

NEWSLETTER

JANUARY 2011



LSWSA Committee 2010/2011

President	Philip Jackson	(h) 3204 9714	Vice Pres/Commodore	John Boetje	(h) 3889 1185
Membership Sec.	Trudy Jackson	(h) 3204 9714	Secretary	Lexie Woods	(m) 0412 722 993
Webmaster	Gary Fleming	(h) 3865 1445	Treasurer	John Woods	(h) 3889 2474
Paddlers Rep.	Keith Watts	(h) 3285 2226	Newsletter Ed	Bob Rankin	(m) 0416 294 996
Juniors Rep.	Craig Gray	(h) 3285 2226	Comm Member	Peter McQuoid	(m) 0435 018 879
Other Committee Members	Ross Church			Greg Chapman	Paul Trotter

From the President's desk

January has, for many, been a period of distress and loss. For many of those affected by the floods I extend our thoughts and wishes and an open door for requests for assistance.

For the Club the weather cancelled the Regatta and subsequently closed our grounds as well as the Lake. This was all very necessary but as sailors was also very frustrating during the holidays. A herculean effort by SEQ Water has seen the Lake opened ahead of plan and in time for our first scheduled race day. This will be a standard race Sunday with one BIG difference. All proceeds from the races and the canteen will be donated to the flood appeal. We will also have donation points available. So come along, enjoy the fresh grass, contribute to the flood appeal, take up the race challenge, Oh - and help me reclaim the land back from *Christmas* and *New Year* (those damn geese!)

I am circulating a survey relating to safety boat manning. Please take the time to read and complete. This is valuable information for our planning of race days. Within the next month I will be returning to sailing and therefore not available for safety boat duties every time. While I remain committed to safety boat support we need more competent personnel to man the two vessels.

Last weekend a small group of us dismantled the sun shade at the front of the Club Room as it had become too dangerous. Temporary shade will be sourced pending the committee decision for new improved shade cover. This will require some patience and time to complete.

I look forward to meeting you at the Lake and hopefully out on the water. Safe sailing – *Philip Jackson*

The lake is reopened for on water activities

We are pleased to advise that Lake Samsonvale will be re-opened to permitted secondary contact recreation activities such as paddle craft and sailing, as of Wednesday 26 January 2011. Seqwater have assessed the potential public safety issues at Lake Samsonvale, and the lake will again be open to authorised on-water recreation for PRFMA members, boating access permit holders, and members of Lake Samsonvale Water Sports Association from 6am to 6pm each day. The temporary closure signage will be removed.

It is important that all recreation users remain vigilant for submerged hazards and debris in the lake - vessels should be operated in the safest possible manner. Seqwater would like to thank all affected stakeholders for the patience and understanding during the recent temporary closure and for your assistance in communicating the closure to your members, guests and the broader public. We understand the impact that the closure has had and wish you a successful year ahead.

After hearing the above news many LSWSA members turned up on Australia Day holiday to enjoy a warm sunny day with gentle E to NE breezes. There was a variety of sail craft, kayakers and canoeists enjoying the water activities to the back drop of land based fun and BBQs a cooking.

Myself and Ross Church had three impromptu races (2-1 his favour) and did not find any debris around the course. The not often seen E to NE (with occasional shift to N) saw a very quick beat to C Buoy, but a difficult leg to B Buoy with wind shifts affecting us equally, and then some nice reaching up to H Buoy (Hj for me) then a beat to the finish.

Viewpoint from Race Control

During a competition day in race control many new competitors, members and visitors come over to have a chat and ask about our competitions like the Club Championships, A series and B series etc & how they differ. There also seems to be some confusion over the terms "Series", "Divisions" & "Classes" and "Yardsticks" & "Handicaps" I hope to write a few small articles for the newsletter to answer and explain some of these commonly asked questions.

Because of the nature of our club and the facilities we have on Lake Samsonvale, we attract a variety of non motorized water craft that people use for recreation, relaxation and exercise. In the LSWSA sailing club division we only cater for sailing craft that are classed as - Off the Beach catamarans & monohulls, wind surfers and trailer sailers. We currently have 6 divisions in which we group craft of similar styles and characteristics. These divisions are LSWSA specific and may differ from divisions that other clubs use to group boats.

- D & C divisions include the OTB catamarans
- B & A divisions include the OTB monohulls & sailing dinghies
- TS division includes all trailer sailers (craft that can only be launched and retrieved with aid of a trailer but without the use of a motor)
- J division includes the juniors (mainly beginners at the age of 16 & under).

Within the divisions are boats of the same class, e.g. Nacras, Hobies, Mirrors, Sabots, Careels etc etc. The boats are then categorized further according to size, speed and performance, this is where the yardsticks come in. More on that in my next article.

Grouping the boats together like that allows us to have competitions and events where everyone competes together creating a fantastic social atmosphere.



The club's sailing season starts on the first of September of each year and has a summer season and a winter season. During the winter season our competition is called the Winter Series and is sailed during June, July & August and weather & conditions permitting consist of 6 heats, 2 heats on one day in each month. All other competitions are sailed during the summer season.

The club's premier series is the Club Championships, which is scored using the yardstick calculations. The competitors receive a score based on his/her corrected time for that race. Conditions permitting, the Club Championship series consists of 7 heats which are sailed over the 9 months of the summer season.

Next are our series of "A" & "B" Competitions, (commonly known as the "A" & "B" handicap series). This series of Competitions also has 7 heats each (conditions permitting). The "A" series is held in the first half of summer up to Christmas and the "B" series starts in the New Year and finishes in May. These Competitions are scored using a handicapping system called the Back Calculated Yardstick System (BCYS). More on the intricacies of the BCYS and handicapping in my 3rd article.

Other events like the Club Cup, Marathons, Regattas, Labour Day Cup etc, are slotted in throughout the summer season for some variety. Keep an eye on the events calendar for the dates and activities.

That's it for this session, more on scoring and yardsticks in the next newsletter.

Happy Sailing,

Peter B.

Wake up! I'm finished. For now any way

P.S. I may refer back to something in this article, maybe you should hang on to it for a while.

Formula Sailcraft are now building Paper Tiger catamarans.

Our Paper Tiger hulls are built from moulds acquired from Ken Fay and incorporate a roll-over gunwale for easier grip when lifting and carrying the complete boat.

The gunwales incorporate extra strength at the beam attachment points and are designed for bolting the beams through the gunwales rather than internally.

Like the other boats we build, the Paper Tiger hull/deck assemblies are made from vacuum bagged fibreglass/foam sandwich. Our standard PT hull/deck incorporates fibreglass/vinylester laminates on Klegecell foam with carbon fibre and Kevlar reinforcing at the beam attachment points. The surface finishes are white Aquaguard gel coat, other colours are available.

Internally, the hulls are fitted with substantial foam sandwich ring frames at the beams, a half ring frame at Station 2 (forestay location) and a fully sealed bulkhead either side of the centrecase creating a very strong centrecase and also dividing the hull into two buoyancy chambers.

The centrecase is designed to take the moulded high aspect A-Class centreboards that we currently make from the McKenzie Composites mould (as used by the current A-Class World Champion) these centreboards are made from carbon/vinylester/foam core with white gel coat finish.

We intend to make a new mould for producing Paper Tiger rudder blades which will fit into the standard rolled alloy rudder boxes. Blade lifting mechanism is still to be decided but is likely to be the fibreglass rod system used on A-Class cats. A moulded carbon rudder box option will also be available later (similar to our 125 and Impulse carbon rudder boxes)



For more information,

Contact **Jim Scott** at **Formula Sailcraft** on **0409 151121** or

email **formula15@bigpond.com**

What's that splash? contributed by Ross Church

Have you ever been drifting along (on a typically still Lake Samsonvale morning) and been startled by a large splash and maybe even the sight of fins breaking the surface?

If so, chances are that you've just given a Queensland Lungfish a bigger fright than you got.

A considerable population of Queensland Lungfish (*Neoceratodus forsteri*) was trapped in Lake Samsonvale after the North Pine Dam wall was constructed in the seventies. Some locals believe that these Lungfish have bred in Lake Samsonvale but this is difficult to prove because they probably live for 50 to 100 years hence the fish we see today may all just be those that were trapped here three to four decades ago.

These prehistoric looking fish grow to 150cm or longer and can weigh well over 40 kg so it's no wonder that they can easily be noticed if they rise to the surface to breathe when they are active and needing to supplement their oxygen intake.

When paddling very quietly in a kayak it is sometimes possible to get close enough to a Lungfish to nearly touch it and even to hear it breathe but there's no need to worry about dangling your tootsies over the side as Lungfish feed mainly on frogs, tadpoles, small fish, plant material and invertebrates.

Lungfish are a protected species and are not able to be removed from the lake by anglers or collectors. Therefore, because Lungfish are estimated to live for up to 100 years, we'll hopefully see these interesting creatures sharing Lake Samsonvale with us for many years to come even if they have been unable to breed in our lake.

The photo below shows a stranded Lungfish being measured before being moved back into the lake.



Life Jacket Reminder

Members are reminded of their obligation to wear lifejackets when on the water. This is a requirement under the LSWSA lease agreement with SEQ Water, besides being an insurance against the unpredictable. Recently some kayakers and canoeists were spied without jackets and while these craft seem placid and are not racing across the lake on one hull, a capsizes is still a real possibility.



Magic Week on Lake Samsonvale Queensland

December / January 2010/11

(North Pine Dam)

An adventure on the lake with Paul Trotter C18 / 26 Wyuna and David Cook (Cookie) C18 / 121 Ivana

After a very wet week over Christmas, David Cook and I were keen to get our boats wet and get some regular sailing under our belt. In previous years we had left our Careels at the QCYC marina at Shorncliffe which was fun.



We found that over a number of years that the strong sea breeze and big swell made for unpleasant afternoon sailing. We attempted very early morning trips but these were steamy affairs and if you got back around noon it was pretty exhausting.

The lake offers a better alternative for afternoon sailing which left the morning free to do stuff around the house (mowing and such) and then we would venture out to the lake at 2pm to enjoy the moderated sea breeze and great sunsets over the mountains. All without any unpleasant and rough fetch!

When ever we were out at the lake there were always people out picnicking, sailing, kayaking and enjoying themselves, which was great to see. We also found the lake was a little tidal this year with the varied releases from the dam.

We were able to put our Careels in and leave them beached on the shore and anchored over night without the fear of theft or weather. The bird life on the lake is magnificent with Osprey's and other water fowl in abundance. There are wonderful isolated valleys to explore and there are marks placed around the lake to make informal racing a really good option.

Sunday 29th December (Good breeze from SE)

We launched on the first fine day for about a week and Cookie took the opportunity to carry out some trailer maintenance while we stuffed around launching. He sanded back the trailer in preparation for its yearly coating of Cold Galv. Once on the water we enjoyed a few long boards out on the eastern half of the lake near the power lines and then headed up the North Pine River Valley to its logical conclusion, working our way up through the hills and shifting breezes.

My daughter took the opportunity to enjoy a sleep below and when we went as far as we could go the race was on. It was back to the finish line opposite the club house. Cookie got a head start while I was using the Bundy Bruce Gadget and it took some time to reel him in. We caught up with him in the last bend in the river and then we got away. On return Cookie painted his trailer before we retired back to Sandgate. A couple Coopers were also consumed on this adventure!

30th December (Light airs from SE)

On arrival we took the boats back to the eastern side of the lake and ventured up a long little valley and then came back via the club house on a very long down wind run until we got past the graveyard. So relaxed was I that I sat with my back against the pulpit and legs outstretched only to feel my glasses part company down off the back of my head. I didn't move but heard them splash and turned to look for them but they were now well and truly lost in the murky depths of the lake. Once again we went as far as we could go up that end of the lake and we turned for the race home. Cookie was given an early lead but I again gobbled him up as I enjoyed the use of my new compass

and cotton wool telltales that I had only just installed on the headsail. I was able to tack on every header and press home my impressive lead until I made the finish line. Cookie really needs to get that new rudder made!

31st December (Strong SE breeze)

As I was now thrashing Cookie it was agreed that I should be more sporting and use my older flat BBQ plate aluminium rudder and the headsail was re rigged with the furler. This makes fine adjustment of the luff impossible as it needs to be set before any outing.

On this trip we took along my son Matthew, Peter Bruinsma and the Knowles Family on each boat which made for some good fast sailing with plenty of ballast in the stronger winds.

I embarked with the whole Knowles family as crew including Craig, Bernadette, Isabella and Lachlan while Cookie left with Peter B. We again headed out to the eastern part of the lake in heavy conditions with the boat heeling and some anxious looks from my young crew! The parents constantly reassured them of Mr Trotter's expertise on the water that had me even worried!

We finally got out of the wind and journeyed up another flooded valley before returning on the breeze.

Now we got down to some serious racing electing to race two triangles from the traditional start line up to C mark, across to B and back to the finish. In Race 1 I raced with Bernadette and Cookie raced with Peter B.

The first race was very close all the way. We won the start but Cookie remained on our lee quarter all the way up to C Mark and he tried inching past us at the mark and failed. Bernadette was a natural crew member as she was perched well over the windward side with her feet out over the hull! On the reach to B Mark we drove the boat hard only being powered by a beautifully eased headsail and the main was left flapping not doing much work at all. Cookie climbed up on our windward quarter but couldn't get past us! The boats were obviously much more evenly matched under the modified rigs. Finally at B mark they managed to steal our wind and drive past us. We broke away well to the south of them, picked up the better breeze and then pipped them at the line! Sorry Cookie!

In Race 2 we changed crew and I took out Craig and my son decides to race with Cookie. Matt was very keen to beat his father. It was not to be.

Craig and I nailed the start by some 6 boat lengths and despite Cookies best efforts he couldn't close the gap during the entire race! He must be getting very frustrated!

So Cookie stayed on the water and his wife Amanda and daughter Haley turned up with pizza for a twilight sail, while I headed home with the Knowles who joined us for dinner in Sandgate. Craig and I crashed early and missed the New Year while my wife Mary and Bernadette misbehaved well into the wee small hours of the New Year!

New Years Day – Rain Day and Rest Day!

2nd January 2011 (Moderate SE breeze)

This day it was some serious solo racing with Cookie and I turning up on our own after sharing the journey out in the one car.

We agreed to extend the race format and sail out to the bigger B and C marks and race a triangle and then a sausage course using A mark as the leeward mark and finishing via H Mark.

Race 1.

Cookie finally wins a start but is completely demoralised when I catch him only after a couple of tacks. There was a great moment where we were both heading up wind on a port tack and approaching shore. He was slightly ahead but to leeward of us and he tacks. He completes his tack just in time to demand his starboard rights and we keep going, passing him on port as he only just clears our transom. From this winning manoeuvre I was able to apply a loose cover to him for the rest of the race and he was again defeated. Of course he is now getting use to this pain! For those who know Cookie he is a very competitive fellow and he has been very happy beating me over many years, so the experience for him was very frustrating.

So at end of Race 1 we pull up on the bank opposite the race control building and we both take it in turns to walk up to the clubhouse amenities, take a leak and fill up with water.

Race 2

This time I gain the upper hand at the start but for some strange reason I can't shake him. I maintain a good lead for the first triangle but I'm puzzled with his now much improved pointing ability! The bugger had changed down sails while I was up at the club house!

At the end of the second windward leg Cookie is pointing even higher and catching me. I get complacent and don't maintain a good cover and by the time I come into my final port tack to the windward B mark I find Cookie all over me and bearing down on me on a starboard tack for the line.

Thankfully I luff him out of the way and he drops back to leeward and I round a few boat lengths ahead. Again he steals my wind on the down wind run, catches and passes me. I again attempt a break away manoeuvre to the south but he comes at me every time I try and escape.

At H Mark he is about six boat lengths ahead and he tacks to port on rounding and I immediately tack to starboard. He tacks again to cover me and we fight it out tack by tack all the way to the finish. But like Australia 11 Cookie keeps on top of America to prevail on this occasion.

After passing the finish line I notice Cookie downing his jib and then realise the bugger had removed his furler over lunch giving him the bigger advantage in this final race! The bloody cheat! He did enjoy the victory!

3rd January 2011 (Very, very light airs from all directions)



We arrived just before 2pm and slightly before a major storm that was heading north. We lost an hour while we waited on the lee of the club house for the tempest to pass. At 3pm we got on the painted ocean and drifted out and east across the lake in extremely light conditions. I had my daughter Clare with me for the last sail of the adventure and it was the first day of the lot where lack of wind was a major problem.

We got caught on the eastern end of the lake having spotted a lung fish and with no wind to return. Out came the oars for the long paddle back. A zephyr came in and we again got some momentum as we had a long beat in light NW airs. Again, another storm loomed on the 'iphone' coming up rapidly from the south. The rowing became vigorous and the wind dropped out completely as we approached the club. Frantically we rowed and made it to shore as the storm clouds came in from the south. It was the fastest retrieve in Careeling history and we were very keen to get our masts down before the lightning arrived! I almost suffered cardiac arrest hand winching my boat on to the trailer!

Thankfully the storm didn't strike very hard and the rain only came in as we completed packing up. And so ended a wonderful week on Lake Samsonvale! This is a tremendous lake with the club facilities located in a beautiful setting and we should all make the most of this incredible asset. I would highly recommend this type of holiday for all those club members who live close to the lake.

Paul Trotter
C18 / 26 Wyuna
Moreton Bay Captain CCYA
Committee Member LSWA



25 January 2011

Dear Club Member,

As anybody involved in our "club racing" or "junior training programme" at Lake Samsonvale would know, it is vital that we are able to put safety boats on the water to ensure the safety of sailors as well as to assist in the logistics of setting courses. Without this commitment our racing would not happen and the juniors would not be able to train.

In the past there has always been one or two dedicated club members who have taken on responsibility for organising and crewing the safety boats. Arrangements that existed in 2010 are not going to continue in 2011. Every race day will require the services of two competent boat skippers and associated competent crew. Both boats need to be on the water by 0845 – 0900 hrs with the RIB (rigid inflatable boat) chaperoning the juniors until lunch. The larger boat remains on the water for the day.

It has been recommended that a wider roster system drawing from more of those members who benefit from having a safety boat on standby would spread the workload more evenly and allow all members to regularly participate in the sailing events (the racing committee has a scheme to allow appropriate series points to be allocated to any competitor who does SB duty on a race day).

The safety boats require two people for safe effective service during sailing events. The safety boat skipper must:

- Hold a Recreational Marine Drivers Licence
- Have passed an approved Safety Boat Handling course
- Ideally have a current Senior First Aid Certificate

In addition the crew of each boat must be a competent swimmer and willing to jump in the water (at the skippers request) to assist someone in distress. Personnel working with the juniors also need to have a Blue Card.

The Committee needs to assess whether we have enough interested club members already holding any of these qualifications or whether we need to organise some training courses in 2011. If you are able to donate some time to assist with safety boat duties during 2011-2012, could you please complete the following survey form and return it to the Club Secretary as soon as possible.

Thanks in anticipation,

Philip

Philip Jackson
President LSWSA



Member Survey - Safety Boat Duty 2011

Please enter your details in the following cells.

First Name	Surname					
Postal Address	Suburb	City	State	Post Code		
, Email address:		@				
Telephone Number – (preferred)	prefix				provider, e.g. tpg.com.au	

For the following questions please tick (✓) your preferred response.

1. (i) Are you willing to commit to captaining a safety boat during 2011 for:

- 1 Race Day 2-5 race days 6-10 race days 11-20 race days

(ii) Are you willing to commit to crewing a safety boat during 2011 for:

- 1 race day 2-5 race days 6-10 race days 11-20 race days

2. Do you already hold any of these qualifications:

- First Aid/CPR Certificate Recreational Marine Driver Licence Safety Boat handling

3. Are you willing to have your name submitted for a Blue Card (Govt record check required);

- YES already have one not available to assist juniors

4. List any current qualification you hold that may be useful for LSWA.

e.g. safety/training/rescue;

5. (i) If the club decided to run any appropriate courses would you attend on the basis:

- club paid 50% you paid 100%

6. Do you have any other suggestion regarding funding (expenditure of \$100 to \$300 per person trained could be necessary)

7. Are you a competent enough swimmer to be able to help people in the water and assist in righting upturned sailing craft?

- YES NO

Thank you for your assistance.