

# DF 95 Group News Update No 22

September 2022



*Competitive DF 95 Racing not attracting large fleets or interest from boat owners*

## Hi DF 95 Skippers & Friends,

It is interesting to note that there has been a marked reduction in the numbers of Skippers in all radio sailing fleets across Australia show little or no interest in wanting to enter competitive Racing events such as Interclub Regattas, State and National championships where the best of the best has a chance to compete. Plus, the opportunity these major regattas also offer is the chance to improve one's knowledge of racing, skills and experience, the chance to meet and talk with the top skippers in your particular class of yacht, to pick up tuning and sailing tips so it helps increase your knowledge of our sport.

A number of local regattas here in South East Queensland have only had limited numbers of participants, in fact our DF 95 State championship recently held at Eagleby only had 11 boats, a very small number for such a major and prestige's event, also the Australia Day Dragon Flite fun day regatta to be held at Coomera on Sunday the 11 th of September has



currently only 11 entries. The Sunshine Radio Yacht Club have been awarded the DF Nationals to be held in June 2023 for both classes of DF yachts are also concerned that numbers from not only across Australia will be low, but local skippers are showing little or no interest to attend.

### **SO WHY DO SKIPPERS NOT WANT TO RACE IN KEY EVENTS????????**

Many discussions have been taking place in recent months to try and find out why this,

- Are there to many regattas over our season?
- Are the race fees too expensive to enter?
- Does nobody want to drive to the Race venues?
- Do you feel you do not have sufficient knowledge and skill to sail in these events?
- Is the race environment to competitive, aggressive for you?
- Sailing for fun and friendship is your key requirement?
- Does your spouse / partner prevent you entering?
- Is it the overall cost to maintain the boat and fund the associated expenses to race, too high?
- Has your interest in the sport changed
- Or there is another reason?

We would be keen to know the answers to these questions as the amount of time, effort and cost put in by club & Class management who are volunteers who under take the organising, planning, and actual running of these events is considerable and to see such low numbers of entry's is very disappointing.

Please take the time to respond to this request thank you, because if you are dissatisfied with the way Radio sailing is being conducted and because of this you are losing interest we need to know so we can change tack and provide sailing activities that will attract your regular participation.



***General club race days especially scratch racing continues to attract larger numbers***

In our next DF 95 Group News Update I will ensure the results of our survey request will be published so we all can see why things have changed and what should we the Clubs that control this sport should be doing to fix this issue.

## **No 1, The September DF 95 Sailing Programme**

- **Friday the 2 nd:** Club Scratch Race championship CC 9 Round nine, set up at 11.00 am with racing underway at 11.45 am.
- **Sunday the 4 th: Father Day,** Club General race day, possible match racing or scratch depends on numbers, set up at 11.00 am with racing underway at 11.45 am
- **Friday 9<sup>th</sup>:** General Club Handicap Day, set up at 11.00 am and racing underway at 11.45 am
- **Sunday 11 th: No sailing** this day as Australia Day Dragon Flite fun regatta at Regatta Lakes at Oxenford being hosted by Coomera Radio Yacht Club starts at 9.00 am with registration, 12 race programme, Prizing giving and BBQ.
- **Friday 16 th:** General Club Scratch Race Day, set up at 11.00 am and racing underway at 11.45 am
- **Sunday 17 th:** General Club Scratch race day, set up at 11.00 a, with racing underway at 11.45 am
- **Friday 23 rd:** Club General Handicap Day racing, set up at 11.00 am, with sailing underway at 11.45 am
- **Sunday 25 th:** No Sailing this day as QLD Laser State Championship regatta being hosted by PRYC your volunteer support is required please.
- **Friday 30 th:** Club Handicap Championship CC 9 Round nine, set up at 11.00am, with racing underway at 11.45 am
- **Changes to this sailing calendar may be required due to weather and or ground conditions at Emerald Lakes.**



***New jetty / Pontoon construction works is still continuing which hopefully should be completed within the next few weeks hopefully.***

## No 2, DF 95 Group Member Profile:

It gives me great pleasure to report this month Club and DF 95 member we wish to highlight is Peter O'Grady a very well respected and extremely experienced sailor, Peter brings his excellent sailing knowledge and experience to our group, his regular attendance and race participation is always appreciated and he is also a great contributor to our class with advice and suggestion to help grow the sport of radio sailing and the numbers racing DF 95 yachts.



***Well respected Peter O'Grady sail No 70 a regular sailor at PRYC Club Racing***

**The following is Peters story and sailing history which makes for great reading, it is always interesting to see how much sailing experience and expertise our members have. thank you, Peter.**

I began sailing with my two older brothers more than 80 years ago. We lived on the foreshore at Grange but we sailed at the Port Adelaide Sailing Club which was situated, for those familiar with the area, alongside the Birkenhead Bridge. Getting there involved catching a steam train and then, after a short walk, transferring to a bus. I was 10 at the time and my elder brother, John would have been 14 We were sailing in a 12ft Training Class which was rather like a Heron with a gaff rig. The starting line for the races was just downstream from the bridge. The course ran down the river between the wharves and whatever shipping which happened to be in port at the time. After exiting the wharves, we proceeded down to, and around, one of the permanent beacons in the river. The prevailing SW wind was generally against the incoming tide so that we all shipped plenty of water in the chop. Because of the inadequacy of the pumps, it was often quicker to head for the shore, lay the boat over to empty it and then to push out into the stream again.

After a couple of years of the three of us sailing and taking it in turns to be the skipper my father entered into a secret arrangement with the club secretary, Alex Taylor, whereby he, my father, would purchase another boat but everyone was told it actually belonged to Mr

Taylor who then approached me and asked if I would like to sail his boat. I didn't have to think about it for long!

Dad's history in sailing included having a lot of success in the 14ft dinghies but when the 12 sq m Sharpie was selected in 1933 for the 1936 Olympic Games he decided that perhaps this was the way of the future and he and Colin Haselgrove each decided to get a Sharpie. Dad had George Ross build his and Comet was soon making an impression on the sailing fraternity. By 1936 there were enough Sharpies to stage the first Australian championship to coincide with the South Australian Centenary. This was won by my Uncle Alan. Within five years there were 700 Sharpies racing in all Australian States.

As the Second World War ended Dad approached George Ross to build another Sharpie which was to be sailed by my brothers and me. Somehow, he convinced us that, as I was the lightest and weakest, I should be the skipper. So, at the age of 14, I was sailing in the big time. We managed to win a place in the South Australian team for the National titles over the next few years. Transporting boats and, indeed, people in those days was much different. We used ships, trains and trucks to get us and our boat to each venue. The boats and their gear were also quite different.

The Sharpie hull was 9/16" planking with a 3/8" deck. All spars were timber. Ropes were either cotton – nice and soft but a very short lifespan or sisal which was strong but hard on the hands – there were no gloves in those days. All rigging was galvanised steel and pulleys were generally brass or timber. There was no stainless steel nor plastic. Pumps were necessary because there were no self bailers. The main pump in the sharpie was a cross pump made from 2" galvanised down pipe connected so that you could pump from the windward side and the water would flow out on the lee side. Centre case pumps were a new invention. When it was windy, many of us took on a young 'pump hand' for the day. Peter Burford tells me that he was always hanging around trying to get a job!

Cam cleats and Jamb cleats were unheard of. The only cleats we had were either a single or a double timber model. No trapezes of course. Sails were all cotton so were liable to stretch and get mouldy if not looked after. The sharpie had a centre plate not a centre board because it was made from a sheet of 3/16 mild steel. The rudder plate was the same material and we lost at least one rudder which sank straight to the bottom after one of our capsizes. There was no inbuilt buoyancy but, as the boat was timber it would eventually drift in to shore after a capsize. There were no rescue boats nor life jackets.

All boats had a spray shield on the forward deck. This obviously caused windage but it kept out a lot of water especially when negotiating the surf along the Adelaide beaches – not as high as Surfers Paradise but still big enough to break over the bow and put inches of water into the cockpit. The locals all became quite adept at surfing in after a race. When National titles were held in Adelaide, we were entertained by watching interstate visitors make their way into shore. I enjoyed about 7 years of sharpie sailing before getting married and moving onto a farm in south east SA for a few years. On returning to Adelaide, I sailed as crew on a sharpie with Chippy Barclay and left as the lightweights were being introduced.

After getting married I spent time on a farm in south east SA for a few years. I subsequently worked for an Adelaide building company and was sent to London to open and run a small office sponsoring migrants often referred to as 'ten-pound poms.

On my return to Australia and sailing I took on a Flying Dutchman. This was, and would still be, another learning experience. Colin Smith who had originally sailed with me in the 12 ft trainers at Port Adelaide, also had an FD and after each of us performed less than wonderfully at the selection trials for the 1968 Olympics we decided to join forces before the next world titles which were scheduled for Naples in 1969.

This was a good decision as we were one of two boats – the other one was sailed by Craig Whitworth and Max Whitnall - selected to represent Australia. We sailed in the UK titles before going to Kiele Woche and then on to Naples. Unfortunately, our results were not very good but we did have a good time and learnt a lot which helped us to organise a good regatta for the 1970 World's.



I returned to Australia and Colin was transferred to Hong Kong and he has subsequently represented them in international regattas.

Back in Adelaide I teamed up with Peter Burford for the FD World's which were held at Largs Bay in SA in 1970 but we did not win selection. I moved to Sydney where Craig was deciding to try for the 1972 Olympics in a Tempest. I managed to convince him that I would make a good crew and, although we easily won the NSW titles, we missed out on winning the Olympic trials in Melbourne.

I then sailed an Etchell and followed that with another Etchell in Brisbane after moving there. I was lucky enough to go to the Etchell World's at Marblehead in 1998 and San Diego in 2000.

Eventually I decided to retire from serious racing but thought that I should try a Laser for a bit of fun and relaxation. I soon discovered that the fun bit was OK but the relaxation was a lot harder to achieve. I finally decided that I was too old for dinghy sailing when I went out on the Gold Coast Broadwater in a fairly fresh South Easter and had the obligatory capsize and could not get the boat up again. Anyone who has sailed a Laser knows that, after capsizing, it is just a matter of grabbing the board, pulling it down so that the top of the sail comes out of the water, hold onto the board as the sail blows the boat over and then grab the gunwale and clamber aboard. It is easy because I have done it plenty of times. Unfortunately, this time I did everything correctly [other than avoiding the capsize] but I could not reach up to the gunwale. At last, I managed it, sailed back into shore exhausted and have not tried sailing or crewing again.

The radio controlling fraternity gives me more than enough competition these days. My sailing has been very rewarding in many ways. I have managed to win a few things but, more importantly, I have met and made friends with many, many marvellous people.

### **No 3, General Club News & Information:**

- I am sorry there is parts of this news update that appears to be uneventful and feature items of bad news. However, I must bring to members attention that as our sailing year progress's fleet numbers have increased which is great, however as these numbers have risen so have the issues where boats are making lots of contacts such as failing to give way to yachts on starboard tack, boats trying to come into the top mark on Port where others are approaching on starboard resulting in multicable contacts.



***These multicable boat contacts are on the increase, time that the rules of sailing are enforced and a planned programme is about to be implement to fix this continuing issue***

These collisions should not be occurring if the simple rules of sailing are being adhered to, also those involved are not following the correct procedures highlight in the rules of where a protest against the offending boats or boats is correct way to resolve these issues, a large number of skippers just ignore this requirement and either retire or complain bitterly they have been hit. **MANY SKIPPERS DO NOT ACKNOWLEDGE THEY HAVE IN FACT CAUSED THE ISSUE** and merrily sail on without doing the required penalty



*Here is an example of Port and Starboard contact about to occur, Just Let's hope I make it*



**Barging at starts is now a common occurrence with little or no regard for the consequences**

Not only do we need to be aware of the breaches of the rules, but regular contacts impact the integrity of the boat hulls causing cracking and leaking issues as these boats are made of moulded plastic that cannot continue to with stand constant hammering in this way.

I also thinking it is important to know that reducing the course size, bring the courses closer to the shore, reducing the control areas will not in my opinion reduce the number of boat contacts in our current fleet racing. Therefore, we are currently considering splitting our fleet into two divisions, The A fleet will be those senior competent skippers who have the rules knowledge, sailing skills to be able to race without the constant contact issues.

We then will form an F Fleet for those who are new to radio sailing, for those who prefer to sail for fun without the competitive need to race and for those that just want a fun day's sailing. The plan at this stage to run both sets of sailing / racing over the same course, with the A fleet starting and completing their race, immediately followed by the F fleet sailing a similar course with a possible wing mark and upon their last boat finishing the A fleet will start again, the 2-fleet programme with continue in the same way all day.

While this may sound as if we are segregating skippers and for all those other reasons we should not talk about, I believe this is one way we can immediately try and stop the boat contact issues as the fleets will be smaller and easy to run and control. Again, your comments and suggestions to help try and resolve these issues would be greatly appreciated

### **. Simplified Racing Rules of Sailing**

- A Boat on **Port** Tack keeps Clear of a Boat on **Starboard** Tack
- The Windward Boat keeps Clear of the leeward Boat
- The Boat Astern Keeps Clear of the Boat Ahead\*
- A Boat Tacking or Jibing Keeps Clear of the Boat Ahead\*
- When you have right of Way, or When you change Course give other boats time to keep Clear
  
- Always Avoid collisions, the racing rules are designed to prevent collisions\*
  
- The inside Boat at 4 boat lengths from the mark is entitled to room to round the mark.
  
- Do not barge in at the start
  
- If you have violated a sailing Rule, take a Penalty
  
- It is better to give way to avoid a collision, or take a penalty than to protest

## No 4, New Sail Maker for DF Yachts

One of our PRYC members, who has recently restarted sailing with us is Daniel Bergan sail No 329 who has been sailing both 65s & 95s for a number of years now. He recently finished second in this year's DF 95 Queensland State Championships sailed up at Eagleby, a very creditable performance, well done Daniel.

I recently received this email from him to pass on to our members where he offers a service to make the correct sized sail Numbers as well as new sails for both 65s and 95 s, price details and his contacts are listed below you are interested to buy from Him.

I'm happy to supply 4 number set for a \$10 a set either 2 or 3 same prices.  
Should be able to deliver on a race day. So, postage not needed.  
Hull serial numbers \$2.50 (HSN)

Sails - Df95 \$100 each set. A, B, C, D  
DF65 \$80. Each set A+, A, B, C  
Sail postage \$20 if needed  
Assorted colours available

Please use these details to send through.

[sails@bergan.com.au](mailto:sails@bergan.com.au)

0432395488

- **No 5, Australia Day Dragon Flite fun Regatta:**

In our September sailing calendar, we have the QRYA Australia Day Dragon Flite one day Regatta to be hosted by the CRYC at Regatta Lakes, Oxenford on Sunday the 11 th. Commencing with setting up at 8,00 am, Measuring and briefing from 8.30 to 9.30 am, then skippers briefing at 9.45 am, followed by the start of scratch racing for the day at 10.00 am. At 3.00 pm all racing concludes and is followed by the prize giving and a BBQ all at our Oxenford Sailing venue.

This is a new event which is designed to not only promote current DF 95 Skippers to race their boats, but also to attract new people into sailing DF 95s. It will be a fun and enjoyable day. Go to the QRYA website, find Notices of race to enter. Tony Fannin and Roger Taylor have both agreed to run the day and are currently seeking a few more non sailing members to Volunteer please.



**Regatta Waters at Oxenford the sailing venue for the Australia Day Dragon Flite Regatta**

- **No 6, DF 95 Group Christmas Dinner & Awards Evening:**

Just a reminder to ensure you have Thursday the 3<sup>rd</sup> of November marked in your dairies for our annual Christmas dinner and award evening for all members, wives, partners and friends which will be held at the Emerald Lakes Golf Club with a glass of Bubbly upon arrival at 5.00 pm followed by a special menu dinner where wine will be made available on all tables, and then followed by the award presentation.

Tickets to this function will be available from late next month at \$20 per head, with additional drinks and dinner at member's expense. It will be a great evening please let me know how many tickets you require

- **No 7, Club DF 95 Championship Results & Progressive totals:**

We have now completed 8 rounds of our 10 Club Scratch and Handicap Championship for this season so far, the results are listed below. Thanks to Graham Cowling for doing this work

### DF95 HANDICAP CC 8 - Friday 26th AUG 2021

#### EMERALD LAKES

Hosted by

Paradise Radio Yacht Club (PRYC) - Gold Coast - QLD

Position	Skipper	Sail #	Score	1	2	3	4	5	6	7	8	9	10	11	12
1	John Musgrave	222	41.0	2.0	6.0	7.0	4.0	5.0	8.0	1.0	2.0	4.0	13.0	3.0	7.0
2	Allan Walker	26	44.0	8.0	4.0	4.0	2.0	8.0	6.0	4.0	10.0	3.0	3.0	2.0	10.0
3	Erin Conza	88	47.0	11.0	12.0	12.0	1.0	4.0	9.0	7.0	3.0	1.0	7.0	1.0	3.0
4	Mike Cosgriff	99	54.0	5.0	1.0	8.0	6.0	11.0	3.0	8.0	6.0	15.0	2.0	4.0	13.0
5	Mike Austin	885	54.0	10.0	8.0	9.0	3.0	7.0	2.0	6.0	9.0	8.0	1.0	6.0	4.0
6	Gary Boulton	536	59.0	13.0	10.0	1.0	10.0	3.0	7.0	12.0	4.0	10.0	8.0	5.0	1.0
7	Ron Brown	880	66.0	4.0	2.0	13.0	5.0	9.0	4.0	10.0	7.0	7.0	9.0	9.0	11.0
8	Graham Hiles	12	71.0	6.0	7.0	6.0	7.0	6.0	11.0	11.0	5.0	12.0	5.0	7.0	14.0
9	Chris Palmer	524	72.0	3.0	9.0	11.0	13.0	2.0	12.0	9.0	8.0	9.0	4.0	11.0	6.0
10	Frank Arrowsmith	563	73.0	1.0	15.0	15.0	14.0	14.0	1.0	5.0	12.0	2.0	6.0	10.0	8.0
11	Graham Cowling	884	73.0	9.0	11.0	5.0	8.0	1.0	5.0	3.0	11.0	11.0	12.0	12.0	9.0
12	Tony Keegan	586	73.0	7.0	15.0	3.0	9.0	13.0	13.0	2.0	14.0	5.0	11.0	8.0	2.0
13	Peter O'Grady	70	81.0	14.0	5.0	2.0	12.0	10.0	10.0	13.0	1.0	6.0	10.0	13.0	12.0
14	Will Charlton	48	108.0	12.0	3.0	10.0	11.0	12.0	14.0	14.0	13.0	15.0	14.0	14.0	5.0

### DF95 Scratch CC 8 - Friday 5th AUG 2022

#### EMERALD LAKES

Hosted by

Paradise Radio Yacht Club (PRYC) - Gold Coast - QLD

Position	Skipper	Sail #	Score	1	2	3	4	5	6	7	8	9	10	11	12
1	Hank Beyer	79	22.0	2.0	2.0	1.0	1.0	5.0	2.0	6.0	2.0	4.0	5.0	2.0	1.0
2	Mike Cosgriff	99	35.0	1.0	3.0	2.0	3.0	7.0	7.0	5.0	7.0	2.0	4.0	5.0	3.0
3	Erin Conza	88	36.0	6.0	1.0	4.0	5.0	1.0	6.0	13.0	4.0	13.0	1.0	3.0	5.0
4	John Musgrave	222	41.0	4.0	7.0	8.0	2.0	4.0	1.0	3.0	1.0	3.0	9.0	8.0	8.0
5	Graham Cowling	884	44.0	7.0	8.0	3.0	7.0	2.0	4.0	2.0	8.0	6.0	3.0	6.0	4.0
6	Ron Brown	880	51.0	9.0	6.0	5.0	11.0	3.0	3.0	11.0	12.0	5.0	2.0	1.0	6.0
7	Allan Walker	26	65.0	5.0	4.0	12.0	12.0	9.0	11.0	1.0	3.0	1.0	7.0	13.0	13.0
8	Mike Austin	885	70.0	10.0	10.0	9.0	6.0	6.0	10.0	10.0	6.0	7.0	10.0	4.0	2.0
9	Peter O'Grady	70	73.0	3.0	9.0	6.0	9.0	8.0	5.0	8.0	5.0	13.0	11.0	11.0	9.0
10	Richard Bray	812	78.0	8.0	5.0	11.0	8.0	11.0	8.0	4.0	11.0	8.0	6.0	10.0	10.0
11	Peter Rambaud	155	82.0	13.0	13.0	7.0	4.0	10.0	12.0	9.0	9.0	9.0	8.0	7.0	7.0
12	Chris Palmer	524	101.0	13.0	11.0	10.0	10.0	12.0	9.0	7.0	10.0	13.0	12.0	9.0	11.0



Let's now try and resolve the boat contact issues, and please adhere to the rules of our sport, it will make for much more enjoyment and pleasant sailing conditions for us all, your help and attention to this request is asked please.

See you all on the water.

**Kind Regards to all,**

**Ron Brown,**

**DF 95 Fleet Captain**

**PRYC**

