



Sabre Sailing Association of South Australia

Magazine

Date June 2011

Presidents Report

Well I'm sure no one was as surprised as I when I unexpectedly was voted as president of the SA Sabre Association at the recent AGM. It was one of those moments where I had not even considered a position on the committee, let only the role of president. But now that I have had time to reflect on my decision to accept, I am really pleased and looking forward to the involvement and what I may be able to contribute to the Sabre class.

Firstly I cannot go past thanking our past president, Greg Warner, who over many years has led our committee through a busy period including two National Championship regattas at BSYC. I am very glad he remains as a committee member as I'm sure he will be a great help while I learn the ins and outs the job ahead. Also to Peter Leader, who has stepped down as Vice President as he gets his health back on track, a big thankyou. We are all looking forward to seeing you back out on the water again next season and enjoying a post-race beer and debrief in the bar.

It is great to see some new faces on the committee this year and with Bill Tucker at the tiller again, we can continue to develop and support the class throughout the state. There is real momentum and energy around the Sabre class with fleets expanding at yacht clubs such as Adelaide Sailing Club and Somerton Yacht Club and we are constantly seeing new boats and sailors join our fleets.

The upcoming National Championships at Blairgowrie Yacht Squadron will be an event not to be missed, with an expected 100+ entries. What a great opportunity to enjoy racing in such a large fleet and the beautiful waters of the Mornington Peninsula. SA will be well represented, with many already planning the trip over the border.

Enjoy the rest of the footy season (if only both SA teams could start actually winning a few games??) and those that are doing some winter training...rug up, it's bloody cold out there!!

Laura Baker
President.

Boat for Sale

Sabre 1047 "Patricia", built by Peter Roberts in 1981, stitch & glue marine ply construction, good racer (4th State Championships & Lady Champion 2010/2011), 2 rudders, 2 masts, 2 centreboards & 4 sails, road trailer \$1700. Contact Lesley Roberts on 83563159.

If anyone wants to sell their boat please contact the Publicity Officer, Bob Abercrombie (see contact details in Committee Information) as the Association is constantly receiving requests for secondhand boats. We have already sold one boat since the end of the season.

Australian Masters Games

The Australian Masters games are once again being held in Adelaide from October 7th to the 16th 2011 and sailing will be at Adelaide Sailing Club. Races will be on Monday, Tuesday, Thursday and Friday. Any class with more than ten starters will have their own division and results. The games are open to competitors over 35 years of age at the commencement of the games. Entries are now being received and close on Sunday 7th August 2011. For further information visit the web site at www.australianmastersgames.com.au The Sabre Class has always been well represented and has had its own division in previous games and is always a relaxing way of easing into the season plus its good fun.

Membership

Membership renewal is now due for the 2011/12 sailing season and attached is a renewal form for completion. The direct debit method of payment was introduced last year and the details of that are also on the form. This has saved the Treasurer a considerable amount of work and was a popular with a majority of members using this method of payment.

2011/02 Program

Following the member's comments at the AGM the committee has been busy and has prepared a draft program for next season. The Committee is awaiting confirmation from Clubs. If approved by the clubs there will be more State Championship heats at different venues than we have used recently. The entry for the State Championships has again been included on the Membership form. Once finalized, members will be notified of the program through the next newsletter.

Safety Measures

In the February 2009 Newsletter reference was made to equipment available for those who found it difficult to get back into the boat after a capsize. It has been brought to our attention that there is another product now on the market. For those interested you can check it out on www.up-n-out.com

Sabre Fleet Expanding

It looks like that there will be 6 Sabres sailing at Adelaide S C this season with three more Sabres joining the three boats already sailing there. A boat has been purchased from BSYC and a new YMS boat is on order and it is reported that a boat has been purchased from Victoria and is also likely to join the fleet.

Jessica Watson

Jessica Watson will make her one and only South Australian sailing club appearance for 2011 at Adelaide Sailing Club on Friday the 15th of July, the event will raise funds for both the SA Fireball Association (to help with boat transportation to the worlds) and the 2012 Fireball World Championships being held in Mandurah WA. Jessica is an inspiration to many people, particularly children. Her story is more than about sailing, it is about guts, determination and a willingness to push on when at the limit.

For further information contact the Adelaide Sailing Club (82943232) or Rod Schmidt, Secretary, Fireball Association (0402413611).

Measurement Information

At the measurement nights last year a number of breaches of the rules of the Association were detected in centreboards by the State Measurer. Most of the centreboards rejected were professionally made, requiring them to be returned to the manufacturer for correction. It is also believed that some of the centreboards were "passed" by the Measurer the previous year (2009) with a proviso that minor breaches of the rules were corrected (eg the radius on the bottom corners). In some instances the owners had either ignored or forgotten to correct the breaches resulting in the rejection in 2010. The State Measurer has advised that this practice will no longer be endorsed and any breach from now on will mean the centreboard (or any other rule breach) will not be passed until corrected and presented again for re-checking.

As a result of the rejections some members were critical of the measurement process adopted by the measurer and to some extent blamed him for the breaches of the rules. It must be remembered that the integrity of the Sabre Association's "one design" concept is due to the stringent endorsement of the measurement rules by measurers of the Association both here and Interstate. Those who attended the National Association Annual General Meeting during our recent National Championships heard **all interstate delegates report exactly the same problem with professionally built centreboards**. This highlighted the fact that one of the problems was not isolated to South Australia and also justifies the stance taken by the State Measurer. As a result the National Association has set up a working group to investigate an alternative method of measuring the taper on the trailing edge of centreboards.

It should also be remembered that the Measurer is a volunteer who gives up his time to ensure that we all comply with the rules of the Association so that the integrity and value of our boats

remain intact, therefore he should be supported in the task he performs for the Association.

Bill Tucker
Secretary.
Sabre Sailing Association of SA Inc

The following is an abridged report that the State Measurer, Sean Hackett prepared for the Committee following last year's foil and sail measuring:-

“NON-CONFORMANCE IN CENTREBOARDS

A new problem

Among centreboards found to not measure correctly at annual measuring in 2010 were several that had been professionally built.

The prevalent fault was trailing edge fairing exceeding the 65mm permitted (rule 4.1(b)).

This has always been one of the more difficult determinations to make, especially when home built and the when the surface finish on the foil is “rough”. Accordingly the benefit of doubt might go to the owner if roughness apparent at the point of reading appears to be matched by the overall roughness of the finish or the sides are cupped or otherwise not flat or not parallel, any or all of which degrade the necessary datum surface needed to determine the extent of fairing. In recent times foils have been produced by professional boat builders. These are finished to a higher standard than most home builders. It must also be considered that a professional will be well informed about optimum sectional shapes for foils and well equipped (and disposed) to press the limits of the rules where these limit the performance of the foil.

It follows that an especially critical eye must be applied to such product.

Observations & discussion

From time to time, it was observed that fairing would press very hard on the measurer's ability to find that no methodical breach was being perpetrated. Any demonstrable breach would be localized and occasional, attributable to a moment's excessive pressure on a power sander. On Sept 6th 2010 the Measurer of the Sabre Sailing Association of Australia related a recent conversation with a professional builder who had sought clarification on class requirements in this matter. The latter proffered an understanding that 65mm of fairing applied to a minimum thickness centreboard could be extended on the same profile to meet the sides of a maximum thickness at some line further forward. The National Measurer has affirmed (if it should be necessary) that this is incorrect and the trailing edge fairing may extend no further forward on a maximum than on a minimum thickness centreboard.

It has, indeed, been observed that some professionally produced centreboards approach maximum thickness. A recently checked example appeared to exceed it but was accepted considering that a breach could not be unequivocally determined or demonstrated with the instruments to hand, being a matter of less than ½ mm. Fortunately the very precision with which the factory product is made enables it to be measured with authority. A graduated square

can be laid along the side with confidence that the stock will sit squarely on the trailing edge and make possible a good determination of the point of contact. Where the measurer might have hesitated to find fault with a less finely finished article, no such inhibition need occur here. This has already resulted in the acquisition or fashioning of improved measuring apparatus, beyond what was previously found sufficient to establish the compliance of home-built equipment or hulls. Digital calipers (accuracy 0.03mm) and more stable gauges for thickness checking will be used in the future.

Conclusions

A prevalent irregularity in professionally built Sabre centreboards has been shown to be a methodical breach and the builder has been so instructed. It is hoped that the problem will not recur. In a decade, the Sabre has been transformed from a predominantly owner-built class to a predominantly manufactured composition of purchased equipment. The regard of the measurer has had to adapt from the relatively inoffensive and acquiescent owner-builder to the professional who demands rigorous substantiation of any breach before he will consent to correct it. The measurer, finding himself thus treated as process control by the manufacturer, must be alert to the slightest deviation from an acceptable standard if he would spare himself and members ongoing uncertainty as to the likely conformance of equipment. For the moment, at least, it is intended to continue the close monitoring of trailing edge fairing and overall thickness of all centreboards. Equipment used for checking must be of a higher order than was sufficient to verify the work of a home builder. All efforts must be made to secure the support and approbation of the members in protecting the integrity of the class and the confidence of any member that he can build and present equipment that will be accepted for competition.

If a class rule is neglected a large number of breaches may occur before the matter is brought into check. This may lead to such proposals as shifting the tolerance zone to suit the trend, to the appeasement of the perpetrators at the expense of the diligent.

The experience of the Tasar class is in point, q.v. this lament of its designer in respect of how that class has chosen to do business;

"...I will do whatever I can to accommodate his - ie.the class' - wishes, provided that the cost of such execution is something I can handle in my spare time, because that is the only way it will be able to get done. A relevant point is that the requests should be reasonable. It had never previously even occurred to me to make such a proviso with the Tasar class, but a recent ruling seems to defy reason. I designed the boat. I have been cutting lower masts to the same lengths and putting topmasts and sleeves together on the same jigs since about 1978. Yet a recent rule interpretation states that my production is deemed out of class, and I am asked to change my correct 20 year old jigs to come closer to some average. I am now advised that this may all have been the result of some incomplete thinking, but it has been published and owners have been asked to alter their boats. I regard this as not reasonable.

TASAR AUSTRALIA OCTOBER 1998 (Frank Bethwaite)"

It is, perhaps, better to accept some embarrassment now, than indignation later."

Sabre Sailing Association of SA Inc

Committee Information 2011/12

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Auditor Stan Kite

APPLICATION FOR MEMBERSHIP

Please forward application form to:-

The Treasurer, Sabre Sailing Assoc of SA Inc, 243 O'Sullivan Beach Rd, Morphett Vale, SA 5162

PERSONAL DATA

Please print

NAME:

ADDRESS:

SUBURB: POST CODE

TELEPHONE No: Home..... Work..... Mobile.....

DATE of BIRTH:...../...../..... E-MAIL:.....

SAILING CLUB:.....

BOAT DETAILS

BOAT/SAIL No: BOAT NAME

CURRENT MEASUREMENT CERTIFICATE: YES / NO

MEMBERSHIP DETAILS

Circle appropriate Division. Age as at 1st May Season runs from 1 May to 30th April

Junior	Senior	Master	Grand Master	Veteran	Grand Veteran
Under 18	18 - 39	40 - 49	50 - 59	60 - 69	70+

STATE CHAMPIONSHIPS ENTRY

I wish to enter the above boat in the State Championships and enclose the entry fee of \$20.
I understand that details of the State Championships will be distributed at a later date.

Note: A late entry fee of \$10 will apply to persons entering less than 4 days prior to the first heat.

PAYMENT DETAILS

Junior Membership (\$20)	\$.....
Other Membership (\$30)	\$.....
State Championships (\$20)	\$.....
Total payment	\$.....

Signature

Direct Payment Details:

C/wth Bank – Sabre Sailing
Assoc of SA Inc
BSB 065-128
Account No 00900895

NB. Please provide

Reference Detail.....

Date paid/...../20.....

Date