

Alane Dodd 9918 - 9481
MAINSHEET

PITTWATER CATAMARAN **CLUB**

February & March 99



Member's Contact Details

Name	Boat Type	Sail #	Home #	Mobile #		Email Address
Brian Cooper	A Class	KA 485	91443869		Life Member	
Mark Johnson	A Class	AUS712		0412273167		
Peter Setright	A Class	KA 632	99054825	0412257638		
Laurie McDonald	A Class	733	99189249	0419405133		
Mark Oastler	A Class	724	99186336	0414662549		
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Rick Wellens	A Class					
Rick Brown	A Class		96542880	0411261834		
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Phil Bansley	Hobie 16		94278870			
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Brad Ashmore	Hobie 16	103214	96304677	0416358611		ba@macfix.com.au
Mike Warren	Hobie 16	201621	99187024	0414954550		
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Ali & Dan Corlette	Hobie 16	103166	99992401			
Kevin Moffatt	Hobie 16	95887				
Gail Petrie	Hobie 16	81181	99043603			
Peter Stucken	Hobie 16	13	94495324	0418219440		
Heath Walters	Hobie 16	95465	99400005			
David Haworth	Hobie 16	97237	99826674	0419203613		
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Rod Waterhouse	Hobie 16	104293	99798001			
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Damien Miller	Hobie 16	36	99133137	015494655		
Matthew Butterworth	Hobie 16		99188324			
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Paul Barnes	Hobie 17	2511	94182996	0418440166		
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Mark Uren	Hobie 17	5960	98768602	0418474235		
Richard St John	Hobie 17			0411876187		
Robert Dodds	Hobie 18	16129	99183767	0412964352		
Chris Doig	Hobie 18	11457	96861278	0417486503		
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Malcom Jack	Hobie 20	458	99993762	0419266615		
Bob Forbes	Nacra	18 ²	99992887	0418229900		
Steve Robinson	Nacra 4.8		94168946			
Simon Jeffrey	Taipan 4.9	AUS280	96741220	018668637		
Steve Howe	Taipan 4.9	AUS161	99991533	0412297117		
Mark Griffith	Taipan 4.9	AUS103	99187998	0418647512		
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9918-9481

Pittwater Catamaran Club

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	Guy Machan	02 98948115
Treasurer	Tony Hodson	02 9948 1208
Race Secretary	Matthew Wyndham	02 94892603
Race Director	Hal Evans	02 99801800
Editor "MAINSHEET"	Russell Sheppard	02 9997 2128

Commodore's Report

Car Park

The car park has been severely broken up this summer in part due to people driving over the loose dirt sections. Try and avoid driving on these areas by reversing out of the park not driving through it. If the council are required to re landscape the area on a regular basis, the word is pay parking will be considered.

Esky

Russell and Nigel need someone to take on responsibility for our Club Eskies. The person(s) is responsible for purchasing drinks, ice, nibbles and running the cash tin. Remember this is an important aspect of the Club, not only from a social perspective, it generates enough profit to run, service and insure the start boat.

Easter

The Club will be racing on the Easter Saturday. Members note we race every Saturday Summer and Winter, excluding Xmas New Year.

Insurance

Members are reminded, you must have current boat and third party insurance for racing.

You must wear Standards Approved Life Jackets while on the Water, and have current Third Party and Boat Insurance.

NSW State Hobie Titles

February 20 & 21 at Foster. The titles will be fully catered and there will be no other sailing events that weekend, so the camping area will not be over crowded and there will have no restrictions on course placement. **If you are available please make the trip and have a great weekend.**

Start Boat Duty

We have had a few problems of late, mainly associated with the fuel tank, please be reminded:

- Pick up the fuel tank from Mike Warren's house
- Ensure the tank is full prior to use, the closest garage is Avalon
- **Use SUPER LEADED Petrol only, no oil in the fuel**
- The oil reservoir is located inside the engine cover, check the oil level prior to use and top up if necessary

The start boat must watch out for overturned boats, if some one looks like they need help, attached the barging buoy to the anchor line and go and ask them if they need help. Don't assume they are ok, as they may well be injured, e.g. Russell Sheppard's broken shoulder.

- collect the boat from the compound, LOCK COMPOUND
- set the course, **ask for assistance if you are not sure how to do this**
- do the briefing
- run the races
- collect the results
- return the results to Hal Evans or Matthew Wyndham
- return the boat to the compound and wash it out, LOCK COMPOUND
- flush the engine with fresh water

Start Boat - Basic Operating Issues

The Club has purchased a hand held marine VHF radio for emergency use. Robert Dodds has agreed to be responsible for storing the radio and ensuring the batteries are fully charged.

Robert will bring the radio to Sand Point for use on the start boat each week.

For your information I have reproduced some basic operating instructions to assist you in using the radio if necessary.

Marine Radio Operation (from Waterways Home Page <http://www.waterways.nsw.gov.au/>)

A marine radio is compulsory on all vessels operating more than two nautical miles out to sea.

"WHO", "WHAT", "WHERE" and "WHEN"

Use these prompts when passing a message so you don't forget any essential details.

On a 27 MHz radio the emergency and call up channel is channel 88. On VHF radio, channel 16 is the calling frequency. You should leave your radio on that channel to monitor any emergency traffic and respond to any calls made to you. Establish communications on channel 88 or VHF 16, then switch to another channel (agreed between you and the other operator) to have your conversation. Make sure another person on board knows how to operate it.

EMERGENCY WORDS

All calls are repeated three times.

May Day

A mayday call denotes an emergency involving imminent danger to a vessel. If a shore station such as the local Coast Guard or Coastal Patrol fail to respond to the call, you should attempt to relay the message and render any assistance.

An example of a mayday message could be:

"Mayday, Mayday, Mayday this is Phantom, this is Phantom, this is Phantom, a 5m red half cabin, I am three miles off Red Head, we have been swamped by a wave and we are sinking, there are four people onboard. Over."

Pan Pan

Pan Pan is an urgency message that indicates a vessel is in trouble, but not in immediate danger.

"Pan Pan, Pan Pan, Pan Pan, this is Phantom, this is Phantom, this is Phantom, a 5m red half cabin, I am three miles off Red Head, we have been disabled by a wave and require a tow, there are four people onboard. Over."

Securite'

Securite' messages generally prefix navigational safety messages such as weather reports, or navigation hazard updates.

"Securite' Securite' Securite' all ships, all ships, all ships, this is Sydney Radio, Sydney Radio, Sydney Radio for a renewal of a strong wind warning please switch to channel VHF 67. Out."

PERSONAL FLOTATION DEVICES (PFD)

A PFD must be carried for every person on board. The operators of personal watercraft must wear a PFD when operating their craft. PFD are regarded as the most important piece of personal safety equipment on any boat and there are penalties imposed on boaters found not carrying them. Personal flotation devices are divided into three types:

PFD 1 - A PFD 1 is for each person on any vessel operating in the open sea. The jacket is intended to maintain the unconscious wearer in a safe floating position.

PFD 2 - A PFD 2 is also known as a buoyancy vest, the PFD 2 is designed for use on protected inland waters.

PFD 3 - These are buoyancy garments that meet the requirements of the safety regulations. They are usually worn in water sports such as skiing, canoeing or on personal watercraft.

Nigel Collins
Commodore

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.

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 available from the Club Eskies.

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 120, Mona Vale NSW 1660.**

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 were Standards Approved Life Jackets while on the Water.**

Pittwater Catamaran Club

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>
December 1998 January 1999 February 1999 March 1999 April 1999 May 1999 June 1999	25 November (no December meeting) 20 January 24 February 31 March 28 April 26 May 30 June

Next Regattas

Woy Woy

30 January 1999

Hobie Cat 1999 State Titles - Foster

20 & 21 February 1999

CONQUEST LOCKSMITHS P/L

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Contact Nigel Collins

Home - 02 9876 3897

Work – 02 9714 8800

Mobile – 0418 298 286

E-mail – Nigel_Collins@chep.com.au

BOAT ROSTER

REMEMBER WHEN YOU ARE ON BOAT DUTY:

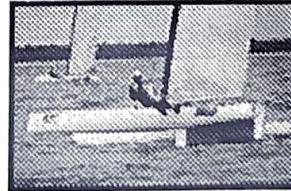
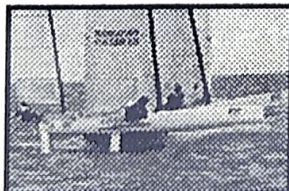
1. Pick up keys from Mike Warren at 34 Binburra Rd, Avalon. (99187024) Sandstock double storey
2. Dont leave trailer hooked to your car in compound.
3. Put in bungs!!!!
4. Check oil level in motor.
5. Wash out motor and thoroughly wash down boat/remove bungs.
6. Replace cover and elevate front of trailer.

RACE	DATE	ON DUTY
<i>SUMMER SERIES</i>		
1.	9 TH JANUARY	KYLE AMADIO/RUSSELL SHEPPARD
2.	16 TH	SIMON JEFFREY/SAM WOOD
3.	23 RD	ROD WATERHOUSE/ALI CORLETT
	26 TH	<u>MARATHON</u>
		ROBERT DODDS/RICK WELLENS
4.	30 TH	BRUCE POTTS/NIGEL COLLINS
5.	6 TH FEBRUARY	RICK BROWN/JIM TUCKER
6.	13 TH	FRANK COSTANZO/BRAD SINNOT
7.	20 TH	LESTER BRAND/GEOFF WATSON
8.	27 TH	STEVE ROBINSON/MARK UREN
9.	6 TH MARCH	MARK GRIFFITH/BRAD ASHMORE
10.	13 TH	JEAN BROCHUT/MIKE WARREN
11.	20 TH	GRAEME ALLEN/MATTHEW WYNDHAM
12.	27 TH	CHRIS DOIG/SIMON TAYLOR
<i>WINTER SERIES</i>		
	3 RD APRIL	MICHAEL JONES/GARTH FISHER
	10 TH	JAN JENSEN/HEATH WALTERS
	17 TH	TONY HODSON/HAL EVANS
	24 TH	CHRIS DE VEYRAC/BRIAN COOPER
	1 ST MAY	MARK JOHNSON/ANGELA GOODWIN
	8 TH	PETER STUCKEN/TONY HODSON
	15 TH	MATT BUTTERWORTH/ROBERT FORBES
	22 ND	PHIL BARNSLEY/LAURIE McDONALD
	29 TH	GUY MACHAN/ TBA

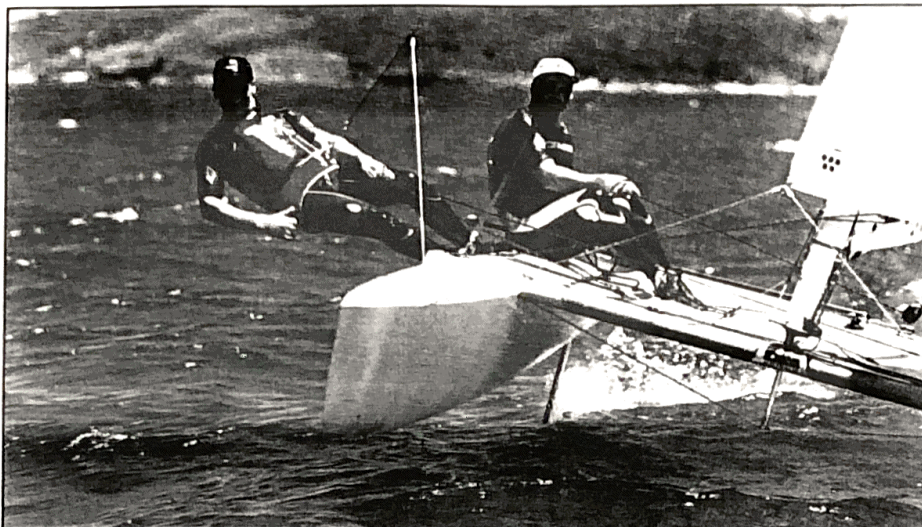
PLEASE REMEMBER ITS YOUR RESPONSIBILITY TO ORGANISE A REPLACEMENT IF YOU ARE UNAVAILABLE

- DONT LEAVE IT UNTIL FRIDAY NIGHT - Hal 99801800 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.



1998 PONTO FRIO ISAF 30th Tornado World Championship



1998 PONTO FRIO ISAF 30th TORNADO WORLD CHAMPIONSHIP

The 1998 Ponto Frio ISAF 30th Tornado World Championship was contested in Buzios, Brazil from 23-29 November with 77 teams from 22 countries. The week prior to the Worlds, the 1998 Ponto Frio ISAF 13th South American Tornado Championship was also held with 64 teams from 20 countries also entering that event.

The Event Management for both regattas was led by '88 & '96 Olympic Bronze Medallist Lars Graef who, just weeks before the event, was practicing on his Tornado and was hit by a large power boat and lost his entire right leg. Lars was unable to compete in the 1998 Worlds but still headed the event and was admired by all for the extremely high spirits and courage to continue with the event after such a tragic incident.

On the Saturday night of the regatta an Olympic tribute ceremony was held to honour the 11 Olympic medallists present for this event. But the real reason for the gathering was to pay special tribute to Lars Graef, Brazil's two-time Bronze Medallist in the Tornado. Suzuki of Brazil presented Lars and his wife with a new specially equipped Suzuki Sport Wagon. This evening was a touching tribute to a real champion.

Buzios is about two hours north of Rio de Janeiro and regarded by many Brazilians as one of the fine tourist destinations or weekend getaways. The travel brochure reads: "The charming town of Buzios, just emancipated by Cabo Frio, presents an original and personalised architecture beside an atmosphere of enchantment and discovery beginning with the very first moment".

Never trust the brochure. For many of the "city slicker sailors" it was the most third world region ever visited. While the beaches were beautiful and sailing conditions second to none, the lifestyle caught many sailors out. Unpaved streets, no town water, very little signs of

western style food except along the 500 metre "tourist strip".

From the beginning of the regatta the Australian Team of Darren Bundock and John Forbes set the pace. They won the South American Championship with a score card of 4,2,3 & 1 beating fellow Australians Mitch Booth and Andrew Landenberger with Austrians Andy Hagara and Wolfgang Moser third. Current European and defending World Champions Roland Gaebler and Rene Schwall were fourth after an OCS in Race 4. As it turned out, the results from the South American Championship was the same Top 4 teams as the recently

contested Sydney Harbour Regatta (Pre-Olympics).

Bundock with Forbes rolled through to the World Championship, their score card an impressive 1, 2, 3, 5, (15), 4, 1, 3, 1, 1. The only time they didn't lead the event was when they were on equal points but scored second on a count back. Their eventual winning margin was 18 points ahead of Gaebler & Schwall and 38 points ahead of third place. Leon and Ballester, the 96 Olympic Gold Medallists from Spain.

With five light wind races and five medium to strong wind races, it was not a case of the conditions suiting any one crew or rig combination. Teams had to be versatile. Only one mainsail and two jibs are allowed to be measured. Teams had to be ready for all conditions.

Since its inception in 1968, the Tornado World Championship has been won twice by 8 different teams. The two-timers club included many sailing greats such as Jorg Spengler, Reg White, Randy Smyth & Jay Glaser, Chris Cairns and Scott Anderson, dual Medallist Mitch Booth, defending Champs Roland Gaebler and Rene Schwall (each with different partners) and John Forbes. Booth, Gaebler, Schwall and Forbes all had a chance to get the hat trick and it was Forbes in the end who has now set the record with three wins (1989, 1992, 1998). The other top placed Australian Team of Booth and Landenberger who, after leading with Bundock and Forbes early in the series, slipped back to 6th overall (4th nation).

More reports and full details are available on the ITA website www.sailing.org/tornado.

Prepared by John Forbes
Tornado Class President.



E-MAIL

Please let Nigel know your e-mail address - Nigel_Collins@chep.com.au

FROM THE

SAILING SCENE

HAPPY NEW HOBIE YEAR !!

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HOBIE 18	One season sails	\$ 8,500
HOBIE 16	Imported, NEVER used	\$ 7,500
HOBIE 16	2 1/2 years, winner	\$ 7,500
HOBIE 16 LE	Almost unused	\$10,000
HOBIE 16 LE	Top 10 finisher	P.O.A.
HOBIE 17	Worlds fastest	\$13,750
HOBIE 17	Trailer, box, wheels	\$ 4,750

HOBIE 14 TURBO WANTED WANTED WANTED

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42 Darley Street, Mona Vale, 2103

PHONE: (02) 9979 6546

FAX: (02) 9979 6548

EMAIL: sailscen@ozemail.com.au

AUSTRALIA'S NO. 1 HOBIE SHOP

What If...
By Rick White

You are on a beam reach from the "A" Mark to the "B" Mark.

As we have often said, the best defensive covering of boats behind you is to stay between them and the next mark.

Because of the above rule of thumb, most of those boats will take a course much higher than the rhumb line to the "B" Mark. The first goes around the weather mark and wants to head for the reaching mark, but is afraid that the boat or boats behind him will go higher, faster and consequently drive over him and take his wind. So, the lead boat sails high with the boats behind. Soon there is a parade of boats sailing much higher than the rhumb line.

Let's take a case where you are in mid-fleet as you go around the weather "A" Mark. You notice that all the boats are going very high. This may be a good time to "bite the bullet" and sail a little below the rhumb line. If there are a lot of boats very close behind you, it may be a better choice to just join the high parade. But, if there is a gap behind, you may opt to head deeper.

The advantages are:

- 1) You are sailing a shorter course
- 2) You will be in fairly clear air, if you sail deep enough
- 3) As you approach closer to the mark, you will be sailing a higher, faster course than the high boats
- 4) The boats that initially went high, will be sailing a slower, deeper course, and, best of all,
- 5) You have the inside overlap at the mark.

As in most of these columns, this is simply a matter of thinking ahead.

P.C.C. MONTHLY MEETINGS

LAST WEDNESDAY OF THE MONTH

8.00 p.m.

PITTWATER RSL CLUB

(Phone Russell if you are not a member)

Cnr. Mona Vale Road & Foley St.

MONA VALE

ALL MEMBERS ARE WELCOME

What if you are approaching the last leeward mark...

Here you are just behind the boat you have to beat. It is the last leeward mark rounding and you have no one of importance (that is, someone you have to beat) close behind you.

Whatever you do, be sure you do a very good enter-wide, exit-close mark rounding, as we have talked about in previous issues. Your object is to control that lead boat from behind (in other words, we want to pin the boat into a position that he cannot get out of).

If you perform an excellent mark rounding, you will find yourself aft and to windward of the lead boat. Be sure to stay up high and in clear air – you do not want to get down into his backwinded air or this maneuver is doomed.

From this position you probably won't pass, but be patient and stay in this relative position – in this way your competitor cannot tack. Normally, you would sail no further than the inside layline to the finish, but in this case we must beat this boat, and this boat only. So, don't worry about the inside layline. As a matter of fact when you reach the outside layline, continue on.

Carry the other boat well past the outside layline before you tack, keeping in mind that he cannot tack until you do. Once past the layline and you both tack, your competitor will have to follow you to the finish line as you both reach back.

Keep in mind that if there are competitors behind you that you need to cover, this will not work. More about that problem next month.



HOBIE 17

How To Set Your 17 Sail Trim In Various Conditions

	0-5 knots	5-15 knots; flat water	5-15 knots; choppy water	15-19 knots	20+ knots
■ BATTEN TENSION	Just take out the wrinkles.	Punch in a little harder than for 0-5 knots.	Pull very snug. The more the chop, the more tension.	Punch in a little harder than 0-5 knots.	Just take out the wrinkles.
■ MAST ROTATION	Pointed at shroud or 3-6° forward.	Pointed at shroud or slightly aft.	Pointed 6° behind shroud or further aft.	Pointed 3-6° forward of shroud.	Pointed halfway between the shroud and the forward wing stanchion.
■ DOWNHAUL UPWIND	Just get the wrinkles out.	A little more tension than 0-5 knots.	A little more tension than 0-5 knots.	Pull it down very snug.	Maximum tension.
■ DOWNHAUL DOWNWIND	Just get the wrinkles out.	Allow bottom of sail to rise up 1-2" from upwind setting.	Allow bottom of sail to rise up 1-2" from upwind setting.	Pull it down very snug.	Maximum tension.
■ OUTHHAUL UPWIND	Out 2" from boom.	Out 3" from boom.	Out 4-5" from boom.	Out 2-3" from boom.	Out 1" from boom.
■ OUTHHAUL DOWNWIND	Out 3-4" from boom.	Out 5-6" from boom.	Out 5-6" from boom.	Out 4" from boom.	Out 1" from boom.
■ LEECH LINE	No tension.	Just snug.	Medium tension.	Slight tension if leech flutters.	No tension.
■ MAINSHEET UPWIND	Very light tension.	Light tension. Leave leech open slightly.	Light tension. Leave leech open.	Medium to heavy tension.	Maximum tension.
■ MAINSHEET DOWNWIND	3-4' between blocks.	2.5-3' between blocks.	2.5-3' between blocks.	2' between blocks.	1.5-2' between blocks.
■ TRAVELER UPWIND	Out 3'.	Centered.	Out 3-4'.	Out 1-6". (Keep boat flat.)	Out 6" or more.
■ TRAVELER DOWNWIND	All the way out.	All the way out.	All the way out.	All the way out.	All the way out. Move in 6" for more control.

HOBIE YOUTH TEAM

ISAF YOUTH WORLDS SOUTH AFRICA

Well, Dan and Axle really gave the tree a good shake in South Africa ! A quick look at the results table shows the Australian crew bounding up the place ladder as their confidence grew through the regatta.

December 24 at Sydney Airport saw the boys meeting the 13 strong team (plus Kerli the Trolley Dolly) for the first time. Although individual personalities differed dramatically, morale and commitment was at a peak, and remained high for the two weeks. 30 hours later we sat down to Christmas lunch in Simonstown with only "the team" as family and began the three day acclimatisation.

It blew, and blew and blew 25-35 knots 1 metre chop and the traditional "table cloth" cloud on surrounding mountains. Practice race day was cancelled and all slept fitfully on the night before first race day, hoping for a break in the weather.

It came in the form of 20 knots straight off the mountains - 20 degree shifts and "bullets" like brick walls ! - made the Pittwater sailors feel right at home. The contenders for honours soon showed their stuff. Billy Besson from Tahiti thumped in a 1,1,2 that first day, being tested by the South African duo only once as the wind rose later in the afternoon. The French displayed polished crew work and Brazil powered into contention. Our boys suffered from nerves and shitty starts - sitting 7th that night.

Day 2 offered lighter winds. France and Brazil stamped their mark on these conditions, sharing the top spots with Tahiti in monotonous regularity. Team Oz "consolidated", with no shockers, to move up 2 spots on the scoreboard.

Then came New Years Eve, and the traditional lay day January 1. The wheels fell off the French, Brazilian, Yarpy and Great British efforts - probably due to that Rhinoceros Piss they call beer near the Cape. Our boys were tucked up in bed early (they tell me), dreaming of front row starts.

And start they did !! Coach Warty would be proud of them pin end, double string, 20 metres to pull away and go. A gun in Race 9 just proved to themselves they had the ability. At the end of day 5, Dan and Axle sat in 3rd spot, just one point behind France in 2nd.

Ever had a shitty day at a regatta? Day 6 went like this for Team Pittwater ... a minor "touch" with the Poms led to an overnight protest and DSQ for Australia. This gave them equal 3rd place with Brazil, dropping to 4th on a countback. That, with the wind just beginning to reach what we'd call "a bit on", the Race Committee pulled the pin on racing and the chances of recovery. Very character building. I must say the boys handled Day 6 better than their trolley dolly. Ever seen an old, short, moustached Australian spitting the dummy at Race Officials? The South Africans did !

At Presentation night, the results of efforts by our Youth Team put us 4th nation. A win in the girls 420 class, 3rd in girls Laser and Dan and Axle 4th were our best scores, these hard won in very talented fleets.

As a post-script, I should report on a funding debacle and the complete lack of responses by the Board and Executive of the AYF, to discuss the issues. Due to verbal misrepresentations and misunderstandings between the AYF and parents of youths interested in representing Australia, when finally an invitation to nominate a Hobie Team for this trip came from the AYF, it was on a self-funding basis (except for uniforms). This while all other individuals (420's, Lasers, sailboards) were offered almost \$3,000 each for travel, accommodation, coaching, etc. I feel that discrimination like this should not be tolerated, and am supported by those who have watched the events unfold. Representations from the Y.A. of N.S.W., Royal Prince Alfred Yacht Club, Pittwater Cat Club, Hobie Association of N.S.W., Australian Hobie Association and myself have so far fallen on deaf ears. I'll not let the issue die, and any developments will be reported in time.

Meanwhile, on Dan's behalf, my sincere thanks to those who bridged a gap money wise, and made his trip possible. Thanks to :

Pittwater Catamaran Club and many individual members
Palm Beach Sailing Club
Royal Prince Alfred Yacht Club
Volvo Australia
Bob Munro for donating a prize of a trip to Melbourne at the fund raising
Individual Members of the N.S.W. Hobie Association
Grandparents Corlett and McGlynn
Mum and Dad

and thanks to Rod Waterhouse for his time in coaching the boys before the event.

KERLI CORLETT



Dan and Axel about to head out into False Bay for a training session.

N.S.W. STATE HOBIE TITLES

February 20/21

Great Lakes Sailing Club - Forster



Performance Sailing the Hobie 18 with Bob Thomas

Bob Thomas has been sailing and racing the Hobie 18 since the boat's release. Bob was a well known Hobie Cat dealer owner for several years; as a result he has either witnessed or attempted just about every rigging and preparation trick devised—not only for the 18 but Hobie 14 and 16 as well. Thomas was never a shop "blow-hard"; he was—and remains—a get-out-and-do-it sailor of the first degree. "Talent isn't skill!" he enthuses. At this sitting Bob Thomas is widely known as one of the top Hobie 18 racers in the U.S., and he is one of the few American Hobie skippers to have sailed heavily in Australia. His basic method of sailing is, "tune it simple, sail hard, go fast." Bob is at the top in any race, he is the best at home on the bay, and he explains his methods with brevity and style. The words below are from a man with immeasurable experience and buckets of knowhow.

The Basic Boat

"That boat of yours is fast!" This is a comment that amuses Bob Thomas. "You hear this so often," he emphasizes, "especially at regattas." Bob maintains that it's the sailor who makes the boat go fast—not the boat by itself after having been blessed by some power force. "Time on the boat," Bob roars, "there's no substitute for it." Bob assures that with accumulated sailing practice you begin to feel what your boat needs for

HOBIE 18

weather tuning, downwind, and off the wind sailing. According to Bob, you start with the basics, refine the basics through practice and time, and then look toward getting technical if you decide to get serious.

Bob gears his own 18 for average surface conditions and average wind in the area where he most frequently sails—Southern California. Here, on any given day wind may blow from 8 to 15 knots, with occasional windier days or now and then calm drifters. He does not modify his rig within these boundaries, except for substantial weather variance during serious racing. And even under severe racing demands he keeps adjustments slight so as not to "get too far away from the boat." A drastic adjustment can be more disorienting in its results than helpful. Bob advises much care here.

Sail Shape

Here Bob starts with specifics. "I like the mainsail a little flatter overall than on a Hobie 16," he illustrates, "this is to keep the boat under control and flat on the water in a blow." Thomas stresses that the 18 carries more sail area than does a Hobie 16, thus the sail must be adjusted accordingly. He positions the "pocket" slightly further back than that of a highly tuned 16—roughly 45% as opposed to the 16's recommended 40% aft of the luff. The reason for this is that the 18 jib overlaps the mainsail much more than that on a 16, so with the pocket slightly further aft the foil effect is not interfered with.

Battens, forever a source of controversy, are something that Thomas doesn't get too fancy with. "I use stock battens and tighten them just barely enough to get the wrinkles out of the sail." He points out that most sailors tend to overtighten their battens, which causes the main to "hook." This will kill upwind performance. He further notes that the big racing events—the yearly nationals and world championship regattas—require

the use of stock boats. This means stock battens. "So you can get as wild with the technical modifications as you like," Bob concedes, "but it won't help you tune the boat you're assigned if you race in a major." Bob has never had a sail recut and only uses stock battens.

The Rig

Most knowledgeable Hobie 18 skippers run a tight rig. Bob agrees with this, however he places less emphasis on a tight rig for light air. "How tight the shrouds are doesn't make much difference in light air because you can adjust the luff tension on the jib and downhaul on the mainsail (as needed)." Bob abides in the old monohull rule, "The harder she blows, the harder she goes." in light air he runs a slightly looser rig than normal, however in all other conditions he keeps things snug. "I set my boat up so that with everything sheeted in hard, I have approximately one-half hole play on the lee side. If I don't think it's getting very windy, I'll run the rig a hole or two looser."

Diamond wire tension is a separate matter—and a personal one. Bob runs these very loose. "I run mine so that when you press both of the wires in toward the mast about three to four feet up from the base, they're roughly an inch away from touching the mast." The important thing here is that diamond wire tension works with shroud tension to affect pocket position in the mainsail. Bob sails with a lightweight crew which puts a modest aerodynamic loading on the mainsail, so generally prefers tight shrouds with loose diamond wires which keeps the pocket elevated for the kind of smooth-water speed Bob achieves. But a heavy crew would increase load, necessitating tighter diamonds. Therefore the combination of shroud and diamond wire tensions would have to change some to meet performance objectives. The bottom line, of course, is that the purpose of the diamond wires is to prevent the mast from breaking under

TUNING THE HOBIE 18

stress. Within limits, you can adjust the wires to affect performance. But be careful not to go off on a tangent and get too radical. In-depth information on rigging combinations can be obtained in the May/June 1982 issue of the *Hobie Cat Hot Line*, at P.O. Box 1008, Oceanside, CA 92054.

Importantly, tension on the diamond wires should be kept equal on both sides. A popular method for achieving this is to position the boat on its side, well supported, and sight down the mast. Making sure the mast is straight (unstressed), stretch a bungee cord around mast and both diamond wires at a position roughly four feet up from the base. Then adjust each turnbuckle separately until the diamond wires are equidistant from the mast on either side.

The Mast

In addition to diamond wire tension and shroud tightness, mast rake and rotation affect tuning balance and therefore performance. "When I'm starting out from scratch on a boat I've never sailed before," Bob explains, "I position the side shrouds four holes down from the top—quite a bit of mast rake—and then refine from there." Bob emphasizes that in this way he is essentially tuning for upwind performance, while planning to work hard going downwind and calculating that off-the-wind reaches are a matter of crisp sailing skill.

Mast rake, an important factor in sail shape and boat trim, comes to the fore here. Thomas standardizes with an aft mast setting reasoning that it improves "helm feel," reduces hull drag upwind, and defends against bow burying off the wind. While it's true that a more forward rake setting can technically yield more flat out speed off the wind, Bob cautions that screaming madly across the water at maximum speed on the verge of a capsize doesn't help efficiency. The Hobie 18 doesn't require the accentuated aft mast rake recommended for high performance Hobie 14's and 16's,

but it works best with a thoughtful bit of rake.

Mast rotation affects sail trim and mainsail draft. Since this is an element of tuning refinement that essentially concerns only serious racers, suffice to say that *more* mast rotation increases mast bend and tends to flatten the leech in the upper part of the mainsail. Conversely, *less* mast rotation decreases mast bend and promotes a slight hook in the leech—or even belly in the sail. Bob simplifies: "I rotate my mast about 45 degrees—about the same as on a Hobie 16. In a strong wind, I'll over-rotate ten degrees further." This makes for a flatter, cleaner foil shape for the mainsail, allowing plenty of speed while still keeping the boat riding flat.

The Jib

The jib has been one of the few items of controversy about the Hobie 18. In terms of jib luff tension, Bob adjusts according to conditions. "Again, the harder she blows, the harder she goes." "I treat jib tension just like downhaul tension on the mainsail—I cinch the luff just enough to smooth the wrinkles out of the jib." Thomas comments that during racing this is one of the few adjustments he may change after once setting up for the day. "Starting out in the morning in a light air race, I'll go with fairly light luff tension. As the wind picks up I can crawl out on the bow and tighten the luff as needed." Bob notes that he will make similar adjustments to the downhaul and therefore modify the mainsail slightly for changing wind or to set up for the downwind leg of a race. Jib luff and downhaul together flatten the main and jib for upwind sailing or add belly for downwind sailing. While each sail is adjusted through separate controls, both work together to reach the best objective.

Daggerboards

Daggerboards prevent leeway (side slip), but they also create drag. Consequently, racing skippers keep them all the way

down while beating to windward, however raise them at varying degrees for off-the-wind points of sail. Through experience, you develop a technique of positioning them under sail. Bob has determined marking lines on his boards and in fact positions his boards at the lines for best performance off the wind. "I run my boards half way down going downwind." This lessens drag, yet allows the option of quick tacks downwind with short reaches in between. "What I want going downwind is a neutral helm." This means an even pressure on the rudders from both windward and leeward directions.

On a reach, Bob adjusts a bit differently. "I position the windward board all the way down, with the leeward board about 30% raised and the *windward rudder up*. Then my helm feels good." And, of course, drag is minimized and performance drives toward its optimum.

Sailing in the Groove

Bob Thomas constantly refers to two things: 1) the *groove line*, 2) physical conditioning. He stresses that unless you are fit, you cannot sustain high performance on a catamaran for very long—because it's a *physical* activity executing mental decisions. You can think and plan before you act, but you can't think your way downwind—you must *sail* downwind! And that takes some physical grit, just like tennis or skiing or any other kinetic sport.

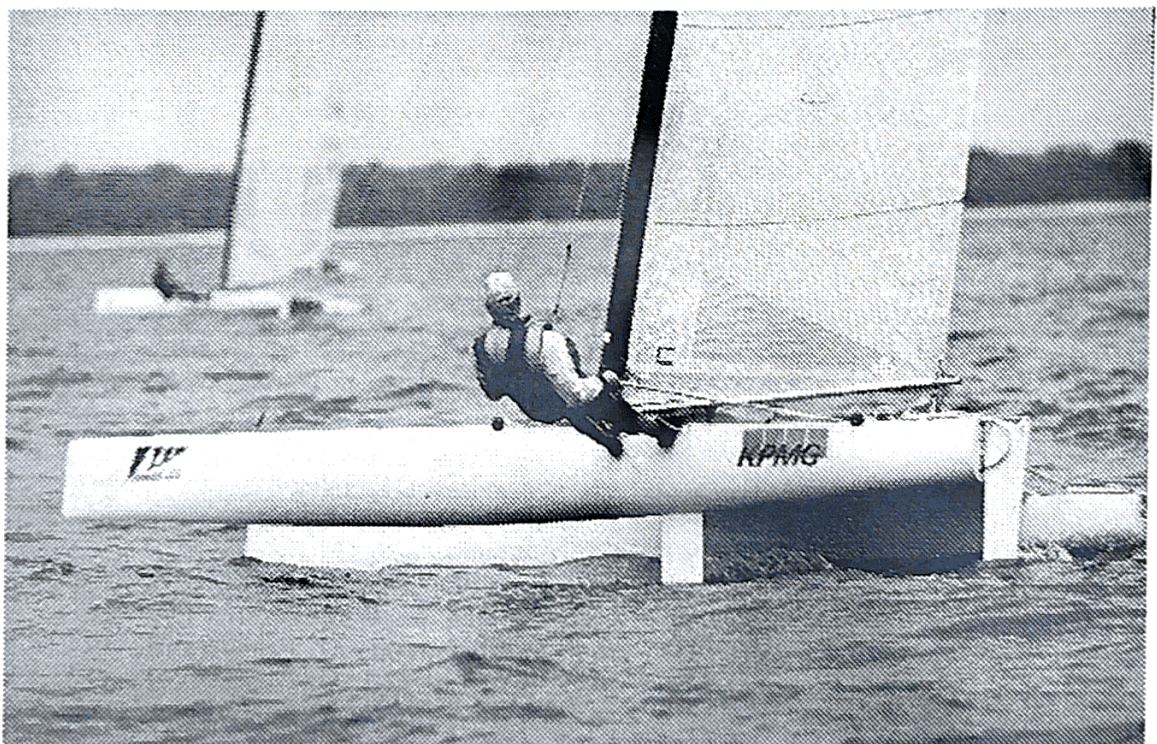
As for the "groove line," this is the angle—upwind, downwind, and on a reach—that constitutes the smoothest and most efficient shot from point A to point B. "It's something you *feel*," Bob explains, "from experimentation and time on the boat." He cautions: "none of the adjustments discussed here are as important as learning the boat through applied sailing—and being able to find the groove line upwind and downwind." Once you've developed these basics, Bob maintains that only then will all the adjustments and set-up work really show their benefits.

PITTWATER CATAMARAN CLUB

SUMMER SERIES

January	9	club races / pointscore 19 & 20 *
January	16	club races / pointscore 21 & 22 *
January	23	Heats 7 & 8 Club Championship / ps 23 & 24
January (Tues)	26	PITTWATER AUS DAY MARATHON
January	30	club races / pointscore 25 & 26 *
February	6	club races / pointscore 27 & 28 *
February	13	Heats 9 & 10 Club Championship / ps 29 /30
February	20	club races
	20/21	NSW HOBIE TITLES
February	27	club races / pointscore 31 & 32 * (27/28 Botany Bay Classic)
March	6	Heats 11 & 12 Club Championship/ ps 33/34
March	13	club races / pointscore 35 & 36 *
March	20	club races / pointscore 37 & 38 * (**)
March	27	club races / pointscore 39 & 40 * (end of spring/summer series)
April	3	START OF WINTER SERIES

- * Only the first 2 of the day's club races to count toward Pointscore Series
- ** Any abandoned Club Championship day to be rescheduled to March 20
- 10 of 12 Club Championship races to count (2 drop races)



TUNING THE HOBIE 18



HOBIE 18 — Gary Metcalfe

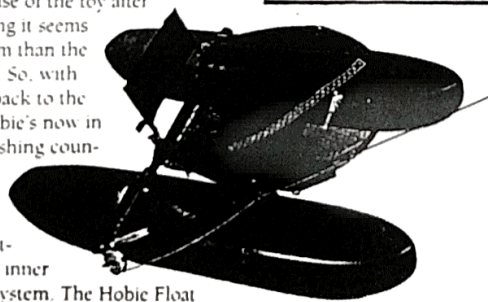
The Hobie 18 is purchased 'standard' and is another strict one design class. The mast is untapered; the sails are made off patterns and may not be re-cut; the foils are purchased standard as are the battens. Here are Gary's principles of tuning:

- *Ideal crew weight?* Total 130 kg; helmsman 80 kg, crew 50 kg.
- *What mast rake do you carry?* In light winds I keep the mast nearly vertical, while in heavy winds I use maximum mast rake.
- *How much rig tension do you use?* Firm.
- *How tight do you tie in the battens?* Just enough to remove the wrinkles.
- *Do you use compasses?* No.
- *What is the ideal angle of heel for a Hobie 18?* Having the windward hull just kissing the water surface.
- *How do you set up the rig in the following conditions:*
 - (1) *Light wind/Flat water.*
 - Downhauls — Remove wrinkles in the sails.
 - Traveller — 120 mm out.
 - Rotation — 30°.
 - Sheet Tension — Enough to keep the leech straight.
 - Jib Slot — Keep it trimmed to the mainsail.
 - *In lumpy water which of the above do you change?*
 - Decrease the downhaul.
 - (2) *Moderate wind/Flat water.*
 - As (1) except that I use more downhaul.
 - (3) *Moderate wind/Rough water.*
 - Increase mast rake.
 - Start to ease rotation out to 45°–60°.
 - (4) *Strong wind/Flat water.*
 - Downhauls — Increase downhauls to flatten sails.
 - Rotation — 60°.
 - Increase mast rake to the point of being block to block.
 - (5) *Strong wind/Rough water.*
 - Traveller — Out to keep boat flat but powered.
 - Rotation — 75°.
 - Jib Slot — Make sure it's open.
 - Use maximum mast rake.
- *How do you set the boat up for close reaching?*
 - Get correct power by easing traveller.
 - Keep the slot open at all times.
 - Raise the windward rudder and centreboard.
- *How do you set the boat up for broad reaching?*
 - Ease travellers of both main and jib.
 - Ease foot outhaul off a little.
 - Raise windward rudder and centreboard.
- *How do you set the boat up for sailing downwind?*
 - Ease main and jib travellers right out.
 - Ease outhaul right off.
 - Raise windward rudder and centreboard.

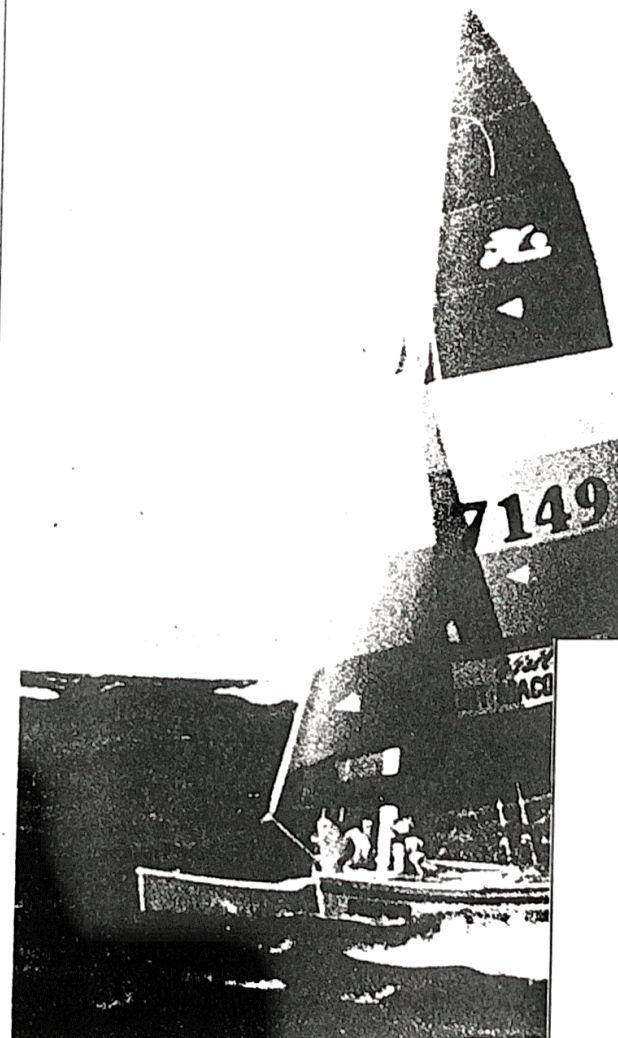
TUNING THE HOBBIE 18

Hobie's still at it!

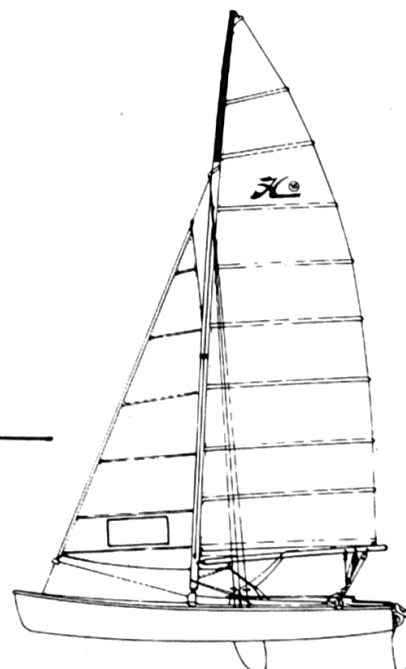
Ever wonder what Hobie Alter's been up to? His life is made up of a never ending series of interests into which he immerses himself totally, one at a time. Surfboards, catamarans, monohulls, the Hobie Hawk model glider, his home-built 60' power cat, or a two-seater kit seaplane; most everything he gets into he comes up with a better mousetrap for. The use of the toy after designing and building it seems a lesser reward for him than the process of creating it. So, with that précis in hand, back to the original question. Hobie's now in McCall, Idaho—fly fishing country. Not surprisingly, he checked that activity out and has invented a fishing platform that replaces the inner tube w/rubber pants system. The Hobie Float Cat is a 23 lb. cat with a reversed web seat, leg powered by swim fins or a rowing system. A quick inspection reveals a logical little craft with lots of practical features (Hobie's goals are to make something that's easy to use that helps you have more fun). Although designed for freshwater lakes and slow moving streams, reports are that it works great fishing the kelp zone we surfers now work via board fishing, hence the mention here. For info contact: Hobie Outback, 502 N. Third St., Suite 202, McCall, Idaho 83638, (208) 634-4450.



The Float Cat



HOBBIE 18



- *What is your strongest point in racing?*
Good boat speed on upwind and downwind legs.
- *If you had to single out the most important thing you regard as necessary to win regattas, what would it be?*
Starting.
- *Any other points?*
As with a Hobie 16, the 18 has not got many adjustments that you can make. Therefore you must sail as fast as possible with the settings that you have chosen.
Note: Although not mentioned here, the diamonds need to be adjusted to give the required mast bend for the conditions.

SPECIFICATIONS

L.O.A.	18 ft/5.49 m
Beam	8 ft/2.44 m
Minimum Boat Class Weight	400 lbs/181.4 kg
Draft (Boards Up)	7 in/17.8 cm
(Boards Down)	2 ft 6 in/76.2 cm
Mast Length	28 ft 1 in/8.56 m
Mast Sailing Height	30 ft 3 in/9.22 m
Sail Area	240 sq. ft/22.30 sq m
Hull Material	Fibreglass/Foam Sandwich
Maximum Load	800 lbs/363 kg
Maximum Wing Load (Magnum)	450 lbs/204 kg

PCC handicaps, Pointscore and Championship points to 20.01.99

SKIPPER.		Sail Number	Class	Class ydstk	Heap	Total corr'n	Pointscore Total	Ch'ship total
		147	A	0.73	0.05	0.78	185	84
		372	A	0.73	0.12	0.85	188	104
Brian Cooper		485	A	0.73	0.18	0.91	190	103
Mark Johnstone	Train	712	A	0.73	0.03	0.76	178	41
Mark Oastler		724	A	0.73	0.16	0.89	189	104
Steve Brewin		767	A	0.73	0.00	0.73	184	49
Barnacles Brad		45847	H14t	0.88	0.20	1.08	183	104
The Stuckens	Loose Goose	13	H16	0.81	0.22	1.03	186	91
Bruce Potts		32	H16	0.81	0.1	0.91	181	84
Mick Butler		34	H16	0.81	0.00	0.81	189	104
Damien Miller	Pink Pig	36	H16	0.81	0.07	0.88	143	60
Billy/Bill Sykes	TNT	71	H16	0.81	0.02	0.83	139	53
Mike Warren	Avalon	1621	H16	0.81	0.07	0.88	137	59
Greg Mullins	Denali	81246	H16	0.81	0.15	0.96	190	104
Heath Walters	Slug	95465	H16	0.81	0.10	0.91	187	104
Kevin Moffatt	Bull at a gate	95887	H16	0.81	0.24	1.05	188	104
Graeme Allen	Walkabout	96262	H16	0.81	0.18	0.99	190	104
		97237	H16	0.81		0.81	190	104
Ian Dixon	Captain and Bobbin	97625	H16	0.81	0.18	0.99	188	104
Sam Wood	Collex	99373	H16	0.81	0.03	0.84	179	73
Simon Taylor		99876	H16	0.81	0.20	1.01	179	87
Chris De Veyrac	Hong Kong	99999	H16	0.81	0.11	0.92	148	104
Hal Evans	Catatonic	103119	H16	0.81	0.08	0.89	161	83
Dan Corlette	Sailing Scene	103166	H16	0.81	0.04	0.85	174	76
Brad Ashmore	Yacht Shop	103214	H16	0.81	0.16	0.97	187	100
Michael Jones		104004	H16	0.81	0.08	0.89	162	65
Rod Waterhouse	Wet wet wet	104297	H16	0.81	0.00	0.81	182	41
Upu kila	Encom	104300	H16	0.81	0.01	0.82	120	15
Frank Costanzo	My Turn	fosters	H16	0.81	0.11	0.92	150	82
Guy Machan	Popeye	1885	H17	0.81	0.24	1.05	150	104
Paul Barnes	Trainingwise	2511	H17	0.81	0.14	0.95	183	104
Tony Hodson	Sweet Seventeen	2504	H17	0.81	0.21	1.02	172	99
Russell Sheppard	Asseyai	2912	H17	0.81	0.18	0.99	173	95
Garth Fisher	Flat Strap	5617/2336	H17	0.81	0.16	0.97	153	89
Jan Jensen	Saga	5735	H17	0.81	0.14	0.95	145	71
Mark Uren	Cabling Solutions	5960	H17	0.81	0.24	1.05	187	97
Mark Whitbourn		5983	H17	0.81	0.16	0.97	187	104
Kyle Amadio	Oryx	7434	H18	0.78	0.15	0.93	190	104
Brendan Scotter	Full tilt	14307	H18	0.78	0.14	0.92	185	104
Jim Tucker		14540	H18	0.78	0.14	0.92	187	104
Hunter Dodds		16129	H18	0.78	0.08	0.86	190	104
Nigel Collins	KT	16460	H18	0.78	0.18	0.96	172	104
		16607	H18	0.78	0.08	0.86	187	104
Chris Doig	Manatech	16665	H18	0.78	0.08	0.86	166	104
Malcolm Jack	Isogai	458	H20	0.73	0.05	0.78	171	104
		263	T	0.69	0.10	0.79	187	104
Angela Goodwin	two dogs	293	T	0.69	0.08	0.77	152	99
John Goldsmith		307	T	0.69		0.69	190	104
	Chainsaw	85	T4.9	0.78	0.08	0.86	151	90
Mark Griffiths	Citicorp	103	T4.9	0.78	0.01	0.79	154	40
Simon Jeffries		280	T4.9	0.78	0.10	0.88	183	104
Matt Wyndham	taipan	104	T4.9s	0.75	0.04	0.79	135	85
Geoff Watson		126	T4.9s	0.75	0.15	0.90	173	90
Ross Lawrence		3160	W14	0.93	0.14	1.07	182	104

* 2 drop races yet to be deducted from Championship points