



Sponsored by "Fast Asleep" Ns 1993



South & Northy Newsletter

Volume 1 issue 2 Tasmania

December 2010– January 2011

Editorial: Overseas Ambassadors

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On behalf of your committee may we extend best wishes to all Ns sailors and their families for this festive season. This Christmas the state will not be represented at the Lake Burley Griffin nationals, and it is the first break for five years. Perhaps current season paid associate member Tony Oakes, who has owned Ns since the 1970's is the only Tassie member to have sailed a National on the Lake? Over the years Tony has, on many occasions on his own, towed his boat there and back. To Queensland, NSW, ACT, Victoria and South Aus, and perhaps sailed most of the actual different national venues. Over those years, he has picked up a local crew to compete. Of course many Ns families on the island, have also been "Spirited" away to sail the Ns National event, and have their Christmas meal, somewhere different to home, with their boats. We have had teams of up to six boats travel, some of those many years, the Nationals have been held. As President some years ago at an AGM, at then called Aberfeldy Hotel; I "fun" awarded Tony Oakes the title of our "Overseas Ambassador".

Canberra Ns members by January will have held since 69/70 a total of seven Ns National events. Alas no Tassie members will be walking the floors of the Nations Parliament House, or perhaps the Lodge, in between sailing. No doubt this title event will be closely fought. We have local boats, now owned by the Eggins family, which had a very close Lake tussle in 04/05. The winner "Smashing Pumpkin" Peter Vaiciugis and Tracey Wadsworth, only had three wins plus four, seconds, total agg points 12. While "Pumpkin Eater" Kylie Mara and brother Rhys had four wins plus lower places agg points 16. They did well in the lighter winds. Many members would know that Peter V and Kylie have since then, married. However still for the Lindisfarne Nationals in 06/07 Peter V was able to borrow the first Tiger design hull built by Mark Thorpe, called "Without a Trace" and win the Tassie National. The interesting item being Tracey Wadsworth was again the crew for Peter V; and the boat belonged to her partner Trent Wiggins, who Tracey would not crew for. Hence the boats name.

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Priceless : Emailed to financial members

Membership and Boat Registration

Updating our last issue :-At the time of publishing we have twenty boats registered for the 2010-11 season. 1667 Swordfish Trombone Midway Point, 1689 Jubilee Ridge (Club?), 1771 Dry White @ Kingston, two @ TYC ,1902 Wild Thing , 2004 Under the Radar, following four at PDYC:-1581 Duel Control,1887 Aqua Therapy,1902 Hedgehog,1971 Alaska, At Lindisfarne eleven:-,1853 Red Back,1871 Go With the Flow,1896 Gum Blossom,1917 Slobber Guzzle Nuzzle,1922 In the Red, 1934 Norwegian Blue, 1948 Pumpkin Eater, 1952 Enter the Dragon,1978 Smashing Pumpkin,1981 Spinifex,1993 Fast Asleep, (1978 is currently advertised for sale on the webb page) Boats from last season still not registered are:- "Bumps, Cicada6, Jim, Just Ice, Magic and Loss, Tamarg, Yes Yes Yes".(new owner Pat Symes was sent an invitation to join, and we believe has this boat stored at TYC Beauty Point) "Wild Thing" from NSW purchased by Chris Maslin has joined now and his father Hugh is a new Associate member and are TYC members ."Touche" purchased from Victoria by Risdon Vale teacher Robert Carter still has not shown up, but we expect he will, once school holidays start. Many of us are waiting to view the first Ns full carbon mast on the island.

Practical Advice: To Masticate



This mast was seven years old when it compressed at the gooseneck. The holes in the fittings show the reaction that has gone through three different owners use. Between the salt water, alloy and the loose stainless rivets and goose neck fitting, fractures started and the holes got bigger. Eventually under pressure of race conditions this Flight mast retired.



This Flight mast was installed in a Ns the same year as previous picture, but has lasted nine years, and over four owners. Having in November, had a sleeve pushed inside the mast from the bottom to just past the gooseneck and all the fittings refastened. Between the gooseneck bottom and rotator can be seen the area, the loose gooseneck fitting was wearing the mast. There are still small fractures in the mast where the rivets, are holding the gooseneck into the new insert internal alloy sleeve.



This is a Goldspar mast aged eleven years, with a adjustable spreader rigging system, requiring two lots of diamond wires to be adjusted at the bottom. It's doubtful, two subsequent owners used the system, leaving it fixed. It was badly corroded in the mast alloy, fracturing under the stainless gooseneck. Also the through bolt, fixing the alloy base plug was impossible for the present owner to remove. The only option therefore was to place an external sleeve around the gooseneck area for added strength. Also to put some new extra alloy around the enlarged hole for the rotator arm bolt, very worn over the years, to tighten that area as well. In looking at the second Goldspar mast on this page, which is using a proper Goldspar plastic gooseneck fitting. It's curious whether this mast installation owner, may have been better to use, that type in the past, over stainless.



This also is a small track Goldspar mast. It was 14 years old when it collapsed while sailing, with its fourth boat owner during the PDYC States in 2007. With no other masts available to take the smaller bolt rope on the main-sail, the crew had to retire from the series. Some weeks later the broken section was cut off below the sail track bottom, and fittings removed. A new bottom piece plus an internal sleeve was then installed. The internal sleeve goes from the mast base to the three rivets above the diamond adjuster. A line of rivets were installed at the join for the outer alloy new section. Then gooseneck and fittings reinstalled. The repaired mast is still in use this season after three years and two more owners.

To Masticate: *Means to chew up to pulp.* Just seemed to be a good way to “Headline” the above items. The page top left picture naturally required the owner to contact the insurance company. Along came the assessor, to check the broken mast, plus a quote for it's replacement. Our Ns experience over the years on the island, is that there are perhaps, only one known assessor, that has dinghy experience, and certainly that claim was approved. The new alloy section was replaced, and the carbon top reinstalled, along with all the fittings. After three years use it did win this years “States,” and earlier survived some hard windy big waves, and hits when upside down on the sandy ocean bottom, in the Adelaide nationals. “Slobber Guzzle” had a carbon top repair “knocked back” “Go with the Flow” had one approved. Readers can make their own minds up why, the other picture repairs above were owner and volunteers necessary. However Vic Hammond, is no longer having Flight alloy masts made, as most of the mainland boats have gone for all carbon masts. Carbon masts, two varieties 1 Aus & 1 NZ, are not cheap. But fittings seemed to be installed the same as we do on the Flight sections. There will in the future, be a lot a sailing time lost due to alloy breakages, while waiting for a new replacement carbon mast. It will be interesting to hear, how much expense, the insurance will cover, in comparison to our much cheaper alloy section masts, we all use on the island.



Good Idea These two photos show the owner has considered the problems of what happens in a capsize. If the top racing crew is very quick, and depending how far the boat goes half over, they can get the boat up, and not lose much course distance. However when the crew action is a bit slow, the mast can fill with water. So it makes it, just that more difficult to lift the added weight of water in the mast back up towards the sky. This carbon top mast has a halyard lock at the top of the mast fitting. Much more difficult to cover over the end with a cap, but at least an effort has been made, to tape over the previous open top area, and hold as much water back, from getting in the mast in a capsize. Is your mast open at the top?



The bottom photo shows the wire pressure on the same mast from the side stay; when the hound area on the mast is rotating. This skipper has put tape over the rivet to protect the side stay wire, and also stop water getting in the “t” fitting diamond wire hole. In the days we used big timber rotating wing masts, we used thin plastic clear tube just over this short section of the side stay wire, between the hound fitting and the diamond wire site, to save the mast varnish. I actually still use this plastic tube to protect the stainless wire rubbing on the anodised finish on the alloy mast. In a later newsletter, we will show a badly fitted mast, that had the side stay wire, actually cutting over the diamond wire, when the mast rotated.



Bad Idea: This spreader is a straight through stainless tube, with two external sleeve each side riveted to hold it, both sides of the mast. It is a Flight mast, and it was the way we used to do the old Spunspar wing masts, no longer available. You can see the big gap 9mm left between the mast and the bottom sleeve, with a poorly fitted sleeve. Allowing the spreader to slide about in the mast hole, each tack the wire pressure will bring on the mast



Bad Idea: This on a Aero ten Flight mast, which shows it required an extra alloy cover with two rivets each side of the mast for each spreader. The external spreader also requires a rivet to lock on to the internal tube through the mast. My guess would be the installation “stuffup” was due to having the original hole in the mast too big, to align the spreaders. So additional alloy is required to cover the big hole, and also stop spreader movement on the mast side.

Keel Hauled: Due to not getting the July AGM minutes until after the last newsletter, I must apologise as I had previous season members names listed in the workers area on the front page, However this season Caitlyn Egginis is the Secretary and Rob Moreton the rep at PDYC.

Quiz last issue Answer was HMAS Jervis Bay previously named Australian Trader between Sydney and Hobart, which unloaded at the present wharf site of the CSIRO Marine Labs.

I wonder if any observant newspaper sports page reader, saw that Ns sailor Henry Kernot of the nine design “Captain Planet” from NSW was crewing in the Match racing series, ten days ago at the RYCT?

And Karen tells me, after they are washed, just roll up fitted sheets, and shove them in the linen cupboard! I knew.

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A gossip is one who talks to you about others, a bore is one who talks to you about themselves, and a brilliant conversationalist is one who talks to you about yourself.

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Back Page Stories

From the Measurer: *Tim Mitchell the safety officer at LSC has issued forms to all club Ns sailors, as they start their season, to hold on record, their boats details, of necessary equipment. While Ns owners will also be required to complete a similar form with personal check, at the March States, they would be wise to ensure their boat meets that requirement now. All boats should have measurement marks on your sails. If they are not, then check with me, to see I and the National Measurer have those forms. A local boat currently for sale on the webb page, reads it has three mains and five jibs. The details both us measurers have, are that it came to the state with a main and three jibs, and the next owner installed a new local main and jib. So neither of us have a third mainsail form listed. If you are selling or buying sails for your boat advise the measurer, so they are measured and recorded. You now can ask the approved sailmaker to send forms*

News around the Clubs

The TT (Travelling Trophy) Events this season have been gazetted to sail, at all clubs that have had fleets of Ns since the first state championships were held forty years ago. October 17th saw the first held at Lindisfarne Club in which the MYCT boat show was held. Published Club Handicap results were: Bumps 1st, In the Red 2nd, Go with Flow 3rd Spinifex 4th, Dry White 5th, Slobber Guzzle 6th. On Nov 27th Austin's Ferry : Spinifex claims he gave the fleet three minutes start, while still mucking about on shore, in very light conditions that had the course shortened in the end. Line Honours : Pumpkin Eater 1st, Norwegian Blue 2nd, Go with Flow 3rd, Spinifex 4th Dry White 5th (new owner from Kingston, Richard McMinn first official Ns registered race) Smashing Pumpkin 6th. The next TT will be held at Sandy Bay which sail on Saturdays. On Dec 11th at which Club Barrie McIndoe "Magic and Loss" is said to be rejoining membership, and "raring to go". In January the next date is Port Cygnet Club on Jan 30th



North At Tamar Yacht Club

As you can see in this photograph on the left. Things have improved since the image in the last newsletter, showing the site at last Ns State title. There is now a floating platform and the new club facilities are back behind the sails and storage shed. For those not familiar, you enter via the road that comes down the hill to the Beauty Point wharf, and then drive north along the shore. Towards the Inspection Head wharf. I hear two Ns have been sailing on Saturdays this season. On 29th Jan TYC holds the Tamar Regatta

In the South:- At Lindisfarne the Club has six to seven boats sailing each Sunday but not all the same boats. John Cooper seems to have problems with his crew son Max, so "Bumps" is about every second week, then John has to sail the sabre. He also had his trailer "bumped off" by someone last week Did a bit of flipper swimming on Sunday, but it was not under water. Dennis had two swims on 27th Nov, allowing a few of us to beat him twice. Norwegian won both races 4th Dec, and the Davis kids in "Go With the Flow" where hard to shake off, leaving their parents behind in "Spinifex". They swapped helm for the second race. The Club closes this half of the season with a BBQ on Dec 19th. Then next races are Jan 16th races 9&10, Jan 23rd pennant heat 1&2, Jan 30th mini short course. Good news ex Vic boat "Touché" skipper showed on Dec 4th to talk with Commodore Michelle and John Cooper about joining and storage. **"Gum Blossom Grapevine News:"** Is that Ruth is putting "Just Ice" in mothballs and not sailing. Dennis has purchased "Jim" from Andrew Crisp and putting it in Ruth's shed spot. Andrew has apparently sold both last years new Dragon purchased for the Melb worlds, and the new SB3 this year racer buy, also sold. And purchased one of Darren's sabot's for son Finn to sail on the farm dam. Dennis has booked Teralba accommodation and "Spirit" for his new car, and entered NSW States.

PDYC: On Sundays six boats still continue to compete but not at once still. "Cicada" Nick McElwee & Jordan Lewis still the "gun" boat while "Alaska" Greg Rowsell and Jack Dally have a few seconds, and "Duel Control" with Phillip and Charles Headlam making good progress. "The Hedgehog" crew Tristan is putting in sailing time in the trainers, which runs in the morning from 10.30am.. The next dinghy racing is on 12th Dec and Club close on a BBQ on 19th. After Christmas first is a trophy race on 16th Jan; followed by the series Four on Jan 30th.