



From the Bridge!!

Ahoy!

The Salamander Bay mark. Has been moved to a much better position, to the north of its former spot and closer to Corlette Head. The former position put our course from the old mark to Middle Island or the finishing line very close to the Pearl Oyster Farm and, as it is mooted that the farm will be moved further to the east, would put our course straight through the middle of it. We will also be a bit further away from the influence of Corlette Head in a South Easterly and from Middle Head in a Southerly, we feel that it will be an overall improvement to our racing. For those who are up to the minute with their navigational aids the new position will be approximately 32.43.126 S 152.05.60 E We will confirm this next week. Waterways are treating this as a trial and some minor repositioning may be necessary in the future.

For those of us who like a bit of fishing, the wreck of the Psyche is about a hundred yards towards the easternmost house on Foreshore Drive (just to the western end of the parkland) from our new bouy. Some good squire and jewfish are often found here. We deliberately kept clear of this wreck as we don't really want fishermen tying up to our bouy.

Last Week's Sprints.

Jim's innovation of the third bouy was a winner last Saturday as it kept the yachts returning to the finish well clear of those coming down to b2 under spinnaker. On that subject, I know that I advised against carrying a spinnaker on such a short leg, but, as we were already on Starboard tack and did not have to gybe on the b2 bouy, it made sense to just shy the spinnaker from the square run and see how we went as far as carrying it to b3 went. The first couple of races were fine but as the tide and the wind strengthened, we found it more difficult. In fact in the last race we dropped it before rounding b2. as the tide was really strong and would have carried us far below b3.

On the subject of dropping spinnakers, we have found that if we simultaneously let the pole hit the forestay and gather in the sheet and as much spinnaker as possible, then let the halyard run free, the spinnaker will "float" over the water and is relatively easy to gather in. The trick is NOT to let the brace go off any further than that necessary to allow the pole to hit the forestay until the sheet hand has the bulk of the spinnaker in the cockpit. If you let the brace go free too early, the sail will end up in the water. Very slow!

Whilst on the subject of the sprints, I would be most remiss if I did not mention the part that Dave and Heather and their band of happy helpers play in this most enjoyable event. They do a fantastic job to start and finish four races in three hours. No time to drink Chardonnay even in the new caravan! Bill Haskell is also an unsung hero with his delivery and retrieval of said van every Saturday.

Nearly forgot, **when signing on and off**, please log on by saying whether you are on channel 94 or 77 so that they know which microphone to pick up!!!

The Jack Holman Trophy will be contested next Saturday. 1300 hrs start, to Shoal Bay mark and return, leaving all channel markers to port on the way there, to starboard on the way back. Spinnakers are permitted. Anyone wishing to cruise starts 10 minutes later.

Just looking at the tides on the day. A high water of 1.72 will occur at Soldiers Point one hour before start time, running out to a low of .41 at 1756. This will mean that we won't feel a lot of tide at the start but by the time we get to the Anchorage, it will be pretty fast on the outflow. Stay in the channel on the way out, on the way back, stay out of the channel! If there is a south easter stay away from Nelson Head on the way back, you can sit there for what feels like hours, if you get under the lee of the headland, stemming the tide! In a North Easter on the way back to the finish, again, cut across the channel near the headland and then head straight for the channel marker off Nelson Bay and from there to Soldiers Point, hug the channel markers.

Watch the tide at the start too! You can get carried over the line if you are in the middle of it and a bit too close.

Personal Buoyancy. A small correction to last week's "From the Bridge" The entrance to this port is not classified as a bar by Waterways, and the powers that be, so pfd's do not have to be worn. (If you find yourself heading out the heads next Saturday, try and get out of the channel!!!)

My email is realway@nelsonbay.com (not as in the Quadrant!)

Happy Sailing.

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