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Coming Events

- 1st November Club Championship Dinner: To be hosted by the NS14 Fleet. RSVP to Social Secretary Sandy social@nsc.asn.au
- 5th December General Working Bee: RSVP to Rear Commodore Tony rearcomm@nsc.asn.au
- 5th December NSC Youth Christmas Party: RSVP to Social Secretary Sandy social@nsc.asn.au
- 10th December NSC Christmas Party: RSVP to Social Secretary Sandy social@nsc.asn.au
- 11th - 15th January 2010 "Live-In" [CLICK HERE](#) for Application Form





Commodores Report – September 2009

I would like to welcome everyone to another new sailing season. We have had a fantastic beginning to the season with large numbers in many of our fleets, in particular the morning fleets. The skills some of these kids are developing were highlighted in their ability to handle the westerly conditions last weekend. I look forward to seeing them develop further throughout the season and know the future of the Club is looking very bright.

All the classes at the Club have started the season with strong numbers which is fantastic to see and I hope we can build on this and fill the deck by the end of the season. We have already jointly held the NS14 Youth Series with visitors from Connells Point, Cronulla and Canberra. We are scheduled to host many more interclub sailors throughout the season as well as competing in a variety of regattas around the country.

The morning Junior racing has taken on a significant change and is thriving. There have been upwards of 10 NJs and 10 Optimists on the water each Sunday; with more growth to come after the October training, our junior fleet is looking to be at its biggest in many years. I would like to thank Seamus Campbell, Graeme Hodgkinson and all their helper parents for the work they have put in.

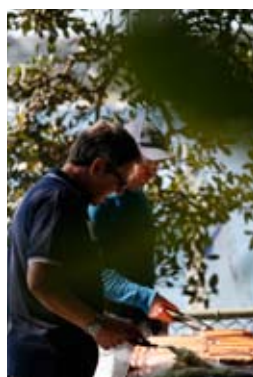


With the introduction of the Optimist to the Club and the subsequent growth of this class many will have noticed some changes to the racking. Stage 1 is complete with more changes to come at the next working bee. Please bear with us as the changes happen and we get all the boats fitted in appropriate racks. Thanks must go to Tony Stephens for his organisation and manoeuvring of many boats.

Northbridge has bid for and won the right to host the 2010 NSW Optimist Championships which will be held at the Club on the 27th & 28th March 2010. There will be no normal club racing on this weekend and this is reflected in our program. We anticipate around 80+ Optimists to attend this regatta and we will need as many volunteers as possible to make this a success. Please contact me if you can help out.



The Open Day which is held annually on the last Sunday in August was very successful. We had a large volume of people come through the Club with everyone enjoying the Club's wonderful location and the sausage sandwiches which smelt irresistible. I would like to thank all the members who attended and helped make this day a success.



Thanks again to Pam Dorling, our Volunteer Captain, for once again putting our canteen and OOD rosters together.

I would like to make a special welcome to all our new members and encourage you all to enjoy the many wonderful sailing and social events the Club puts on. We have three major avenues of communication being email, the bulletin and our website (www.nsc.asn.au). If you are having trouble accessing or receiving any of these please contact our Publicity Officer, Michael Chittenden - publicity@nsc.asn.au.



I would like to encourage every club member new or old to come to the Club Championship dinners, which start from approximately 6pm after each Club Championship heat. They are relaxed dinners that finish early in the evening and allow members to meet and create friendships that last a lifetime.

I look forward to seeing you all at the Club in the near future and if you have not met me, please come and introduce yourself as I would love to meet you. I can be found on NS14 1996 – Tigger Too!

Kind Regards

Hugh Tait

Commodore

commodore@nsc.asn.au

(0423 184 664)





WINTER SAILING Report

Middle Harbour Marine Watch Trophy

The fifth season of winter sailing at Northbridge Sailing Club concluded on 30 August 2009. This season we had a record number of yachts -19 entered for the series plus several casual entries. Heat 3 saw 17 yachts starting. Several dinghy sailors used the series to keep in practice for the Summer racing, with Alex Chittenden sailing most races.

The only element lacking for most of the races was the wind! A couple of the races had to be shortened, and the conditions made it very difficult for the Handicapper to give a fair spread to try to promote even competition. Winter sailing is often a case of not enough wind or too much.

In the first couple of races Robert Brooks in Waterplay and Steve Evans in Misky shone out – managing first and second respectively in each race, despite the readjustment of their handicaps. As the series went on, Waterplay managed to keep up solid results despite the handicapping to reach a near unbeatable lead going into the last race.

Coming into the last race Misky could still take out the series with a first or second. However, finally a reasonably fresh breeze saw the back markers take advantage of their handicaps and they were well into the course before Misky could cross the line – leaving her with an insurmountable task. David Evans' partner in Sojourn took the honours in that last race (with David filling in as starter due to injury) followed by the consistent Sou'wester (the Tempest) sailed by the Sailors Bay Sea scouts and Ian McGregor in the Soling third. That was enough to give Waterplay the series win from Misky and Sou'wester third.

During the series there were interesting races within races – the 2 solings skippered by laser sailors Peter Doyle and Ian McGregor were never far apart – if I had known Ian was going to be using new sails I would have handicapped them to be even closer! I was always trying to get/stay ahead of them too.

There were over 12 yachts sailing most weeks – a mixture of club members and visitors, who have enjoyed interesting racing in a wide variety of winds, all sailing in the best traditions of “no extras” sailing – “cruising with a purpose” as Peter Doyle has succinctly phrased it.

Many of the crews have come ashore to enjoy the BBQ lunch on the club deck after the races – joined by others who have come purely for the after-race gathering. It is good to see the club and the upper Middle Harbour waterway put to year-round use.

The Marine Watch Middle Harbour Group is to be again thanked for their trophy sponsorship. Special thanks to our starter/finisher/results co-ordinator – David Charrett.

We intend to run the series next year in a similar format, with first race scheduled for mid May, and then every 3rd Sunday till end of August. If there is anyone you know who may be interested, please tell them!

John Smidmore johnsmidmore@optusnet.com.au 99672275.





JUNIOR NJ Fleet Report

Spring Series 2009

The NJ Fleet has made a great start to the season with a lot of newcomers taking to the water in a wide variety of conditions. The fleet regularly numbers 10 or 12 boats which in a combined start with the Optimists makes for a very exciting competition and a steep learning curve in relation to right of way, line start and buoy rounding rules.

For a number of the sailors this is their first foray into racing and so the light spring conditions have, whilst frustrating on some occasions, enabled them to improve their handling skills and in most cases make it around the course and across the finish line in good form.

A number of newcomers have put in very good showings including I Ruberg and N Ruberg who have brought their previous sailing experience with them to the club and M Oliver in Swanie has been very competitive with a number of good finishes as has T Le Du Toit in Black Pearl. J D'Cruz is also developing great skills. H Stoner and P Stoner are developing very well and being very competitive in the light winds. T Hodgkinson has put in some good results when the wind is blowing hard. G Martin, N Tracey - S, T D' Cruz, L Ross and M Sears are also taking the competition to the rest of the fleet at the starts and throughout the course.

As the Spring Series draws to a close, the fleet is looking forward to some stronger breezes hopefully coming in in the morning and being able to test their acquired skills further around the course.

Graeme Hodgkinson





OPTIMIST Report



The growth of the Opti fleet has been phenomenal and it is now the biggest in NSW. We have grown from 3 boats sailing irregularly to about 25 boats by December. Of these some are to be sold to new sailing school attendees with 6 retained for Club training, coaching and live-in. There is also the possibility of chartering these out for the State Championships being held at the Club next year. We have 9 boats racing regularly at the moment and hopefully more will race after the school. This increase in interest has resulted in a lot of new enthusiastic sailors and parents involved with starting, rescue boats and generally helping out, so please welcome them when you see them.

We had 2 boats at this year's dismal and moist NSW Youth Championships. There were many broken boats on day 1, followed by 2 days drifting in strong currents at Georges River sailing Club. Stuart Plenderleith and Conor Campbell nevertheless acquitted themselves well in the conditions.

Coaching of the Optis started again this week under Tom Brewer with plenty of Opti specific techniques being practised. Meanwhile despite concerns, the Optis have complemented the NJ's with 2 to 3 times the numbers of NJ's sailing than at the same time last year. Junior sailing is looking very healthy indeed.

Seamus Campbell

For the Optis





TASARS-World Masters Report

Tasars – World Masters

The teams +45 Graeme and Chris Lee (6th) and Malcolm and Jann Gow (33rd), +55 Michael Tait and Anne Muller(10th), +65 David Savage and Steve Evans (3rd).

Welcome to the World Masters registration queue. You needed to have maturity to be patient with the 3 hours it took to pick up your registration stuff let alone the interminable hours registering your team on the Internet. A happy post registration dinner at a steak house at Olympic Park with lots of wine helped to pull us together. The Tasar fleet rolled forward happily towards the Opening Ceremony. Close to 30,000 marching into the ANZ stadium was unique and thank you to our families for helping to create sufficient crowd in the stadium.

Our first day was an invitation race, as the Prince had to do the rounds of the other venues. Lots of mumbling in the trenches. Tuesday dawned with good winds and we all eagerly brushed aside the paparazzi slipped down the ramp to sail 3 reasonable races. Ahem, we capsized as we tried to slip below the Denmark boat. Michael found out another tricky little thing about Tasar handling with travellers and mains. Well, we had not exactly practised capsize drill as we both thought the other one knew what was going on. I stayed under the boat and made sure everything was off and pushed the centreboard up, closed the venturi. When Michael managed to right the boat he just lolled around in the water. What was wrong? Aha, the freeboard is higher in a Tasar and a dolphin kick is a handy attribute. More paparazzi on our return as well as eager helpers to speed the Prince's arrival. Not sure whether he actually got out of the boat before it was whipped up the ramp into the rigging yard. Also noted that the boat from Denmark was always at the top mark with us. Thought we were being we were being followed by the police launch as suspected terrorists at one stage.

Rigging between 1st place in the +55s and 3rd in the +65s gave us a good idea of what was happening at the head of the fleet. David Savage and Steve Evans had their work cut out sailing against Mike Fletcher, a past Olympic Coach. Their fleet was pretty evenly matched and when someone did not give boy room to David he missed 2nd place by half a metre. It was that close.

Wednesday brought the expected winds and the Tasars were kept on land. Good Cocktail Party in the evening at least at the RSL.

However, Thursday dawned with fair winds from the west. We sat at the start for an hour and a half whilst the course was set. Then the wind started to build to 37 knots according to the wind instruments on Ian MacGregor's yacht. The wise people who loved their brand new sails immediately decided to practice capsize drill for a very prolonged drill. See the many pictures of the Prince capsized. Others decided it was a matter of seamanship not to capsize hang the sails. Yes, we didn't capsize. Race postponed. Back to the land and lunch. Having lost some weight prior to the event I was much amused to find Michael trying to stuff me full of fatty foods to suddenly increase the ballast – it didn't work. After a long lunch we were sent out again to start a race. Well not everyone left the club. Some of the wiser people decided to just be a bit slow getting out there. Jann Gow tells me



she heard the gusts came through at 49 knots. The wind instruments at Fort Dension recording only 30knots as they are in the lee of the city. No, we didn't capsize but the headsail needed major repairs after this effort and we were all directed home asap as another huge gust was expected. More happy snaps of the Prince capsized.

Now for the Ball! And for those not lucky enough to have a ticket, the Bethwaite/Rontstan drinks on the house at the RSL! We girls thought we all looked pretty spiffing, bright pink hair, Ian adding just the right note sitting aboard the yacht at Jones Bay wharf, a grinning crowd of laser sailors with heaps of news about their sailing. A woman who accosted the Prince and shook his hand and then preceded do the rounds of the tables saying we may shake her hand. Dancing, drinking, masses of team ball gowns.

Bleary eyed we set sail on Friday morning. A gentle 25 to 30 knots. Bit on the rough side. Boat half filled with water before reaching the start line and when ducking behind Bradleys I found the nut off the main sheet block. Michael produced some tape and off we went to sail two races. Once we managed to control the inflow of water it was ok out there. Yes, the water had warmed a trifle from the earlier 13 degrees but we were all very skilled by know putting thermals on to stop the wind chill. I am so glad we did the last two races. A week spent doing nothing was beginning to grind on all of us. The lasers were always sent out to sail!

So now we get to the presentations. Great to cheer on David and Steve. And I have to say, I was very glad that the normal Tasar fleet was represented in the medals, not just the Olympic and world class champions.

A final farewell on the Sunday evening down at Darling Harbour. Yes, the Northbridge Tasars moshed in the mosh pit, just like we did at the Opening Ceremony. We waved the flag good-bye as the Italian drove off to Turin in a fiat bambino. Then just to make sure we all had one foot in the grave they turned up the amps and we were pounded by Italian opera. It was great, but the speakers were a bit on the twangy side. As the opera singers quit the stage ahead of the hard core bands we made our way towards the beer tent and settled down finally to dinner with discussion on who was doing what at Turin.





FROM THE STARTER'S BOX

“The Club needs more Race Officers to help run the Club races. Sailors will have noticed that in the absence of Richard McPhee (recuperating) and David Charrett (away and recuperating) that Jan and David Evans have been taking the main load.

Running a sailing race involves a number of roles, including timekeeping, recording, operating the flags etc. All these aspects and more are covered by a one day course for Race Officers that Yachting NSW can organise for the Club if you are interested. On completing the course, you will be accredited by Yachting Australia as a Club Race Officer.

So how about volunteering? “Where else can you get out on the water on a sunny afternoon and have fun without the hassle of carrying boats, getting wet and what’s more, interpret the Racing Rules of Sailing from a different perspective”

David Charrett.





AUGUST Working Bee

By Ian McGregor

A great working Bee was held over the August 22-23 weekend at Seaforth. Firstly thank you to all that volunteered their time over the weekend. I am not sure everyone understood what they were committing to but the planned work of replacing 8 piers, one joist and two bearers, with some additional scarping was completed. At the previous working bee the Clubhouse had been prepared by cutting holes in the floor and removing wall panels to enable access to the piers and acro props to support the wall. On arrival at Seaforth there was to be a very low tide, but what comes with that is a very high tide just prior, so we had to wait an hour for the water to recede far enough to get under the club. The first steps were to put in acro supports and then commence digging the sand (which smelt like decomposing fish once you broke the surface) away from around the base of the piers to be replaced. This work was commenced as the tide was receding. Next we needed to cut off the tops of the existing piers. This was done with a water cooled cement saw and all the correct safety gear. Then as the tide was at its lowest we dropped pre cut plastic tubes (made from recycled PET bottles) over the stump of the existing pier, levelled this plastic formwork, then commenced filling them with water and pouring in the premixed concrete bags. As we started pouring the 75 bags of concrete we calculated we needed a further 60 bags. Off to Bunnings and before we had finished pouring and agitating the existing concrete into the piers back came Retriever with another 30 bags which completed all piers except 3 which were half full. This completed the day's work, but left the piers free standing and subject to wave wash. As we left for the evening with the acros bedded on sand and the tide coming in to undermine them, tomorrow could be more exciting than what we planned, thinking the acro props supporting the Clubhouse may be lying on the sand and where would the Clubhouse be.

Arriving early Sunday after a very still night all acros still in place and the Clubhouse was still standing, the last 30 bags of concrete were poured. After 1:00pm as the tide retreated the last tasks were to insert a floor joist prior to inserting and attaching two bearers across the top of the new piers. After some gentle persuasion the bearers were in and the tidy up commenced, removing acros and tools and ferrying people and gear back to Northbridge.

The result is stunning with eight new piers. As I am writing this report on Monday there is a 30 knot westerly screaming across the water with bullets of 50 putting the Seaforth Clubhouse right in the teeth of it. Looking back, the weather was perfect for the Working Bee and thank you again to all those that volunteered.



The Seaforth Adventures



200 to go



Colin preparing for the big splash



Peter taking the hard way down



A well earned break



Jim taking Peter for a ride



Take that Oysters



Another load of cement



Vice Commodore Graeme getting his Taser ready for the big one



2010 Live-In

The Annual Live-in children's sailing camp will be held from Monday, January 11th, 2010 through to Friday 15th January 2010

Venue

NSC Clubhouse. Children will be outside doing sailing activities from about 9am till 5pm. All meals are served in the clubhouse and children sleep there after an evening movie. Instructors sleep downstairs in the boat bays, supervised by the Senior Instructor.

Application Closing Date

20 November 2009 or, more likely, as soon as available positions are filled!
Priority for choice of Parent Rosters is given to early applicants.

Eligibility

Open to all club members aged 8 to 16 years, inclusive.
All children must have some sailing experience. At least having attended the NSC Learn to Sail program or similar entry level training.
Must be able to swim 50 metres and to support themselves without a PFD for 15 minutes.

Cost

\$315.00 for first child in family \$245.00 second, then \$210 per child.

[Click here](#) to view application form

