



International Mirror Class Association of NSW

Newsletter

July 2002

Web site: imcansw.org

Hunters Hill, Carcoar Dam, BYRA, Hobart, HHSC, Balmoral

A Presidential Note

Celia May

This is the first edition of the new email newsletter for 2002. The goal of IMCANSW is to promote Mirror sailing and racing in NSW. This newsletter is for any Mirror sailors, members of the Association or not. We are thrilled to see the growth in class numbers at some clubs particularly Hunters Hill where there will be four new boats and one rebuild launched this year. Last year saw the addition of several new crews, mostly parent and child and it was great to see some of them participate in the Nationals at Gosford.

Many years ago the Tasmanian team returned from their first Nationals determined to see their sailors develop into the best in the world. They set about a cooperative effort, including detailed research and training that has been an inspiration to all Australian Mirror sailors and sets our class apart from many others.

Guy Wilkins, British Worlds winner, author of *Mirror Racing* wrote of the 'Tasmanians underlying philosophy of ...mutual help. ..Essentially this involved the leaders sharing their knowledge with others to help them to improve as quickly as possible.' This newsletter is the NSW contribution to that philosophy.

At the AGM we formally acknowledged the contribution Ray Butler has made to the association over many years. Sarah his daughter and latest of his crews has written a profile of Ray that I know you will enjoy reading. We hope this retirement is not permanent. In the meantime he brings his depth of experience to the role as measurer.

Trawling the net one day I discovered that there are Mirrors in Orange, and when an invitation from the Carcoar Dam Sailing Club arrived we followed it up to receive an enthusiastic welcome from Ray Windsor, the Commodore to come and take part in their regatta. There is camping on the site, full catering available for the weekend, activities for non-sailing companions, and a strong emphasis on a family friendly atmosphere. Do mark this in you calendar now as a wonderful weekend away.

When Mark Barrington was here for training, we took him to dinner and quizzed him on how to develop the class. He voiced the opinion that many no longer take the class seriously and that we encouraged that view when approached our racing carelessly, with little value placed on the rules. He stressed that races should be decided by skill on the water but the rules were there to ensure a level playing field for all. Perhaps you could start with the SailSmart rule cards awarded at the 2001 State Titles and make sure everyone understands one new rule each week.

Have you checked out this month's Australian Sailing? There should be an article on Mirror Sailing put together by Andrew Sutherland from Victoria with lots of input from fellow sailors across the country.

Last year we focused on the Nationals, this year we hope to focus on bringing new sailors to experience the joy of Mirror sailing, and giving our existing members every chance to develop and grow their skills. This newsletter is available on line to anybody with email. We will still snail mail to members where requested.

See you on the water

Growing Champions through Family Fun



Profile of a sailor

Ray Butler

by Sarah Butler

What is sailing good for, apart from frustration and battle scars? It's a tremendous provider of stories and tales. Dad has been sailing for probably half of his lifetime, which means all my life I've been bombarded with endless tales of disasters, near-death experiences, miracles and victories.

I can vaguely recall Dad retelling his first experience in a boat. I'm unable to remember all the finer details, but I'm pretty certain that it involved Dad running his cousin's Heron into a pylon of one of the bridges along the Parramatta River. In Dad's defence, *apparently* there was a pretty strong tide and not a great deal of wind. Needless to say, Dad would never have done that to a Mirror.

Many years after this incident, the idea of sailing re-emerged for Dad. Spending another uneventful weekend visiting Dad's parents with his wife and new baby girl Belinda (my eldest sibling) at Tuggerah Lakes (no bridges there), Dad decided that there must be something better to do than sitting around for the entire weekend. He decided that the best thing to do with a lake was sail on it.

Now inspired, Dad set off to the first boat show he could find, and upon entering, he came across an NS14. After very quickly deciding that it was far too complex, he went in search of the Heron. After viewing the Heron, Dad turned and beheld the 'Mirror Dinghy'. The lighter brother of the Heron instantly appealed to Dad's injured back, and little did anyone know, an obsession had now begun.

Loving nothing more than playing with toys and building things, Dad bought a kit, and built his first boat 'Wisequack'.

My mother, being the great philosopher she is, said to Dad, "you'll want to race that thing". "No, no" he reassured her "I only want to muck around with the kids." Five minutes the boat had been in the water, when Dad spotted a red sail on the horizon. The competitive beast within him could not be subdued, and knowing that the red sail could only mean one thing, Dad was off. He's loved nothing but racing since.

Wisequack was eventually not quick enough for Dad; it was too heavy to be competitive. It was replaced by 'Popar' (Pile Of Ply And Rag) named but not built by Dad. After a rather nasty encounter with a Paper Tiger (no need to speculate who won that battle) Popar was re-invented, and became 'Spectrum'. It was a spectacular looking boat, with all the colours of the rainbow splashed along the side. It even was awarded the 'Best Presented Boat' at a regatta in Wagga Wagga.

It was in this boat that I was introduced to sailing. It was the day before Spectrum was sold; the three of us (Dad, Spectrum and I) went down to Kogarah Bay for its last sail. I've got to hand it to Dad, he chose the most horrible, blustery, windy, rainy day I have ever known and I was petrified beyond belief. It's a wonder that he ever managed to get me near a boat again, but I'm really glad he did.

Dad continued to shock us when he arrived home with the sorriest excuse for a boat I think I've ever seen, it was barely staying together. He must have seen some potential though, because after many months of hard work, 'Bob' was born. The only way it can be described; 'a bloody good boat', and by far, Dad's very best project.

Anyone who knows Dad will tell you that he lives and breathes sailing. If you open his wallet, the first photo is of 'Wisequack', you actually have to remove it to find the photo of his family. When asked the question of religion, Dad will reply without hesitation or sarcasm, "sailing". As I mentioned, he's super competitive, and loves to win, but even more



then this, Dad loves to help people. All through Dad's time in the sport, whenever and wherever he could, he helped people fix their boats, change to better systems and give advice to make others more competitive. I know it is this that gives him the greatest feeling of satisfaction, to have helped people, even if in the smallest measure.

Race Notes

Steve Hunt

The Calendar 2002-2003

September 22	Opening Day Hunters Hill Sailing Club	TT
November 23-2	Carcoar Dam Invitation Race	TT
December 7-8	NSW State Titles BYRA (Bayview Yacht Racing Association)	TT
January 1-8	National Titles Hobart Royal Yacht Club of Tasmania	
January 10-16	World Titles Hobart Royal Yacht Club of Tasmania	
January 26	Australia Day Regatta Hunters Hill Sailing Club	TT
March 1-2	Transom Trophy Hunters Hill Sailing Club	
April 5	Closing Day Balmoral Sailing Club	TT
May TBA	Annual General Meeting and Presentation of Trophies	

TT =1 or more heats of Travellers Trophy

Travellers Trophy. This event is in danger of withering through lack of attention.

- Your Committee discussed at length possible changes that would encourage people to travel.
 - Problems of transport can be resolved. Mirrors can be successfully car topped and there are always willing hands to help with the loading and unloading. If you need transport firstly speak to your club Association representative or email your requirements to the newsletter editor.
 - Scoring. The TT should give the top sailors the chance to improve their fleet racing skills but other competitors may be discouraged when significant success in the State Titles can make competition at other events unlikely to alter the outcome. With this in mind the Race Secretary has been charged with devising a scoring scheme which rewards those who travel without devaluing the trophies. When this has been approved the Notice of Race will be circulated.

You must be a member of the Association to take part in Association events. If you pay your membership before September 30th race fees for State Association events will be discounted

For information on the Nationals and World Titles follow the links on imcansw.org

From the International Association

IMCA

The International Association has presented two issues recently. One, to allow nominations to the International Secretariat up to 72 hours prior to the AGM. This was recognition of the advent of email rather than post carried by sailing ships. (previously nominations had to be received 60 days in advance). The Australian Association agreed to this.

The second dealt with tolerances on Mirror construction. This was circulated without reference to the Rules and Technical Committee. The Australian Association rejected it. (I believe it was subsequently withdrawn CM)



Australia is represented at International level by Peter Russell on the Rules and Technical Committee and Norm Deane as Secretary of the IMCA.

From the National Body

IMCAA.

The goal of the National Association is development and preservation of the class. The members of the IMCAA are the State Associations each with 2 votes, and a casting vote by the Executive Chairman. Recently an excellent colour brochure describing the Mirror was published. These are available to clubs that wish to promote the class in their area.

The National Association also looks to the development of the top Mirror sailors and is responsible for the selection and coaching of the National Team to represent Australia at the World Championships. The vast bulk of the cost of participation at international level falls on the individual but the National Association has always tried to provide some assistance. This year, with World Titles to be held immediately after the National Titles in Hobart in Jan 2003, the assistance will be in the form of coaching both in Hobart for the Team selected and for top sailors nominated by the States in their own State. As NSW has been 'out of medal contention' for some years we have tried to share vicariously in the success of our sailors overseas by contributing to their support. Andy McIntyre, after his outstanding success at Gosford last year, is in strong contention for a place in the top ten. It has yet to be decided how NSW will take up its offer of coaching.

Training and Tuning Tips

From Mark Barrington's Training Weekend

- The AYF recommended pre race warm up is to find a mark and sail around in small circles, leaning the rig to the outside and adjusting the sails to use minimum rudder. Don't forget to do clockwise and anti-clockwise.
- Keep a log of your sailing to capture lessons learnt and mistakes made. Check the book before going out to avoid repeating past mistakes. Talk about your errors immediately after they occur so you don't repeat them during the rest of the race.

Tuning

Mast rake

Mast rake must give a balanced boat, without excessive weather helm in a good sea breeze.

The measurement is taken from the centre of the main halyard sheave pin in the mast to the centre of the aft transom. The mast rake must match your sails. For conventional rigged boats this may be as much as 3680. The highly raked European style may be as short as 3560. Alter the chain plates on the side stays one notch at a time and mark the starting point each time or make a tracing so you can come back to the previous setting when weather helm becomes excessive. After adjustment check it out on the water. Remember, if you adjust the rake you will also have to adjust the position of the jib on the forestay and/or the position of the jib fairleads.

Rudder

The leading edge of the rudder should be parallel to (and 0-10mm behind) the aft transom, and should stay that way through out the race. Sometimes this requires some reshaping of the top of the rudder blade to allow it to lock down in the vertical. When you have the



setup correct draw a straight black horizontal line across the top of the blade and jaws of the rudder box which when the three parts are lined up, tell the skipper that the rudder is straight. If friction is not enough to hold the rudder down carefully drill a hole through the rudder blade and the jaws of the rudder box while the rudder is on the boat and the blade is slightly forward of vertical. Insert a 1/4in stainless steel pin (same as the gaffe pin). Remember to retain the pin with snail clip or similar.

From the Measurer

Ray Butler

There will be a Measurement day at Hunters Hill Sailing Club on Saturday 26th Oct at 1pm. There will be no charge to owners for this measurement session. The association will cover costs, however it will be a 'hands on' affair and it is expected that with everybody's cooperation, all boats can be measured by 4pm. Registration by mail or email is essential.

raybut27@hotmail.com or 4 Barry Ave Mortdale 2223

All new boats presenting for measurement

- must bring the Measurement certificate signed by builder certifying that it has been constructed from approved materials
- be ready to pass the pressure test. To ensure this builders or renovators will already have tested their boats to see that there are no leaks.

After measurement you must submit the properly completed form to the AYF accompanied by the fee which is currently \$30 for registration as an International boat. Older boats registered under Australian regulations do not have to register with the AYF. There are some tips on the IMCANSW web site from the Tasmanian Measurer for people renovating old boats.

Supporters Corner

John May has some thoughts to offer for this edition on surviving and thriving as a supporter.

Being a supporter need not be boring with endless, often meaningless, conversations about Mirrors and sailing. I have discovered there are lots of interesting people waiting behind for the boats to return - worth getting to know.

This is a great time to make new friends and embark upon some excursions, visit galleries and craft shops, do a book reading and have the occasional lunch, particularly if your lot are out all day.

Next time you are at a loose end why not say to some of the other supporters waving farewell to their boats as they head off towards the starting line "would you be interested in" And have a nice day too!!

From the Treasurer

Robin Ford

Robin has actually gone on sabbatical to Southampton for 6 months. The President and the Secretary will be looking after Robin's job while he is away. He will be in constant email touch and expects to share in the happenings of NSW Mirrors while consoling himself with sailing on the Norfolk Broads and playing with trains. Membership forms and payment should continue to be sent to the Secretary IMCANSW, 165 Nelson St, Annandale 2038



The AGM voted to reduce the membership fee for the IMCA of NSW to \$30 per boat and to introduce a class of associate membership for which there would be no charge.

FEES ARE DUE by September 30th.

Members of the Association may take part in Association events. Members who join the Association by September 30th will receive a discount on State Association Race entry fees.

What does the NSW Association do with your fees.

- Membership of National body \$15 per boat
- Membership of the AYF \$137.50
- Vetting of Race documents (2001 \$33)
- Measurement costs
- Training and Race events are usually cost neutral
- Administration costs, stationery, web site, banking etc.

Crew

Andy McIntyre is looking for a keen junior sailor up to 40kg with some racing experience to sail the Sate Titles at BYRA December 7-8, National & World Titles Hobart 1-16th Jan 2003. Possibility of pre season training. Current NSW Mirror Champion with new state of the art boat.

Contact details 9634 2986(h), 9650 1192(w), 0412 114 025(m) or amcintyr@networkten.com.au

Boats for Sale

Lurch 30170, excellent condition competitive boat, measured, two pack finish, All Walker sails new jib, 6yo main and spinnaker. \$1000

If you have boats for sail or need crew or want a crew position email Tony Mandl at secty@imcansw.org

Newsletter Editor

Did you enjoy reading this? Did you find it useful? The position of Newsletter editor is vacant. Full support and encouragement will be given to any volunteer no matter your age or experience. Contact Celia May celiamay@greenwichcorp.com.au If you want to be heard about something don't hesitate to send it in.

Next edition, end of October.