

NEWSLETTER

July 2011



LSWSA Committee 2010/2011

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From the President's desk

The recent spate of cooler days, and nights, has certainly slowed sailing activity a bit. The concept of volunteering to get wet in waters slightly freezing doesn't thrill all of us. Not even me. But I am constantly reminded and equally pleased to see so many of our members using the LSWSA grounds for picnics and small boat practice. In the same vein we have a steadily growing group of members who paddle the waters of Lake Samsonvale no matter what the temperature. At times I think they have the best deal as they get to enjoy the beauty and tranquillity of the Lake at either end of the day.

Our esteemed editor has been chasing me for this month's contribution and I must admit the demands of work and home have seen me delay completing my commitment. As the rain settles in on this damp Saturday it reminds me of the commitment a dedicated group in Club make to its ongoing success- for all of us. These volunteers have been steadfast in ensuring safety boats, canteen, junior sailing and racing continue to be available for all. However I would encourage all of you to consider your contribution and if you can see your way to assist us we would welcome you with open arms. In particular our safety boats need crews as well as skippers and the canteen needs galley hands. Volunteering doesn't mean every sailing day when enough people step forward and makes a small contribution.

Our planning for the annual working bee is under way. Watch your emails for announcements on what is planned. This annual event makes a huge difference with the maintenance of the Club as well as assisting Ted with the bigger or more awkward jobs. This year there will not be the same focus on tree felling as last year.

Cheers, Philip

From the Commodore ...

Racing management on raceday ...

Last month I gave an overview of how our club racing is managed at a formal level. Let's now get down to the nitty-gritty ... how it happens in practice.

On raceday, the person in the hot seat is the Race Officer, who is responsible for on-the-spot decisions like setting the course and start times, nominating shortened courses if appropriate etc. To manage each race, the RO is assisted by a coordinated crew ... the Time Recorder, the Safety Boat operators, and the person displaying the flags. With various changes at LSWSA, these operations are under review, and new processes are being evaluated during the Winter Series in preparation for the coming season. Your comments and suggestions will be welcome.

At this stage I would like to move a giant vote of thanks to Peter Bruinsma. Peter has been serving the club in Race Control for many years, recording race entries and times, and working towards the smooth running of our competitions. Peter is now moving on to the active side as crew and skipper, and we will need to set up a roster for the time recorder in the future.



Race Management, at the practical level

On the day, members of the race management crew work this way ...

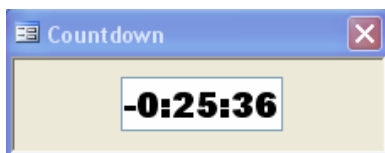
- Various members of the crew coordinate sign-on sheets, lunch orders etc.
- The RO holds a wet finger in the air, decides on the course and holds the briefing
- At start time the Time Recorder coordinates the flag display and hooter to start each division in turn.
- During the race the RO may make a decision to shorten the course. The safety boat positions the flags and advises competitors if necessary
- As each boat crosses the finish line the time is recorded.
- After lunch, the whole process is repeated for the afternoon race.

Race timing, publishing results

In recent years, Peter B has been recording race times with a combination of video recording and a multi-function stopwatch, the hardware being his own personal property. Peter has been transferring the times to a spreadsheet-based system to compute results and publishing to the website ASAP.

With other personnel now required for timekeeping, other systems are being trialled to find out which give the best outcomes. The initial trial has been a computer-based system used previously at LSWSA. At that time there were only catamaran divisions racing and thus only one 'start'.

With the probable advent of Junior divisions, this system is being reconfigured to manage any number of divisions in up to three 'starts'. It has been designed to make the Time Recorder's job as straightforward as possible.



A countdown timer displays the start times for flags and hooter, counting down to each individual start

The Race Timer screen displays all boats in Sail Number order on a single screen for the Recorder to click 'Finish' as each boat crosses the line.

A screenshot of the "Race Timer" software interface. The window title is "Race Timer". It displays a table with columns: "Finish", "Sail No", "Boat Name", "Class", "Name", "Elapsed:", "Corrected:", and "Code". The table lists 12 boats. A "Refresh" button is located in the top right corner of the table area.

Finish	Sail No	Boat Name	Class	Name	Elapsed:	Corrected:	Code
Finish	12	12 Bar Blues	Nacra 14sq	Phil Ross			
Finish	137519	Even Flow	Laser 4.7	James Fraser			
Finish	156	Therapy	Careel 18	David Dowling			
Finish	1597	Blue Max	Paper Tiger	Lucille Miller			
Finish	1621	Cata-Strophic	Nacra 5.8	Navron Quixley			
Finish	267	Magic Moments	Masrm 720	Bruce Munro			
Finish	2920	The Other Lady	Paper Tiger	Chris Shannon			
Finish	30025	Copacabana	Hobie 16	David Stephens			
Finish	308	Airborne	Smart Cat	Bob Rankin			
Finish	4	Take Two	Laser	John Chapman			
Finish	802	Bad Leroy	Nacra INT17	Craig Frazer			

Here it shows the setup for the next heat in the Winter Series. The system manages handicaps and corrected time calculations automatically and will publish provisional results as soon as the last boat has finished each race.

This system is being backed up by evaluation copies of commercial software and shareware, and the Committee will resolve the most appropriate solution at the end of the Winter Series.

Volunteers, please

Even the most sophisticated system will need somebody to 'drive' it. Although we are making the job as simple as possible, without volunteers to manage the races we have no competition. One member, Chris Baillie, has already put up his hand to help for the Winter Series and the 'A Handicap' races in spring.

If you have an interest in this process, please get in touch with me and have a look at the systems. As I said above, any suggestions will be welcome. You do not need to be a computer expert, and you do not even need to be a sailor, just a willingness to be part of the scene on raceday

If you are a sailor, you will not be disadvantaged ... for each race you miss the computer will award you average points for that series

Regards, JB.

john.boetje@iinet.net.au

SEQWATER Management Plan update

We are writing to provide an update on the progress of the plans for managing the recreational use of several Seqwater lakes.

Seqwater is progressing the plans for managing the recreational use of several of the Seqwater lakes. An extensive consultation process was recently completed including:

- Stakeholder interviews;
- On-line surveys; and
- Intercept surveys of patrons at lakes/ dams.

As a result of the consultation process, 1,236 surveys were received and a significant number of stakeholders contacted. In addition a number of individuals or groups provided written submissions. The analysis of community and stakeholder has been completed and we are now in the process of preparing recreation plans for all lakes/ dams.

The original time frame of June 2011 for completing draft plans has been substantially delayed due to the events of December/January, as well as the time involved in undertaking the consultation and properly analysing the extensive feedback provided.

We are aware of the keen interest of all stakeholders in this project and thank you for your input. We hope to progressively release plans in draft form over the coming months. All stakeholders and the general community will be notified and invited to provide comments as and when draft plans are completed.

If you have any queries, please contact us via recreation@seqwater.com.au.

What's that splash?

Next time you're rigging up on the shore on a still morning have a look a few meters out from the bank and see whether there are any small splashes or swirls on top of the water. If so, use your polaroid glasses to look just under the surface and you might see a school of small slender fish darting about.

They will most likely be Snub-nosed Gar which can be found near weed beds and in shallow bays all around Lake Samsonvale, particularly on still mornings or evenings in summer.

Snub-nosed Garfish (*Arrhamphus sclerolepis*) were introduced into Lake Samsonvale from stock that occurred naturally in Lake Wivenhoe and which was subsequently used to introduce breeding populations into several other South East Queensland freshwater lakes.

A self-sustaining population of this fish is now well established at Lake Samsonvale and, even though they are a source of food for larger predatory fish and waterbirds which live at the lake, this sleek looking little fish should increase even further in numbers as a result of the extra water and larger surface area the lake now has. Snub-nosed Garfish can grow to as long as 40cm but are usually found in large shoals at around 20cm in length.



Email to editor/committee

From: Andreas Suhrbier [mailto:Andreas.Suhrbier@qimr.edu.au]
Sent: Monday, 16 May 2011 10:31 AM
To: Robert Rankin
Cc: Philip
Subject: FLOTSAM and JETSOM

Dear Robert

As a keen paddler I have noticed that at certain points in the lake flotsam is accumulation on the lake shore. Some of this flotsam is less than friendly, so I have hauled it into my kayak and taken it to the rubbish tip or left it next to or in the rubbish bin. (Thanks very much to the caretaker for disposal). Apart from a fridge door (nicely floating a few inches under the water) I have hauled out two 10 l cans of petrol, 1 can of break fluid, one 5l oil can, 1 container of pool chlorine, and two 10 l tins of paint. Luckily there were still intact. I encourage anyone else spotting this stuff to haul it out. It's clearly very bad for the environment and not great if this stuff gets into the water supply. (Also found one fully functioning EPIRB). Not sure how all this got into the lake but I wonder if the heavy rains took out some shed contents around the catchment.

Feel free to edit and put in newsletter. Thanks for a great job.

All the best Andreas

PS have cc Philip in case this helps our case with SEQ water in any way.

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Australian Centre for International & Tropical Health.
Griffith Medical Research College.
University of Queensland.

Reply from committee

Andreas,

I must admit your collection is quite astounding and I extend the Clubs thanks for your efforts in collecting it and for also drawing it to our attention. At our last meeting we did discuss a request from MRBC for volunteers to clean up the Pine River. We saw this as a great opportunity to enhance our community credentials but focus on the Lake instead of downstream. Your 'discoveries' only serve to endorse this need.

I will be approaching MRBC to include our contribution of cleaning the lake foreshore as part of that program and seeking guidance and support from SEQ Water.

Personally I have noticed large numbers of green 8 and 10" plant pots around the lake edge. I was not "aware" that there was such a prolific interest in pot plants in the area!

As for the EPIRB – if it is registered then the owner should be able to be tracked through AMSA, Canberra.

Many thanks
Philip

Internet articles

Eight Bells: Olivia Constants, a sailor taken too young

Posted on [June 30, 2011](#) by [Crew: Taylor Michie](#)

Young Olivia Constants' tragic death that occurred last week while sailing a Club 420 in Annapolis reveals a need to analyze the unique differences occasioned by small boat downwind capsizes.

In the usual upwind capsize the boat tips over to the point that the stabilizing power of crew weight becomes useless – the rig hits the water and skipper and crew literally fall out of the boat – usually on top of the sail. This is generally a slow motion process where all involved can see and feel what is going to happen. In contrast, the small boat downwind capsize to windward (grimly labelled the 'death roll') is very sudden, with the rig slamming hard into the water with enough force to often invert or 'turtle' the boat. And instead of the crew falling slowly out of the boat and onto the sail – both the sail and the hull crash violently on top of the crew.

In this instance the life saving flotation force of the mandatory life jacket abruptly becomes a life threatening force that pins the wearer under the boat and sail, blocking the necessary under water escape. You literally have to dive under the water to get out and your life jacket will perversely prevent that. This situation is exacerbated by any hook up like a trapeze, and all floating or dangling lines of halyards create an immediate threat of entanglement.

The dilemma here is how to resolve two conflicting realities. – A life jacket is essential to preserving life when separated from the boat. – A life jacket can become a death jacket when its flotation power prevents the wearer from separating themselves from the overturned boat. I can report from personal experience that it is very difficult to visualize the extreme underwater chaos presented by an upside down fully rigged sailboat with halyards, sheets and loose gear all dangling down in ways to ensnare the unwary.

The fact that this situation is mercifully rare is of small comfort if your son or daughter is involved. Nor is the prompt presence of a rescue powerboat a solution in this situation. For a crew trapped under a turtled hull and rig, somebody has to be ready to very quickly dive under to get them out in conditions of low visibility. That somebody also has to be a very good swimmer and free diver – equipped with mask and flippers – and preferably unencumbered by a life jacket. All sailors need to be made aware that when their craft capsizes to windward when sailing downwind, special dangers of entrapment are created because the rig and hull come over on top of you.

This calls for quick release life jackets and training that makes all participating sailors aware of how quickly that situation can turn fatal. This is a new burden that all responsible regatta organizers should provide for.

For the below kayaking article visit www.bestexpeditionintheworld.com

Voyage of discovery

HAVING ENJOYED THE BEST JOB IN THE WORLD IT'S NOW TIME TO RETRACE THE JOURNEY OF CAPTAIN COOK, WRITES BEN SOUTHALL

i have embarked on another adventure. The Best Job in the World had been and gone and I'd been looking for another way to take my encounters and experiences along the Great Barrier Reef to the world once again.

Having always had a love of travel, a sense of adventure and, since the Best Job – where I held the position of caretaker of the islands of the Great Barrier Reef as part of Tourism Queensland's Best Job in the World campaign – an invigorated passion for the environment, it was time to conjure up an expedition that pushed the boundaries, tested my mettle and helped give a little something back to the locations I'd be travelling through.

It was time for The Best Expedition in the World – a 1600km, almost four-month kayaking adventure along one of the natural wonders of the world – the Great Barrier Reef. My journey was launched at the Town of 1770 on the central Queensland coast earlier this month and my plan is to retrace the route of Captain James Cook by kayaking and sailing to Cooktown in the state's far north. Captain Cook sailed the Endeavour along the Queensland coastline during 1770, taking just over a month. I'll be sailing, paddling and peddling my Hobie Tandem Adventure Island for more than three. I won't be trying to set any records for endurance, distance or speed but instead embark on a "voyage of discovery".

The Best Expedition aims to raise the profile of the Great Barrier Reef and show why it is the best-managed coral reef in the world by highlighting the practices of authorities including the Great Barrier Reef Marine Park Authority and the Queensland Parks and Wildlife Service, as well as local tourism operators.

The journey will highlight quintessential Queensland experiences: islands and beaches, natural encounters, adventure and the enviable lifestyle.

But it will also showcase why the Great Barrier Reef is the greatest reef on earth. The marine park is the world's healthiest reef system because of good management and a firm commitment from the tourism industry to its conservation.

The 2300km-long Great Barrier Reef is the largest and most extensive coral reef system in the world, comprising about 2900 individual coral reefs, 600 continental islands and 300 coral cays.



Itinerary

- | | | |
|--|---|---|
| <ul style="list-style-type: none"> ■ May 31
Heron Island | <ul style="list-style-type: none"> ■ July 20
Townsville | <ul style="list-style-type: none"> ■ Aug 30-Sept 01
Port Douglas |
| <ul style="list-style-type: none"> ■ June 5
One Tree Island | <ul style="list-style-type: none"> ■ July 23-26
Magnetic Island | <ul style="list-style-type: none"> ■ September 1-5
Low Isles |
| <ul style="list-style-type: none"> ■ June 11
Keppel Islands | <ul style="list-style-type: none"> ■ July 28
Orpheus Island | <ul style="list-style-type: none"> ■ September 7-8
Cape Tribulation |
| <ul style="list-style-type: none"> ■ June 23
Mackay | <ul style="list-style-type: none"> ■ August 2-6
Hinchinbrook Island | <ul style="list-style-type: none"> ■ September 9-11
Endeavour Reef |
| <ul style="list-style-type: none"> ■ June 27-July 11
Whitsunday region | <ul style="list-style-type: none"> ■ August 12-27
Cairns | <ul style="list-style-type: none"> ■ September 12
Cooktown |



Juniors report captured by Craig Gray



Juniors report captured by Craig Gray



Takes some good pickies when not instructing juniors in the art of sailing backwards