



Not the greatest of months for sailing, this July. If it was not blowing the crabs out of the mud, it was raining or like glass. As some of you may have noticed, I took my long suffering Abs Waterfront off her mooring last Saturday week, started with the fleet and then watched everyone sail off into the distance! I did not realise just how two months without a wipe can make quite a bit of difference to speed!... Even the steering was affected. Crew morale was low as was self esteem. Bit the bullet and donned the wet suit the following morning and found out what 14 degrees water temp feels like.

Needless to say, since then, there has either been no crew or no wind!

Anyway, back to the real world.

**The Skippers meeting** was well attended with 30 contributing ideas and suggestions and the following is a brief run down on the results. The effects of this meeting will be noticed in the coming Summer Season.

**Twilights** will be held with two starts. The first at 2.00 in which yachts will sail a windward and return from start to Wedding Cake then Middle island, WC, Salamander Bay, Finish. The 3.30 starters will sail the normal course around the Start, WC Sal Bay to Finish. You will have to nominate which course you want to sail when you submit your entries for the Summer Season.

We will have a couple of night cruises during the season. **Ocean Races** will start and finish at Soldiers Point.

The Sail Port Stephens Regatta will be incorporated into our programme this year and we will probably host Cat 6 and 7 races using our start and finish lines. To be confirmed later.

Etchells and other open boats will now be considered Cat 7 for equipment audits. Motors must be carried on all of our racing yachts.

**Cruises** will now be held on Sundays to enable more point score events to be held. We will now be able to have two 6 event series for both Spring and Autumn trophies. 5 to count and 10 out of 12 races to count for the Noakes Club Championship.

**All three races will count** in the Christmas Series. Single handed skippers must wear PFD's during races. John Sharp and Gerard Nymeyer are going to prepare a **Safety Day** early in the season to help us sharpen up our manoeuvring, recovery and boat handling skills.

**2 boats will constitute a race.**

I think that covers it. I would like to thank all who attended for their input and especially Greg and Jim for their assistance with the curly questions.

## **Use of motors.**

Artificial means of propulsion may be used up until the 5 minute warning signal. Anchoring is also permitted providing that retrieval of same does not impart forward motion to the vessel.

## **Prizegiving**

Your Committee has decided that from now on the presentation of the daily trophies, awards and associated banter will take place one hour after the last yacht finishes. Sometimes, those who prepare our Saturday evening meals get a bit peeved when we roll in after 8pm!

## **Bill Haskell,**

Who is a prominent member of our Coastal Patrol or Marine Rescue Service announced recently that those of us who venture offshore either racing or cruising can now register their yachts with that organisation for a discounted fee of \$15 per annum. This greatly simplifies the reporting in and out procedure when leaving the Port. Well worth while. Bill has the forms at the Clubhouse.

## **Equipment Audits.**

Will be held over two weeks just before the start of our Summer Season on both Saturdays and Sundays by appointment with the Club Auditors whose names appear on our webpage or on the Club notice board. I am sure that they can also be arranged during the week. You must have a current Equipment Audit Certificate to be counted as a starter. All current certificates expire at the end of August so make sure you are ready. We will have a group inspection of fire extinguishers, date to be announced.

Make sure you either obtain or download a copy of your appropriate Inspection form as quite a lot of the provisions have changed.

**The Pacific Rim** series of races will be held in Vancouver Canada next year. If anyone is interested in going, please let Jim Quinn know. Several of our members have participated in past events, such as Greg Lane, Laurie, Bob Robinson and John Gardiner, John Sharp and Peter Chappelow who, I am sure, would be pleased to discuss their experiences with anyone who could be interested.

**Brian Shaw** mentioned recently that he had read that WD 40 is a no no as far as marine use is concerned. Apparently it does little to prevent corrosion and, in many cases may even accelerate it. Inox or other lanolin based compounds are the things to use.

Don't forget the **10% discount** that Steve Ryan offers all our Club members who purchase yacht gear from **Nelson Bay Marine** at Dalbora Marinas in Nelson Bay. What he does not have in stock can nearly always be obtained the next day, and, things being as they are, a penny saved is one earned and so forth.

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