

MAINSHEET

PITTWATER CATAMARAN CLUB

JULY – AUGUST - SEPTEMBER 1998



AGM & Dinner Saturday 29 August

Renzo's Pasta & Pizza

Pacific Hwy Turrumurra

Next Pittwater Regatta

"HeartStarter"

Saturday 5 September

ANNUAL GENERAL MEETING

and

CLUB PRESENTATION DINNER

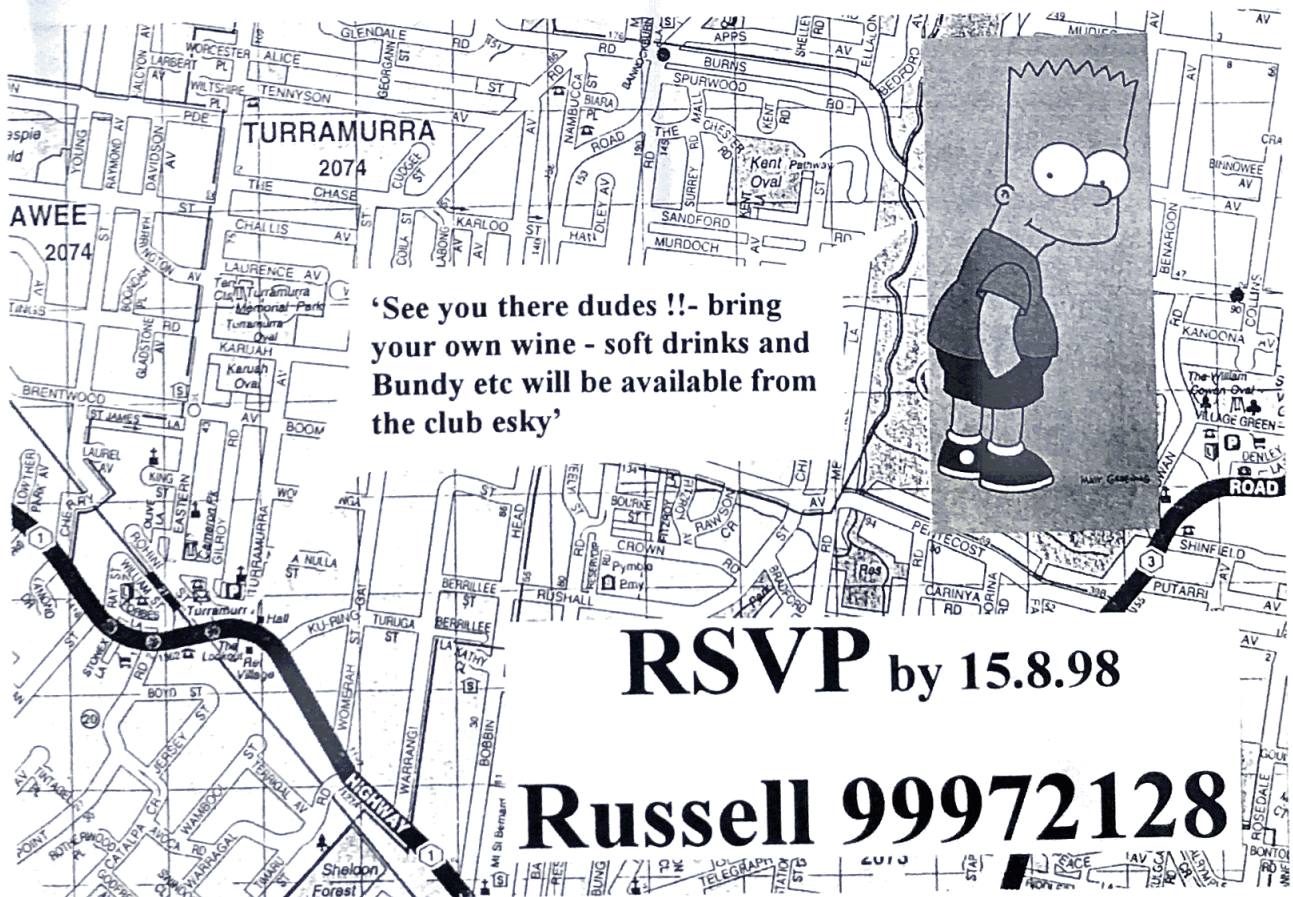
29 TH AUGUST 1998

7.30 p.m.

**RENZO'S PIZZA and PASTA RESTAURANT
1257 PACIFIC HIGHWAY.
TURRAMURRA.**

Parking at rear, enter from Turramurra Ave.

BYO your own wine - beer, soft drinks and Bundy available from Club esky



Pittwater Catamaran Club

<http://www.users.bigpond.com/ncoll/pittwater.htm>

MAINSHEET

The newsletter of Pittwater Catamaran Club.

Mainsheet is published 5 times per year.

February - March 1998

April - May - June

July - August - September

October - November

December - January

OFFICE	Name	Phone Number
Commodore	Nigel Collins	02 9876 3897
Vice Commodore	Upu Kila	02 9976 2742
Secretary	Kara Collins	02 9876 3897
Treasurer	Tony Hodson	02 9948 1208
Race Secretary	Hunter Dodds	02 9918 9481
Race Director	Robert Dodds	02 9918 3767
Editor "MAINSHEET"	Russell Sheppard	02 9997 2128

Commodore's Report

Financials

Closing cash at 24 June 1998 was \$8,566.62. My records indicate closing cash at 30 June 1997 was \$4,567.40. The increase in funds coming mainly from successful regattas and increased numbers of financial members.

Our request to build a boat storage garage in Iluka Park was knocked back by the Water Board due to their need for access to the under ground pump station. However, we are now pursuing the council for permission to build the storage facility and clubhouse in the compound.

New Committee & AGM Dinner

The AGM and dinner will be held on 29 August at Renzo's Pasta Restaurant in Turrumurra. Details attached.

All committee positions will be declared vacant and a new committee elected. Robert Dodds, Hunter Dodds and Kara Collins have indicated they do not intend to stand for re election, at this point in time.

We will be looking for nominations for the following positions:

- Commodore
- Race Secretary
- Race Director
- Secretary

I will stand for Commodore again if there are no candidates forthcoming.

Carcoar Dam Sailing Club News

Due to the drought conditions, the dam was down to 35 % of capacity. The recent rains have begun to fill the dam again, Peter Canon (CDSC Commodore) thinks the water level will be back to "normal" for the October Long Weekend Regatta.

General Information

Need a Crew ?

If you can't find a crew, call Upu Kila (02 9976 2742). Upu runs the Club sailing school and will help organise a crew for you. PS, try not to leave it until Friday evening, we need to keep our young trainees on the water.

Advertising

The Club magazine is available for advertising. Please contact Russell Sheppard or Nigel Collins to arrange advertising.

Winter & Spring Sailing - Reminder

Race briefings commence at 1.30 p.m.

Abusing the start boat is not acceptable, anyone who does this will have their results disqualified for that race.

Esky

Drinks are from Nigel or Kara Collins or Russell Sheppard, as the esky is in our car.

Membership Renewals

Membership renewals are due, the renewal form is attached to this newsletter. Please post your renewal slip and cheque to **P.O. Box 1660, Mona Vale NSW 2103.**

Annual fees are unchanged from last year:

Family Membership \$130 (includes up to two boats, one adult skipper and one junior skipper)
Student Membership \$65 (for full time students)
Crew or Associate \$25 (cost recovery on Mainsheet)
Members of Pittwater Catamaran Club are required to have their own boat and racing insurance,
and wear Standards Approved Life Jackets while on the Water.

Club Polo-Neck T-shirts

The Club T-Shirts cost \$20, sizes Small, Medium, Large and Extra Large. Colour Royal Blue with Gold print. Contact Nigel Collins for the shirts.

Pittwater Catamaran Club

<http://www.users.bigpond.com/ncoll/pittwater.htm>

Scheduled Club Meetings for 1997/98

All Meetings Held at Pittwater RSL, Mona Vale Rd, Mona Vale

Commencing 8 p.m. in the Auditorium

<i>Month</i>	<i>Date</i>
July 1998	29 July
August 1998	26 August
September 1998	30 September
October 1998	28 October
November 1998	25 November
December 1998	25 November (no December meeting)

Next Regattas

<i>Winter in Paradise – Salamander Bay</i>	<i>4-5 July 1998</i>
<i>Hobie 16 Worlds Airlie Beach QLD</i>	<i>28 July-8 August 1998</i>
<i>Tanilba Bay</i>	<i>22-23 August 1998</i>
<i>HeartStarter - Sand Point</i>	<i>5 September 1998</i>
<i>Beware of the Bullets - Sand Point</i>	<i>24 & 25 October 1998</i>

MEMBERS PHONE NUMBERS (Please notify Nigel Collins if your details below are incorrect)					
Name	Boat Type	Sail #	Home #	Mobile #	Life Member
1 Brian Cooper	A Class	KA 485	91443869		
2 Laurie McDonald	A Class	733	99189249	0419405133	

We will keep you informed...

The Easter Weekend Regatta was cancelled as a result of the low water levels.

Next Regatta

"HeartStarter" Regatta at Sand Point

Hobie 16 Worlds Airlie Beach QLD August 1998

Refer attached notices

You must wear Standards Approved Life Jackets while on the Water.

Start Boat Roster

New roster attached, please ensure you take note of your dates and **let Russell Sheppard know if you are not available.**

Start Boat Refurbished

On the June long weekend we refurbished the Start Boat. The team of 8 members met at Damien Miller's factory in Mona Vale and spent 7 hours working on the boat.

I would like to thank Damien once again for allowing us the use of the factory and tools, we would not have completed the task without this help, and the team:

- Robert Dodds
- Damien Miller
- Jan Jensen
- Guy Macham
- Geoff Watson
- Nigel Collins
- Mike Warren
- Russell Sheppard
- & The Pizza Delivery Man

We also made up a tow rope for the boat:

- which connects to the cleats on either side of the stern
- has floatation buoys to ensure the propeller does not suck it down
- has a sister clip in the middle to make it easy to attach to the spare buoy ropes

Do you Have a Boat Driver's Licence ?

Jan Jensen has arranged a Boat Driver's Licence course and testing night on Wednesday July 29 at the Mona Vale RSL. **Be there by 7 P.M.**

If you do not have a License this is an ideal opportunity to get one, details attached.

Nigel Collins
Commodore

MEMBERS PHONE NUMBERS (Please notify Nigel Collins if your details below are incorrect)						
	Name	Boat Type	Sail #	Home #	Mobile #	
1	Brian Cooper	A Class	KA 485	91443869		Life Member
2	Laurie McDonald	A Class	733	99189249	0419405133	
3	Mark Oastler	A Class		99186336	015069598	
4	Peter Setright	A Class	KA 632	99054825	92738734 w	
5	Mark Johnson	A Class	12???		0412273167	
6	Corey Gibson	A Class	AUS714	94828358	99978455(w)	
7	Dan Corlette	Hobie 14	12???	99992401		
8	Guy Machan	Hobie 14	31059	98948115		
9	Brad Sinnott	Hobie 14	12???	99731614		
10	Matthew Wyndham	Hobie 14	81157	94892603	0416242339	
11	Ali Corlette	Hobie 16	103166	99992401		
12	Gail Petre	Hobie 16		99043603		
13	Damien Miller	Hobie 16	81157	99133137		
14	Andrew Springfield	Hobie 16	12???	99085187	0417288359	
15	Graham Allen	Hobie 16	96262	98768573		
16	Brad Ashmore	Hobie 16	103214	96304677		
17	Hal Evans	Hobie 16	103116	99801800	0412018158	
18	John Burrows	Hobie 16	103???	99773475		
19	John Carmody	Hobie 16	12???	99488459		
20	Adam Crease	Hobie 16		94821456		
21	Ian Dixon	Hobie 16	12???	99466238	0417405937	
22	Michael Jones	Hobie 16		99883446	0414402166	
23	Matt Burgess	Hobie 16	12???			
24	Mike Warren	Hobie 16	201621	99187024	0411141109	
25	Rob Curtis	Hobie 16	12???	99183911		
26	Ross Porter	Hobie 16	12???		0419991004	Life Member
27	Sam Wood	Hobie 16	99373	99883850		
28	Ian Farquharson	Hobie 16	12???	99884184	0411512875	
29	Simon Taylor	Hobie 16	99876	99698216		
30	Upu Kila	Hobie 16	100657	99762742		Vice Commodore
31	Grant Pellew	Hobie 16	12???	97562277 (w)	0414797012	
32	Chris & Lynn De Veyrac	Hobie 16			0418241745	
33	Lester Brand	Hobie 16		91443345	0418270882	
34	Kevin Moffatt	Hobie 16	95887			
35	Rod Waterhouse	Hobie 16		99798001		
36	Bill Sykes	Hobie 16	71 or TNT	99052016	99052016 w	
37	Trent Hiller	Hobie 17	2???	99978087	0411178866	
38	Russell Sheppard	Hobie 17	2912	99972128	0417466956	Magazine Editor
39	Garth Fisher	Hobie 17	2336		0412230733	
40	Richard St John	Hobie 17	12???		0411876187	
41	Mark Whitbourn	Hobie 17	5983	98161545	0419692672	
42	Mark Uren	Hobie 17	5960	98768602	0418474235	
43	Jan Jensen	Hobie 17	2735	99054869		
44	Geoff Watson	Hobie 17	1885	99294138	018214401	
45	Tony Hodson	Hobie 17	2504	99481208		Treasurer
46	Jim Stevenson	Hobie 17	2132	99640271	014066091	
47	Jim Tucker	Hobie 18	12???			
48	Robert Dodds	Hobie 18	16129	99183767	018964352	Race Director
49	Paul Barnes	Hobie 18	12???	94182996	018440166	
50	Nigel Collins	Hobie 18	16460	98763897	0418298286	Commodore
51	Scott Wallace	Hobie 18		94987082		
52	Kyle Amadio	Hobie 18	7434	96743091	014604680	
53	Hunter Dodds	Hobie 18	16129	95607190		Race Secretary
54	Chris Doig	Hobie 18	11457	96861278		
55	Malcom Jack	Hobie 20	458	99993762	0419266615	
56	Jennifer Burton	Hobie 20	12???	99706580	0414561697	
57	Steve Howe	Taipan	12???	99991533	0412297117	
58	Mitch Booth	Tornado	12???	99744620	0417691542	
59	John Goldsmith	Tornado	AUS307	93898809 w		
60	John Forbes	Tornado	AUS 303	99829995	0418267755	
61	Angela Goodwin	Tornado	AUS 293	99744759	0411212733	
62	Andrew Landenberger	Tornado	12???		0419297630	
63	Bob Forbes	Nacra	18 ²		0418229900	
64	Ainslie Campbell	Crew		99971331	99182786 w	
65	Mark Oakden	Crew		94821351	0412368997	
66	Rebecca Butler	Crew		97120390		
67	Carlow Escarpa	Crew		99061289		
68	Karl Kissick	Crew		94524067		
69	Alex Bennett	Crew		99973493		
70	Cameson Harrison	Crew		96600973		
71	Doug Macarthur	Crew		98765717	97368249 w	
72	Kara Collins	Crew		98763897	0418298286	Secretary
73	Alex Doig	Crew		96861278		
74	Alana Dodds	Crew		99189481		
75	Monique Jack	Crew		99481358		
Note: Where we do not have the sail number we have "12???" for example, until we know the sail number.						

Pittwater Catamaran Club

Boats for Sale:

Hobie 16 – Damien Miller

Complete Racing Kit

Phone:

Home 02 9913 3132

Work 02 99928299

Price \$3,000 Or Near Offer

Hobie 16 – Grant Pellew

18 months old, Double trailer, Sail # 103164

Phone 0414797012

Price \$7,000

Hobie 17 – Mark Whitbourn

Excellent race ready H 17 available for sale now.

Phone:

Home 02 98161545

Mobile 0419692672

Price \$6,500

e- mail shark@tig.com.au

**YOU NEED A BOAT LICENCE ,
WHEN YOU ARE ON BOAT DUTY,
NOW IS THE TIME TO GET IT!!**

BOAT LICENCE

29 TH JULY 1998

7.00 TO 8.15 P.M.

AT THE MONTHLY P.C.C. MEETING

PITTWATER R.S.L. CLUB

Cnr. Foley St & Mona Vale Rd.

MONA VALE

\$19.00 test/\$30.00 per year

The club has arranged for a Waterways representative to come along, read enclosed booklet, no one will fail test.

Please phone JAN JANSEN 99054869 so we can get an idea of how many will be coming along, we need at least 5.

THEN YOU CAN ATTEND THE MEETING.

ESKY PRICES

COCA-COLA, SOFT DRINKS	\$1.50
BEER	\$2.00
BUNDY and COKE	\$3.50
CRISPS/MARS/PICNIC ETC.	\$.50

ANNUAL CLUB FEES

**PAYMENT OF CLUB FEES AT YOUR EARLIEST CONVENIENCE WOULD BE
GREATLY APPRECIATED - FEES ARE DUE ON 1 ST JULY**

*OK - TONY, MARK, BILL, PETER, LAURIE AND OTHERS ITS
TIME TO GET THAT CAT OUT OF MOTHBALLS AND COME
SAILING AND DRINKING!!!!!!!!!!!!!!*

HEARTSTARTER

5 TH SEPTEMBER 1998

Saturday

Rigging from 10.00 a.m.

Briefing 11.00 a.m.

Sausage sizzle about 3.30 p.m.



PLEASE BRING FAMILY AND FRIENDS
FOOD WILL BE ON SALE FROM 10.00 a.m.

Lets get the season off to a great start!!



BOAT ROSTER/RACE CALENDAR

SUMMER SERIES

REMEMBER WHEN YOU ARE ON BOAT DUTY:

1. Pick up keys from Mike Warren at 34 Binburra Rd, Avalon. (99187024) Sandstock double storey.
2. Dont leave trailer hooked to your car in compound. Fold cover back neatly.
3. Put in bungs!!!!
4. Check oil level in motor. Motor vertical and full choke when starting.
5. Wash out motor and thoroughly wash down boat/remove bungs.
6. Replace cover and elevate front of trailer.

RACE	DATE	ON DUTY
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PITTWATER WINTER SERIES

9.	4 TH JULY	MIKE WARREN/MARK WHITBOURN
10.	11 TH	ROD WATERHOUSE/RICK WELLENS
11.	18 TH	SAM WOOD/MATTHEW WYNNDHAM
12.	25 TH	GARTH FISHER/LEASTER BRAND
13.	1 ST AUGUST	GRAEME ALLEN/NIGEL COLLINS
14.	8 TH	KYLE AMADIO/MITCH BOOTH
15.	15 TH	JOHN BURROWS/BRIAN COOPER
16.	22 ND	ROB CURTIS/CHRIS DOIG
17.	29 TH	TONY HODSON/JOHN FORBES

SPRING SERIES

1.	5 TH SEPTEMBER	ROBERT DODDS/ROSS PORTER
2.	12 TH	CHRIS DE VEYRAC/HAL EVANS
3.	19 TH	ANGELA GOODWIN/MARK JOHNSON
4.	26 TH	JAN JENSEN/ADAM CREASE
	3/4/5 TH OCTOBER	NO RACING SAND POINT
		VENUE TBA
5.	10 TH	STEVE HOWE/ROBERT FORBES
6.	17 TH	MICHAEL JONES/LAURIE McDONALD
7.	24/25 TH OCTOBER	'BEWARE THE BULLETS REGATTA'
		ROBERT DODDS/PAUL BARNES/ROSS WOOD
8.	31 ST	MALCOLM JACK/GUY MACHAN
9.	7 TH NOVEMBER	UPU KILA/AINSLIE CAMPBELL
10.	14 TH	TRENT HILLER/MARK OASTLER
11.	21 ST	DAMIEN MILLER/GAIL PETRIE
12.	28 TH	GRANT PELLEW/PETER SETRIGHT

PLEASE REMEMBER ITS YOUR RESPONSIBILITY TO ORGANISE A REPLACEMENT IF YOU ARE UNAVAILABLE
 - DONT LEAVE IT UNTIL FRIDAY NIGHT - Robert 99183767 IF ALL ELSE FAILS
 - REMEMBER HOW PISSED OFF YOU GET WHEN YOUR READY TO RACE AND THE START BOAT DOESN'T TURN UP. PLEASE WASH OUT MOTOR AND THE BOAT INSIDE AND OUT, CLEAN OUT THE RUBBISH AND PLACE ON COVER BEFORE YOU RUSH UP TO THE PARK TO HAVE YOUR FREE BEER.

BOAT DUTY

BEFORE SATURDAY

Phone the other member you are on boat duty with.

Organising one to pick up petrol tank and keys, if petrol is required BP at North Avalon - SUPER ONLY NO OIL reco
\$\$ from drinks cash box.

Get a friend to come along - 3 able bodied persons on boat is ideal.

Don't forget to bring along food/drinks/warm clothes.

SATURDAY

In summer pick up boat by 12.00 (Winter 11.30)

Roll cover back neatly (makes it easier to put on at end of day).

Put in bungs now !!!!!!!!!!!!!!!

When starting the motor ensure it is vertical and full choke.

ON STATION

Set a decent length start line.

FLY RED and YELLOW PENNANT.

Get organised as to who will do what.

ONCE YOU START THE SEQUENCE - CONCENTRATE - DO NOT START TALKING !!!!!!!!!!!!!!!

MINUTES	OFFICIAL 1(FLAGS)	OFFICIAL 2(stop watch)	OFFICIAL 3(HORN)
11	DROP RED/YELLOW	SET 10 MIN ON WATCH	SOUND HORN - 3 times
10	RAISE YELLOW	START WATCH	Count down last 10 seconds SOUND HORN (LOUD)
9		CALL - 3 MINUTES TO DROP	
8		CALL - 2 MINUTES TO DROP	
7		CALL - 1 MINUTE TO DROP	
6	DROP YELLOW	CALL - DROP YELLOW	
5	RAISE BLUE	CALL - RAISE BLUE	SOUND HORN
4		CALL - 3 MINUTES TO DROP	
3		CALL - 2 MINUTES TO DROP	
2		CALL - 1 MINUTE TO DROP	
1	DROP BLUE	CALL - DROP BLUE (COUNT DOWN LAST 20 SECONDS)	
0	RAISE RED	CALL - START	SOUND HORN

(Check for early starters - raise individual or general recall flags (sound horn with general recall))

O.K - Start talking, have some food and drink.

Monitor all boats around the course.

Get ready results sheet.

Be prepared to get next start sequence going as soon as possible - e.g. if you have 2 boats still to finish and you estimate they will take 2 minutes to finish - GET THE NEXT 5 MINUTE SEQUENCE UNDER WAY.

REMEMBER EACH SUBSEQUENT RACE IS A 5 MINUTE SEQUENCE - STARTING WITH THE BLUE

50 Carrington Pde,
Curl Curl,
NSW 2096
Ph (H) 9938 5741
(W) 9817 0999
21st April 1998.

The Race Committee,
Pittwater Catamaran Club.

Dear Sirs/Madams,

Further to the regretful sale of my Hobie 18 earlier in the year I wish to belatedly tender my resignation as a member of Pittwater Catamaran Club.

Unfortunately, I found that my preferred sailing companions and I seemed to always weigh in about 40kg over the minimum weight for catamaran classes, so we have made the move to 16 ft skiffs which permits us to sail 3 up as well as not be hampered competitively by our weight.

Having joined the club as an enthusiastic beginner approximately three years ago I spent some time fiddling with my clapped out Hobie 16 before trading up to the 18. In the meantime, I learned to sail catamarans to the extent where, with my trusty crew "Ballast", we were the highest placed Pittwater H18 at the 1996-97 State titles.

Accordingly, I would like to thank all the members of the club who helped out the sorry beginner that I was and taught me to sail, particularly Mike who helped me get going on the 16, Robert and Hunter who helped me get going on the 18, and Richard St John who showed everyone all the things a sailor should never, ever do. Due to the help and advice of all the club members I found learning to sail Hobies as painless and exciting as it could have been and I would not rule out a return if the minimum weight changes to 170 kg or if I happen to team up with a 45 kg version of Iain Murray. The time I spent racing with the club was thoroughly enjoyable in all respects and I shall miss the encouragement and camaraderie of all the members in the future.

However, having now mastered the 16 footer to some degree, I would like to lay down a challenge to the Club so that, if no-one would be likely to be too offended having a monohull in the fleet (or too nervous about the outcome) perhaps we might be permitted to take on the catamarans around the buoys one Saturday over winter.

Thanks again for all the good times and I look forward to chewing the fat over a few beers after a race one day soon.

Thanking you,



STEVE WATSON

COMBINED HIGH SCHOOL SAILING CHAMPIONSHIPS

EASTER 1998

by Dan Corlett

The CHS Regatta is held every Easter for a week at the Belmont 16ft Skiff Club and over 200 boats of all types compete. This year we had 15 Hobie 16's and the competition was the best I have ever sailed in any youth event (including the Nationals). All kids have to be high school age. We had a good showing of Pittwater Cat Club sailors - David Evans, Billy Sykes and myself.

We have our own rigging up area on the right of the Club (all the half boats are on the other side). The briefing and weather report is on every morning and it is amazing winding your way through all the maze of boats to get there. The forecast for the week was south easter's from 10 to 15 knots - p e r f e c t. (Though I have learnt not to trust the weather at Lake Macquarie).

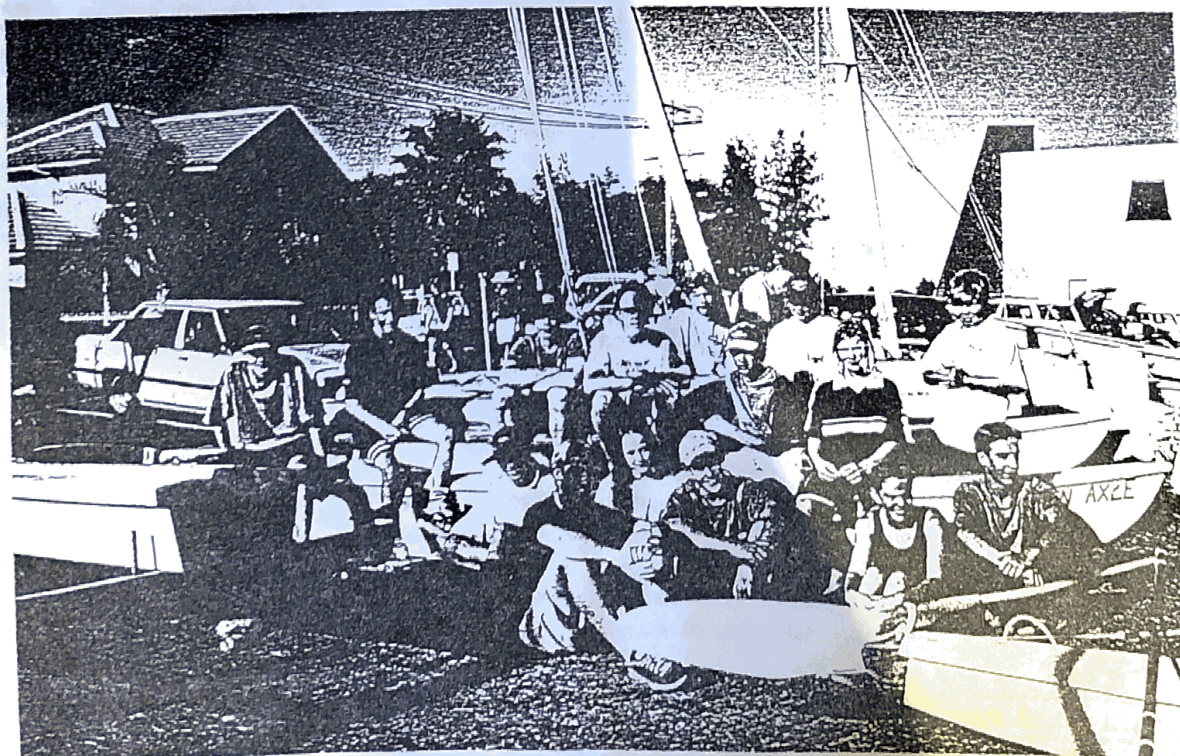
Day 1 - Invitation Race - lovely 10-15 knot sou'easter - close racing with positions changing constantly - a spectacular crash by Scott Beeby who was winning Robert Ekert took the lead and got the gun.

Race 1 - breeze lightened a bit - Scott Beeby took an early lead with myself hot on his tail. David Evans doing really well in third. With positions changing all the time - I ended up with the gun, Scott close behind but David hadn't finished correctly and was disqualified so Axle got the third. David took this very well I thought.

At this point I might add that a few of the Hobies (and other classes) were disqualified. It appears that the event must be run by teachers and some of our guy's signatures on the sign-on were illegible so they were pulled off the course and told to write a neater signature and disqualified. Wow!! We have never struck this in a Hobie event. Anyway next day we all printed our names in block letters in "big" writing !!

Race 2,3 & 4 - were all sailed in fairly light conditions. Racing was close between the whole fleet but the top three were only points apart going into the last race. Billy Sykes had a good Race 3 just missing the gun. Race 3 was the only one that nobody was disqualified!!

Dan Corlett	Nicole Corlett	3/4	3/4	4	3	4.5
James Wyatt	David Wyatt	6	4	3/4	3/4	5.5
Scott Beeby	Sam Rutherford	2	2	6	2	6.0
Robert Ekert	Richard Hansen	8	3	3	5	11
Billy Sykes	Peter Trinball	5	7	2	9	14
Brad "Axle" Cox	Rohan Gilmore	3	DNS	7	4	14
Andrew Luxton	Michael Pitts	7	6	5	10	18
John Sweeny	Peter Harris	4	9	8	7	19
Adam Armstrong	Shane Howell	11	5	11	8	24
Adam McCoy	Belinda Walkom	9	10	9	11	28
Kingsley Pursch	Nathan Royan	10	DNF	12	6	28
David Evans	Jess Wilson	DNF	8	10	DNF	32
Phil Grainger	Cathrine Green	12	11	13	12	35
Troy Price	Charlie Kenny	13	DNF	14	13	36





TO: Hobie Association Members

DATE: 11TH FEBRUARY 1998

HOT FLASH ***HOT FLASH ***HOT FLASH HOT FLASH***

Dear Hobie Sailors,

Hobie Cat Australia wishes to advise all dealers of the following websites and our new e-mail address.

Hobie Cat Australia Website

www.bashford.com.au

The Australian National Hobie Cat Association Website

www.shoalhaven.net.au/aushobie

The "Official Hobie 16 World's" Website

www.hobie.asn.au

Hobie Cat Australia's E-mail address

hobie@bashford.com.au

Lots of great information can be found on these sites! Could you please post this information in your newsletter.

Regards

The Team at Hobie!

A TRUE STORY

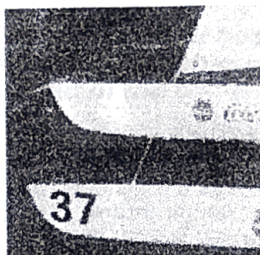
This is a story about four (4) people named *Everybody*, *Somebody*, *Anybody*, and *Nobody*. There was an important job to be done and *Everybody* was sure that *Somebody* would do it. *Anybody* could have done it, but *Nobody* did it. *Somebody* got angry about that, because it was *Everybody's* job. *Everybody* thought *Anybody* could do it, but *Nobody* realised that *Everybody* wouldn't do it.

It ended up that *Everybody* blamed *Somebody* when *Nobody* did what *Anybody* could have done.

WE NEED YOU !!!

THERE ARE IMPORTANT POSITIONS TO BE FILLED ON THE COMMITTEE

- WE ALL WOULD JUST LIKE TO SAIL
- BUT A BIT OF WORK HAS TO BE DONE.
- PHONE NIGEL 98763897



SPA REGATTA
At Medemblik, Holland
(Top-placed Australians)

49er double-handed skiff: 1 Chris Nicholson/Daniel Phillips (NSW), placings 13-1-14-1-1-30-2-13-6-4-2, 5 Emmett Lazich/crew (NSW) 25-21-12-3-0CS-10-14-2-5-2-4.

Tornado double-handed catamaran: 7 Darren Bundock/John Forbes (NSW) 2-8-25-13-5-24-27-3-4, 8 Mitch Booth/Steve Brewin (NSW) 16-3-7-21-17-31-7-5-8, 10 Andrew Landenberger/Andrew Williams (NSW) 10-17-10-3-12-16-22-16-2.

Soling three-handed keelboat match racing final: 3 Nick Rogers (Tas), 4 Neville Wittey (NSW), 12 Cameron Miles (NSW).

Star double-handed keelboat: 1 Colin Beashel/David Giles (NSW) 1-3-1-2-3-7-7.

Laser single-handed dinghy: 2 Michael Blackburn (NSW) 4-3-11-7-2-3-1-17-3-3.

Europe single-handed dinghy, women: 12 Sarah Blanck (Vic) 23-4-6-16-12-16-6-7-24-11.

470 double-handed dinghy, men: 11 Nathan Wilmot/Daniel Smith (NSW) 6-4-5-10-26-4-15-31-15-29-7, 17 Lee Knapton/Michael Page (NSW) 16-5-0CS-5-16-5-20-15-13-6-22.

Gonzo's Hint for this Edition.

When sailing, do you ever feel like the boat has plenty of power to fly a hull but no power to go forward?

This is generally caused by the main sail being TOO DEEP. Many sailors feel they are powering the rig up by making it deep, which can be true but often they go too far and the rig simply creates too much lift and not enough 'drive'.

The boat action as a result of this is severe hull flying and little increase in acceleration when hit by a gust.

Solution: Try making the main sail a little bit flatter. This can be done (in order of preference) using the outhaul to reduce the foot depth, the downhaul to reduce the overall depth, or rotation to reduce head depth and allow the head to twist more.

P.S. Make sure all small adjustments (foot, downhaul and rotation) are 'maxed out' before the temptation to ease the traveller is reached.

Any questions?

Please ask: gonzo@acay.com.au or fax me on 02 9982 6698

HARKEN RACING TIP

Reeve it Right!

Reeving a tackle is the process of running the line through the blocks. It can be frustrating and the results are often bad - crossed lines that cause friction.

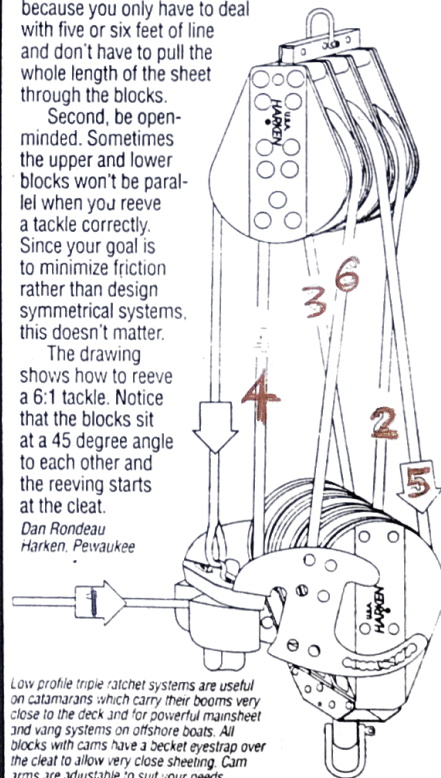
There are some tricks that make reeving tackles easier.

First, whenever possible reeve the tackle backwards, starting at the cleat and working back into the tackle to the becket. This ensures that you always approach the cleat in the right direction (a common problem when reeving the other way). It's also easier because you only have to deal with five or six feet of line and don't have to pull the whole length of the sheet through the blocks.

Second, be open-minded. Sometimes the upper and lower blocks won't be parallel when you reeve a tackle correctly. Since your goal is to minimize friction rather than design symmetrical systems, this doesn't matter.

The drawing shows how to reeve a 6:1 tackle. Notice that the blocks sit at a 45 degree angle to each other and the reeving starts at the cleat.

Dan Rondeau
Harken, Pewaukee



Low profile triple ratchet systems are useful on catamarans which carry their booms very close to the deck and for powerful mainsheet and vang systems on offshore boats. All blocks with cams have a becket eyestay over the cleat to allow very close sheeting. Cam arms are adjustable to suit your needs.

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RACER'S EDGE

Winning Waves

Wally Myers Reveals How To Sail Ocean Waves For Speed

BY WICK SMITH

This month, Racer's Edge talks with Wally Myers of Ocean City, New Jersey. Wally is definitely a man for all Hobies. Having sailed in the Hobie 16 Nationals since 1978, his top finish was third in Myrtle Beach in 1990. Wally is the 1992 Hobie 17 National Champion, and was second in the prestigious 1992 Alter Cup on the new Hobie 20. It looks like '92 was a great year for Wally!

Racer Myers began his sailing career in 1971 in Hawaii. He relates what happened: "A guy took me out on a Sailfish. I was so bad he kicked me off and told me to swim in. By 1973, I was working on the beach in Ocean City. Three of us got together to build a boat ourselves, but found it was cheaper to buy a used Hobie 14. That was my start - sailing on a 14 and riding the waves."

We talked with Wally about sailing and racing in waves. Many sailors rarely experience big waves and a shore break. We asked him to share his secrets on going fast in these conditions.

R.E. What's different about sailing in waves versus flat water?

W.M. In waves you have to concentrate more. I'm big on concentration. I feel it is the key to racing. Waves require you to pay more attention to the speed of the boat, because you can't sail in a straight line. You constantly have to move the tiller to get the most out of the boat. You have to go up on the face and fall off on the back of the waves.

In flat water, you can point it straight and just ride the changes in wind direction. In waves, you have to take much more than wind direction into consideration.

R.E. How can you develop that concentration?

W.M. Through practice. Time on the boat is the most important thing. If you spend 100 hours sailing the boat, you are probably going to be three times better than you are now.

You have to devote quality time, not just play time. A lot of guys get pretty good; then they stop practicing and just race. They stay where they are on the learning curve

and don't get any better. I see that with myself sometimes. Many people are good, but they could be better if they practiced more. A second here or there on the course moves you up two to three places in a big race.

When practicing, try closing your eyes. If you can develop the feel of what the boat is doing and continue to sail well without benefit of your eyes, you are on your way to becoming a helmsman. This technique isn't recommended on single-handed boats for an extended time, but with a crew, you can stay out of trouble.

R.E. How do you set up your boat, and what are the best techniques for sailing upwind in the waves?

W.M. Ninety-five percent of my time is spent on the 16, so that is the boat I know best. I set up the 16 generally the same in all conditions. I used to think the tighter I set up the rig, the better. Over the last few years, I've been setting the boat up a lot looser.



A second here or there on the course moves you up two to three places in a big race.

The rig is adjusted by the tension on the jib halyard. As you tension the halyard, three things happen: 1) the tension on the shrouds is increased; 2) the boom is raised relative to the rear crossbar, increasing the room between your mainsail blocks; 3) the mast is pulled forward, reducing the amount of mast rake.

You want to be able to go "block to block" on the main with the two blocks touching, without bending the hell out of the top of the mast. You also want some tension on the sail when your blocks are touching. If I can go block to block without much tension on the mainsheet, I'm too loose; I try to stand the mast up more and tighten up the rig. If I have to string the rig up super-tight to get room to sheet, then the shrouds need to come up one hole on their chain plates. With the mast laid back and a fairly loose rig, I can point higher, but if I string it too tight, it seems to choke off the boat; it wants to stall a lot.

Things changed when we put the COMPTIP™ on the boat. We had it all figured out with the solid mast. Now you just have to power up the lower part of your sail and not worry as much about the top.

A good method for duplicating your mast rake setting each time is to put up both sails and set the jib halyard to its normal position. Then lead the main halyard directly from the top of the mast to the front of the bow. With the halyard forming a straight line between these two points, mark the spot on the line where it intersects the bottom of the deck lip. Hold your thumb at the exact point. Walk the halyard back to the stern of the same hull, just forward of the rudder casting. On my boat, the reference point established at the bow drops about two or three inches below the bottom of the deck lip at the stern.

This position seems to be a good starting point for mast rake. Much more or less than this, and your mast isn't in the ball park. You usually need low-profile blocks to carry this much rake and still sheet the main properly.

As for the rudders, I like to have a little weather helm. I like to feel a little tug on the rudders; not a lot but a little. If I let go of the tiller, my boat is going to round up. That gives me a feel for what the boat wants to do. Weather helm is adjusted with rudder rake. The more the rudders are raked under the boat in the locked-down position, the less weather helm you will have.

In all conditions, I like to snug my battens in tight. If it's going to be wavy or a little lumpy, I like to increase my batten tension a bit more. Doing so causes the battens to snap across sharply when you want them to, and also gives you more draft or curve in the sail. The draft is your horsepower; you will need it in lumpy conditions.

I follow the same concept with my jib. I usually have shaved battens in this sail. I like to have a nice curve already set in these battens.

If it's going to be really bumpy, I raise my trapeze handles up a little bit. It's nice to be as low as possible, but if you are dragging your butt through the waves, you are going to be washed off the back of the boat. It's better to finish the race than to flip over. I'll come up an inch or more on the trapeze adjuster. On the bays and flat water, I drop the adjuster back down.

R.E. Do you sail a straight line, or do you sail an S-curve based on what the waves are doing?

W.M. I sail an S-curve upwind. With a slight weather helm, I can get good speed going and let the tiller sit in my hand. The boat will start to round up into the wind. I let

it round up going up the face of the wave and point a little higher. Weather helm rounds the boat up, rather than my having to steer it up.

As my bow reaches the top of the wave, I pull off on the tiller so I can accelerate down the back of the wave by footing off. I don't mean pulling off five degrees; usually two to three degrees comprises the maximum change of course necessary to negotiate the wave.

A big help while double-trapping in waves is to let your crew hold onto the excess mainsheet.

As I get to the trough, I relax my tiller hand and allow the boat to begin to round up on the next wave, and repeat the process over again. This requires a lot of concentration and must be done well on every wave for maximum speed.

Watch the telltales on the jib. The ones on the main don't always read true in heavier air, but the jib telltales usually give a good picture of what is happening. They will tell you if you are coming up too much on the face or dropping too far off on the back side of the wave.

R.E. How do you prevent the boat from heeling too much when coming off the tops of the waves?

W.M. Sometimes when the wind is up, it will get under your tramp as you fly off the top of the waves and cause the boat to heel more than it should. Your first line of attack is to point up a degree or two more on the face of the wave, and wait a split-second longer before pulling down on the back side. This maneuver works very well for exceptionally big waves. You don't want to stall the boat, but you do want to temporarily de-power for that instant in which you expose your tramp to the wind. If pointing up isn't enough to maintain control, let your mainsheet out over the big waves, then trim back in when the boat is flat again.

I like to sail block to block. Some top guys don't cleat their mains in the heavy stuff. Maybe I'm a little lazy, but I've never enjoyed that. I cleat it and play the boat. If I'm flying over every wave, then it is time to let the travelers out. I'll move the traveler out in 6-inch intervals. I always let my crew work the traveler. It helps to let the main out 12 inches or more to allow the traveler car to move; then you can trim the main back in.

A big help while double-trapping in waves is to let your crew hold onto the excess mainsheet. It is constantly being washed off the tramp and can be a real

pain. Be sure the crew doesn't have a death grip on the mainsheet. If you get hit by a puff and need to let it run, it should be free or you are in the drink!

R.E. Do you crack the sheets to power up when you hit a big set of waves?

W.M. If I go through a big set, I'll crack off the mainsheet to power the sail back up. I also foot off to help accelerate the boat, to get it moving again. As soon as I regain speed, I come back up to the original line and trim in the main accordingly. When sheeted tight, the sail is very flat and won't let the boat accelerate rapidly after being stopped by a wave.

R.E. What about crew weight placement in the waves?

W.M. The trick is to keep the bow riding up and over the waves. If you see that the boat is punching the leeward bow through the waves, you should move back to prevent this. Ease forward as you can, but if a big set comes, get back to keep the boat going over rather than through them. You can then inch forward after the big ones have passed. The bigger the waves and wind, the further back you need to be.

R.E. What are the secrets to tacking the boat in waves?

W.M. In big waves, the wind usually is blowing pretty hard. In these conditions, you must keep your weight forward when tacking or the boat can blow over backwards. I learned a trick years ago from Hobie Alter, Jr. As you tack, release the jib and let it slide over to the mast, but don't let it cross it. This procedure pulls the bows around without blowing the boat over. Incidentally, you can use this same technique in very light air to keep the jib from slowing you down while going through the turn.

If you see a big set of waves coming, try to get around them before they get to you. If they hit you after you have crossed head to wind, they will push the bows farther around for a quicker tack. If they hit you as you begin the turn, you won't make the tack. If you can't make it around, wait for a flatter spot to tack in.

After tacking, I like to have the jib in before trimming the main. This helps pull the bows off the wind. I trim the main to within 8 inches of full trim, hook up the trapeze and get out on the wire. At this point, I am two to three degrees below a good close haul. As I get my balance, I trim the main and come up those last few degrees. This is the best method for accelerating the boat after a tack.

R.E. What about downwind in the waves?

W.M. You can be a little more abrupt with your tiller changes in big waves. In light air

and small waves, you have to be very rhythmic and methodical in your tiller movements so the boat goes through a nice, slow weave. In heavier winds and bigger waves, sometimes you can jerk down hard on the tiller to get the boat to drop down on a wave. You will benefit a lot more if you can get your bow down a wave and enjoy that free ride downwind.

The technique differs according to the proximity of the waves. Some have close chop, and others have a nice swell. You have to get out on the course and practice before the race to determine how early you can pull off to get the best push from the waves. That endeavor seems to be the key in many places.

R.E. Do you try to get your speed up with the sails and the wind, or do you let the waves give you the push to get you going downhill?

W.M. If I can get my boat down the wave, I'll let the wave give me the push to obtain speed. You need speed to catch the wave, but that's all you need.

Once you are riding that wave, it's a whole new ball game. Often, you have to sheet your sail a little tighter once your rudders come up, your bows go down, you start accelerating and your apparent wind comes around.

If you see a big set of waves coming, try to get around them before they get to you.

If you can get your boat pointed perpendicular to the wave, you can ride it for a long time, especially if it is a big one. You can go straight downwind and feel as if you are on a beam reach at times. You must be ready, though, if the boat runs out of steam. If the wave begins to run under the boat, or you run into the back of the next wave, you had better come up quickly or your boat will sit like a pancake on the water.

R.E. Are there major differences between sailing in medium air (10-15 mph) and chop, as opposed to heavy air (20+ mph) and chop?

W.M. I find it easier sailing in heavy air and choppy conditions, as boat-handling skills then matter more than the speed aspect. You have to concentrate harder in medium air, because it's so easy to slow down. In big air, you don't have to worry about the speed; just about where you are

going to point the boat. In medium air, you have to make sure you are powered up, the slot is open and you concentrate on keeping the boat driving. It is very difficult to sail well in the 10-14 mph range.

R.E. Getting out through the surf is one of the most intimidating tasks for a new ocean sailor. How do you do it?

W.M. The key is to have your boat set. Preset your downhaul, outhaul, and all other strings so you don't have to adjust them while sailing in the surf.

The main traveler is the most important setting. Do not pull it all the way in. Have the traveler out at least one-third of the way in medium air, and half-way out in heavy air, so the boat doesn't round up into the wind before you get any speed going. If you don't attain speed, the waves will drive you back and can break your rudders.

I try to pick the tack that will get me in deep water the quickest. Unless the wind is blowing straight onto the beach, one tack will be easier than the other.

Here is a fast method of determination: If you look straight out off the beach and the wind is coming from your right, start on starboard. If it is coming from your left, start on port.

The object isn't to be fast and launch the boat over the waves. The object is to get out.

I have both rudders down and dragging on the sand. I watch the wave sets coming in, look for a big set and take off after the last big wave has hit the beach. I push from the back crossbar. I'll sheet the main and have the crew sheet the jib in. Pushing from the shroud on the windward side of the boat, the crew holds onto the shroud, jumps on, moves forward and trims to the telltales. The skipper has to get on in the back, so the crew must remain forward to keep the first wave from driving the boat over backward.

I jump on over the rear crossbar. I sheet the sail immediately but loosely, to avoid weather helm. As soon as I get in deep enough water, I try to get my windward rudder down as far as possible. I don't worry about locking it down, just getting it deep in the water. If the weather helm pressure gets too great on the tiller, I let the main out to relieve this pressure.

The boat will get moving. Don't worry about looking back and playing with your rudders. Get your speed going and look forward. The object isn't to be fast and launch the boat over the waves. It looks

good on commercials, but really beats up the equipment. The object is to get out.

If you get turned around by a wave in the surf, it's best to sail back to the beach and try again.

If you get turned around by a wave in the surf, it's best to sail back to the beach and try again. If your bows aren't pointed off-shore, you'll have a heck of a time pivoting in the surf before the next wave gets you. If the wind is blowing straight on the beach and the waves are big, it's best just to kick back and have a cool one. It's not worth tearing up yourself or your boat over one trip through the surf.

R.E. Can you offer any other tips for negotiating waves?


W.M. The first adjustment I make if I feel the boat is dragging, especially in waves, is letting the jib traveler out upwind. I leave the main traveler in, but move the jib car out to keep the jib from choking off the main. With the boat flogging around in the waves, the slot has very disturbed air in it and will not maintain good flow if closed. I take it out in 3-inch increments.

When the wind comes up and the waves get big, some skippers and crews get scared. They fear they won't be able to handle it. Once you've gotten out there and done it a few times, it's no big deal. Even the good guys have a little apprehension when it's windy and wild ... maybe not as much as the new guy in A fleet, but it's still there.

The problem is that no one practices in the big stuff. The only time people face those conditions is on race day. Growing up with a Hobie Cat in New Jersey, we would go out in the big wind and waves just for fun. We didn't even race at that age. We would have several boats out at one time for both fun and safety. We looked for that stuff just for the excitement of it.

Sailors should go out when it is blowing and the waves are up just to sail in it. It's the best way to get experience in those conditions. From that day forward, race day will not be so intimidating when things get a little hairy.

Be sure to have other boats with you, because unforeseen things do happen. It also helps to have a lot of spare parts in your boat box and a credit card at the ready!

Racer's Edge thanks Wally for sharing his techniques on sailing and racing waves. Stay tuned for more insights from other top sailors. 



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