednesday Sternchasers starting at 1400 hrs rather than 1430 which applied last year. It gets pretty dark at 1700 during the middle of winter and this might let us finish more races.

We will have two Sprint days during the winter and a couple of offshore races at appropriate times bearing in mind wind and tide..

Alan, Greg and Stuart will now do their very best to publish the latest race results and the handicaps for the next race on the website as soon as possible after each Saturday race.

The ones that are published today, (this was written last Friday 20th) are for the Point Score and Club Championship next Saturday(21st), the result of these races will affect the handicaps for the Sternchaser on the 28th.. Interesting to note how the programme adjusts the handicaps, we were giving Exalte time but now that she has had a couple of very good results, she is now giving us time. Very good to see! (Even more interesting now as after our good result last week and her not starting we will move and she wont!)

I did announce the availability of a publication containing a series of question and answers involving the workings of our handicap system and, to my surprise, I only had one request for a copy! Don't be bashful, I can email you one at the press of a key! It is really worth reading.

The Starters Pole.

The new box on the pole has been installed and is now in operation. It is a bit larger than the old one and will be a lot easier for the flag raisers to operate. We are working on a quick release system for the flag halyards which will make the hoisters job a lot easier.

I did make a mistake last issue and credited the design and installation of the plaque in the new caravan to Peter Ballard when it should have been to Bill Haskell. Sorry Bill, I will do a 720 when we next meet!

Moorings:

The new mooring policy was approved by the Board on Monday and is in line with that mentioned

in previous FTB's so I wont bore you with the whole chapter and verse. The main points are that the Social Mooring is for Boat Owner members only (not for Social ones!) and that the maximum stay is 23 hours. Peter Collins is in charge. Good to see it being used by three yachts last Saturday.

Recent Races.

Fancy having a shortened course week before last! The bay was full of holes (we found most of them!) The handicap system worked well with the whole fleet finishing within 30 minutes. Great for the starters! Nice to see three Etchells racing too, we will have to attend to some of the finer details of cleaning the bottom and sail trim to remain competitive. Note to self: Buy some more spinnaker repair tape!

Yacht Photos

Peter Ballard and Peter Collins have made and erected some more boards for displaying photos of our yachts in the Clubhouse so, if your pride and joy is not on them, see Peter Collins, he and Kay have a list of those that are on and those that are waiting. Pauline McCarthy is constantly taking photos from Tanami so if you want a fresh photo taken from a special angle, I am sure that she will oblige. She likes red wine!

Sprint Series

Held last weekend. A great day, very exciting and if my Etchells was a foot longer I would have been in a lot of trouble. The other two from the Corlette Point Sailing Association made the day very competitive for us and provided some interesting moments on the starting line for all of us! These series are wonderful for training crew especially for spinnaker setting. We certainly do not do enough training prior to the Saturday races and generally forget what we learned last week!

Choosing the best course.

I am continually amazed at how many yachts, on the Wedding Cake to Salamander Bay reach in an Easterly or North Easter, persist in sailing close to Corlette Head in preference to aiming for Wanda Head and then hardening sheets as they approach Salamander Mark. They invariably get blanketed by Corlette Head and then slow down as they ease sheets to approach the mark. This is more marked in run out tides. Sailing low is the way to go!! You will get better air and more speed as you approach the mark and have less chance of being carted up to windward by the boats that you are trying to pass. Try it on Wednesday!

See you at the Bar! *John Way* 0412493586