

MAINSHEET
PITTWATER CATAMARAN CLUB
OOCTOBER & NOVEMBER 99
BEWARE OF THE BULLETS REGATTA
23 & 24 OCTOBER 1999



BRIEFING 10.30
OPEN TO ALL CATAMARAN CLASSES

Name	Boat Type	Sail #	Home #	Mobile #		Email Address
Laurie McDonald	A Class	733	99189249	0419405133		
Mark Johnson	A Class	AUS712		0412273167		
Mark Oastler	A Class	724	98764421	0409223717		marko@au1.ibm.com
Peter Setright	A Class	KA 632	99054825	0412257638		
Rick Brown	A Class		96542880	0411261834		
Rick Wellens	A Class					
Ainslie Campbell	Crew		99794969	0418962892		
Alex Bennett	Crew		99973493			
Carolyn Butchard	Crew		94158640	0414878904		
Doug Macarthur	Crew		98765717			
Belinda Zanesco	Hobie 14		99665065	0409456027		belindaz@bigpond.com
Brad Sinnott	Hobie 14	45847	99731614			
Ali & Dan Corlette	Hobie 16	103166	99992401			
Bill Sykes	Hobie 16	71 or TNT	99052016	99052016 w		
Brad Ashmore	Hobie 16	103214	96304677	0416358611	Vice Commodore	ba@macfix.com.au bjp2290@jhg.com.au
Bruce Potts	Hobie 16	32	99724948			
Chris & Lynn De Veyrac	Hobie 16	99999		0418241745		
Damien Miller	Hobie 16	36	99133137	015494655		
David Haworth	Hobie 16	97237	99826674	0419203613		
Frank Costanzo	Hobie 16	Fosters	99186339			
Gail Petrie	Hobie 16	81181	99043603			
Graham Allen	Hobie 16	96262	98768573	0412056300		
Greg Clynick	Hobie 16		47541952			
Greg Mullin	Hobie 16		99777732	0409499390		
Hal Evans	Hobie 16	103116	99801800	0412018158		halevans99@yahoo.com
Heath Walters	Hobie 16	95465	99400005			
Ian Dixon	Hobie 16		99466238	0417405937		
James Trebilcock	Hobie 16		92560398			j.trebilcock@morgan
John McCormick	Hobie 16		99994990	0409033516		mackers@bigpond
Kevin Moffatt	Hobie 16	95887				
Lester Brand	Hobie 16		91443345	0418270882		
Matthew Butterworth	Hobie 16		99188324			
Michael Jones	Hobie 16	104004	99482281	0414402166		dammeg@ibw.net
Mike Warren	Hobie 16	201621	99187024	0414954550		
Peter Stucken	Hobie 16	13	94495324	0418219440		
Phil Barnsley	Hobie 16		94278870			
Rod Waterhouse	Hobie 16	104293	99798001			
Ross Porter	Hobie 16			0419991004	Life Member	
Sam Wood	Hobie 16	99373	99883850			
Simon Taylor	Hobie 16	99876	99698216	0411282338		fpeters@au1.ibm.com
Steven Steggerda	Hobie 16		99566569			
Upu Kila	Hobie 16	104300	99762742	0412562742		aispell@acon.com.au
Garth Fisher	Hobie 17	2336		0412230733		
Guy Machan	Hobie 17	1885	98948115	0408020524	Secretary	guy.machan@anz.ccamatil.com
Jan Jensen	Hobie 17	2735	99054869		Commodore	nautilus@tig.com.au markuren@cabling.com.au
Mark Uren	Hobie 17	5960	98768602	0418474235		brwb@vip.hotkey.net.au
Mark Whitbourn	Hobie 17	5983	98161545	0419692672		peterodonn@ozemail.com.au
Paul Barnes	Hobie 17	2511	94182996	0418440166		robcarp@bigpond.com.au
Peter O'Donnell	Hobie 17			0415932740		7.30 syd@your.abc.net.au
Robert Carpenter	Hobie 17		0245773633			
Russell Sheppard	Hobie 17	2912	99972128	0417466956	Magazine Editor	
Tony Hodson	Hobie 17	2504	99481208			
Chris Doig	Hobie 18	11457	96861278	0417486503		
Jim Tucker	Hobie 18	14540	96836693	0417880899		
Kyle Amadio	Hobie 18	7434	96743091	0411707081	Treasurer	
Robert Dodds	Hobie 18	16129	99183767	0408667664		
Malcom Jack	Hobie 20	458	99993762	0419266615		
Bob Forbes	Nacra	18 *	99992887	0418229900		
Phil Davies	Nacra 5.8		99731416	0418299430		golive@aol.com.au
Geoff Watson	Taipan 4.9	AUS126	99294138	0418214401		
Jean Brochut	Taipan 4.9		99049486	041384 4722		j.brochut@bigpond.com
Matthew Wyndham	Taipan 4.9	AUS104	94892603	0416242339	Race Secretary	mwyndham@optusnet.com.au
Steve Howe	Taipan 4.9	AUS161	99991533	0412297117		
Angela Goodwin	Tornado	AUS 293	99744759	0411212733		gonzo@acay.com.au
John Forbes	Tornado	AUS 303	99829995	0418267755		goldsmith_john@hotmail.com
John Goldsmith	Tornado	AUS307	93898809 w	0412023720		
Mitch Booth	Tornado		99744620	0417691542		
Ross Lawrence	Windrush 14	3160				

PITTWATER CATAMARAN CLUB

'Beware the Bullets Regatta'

SAND POINT off ILUKA RD PALM BEACH

23/24 OCTOBER

BRIEFING 10.30

OPEN TO ALL CATAMARAN CLASSES

RACE FEES \$35.00 2 MAN BOAT

\$ 30.00 1 MAN BOAT or \$10.00 per race



ENQUIRIES RUSSELL SHEPPARD 02 99972128

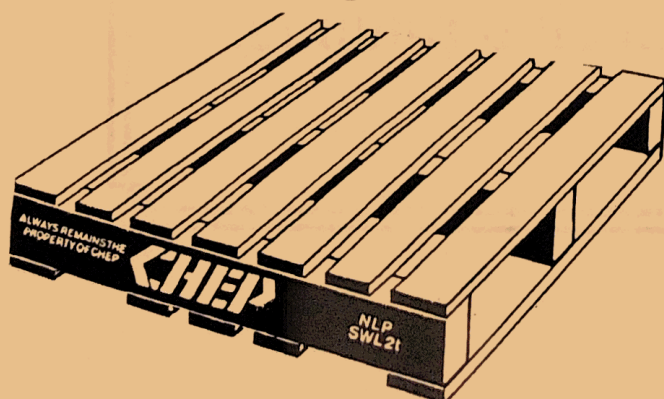
Lunch, beer, bundy, chips, chocolates, soft drinks available from the club marquee in the park.

SATURDAY NIGHT

REGATTA DINNER AT THE Royal Motor Yacht Club

from 7.00 p.m.

If you wish to go to the Club straight after sailing, the club has allowed us to use their change rooms and showers on the Saturday afternoon.



MEMBERSHIP

Membership fees were due on 1st July 1999.

\$10 per race day now to be collected by the rostered boat crew of the day.

Send off your cheque today.

IMPORTANT MESSAGES TO PCC MEMBERS !!

REGATTA

Please make every effort to attend, we need you, your boat and your money. In the first month we have had nearly \$5,000 in club running expenses.

COMMODORE'S REPORT

The new Committee had its first meeting on Wednesday, 25th August, disappointingly the same (few) faces being present.

If the plans for the new club house are realised we will have a busy few months ahead of us and will be seeking support from as many members as possible. Attendance at Committee meetings will facilitate a greater understanding of how the club operates and input from a larger number of members would also result in better decisions being made.

Unfortunately it appears we will have to replace the boat trailer very soon at a cost of approximately \$1,500. Additionally we have had repairs made to the engine at a cost of \$960. The long planned and discussed seats have finally been installed in the rescue boat costing \$650, and thanks are extended to Robert Dodds for his efforts in this regard. These and other expenses have significantly depleted our finances.

One of the major means for improving our finances is the Club's regatta and we will be seeking volunteers (or conscripts) to ensure our Bullets Regatta, planned for October 23rd & 24th, is successful from sailing, organisational and financial perspectives. Whilst a detailed list of activities will be produced closer to the date we would like to put all members on notice that we will be calling for assistance in respect of:

- ◆ A second rescue boat and crew
- ◆ Drinks & Food - purchasing and manning of the galley
- ◆ Cashier
- ◆ Loan / hire of BBQ and tent
- ◆ Suggestions/ Purchase of prizes.
- ◆ Organisation of accommodation for visitors.

There will be other important functions required to ensure the Regatta is a success. Even if you are not sailing and have a few hours to spare on this Saturday or Sunday come down and enjoy the day and help out. If you have skills or can volunteer for any activities please contact either myself, Brad or any other Committee member.

Upu has temporarily deserted the Hobie 16 ranks for what some say is a bigger and better boat namely a Tornado! We wish him all the best as he trains for the Olympics where he will represent Papua New Guinea and hopefully he will return to the 16's after its all over. With the countdown to Olympic competition now down to under 12 months, on behalf of the club we wish all our members aspiring to Olympic glory every success and good luck.

Ben Benson

Good winds and Great Sailing,

NAUTICAL QUIZ - (to exercise the grey matter)

1. What is a thief knot?
2. Where would you find the futtock?
3. What is an azimuth mirror?
4. What is a Matthew Walker?

(Answers published next Mainsheet)

OLYMPIC UPDATE

BELROSE GYM
(Non-members only)
1 FREE VISIT PASS
Valid until 25 September 1999
Ph: 9975 6280

THE Manly Daily

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SWAN Motors
We service and repair all makes and models.
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It's cool sailings for Upu

MULA Stanley has given up chewing betel nut to be "drug free" and teammate Upu Kila has purchased his sailing shoes at Crazy Prices in Manly.

Unlikely Olympians they may be, but the Papua New Guineans are proudly representing their nation as the "wildcard" entry in this weekend's Tornado catamaran class in the Sydney Harbour Regatta.

For them, it will be a qualifying round for the Sydney Olympics as they join 400 of the world's best sailors from 57 countries.

PNG has only managed to sponsor the crew to the tune of a single return air ticket, but the Pittwater Catamaran Club has come to the party with the loan of a boat and coach.

And in the spirit of the 1988 Jamaican bobsleigh team, Mula and Upa feel they "might give everyone a shock".

"Sydney 2000 is really the Olympics of the Pacific," Upu said. "We would love to be there in 2000 for our people."

Papua New Guinea sailor Upu Kila going for broke in the pre-Olympic regatta

PHOTO: Lindsay Moller • Full story



PNG sailors making Wildcarders set to shock

THEIR sailing shoes come from Crazy Prices, their spray jackets are raincoats and the Olympic hopes of their country are focused on a borrowed catamaran they are still learning to handle.

They are Upu Kila and Mula Stanley, Papua New Guinea's "wildcard" entry in the Tornado catamaran class in the Sydney Harbour Regatta, the final test event before the Sydney Olympics which has attracted almost 400 of the world's best sailors from 57 countries.

In such company, they are very much the underdogs. But like the Jamaican bobsleigh team — whose bid for glory at the 1988 Winter Olympics in Calgary, Canada was told in the film *Cool Runnings* — they have nothing to lose.

"And we might give everyone a shock," Upu said yesterday from his home in Manly, which for the past few weeks has been the base of Team Papua New Guinea.

THE Papua New Guinea catamaran team is the true underdog of this weekend's Sydney Harbour regatta. But as MARJ BELESSIS reports, the crew is going to give it their best.

Upu and his Australian wife Charmaine set the wheels of the Olympic Games bureaucracy whirling about two months ago after learning there was a chance of being accepted into the Sydney Harbour Regatta as a wildcard entry to earn the right to qualify for a place in the Olympic lineup next September.

Neither Upu nor Mula, who come from neighbouring fishing villages east of Port Moresby, had enough money to compete in the international events to qualify for the pre-Olympic regatta. Nor could their country's economy afford the luxury of sponsoring their bid.

But acceptance for the Sydney Harbour Regatta was just the first obstacle overcome. The Sports Federation of Papua New Guinea

could afford the funds for just one return ticket — Mula's — and team manager Graham Numa had to pay his own way.

Since Graham and Mula arrived in Sydney, the team has been taken under the wing of the Pittwater Catamaran Club (no national rivalries here), with club member Angela Goodwin lending them her Tornado class catamaran for training, and multihull legend Rod Waterhouse coaching them in the intricacies of learning to sail the high-tech Olympic class yacht. Another club member, John Forbes (who is Australia's Tornado class representative in the pre-Olympic test event and favourite for selection for the Sydney Games), has leased them a boat for the regatta. They have been haunting

most of chances



ABOVE: Upu and Mula on the harbour BELOW: Proud to fly the PNG flag

From canoes to catamarans

Crazy Prices and other bargain stores to equip themselves for the regatta, and Mula, who like most of his people, has chewed betel nut since early childhood, dropped the habit three weeks ago so he would be "drug-free" for the regatta. Yesterday, it was training as usual from the Olympic sailing base at Rushcutters Bay. More at home on traditional outrigger canoes, Upu and Mula have also sailed Hobie 16 cats, but the Tornado is very new to them. "The Tornados are totally different, but very exciting," Upu said. "Rod is happy with the way we're going, with sailing upwind, tacking and gybing but we need to practise our downwind sailing." Graham, a former Windsurfer champion, said rule books were another aspect of Olympic competition they weren't used to. "Traditional outrigger canoe racing is as hard as it comes," Graham said. "But, as for governing rules, well, there are none really and no fancy little rules book either. "It's first past the post and every man for himself and one race can take eight hours or more. If the wind drops, the skipper will simply throw excess crew overboard to swim to the nearest landfall."

Upu was born on one of the big traditional double hull canoes where his parents were living and his fisherman father caught and sold his catches. He began traditional canoe racing as a little boy bailing out water from the hull.

"Bailing out was a permanent job for the smallest crew member and if the race took the whole day, you stayed in the hull the whole day," Graham said.

In time Upu progressed up to the deck and eventually became a skipper. Mula, a traditional fisherman, has lived all his life on the sea, and is ranked among the best traditional sailors back home. If million dollar campaign budgets win medals, Upu and Mula, who have begged, borrowed and scrimped to get this far, have got Buckley's. But if grit and determination and a belief in having a go count for anything, they are in with a chance.

"We just want to qualify for our people back home," Upu said.

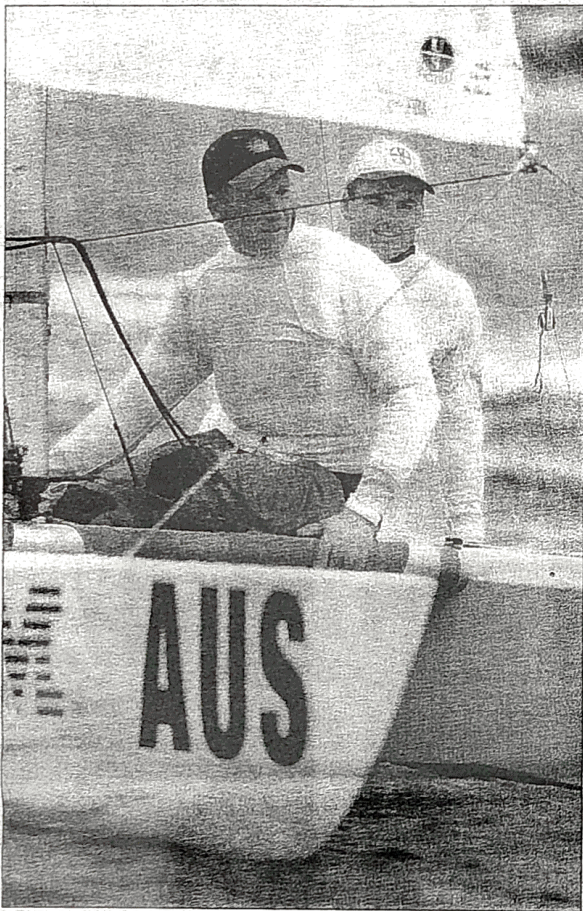
"Sydney 2000 is really the Olympics of the Pacific. Our forebears came to the Pacific on canoes from which modern multihulls developed, and we would love to be there in 2000 for our people."



Setting sail... Crewman Mula Stanley with his skipper Upu Kila



The Manly Daily Sports Tuesday



Winners . . . clockwise from below: Darren Bundock and John Forbes on the podium; and racing their Tornado; David Giles and Colin Beashel, Star class gold winners; and Laser bronze winner Michael Blackburb



Sailing towards golden Olympics



THREE gold medals and two bronze — three of them won by peninsula sailors — confirmed Australia's position as the world's top nation in Olympic class sailing at the weekend.

That was the medal tally the Australian Sailing Team took away from the IBM Sydney Harbour Regatta, the final Olympic test event for sailing before the real thing next September.

In the gold medal lineup were the 1998 world Tornado class champions, Darren Bundock and John Forbes, Atlanta bronze medallists in the Star class Colin Beashel and David Giles, and Barcelona sailboard bronze medallist Lars Kleppich.

The bronze medal winners were Atlanta Olympian Michael Blackburb in the Laser class, and Jessica Crisp, in the Mistral women's sailboard competition.

The overall win for Australia was the third this year, and bodes well for the local sailors' showing at the 2000 Olympics — on the same courses and at the same time of year.

Bundock, from the Central Coast, and Forbes, from Collaroy, clinched the Tornado catamaran series with one race still to go and, providing they win the Australian Olympic selection series, are now considered favourites for the gold medal at the Sydney 2000 Games.

After losing their world Star class title earlier this month, veteran Olympian Colin Beashel, from Avalon,

NOTICE OF RACE

Kurnell Catamaran Club Inc.

'SABRE PACIFIC'

TOP GUN REGATTA
1999

6th & 7th November

Saturday	Briefing	12 noon
	Marathon	1 pm

The racing format for Sunday will be 3 Olympic style races. The first race will be followed by a lunch break. The third race will commence after the last boat has completed the second race.

Sunday	Heat 1	11.00am
	Heat 2	1.30pm
	Heat 3	2.30pm

Race Fees: \$25 for the Series OR \$7.00 per Race

Fast results by computer to determine
'TOP GUN'

HOBIE 18 CENTREBOARDS: 2 brand new centreboards for sale.
Best offer. Contact Peter Thorburn on 0414 299 288.

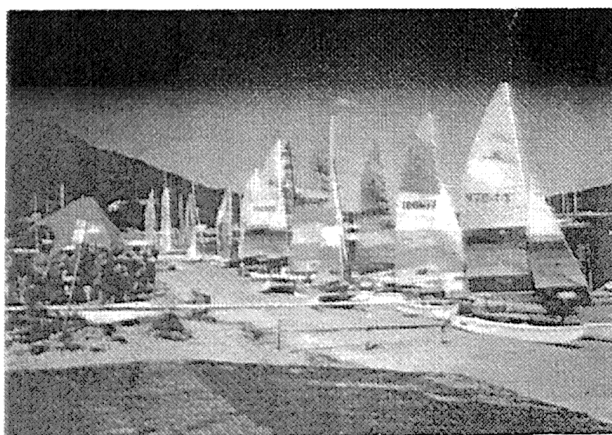
ROSTER

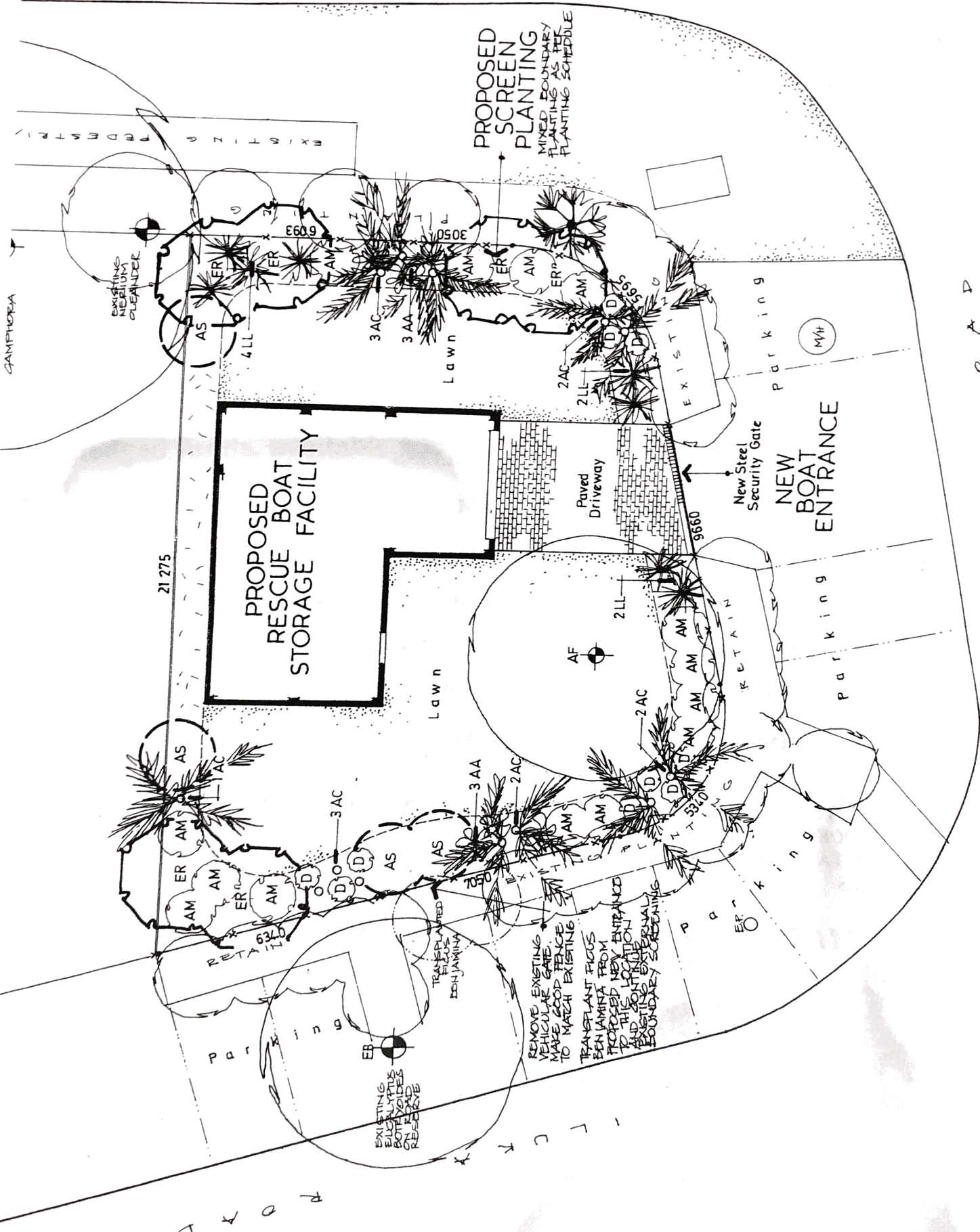
34 TH ANNUAL

'BEWARE THE BULLETS REGATTA'

MEAT	PAUL BARNES
SALADS	ALI CORLETT
BREAD	BELINDA ZANESCO
DRINKS/ICE	RUSSELL SHEPPARD
MARQUEE/LUMP HAMMERS	DAMIEN MILLER/MARK JOHNSON/PETER STUCKEN/ROD WATERHOUSE
SUPERVISE SET UP MARQUEE	MARK UREN/JIM TUCKER
DRINK CRATES	NIGEL COLLINS
COLLECTION OF RACE FEES	KYLE AMADIO/TONY HODSON
PRIZES	JAN JENSEN
PARKING	KEVIN MOFFATT/GEOFF WATSON
BEACH MASTERS	MICHAEL WARREN/CHRIS DOIG
RACE RESULTS	MATTHEW WYNDHAM/BRAD ASHMORE
SATURDAY DINNER	JAN JENSEN
<i>BBQ COOKS SATURDAY</i> GAIL PETRIE/KERRIE WATERHOUSE/JOHN & ROBYN McCORMICK/BILLY SYKES	
<i>BBQ COOKS SUNDAY</i> SIMON TAYLOR/UPU KILA/HAL EVANS/GRAEME ALLEN/STEVE HOWE/JOHN FORBES	

***MEMBERS PLEASE ARRIVE AT SAND POINT
BETWEEN 8 AM and 9 AM***





PROPOSED
SCREEN
PLANTING
MIXED BOUNDARY
PLANTING AS PER
PLANTING SCHEDULE

PROPOSED
RESCUE BOAT
STORAGE FACILITY

NEW
BOAT
ENTRANCE

New Steel
Security Gate

REMOVE EXISTING
VEHICULAR GATE.
MAKE GOOD FENCE
TO MATCH EXISTING

TRANSFER PLANT FROM
BENJAMINA FROM
PROPOSED NEW ENTRANCE
TO THIS LOCATION
AND CONTINUE
EXISTING EXTERNAL
BOUNDARY SCREENING

EXISTING
EUCALYPTUS
BOTTLEWOODS
PLANTING
REMOVE

TRANSFER PLANT
FROM
BENJAMINA

EXISTING
MEDIUM
CLEANER

CAMPHORA

ROAD

***RESCUE BOAT FACILITY
FUND RAISING***

**TARGET \$18,000
TO DATE \$11,500**

The folowing club members have contributed, or have pledged funds, available when construction commences on the building.

**Kerli Corlett
Russell Sheppard
Paul Barnes
Angela Goodwin
Peter Stucken
Kyle Amadio
Geoff Watson
Michael Warren
Jan Jansen
Tony Hodson
Peter O'Donnell**

Please phone Russell or fill in application form, we need your support in this important project.

ACCOMODATION AT PITTWATER

The Pittwater Catamaran Club has made every effort to find cheap accomodation for you on the Penninsula, from staying with club members to the finest Bed & Breakfast, motel, resort and caravan park accomodation.

BILLETED ACCOMODATION (with club members)

Just bring along sleeping bag, blanket and pillow.

PHONE RUSSELL 02 9997 2128

BED and BREAKFAST ACCOMODATION

PALM BEACH: THE FERRY HOUSE 02 9974 4342

DARWINA 02 9974 5604

AVALON: AVALON B & B 029918 7002

JAN CARROLL 0299187624

CROOKABURRA LODGE 02 9918 8316

BILGOLA: THE PITTWATER B & B 029918 6932

NEWPORT: BLUE WATERS on PITTWATER 029999 1245

MONA VALE: PINDARA ON PITTWATER 029997 6483

NARRABEEN: NORTHERN BEACHES 029913 2770

OR

NORTHERN BEACHES B & B LISTING SERVICE 029913 7331

MOTEL ACCOMODATION

BARRENJOEY HOUSE (PALM BEACH) 02 9974 4001

MIRAGE AT PITTWATER (NEWPORT) 02 9997 7011

NEWPORT ARMS 02 9997 4900

MONA VALE MOTEL 02 9979 8539

RESORT

REEF RESORT (MONA VALE) 02 99795764

CARAVAN PARK

LAKESIDE CARAVAN PARK (on site vans etc.) 029913 7845 Narrabeen

<p>CLUB MEMBERS SPEND SATURDAY NIGHT ON THE PENINSULA SAIL FAST - PARTY HARD</p>

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

16 TH	FRANK CONSTANZO/MIKE JONES
22/24 TH OCTOBER	'BEWARE THE BULLETS REGATTA'
ROBERT DODDS/ROSS WOOD/ROSS PORTER	
30 TH	GEOFF WATSON/JEAN BROCHUT
6 TH NOVEMBER	STEVE HOWE/KYLE AMADIO
13 TH	NIGEL COLLINS/PETER O'DONNELL
20 TH	GAIL PETRIE/CHRIS DOIG
27 TH	GRAHAM ALLEN/RUSSELL SHEPPARD
4 TH DECEMBER	TONY HODSON/MICHAEL WARREN
11 TH	PAUL BARNES/HAL EVANS
18 TH	SIMON TAYLOR/JAN JANSEN

CHRISTMAS/NEW YEAR BREAK

8 TH JANUARY	CHRIS DE VEYRAC/MARK UREN
15 TH	ALI & DAN CORLETT/BILL SYKES
22 TH	GARTH FISHER/STEPHEN STEGGERDA
26 TH	AUSTRALIA DAY MARATHON
	ROB DODDS/ROSS PORTER/RICK WELLENS
29 TH	BELINDA ZANESCO/UPU KILA
5 TH FEBRUARY	GUY MACHAN/PETER STUKEN

PLEASE REMEMBER ITS YOUR RESPONSIBILITY TO ORGANISE A REPLACEMENT IF YOU ARE UNAVAILABLE
- DONT LEAVE IT UNTIL FRIDAY NIGHT - Upu 9976 2742 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.

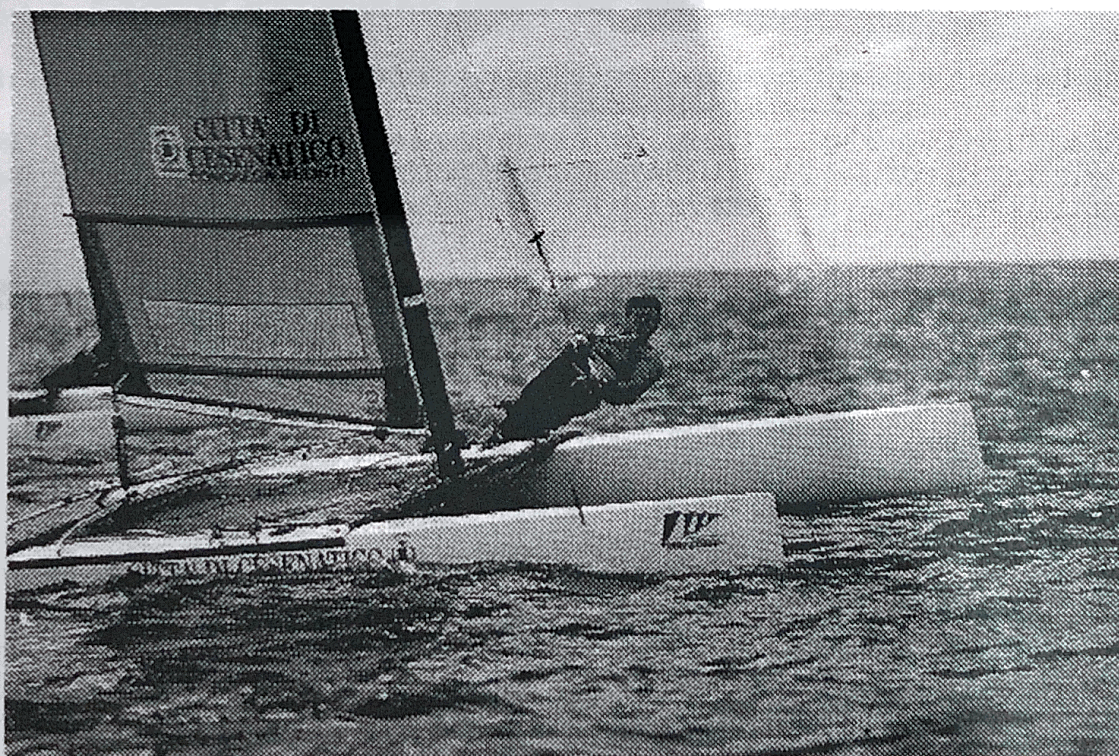


PITTWATER CATAMARAN CLUB

SPRING RACING PROGRAMME

SEPTEMBER	4	HEARTSTARTER CLUB RACES (EARLY START)
	11	CLUB RACES/POINTSORE 1 & 2 *
	18	CLUB RACES/POINTSORE 3 & 4
	25	CLUB RACES/POINTSORE 5 & 6
OCTOBER	2/3/4	FORSTER or CARCOAR REGATTA WEEKEND
	9	HEATS 1 & 2 CLUB CHAMPIONSHIP/POINTSORE 7 & 8
	16	CLUB RACES/POINTSORE 9 & 10
	23/24	'BEWARE THE BULLETS REGATTA'
	30/31	'TOP GUN REGATTA' KURNELL
	30	CLUB RACES
NOVEMBER	6	HEATS 3 & 4 CLUB CHAMPIONSHIP/POINTSORE 11 & 12
	13	CLUB RACES/POINTSORE 13 & 14
	20	HEATS 5 & 6 CLUB CHAMPIONSHIP/POINTSORE 15 & 16
	27	CLUB RACES/POINTSORE 17 & 18
DECEMBER	4/5	'RATHMINES REGATTA'
	4	CLUB RACES
	11	X - MAS BBQ CLUB RACES (EARLY START)
	18	CLUB RACES

- Only the first 2 of the days races count toward the Pointsore Series.
- Any abandoned CLUB CHAMPIONSHIP day to be rescheduled to March 21.
- 10 of 12 races to count



CLUB SHIRTS

NOW AVAILABLE

4 COLOUR - FRONT and BACK

SURFERS T - SHIRTS \$20

XL (20) WHITE

POLO (COLLAR) T - SHIRTS \$25

MEDIUM (16) WHITE

LARGE (18)

EXTRA - LARGE (20)

EXTRA - EXTRA - LARGE (22)

SWEAT SHIRTS (FLEECY LINED) \$35
Made in Australia

WHITE or GREY

MEDIUM (16)

LARGE (18)

EXTRA LARGE (20)

EXTRA - EXTRA - LARGE (22)

CONTACT UPU 99762742 or FAX 99226141
JAN 99054869 or see them at Sand Point

The club has made a large investment in these shirts, we would appreciate if members and family purchased their requirements as soon as possible.

PITTWATER CATAMARAN CLUB INC.
INCOME AND EXPENDITURE ACCOUNTS
FOR YEAR ENDING 30/6/1999

97/98		98/99
4,567.00	CARRIED FORWARD FROM PREVIOUS YEAR	8,655.48
	INCOME	
4,600.00	MEMBERSHIP SUBSCRIPTIONS	6,625.00
2,883.39	REGATTA	2,562.00
118.80	INTEREST	339.77
413.50	RAFFEL	
642.39	DRINK SALES	1,370.50
700.00	T SHIRT SALES	120.00
534.50	SPONSORSHIP	500.00
	SOCIAL FUNCTION	580.00
100.00	MISC	
9,992.58	TOTAL	12,097.27
	EXPENDITURE	
1,050.00	INSURANCE PUBLIC	1,050.00
171.40	INSURANCE BOAT	215.95
822.09	SERVICE/REPAIRS BOAT	1,001.71
207.77	EQUIPMENT PURCHASES	1,687.69
54.50	REGISTRATION BOAT	54.50
46.00	REGISTRATION TRAILER	46.00
234.00	REGISTRATION RACE COURSE	239.00
315.40	P O BOX RENTAL & POSTAGE	466.25
1,120.71	SUBSCRIPTION YA OF NSW	1,008.00
389.90	TROPHIES	177.30
35.17	GOVT FEES	26.03
800.00	T SHIRTS	
90.00	PRESENTATION (YACHTSMAN OF YEAR)	
17.00	RACE BOOK	
15.60	PETROL	
320.00	DONATIONS	605.00
215.00	PRESNTATION DINNER 96/97	
	REGISTRATION NEW CONSTITUTION	30.00
	INITIALCOSTS RESQUE BOAT FACILITY	540.50
5,904.54	TOTAL	7,147.93
8,655.48	BALANCE	13,604.82
4,088.04	PROFIT FOR YEAR	4,949.34
568.51	CHEQUE ACCOUNT ANZ BANK	2,262.08
6,086.97	TERM DEPOIST ANZ BANK	11,422.74
	UNPRESENTED CHEQUES	80.00
8,655.48		13,604.82

The Celebrated Sixteen

Part Three: Sailing

BY MATT BOUNDS

DIAGRAMS BY BILL BALDWIN

Here it is, the last of three articles on the Hobie 16. Now it's time to put all those words into action. Have fun!

At the end of part two, we were headed out to the course under some serious pressure to get there by the starting signal. More than enough time has been spent fooling with the boat, building its potential to go fast. Now, it's up to you to make it go as fast as it can.

TEAMWORK - A KEY TO WINNING

Preparing the Hobie 16 for racing can be done by one person. But when it comes to racing and winning, you must create an effective team. The most efficient way is to depend on a steady crew. If you race consistently with one person, soon you won't have to tell him/her what to do and you can pay more attention to driving the boat.

Communication is key. Conversation should be almost constant during a race. My crew and I have worked out hand signals so we don't announce our intentions to surrounding boats in light air. Both you and your crew should understand your respective duties and what you expect from each other. The results of poor teamwork are bruised egos, lost races and divorces.

WEIGHT POSITION - THE RIGHT ATTITUDE

Half the weight of a fully loaded Hobie 16 under sail resides in the people on board. The placement of your and your crew's butt has a lot to do with how fast or slowly you go. Upwind, the Hobie 16 likes to be sailed "on its nose" — leeward hull depressed, windward hull just kissing the surface, sterns out of the water. Depending on the wind and wave conditions, you are dancing a very fine line between driving the boat hard and doing the "park 'n' fly." Off the wind, you want to keep the boat level, but still keep the sterns out of the water, being careful not to get launched.

In light air, begin with the skipper sitting on the weather corner casting, leaning out over the hull; and the crew a mirror image

on the leeward side (maybe a little farther forward on the hull). As the wind strength increases and the boat begins to heel more, the crew will move to windward along the front crossbar. Eventually, the crew will be in the skipper's lap, and the skipper will have to move aft to allow the crew to sit on the sidebar. Once there, the crew should hook up to the trapeze and be ready to go out in the puffs.

Upwind, the Hobie 16 likes to be sailed "on its nose" — leeward hull depressed, windward hull just kissing the surface, sterns out of the water.

As the wind picks up more, first the crew then the skipper will go on the wire. Once the skipper is out, the crew should move his/her weight to keep the boat in balance (and the skipper on the wire).

The skipper's job is to drive the boat; going in or out on the trapeze distracts the skipper, causing the boat to slow down. Crews don't like the skipper on the wire because as the wind dies, they end up eating the spray on the leeward side while the skipper rides high and dry. If you are a skipper who chooses the wire position, you better be nice to your crew afterwards.

Always keep the bows out of the water. If you are punching through waves, move back on the boat. Light, choppy conditions may find the two of you huddled together in the center of the trampoline. Move back to go through boat wakes as well, but return quickly to your original spot. Try to keep your combined weight concentrated in one spot. This technique helps reduce the fore and aft rotational moment of inertia of the boat — critical in light, choppy conditions when the boat hobby-horses unmercifully.

TRAPEZING - THE HIGH WIRE ACT

If you want to race a Hobie 16 competitively, you and your crew must learn to ride the wire. It's really not that hard. Just remember to let the wire carry your weight; don't hang onto the handle with a death grip; keep your feet apart for stability; and lean back to get the maximum benefit from your extended weight.

Height adjustment is important. You should be nearly parallel to the surface of

the water, but not so low you have difficulty getting back on the boat or you keep getting knocked off by waves. A good way to estimate the correct setting is to pull the J&H trapeze handle down to the sidebar. The setting is right when the bottom of the handle is even with the bottom of the sidebar, although you may have to make some last-minute adjustments on the water.

MOVE IT (RIGHT) OR LOSE IT!

How you move around on the boat is almost as important as where you move. Some people like to crawl or walk on their knees, while others roll and drag themselves around. In light air, imagine you're sailing on a sea of eggshells — any sudden movement will break them. Move like a cat — deliberately, purposefully, gently. Don't make any unnecessary movements. As the wind increases, you can move more aggressively, but remember the more you bounce up and down, the slower you go. Don't jump around on the boat!

TACKING - TIMING IS EVERYTHING

If you consider the 16 a tough boat to tack, try the 14 or 17! The keys here are speed, timing and teamwork. Don't try to tack with insufficient boat speed. Train your crew how to backwind the jib and when to bring it across. Don't let go of the tiller and keep the rudders over until you're on the new course. Turn smoothly, and don't forget to ease the mainsheet. Here is a recommended sequence of events.

1. Skipper lets crew know of intention to tack (at least a couple seconds before, preferably 10-15). Contrary to most skippers' belief, sharing this information is really important.
2. Just before skipper starts to turn, crew comes in off the wire and crouches underneath boom, facing forward, and takes up the slack in the weather sheet. Skipper starts the turn as crew hits the tramp.
3. Skipper stays on the wire as long as he dares to help roll-tack the boat. When he comes in, the mainsheet is uncleated, so just by coming in, he lets it off a couple feet.
4. From here on out, things happen pretty fast; A and B below describe the skipper's and crew's simultaneous moves.
 - A. Facing aft, skipper flips the tiller around to the new side, making sure enough mainsheet has been let out to allow the mast to rotate. Skipper gets butt on the siderail, hooks up, then pumps the mainsheet once or twice to accelerate out of the tack. Skipper goes on the wire to snug the main down to its final position.
 - B. Still facing forward under the boom

HOBIE 16: Dynamic Sail Control Settings

Wind	Point of Sail	Sailing Angle	JIB		MAINSAIL	
			Traveller	Sheet	Traveller	Sheet
0-5 Kts. Ultralight	Upwind	Foot	Up	Be gentle (don't oversheet).	Centered	Be gentle (don't oversheet).
	Downwind	Foot	Out	Trim to telltales.	All the way out.	Out until sail touches shroud.
5-10 Kts. Light	Upwind	Foot	Up	Trim to slot.	Centered	Trim to telltales.
	Downwind	90° Apparent	Out	Trim to telltales.	All the way out.	Trim to telltales.
10-15 Kts. Moderate	Upwind	Point	Up	Sheet in tight.	Centered	Trim to telltales.
	Downwind	90° Apparent	Out	Trim to telltales.	All the way out.	Trim to telltales.
15-20 Kts. Heavy Moderate	Upwind	Point	Halfway out.	Sheet in tight.	Out about 6".	Two-blocked (dump in gusts).
	Downwind	90° Apparent	Out	Trim to telltales.	All the way out.	About 2-1/2' between blocks.
20-25 Kts. Heavy	Upwind	Foot	Out	Sheet in tight.	Out about 12".	Two-blocked (dump in gusts).
	Downwind	Foot	Out	Trim to telltales.	All the way out.	About 1-1/2' between blocks.
25+ Kts. Nuclear	Upwind	Foot	Out	Sheet in tight.	Out past the hiking strap.	Two-blocked (dump in gusts).
	Downwind	Foot	Out	Oversheet	All the way out.	About 1' between blocks.

with a sheet in each hand, crew allows the jib to backwind until the wind indicator reaches the tacking arm, or until the mast rotates, whichever happens last. Crew lets the sail blow across—doesn't pull it across with the sheet, but socks the jib in hard on the new tack for just a second or two, then eases it a couple inches. Crew heads for the siderail and hooks up, gets out on the wire and checks to make sure no battens are caught, then pulls the jib in according to the conditions (usually very close to two-blocked).

Roll tacking is almost like doing a "wheelie" on a bike.

the skipper should reverse the rudders, because the boat will start backing up. It's critical that the mainsheet be let out to prevent weather-vaning. Once the boat is pointed in the right direction, sheet the jib in on the new side, and bring the main in slowly. Violently sculling the rudders to make the boat turn is legal.

Once you develop a routine, you can add the frills, such as roll tacking. The principle behind roll tacking is to pivot the boat on the weather stern by concentrating your weight there during the initial stages of the tack. It's almost like doing a "wheelie" on a bike. Done right, you can shave a few seconds off your tacking time. Done wrong, you end up going over backward.

JIBING

Jibing is not nearly as complicated as tacking. Your main concerns are to avoid pitchpoling and to keep the jib from wrapping around the forestay. Again, turn smoothly and watch your weight position.

As skipper, after you let the crew know your intention to jibe, slide to the back of the boat; facing aft, put the weather rudder down. Immediately start to carve into the turn. Flip the tiller around on the new side and rest it on the corner casting. Grab all purchases of the main; just before the sail blows over on its own, throw it over. While the sail is headed over to the new side, pull up the new weather rudder. Turn toward the front of the boat, slide as far forward as conditions allow and concentrate on building boatspeed on the new course.

In the meantime, the crew should head toward the center of the boat and crouch on the knees, facing forward. How far forward depends on the conditions and bravery level. The crew takes up the slack in the weather sheet and as the boat turns down-

wind, sheets in to prevent the jib from wrapping (keeping his/her head down). When the jib backwinds, the sailor lets it blow over to the other side by releasing the old sheet, taking in on the new sheet until the telltales stream back. At this point, the crew should return to the downwind position on the new tack; in most cases, all the way forward.

In heavy air, you might need both rudders down just to maintain control.

In light air, don't bother switching rudders. As long as the boat stays level, what's the point? The jib will have to be pulled across by hand. When the main is thrown over, hold onto the sheet purchases a bit longer to give them a quick snap back to weather that will pop the battens over.

In heavy air, you might need both rudders down just to maintain control. Keep your weight well aft and watch your speed going into the maneuver. If you try to turn too fast, you'll get launched. If you begin from a standing start (like when you're waiting around before the start), let the boat come up to speed before completing the turn, or the negative results will be the same.

In light air, remember the eggshells! Return your weight forward as quickly as you can, or the boat will wallow in the tack. Don't use the sheet to pull the jib across. Grab the leech as high as you can and pull it across that way. Learn how to pop the battens over in the main with one yank on the boom. In heavy air, always take care not to get the jib sheet stuck in the cleat. Keep your weight forward, or you will capsize in a very undignified manner.

If you get into trouble (in irons), the crew should hold out the jib on the "wrong" side to help blow the bows around. Meanwhile,

SAIL TRIM - NOT AS HARD AS IT LOOKS

The accompanying chart provides the basic setting for the travellers and sheets in accordance with the two main points of sail, but to trim your sails properly, you must be able to read telltales. Think of it as a game, with the object to get all the telltales streaming aft. To make a misbehaving telltale steam aft, move the sail toward that telltale.

Wait a minute! In part two, I showed where to put the telltales, and they're in three different locations! OK, so it's a little more complicated than that. Each telltale on the main has a specific function. The lowest is used to set the coarse traveller position. The upper ones set the twist in the sail. It's done with mainsheet tension.

Always trim the main traveller first, then the sheet. The 16 likes to carry a lot of twist in the main, especially on a reach. Upwind, the traveller is centered, so pay attention to the top two telltales to ensure you don't oversheet the main. See the telltale diagrams for what to do in specific situations.

The 16 likes to carry a lot of twist in the main, especially on a reach.

The telltales on the jib set the position of the sheet in the clew plate, among other things. When going to weather, head up slowly, watching the weather jib telltales. If the top one "breaks" first, the sheets need to be moved up one hole in the clew plate. If the bottom one breaks first, move the sheets down. In other cases, the jib is always trimmed according to the middle telltale, except for upwind.

Upwind, the jib is trimmed to keep the slot open between it and the main. This location is critical to upwind performance;

oversheeting will choke the slot and stall the lower two-thirds of the main.

Half-inch adjustments in the jib sheet make a big difference in the slot. In light to medium air, sit on the leeward side and sight up the slot. Play with the sheet until the slot is open and even all the way up. Remember that as the wind increases, the jib will stretch and the sheet must come in to compensate. The opposite also is true — ease the jib slightly in the lulls.

Once the jib is trimmed properly, the skipper should steer the boat so the windward center telltale is just barely stalled. After a while, you'll be able to feel the groove where the boat sails at its optimum speed upwind.

HELMSMANSHIP-HARDER THAN IT LOOKS

By now, you've spent much time and effort on the mechanical side of the 16's steering system. Now, let's work on the human side. This is where the going gets tough. It's very hard to convey with words how it feels to steer the boat correctly.

Good helmsmanship is a combination of sail handling and tiller technique. Some advice: don't make drastic tiller movements. The rudders will stall, making for very slow sailing. Don't forget the sails can be enlisted to steer the boat, too. To bear off, ease the main and sheet in the jib. To head up, ease the jib and sheet in the main.

Zen Buddhists believe enlightenment can be achieved through meditation and concentration. The same goes for winning helmsmanship. One of the classic sail training drills is trying to sail the boat on a straight course with your eyes closed. It's a good way to determine whether you've developed a feel for the boat. Concentrate on what the boat is telling you through the tiller, the mainsheet and the seat of your pants. Concentrate on the two things that affect you the most — wind (direction and speed) and waves (pattern and height).

UPWIND - FOOTING AND FEATHERING

Upwind sailing is a delicate balance of power and finesse. When the wind is up and the waves are down, the boat can be feathered toward the wind during gusts. When a gust hits, allow the boat to heel a

little and round up on its own. You'll be surprised how far you can carry this technique. Just when you think the whole boat is going to stall, bear off again to pick up speed. You'll be amazed how far you can "claw" to weather on the gusts.

Upwind sailing is a delicate balance of power and finesse.

When the waves are up, however, you'll get killed trying to feather. Power is the name of the game here. Foot off to avoid getting stopped by the waves. Don't try to point too high. Keep the sails full and driving. Work the main in the gusts.

DOWNWIND - SURF, SLOG AND SCREAM

To be fast downwind, you must learn how to tack downwind and concentrate on the wind indicator, almost to the exclusion of all else. Learn also how to work the waves. All of this takes practice.

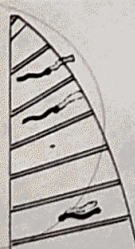
The wind indicator should be kept perpendicular to the centerline of the boat, except in very light and very heavy air, when you can sail a little lower (wind indicator points more aft). In general, you should bear off on the gusts and headers, head up in the lulls, and jibe on the lifts. Keep your eyes glued to the wind indicator. Let the crew worry about traffic.

In light air, not much surfing can be done, even when there's waves (slogging). Try to keep the main from slatting around either by standing up in it, facing aft, or holding it over with your feet while lying on your back. Steering from either position is hard, and getting a good view of the wind indicator in the bridle is tough. After a while, both positions become very uncomfortable. If you're on a very long course,

Telltale Signs



Travel and sheet in (a lot).



Traveller OK. Start sheeting in.



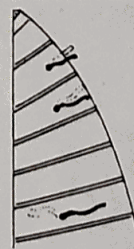
Almost there! Keep sheeting in.



Oversheeted! Ease sheet a little.



Travel out (lots).



Travel out a little. Sheet in if req'd.



Travel in a little. Sheet out if req'd.



PERFECT!

hook up a vang as a preventer to the leeward front corner casting.

In medium to heavy air with waves, surfing is the key. Head up as you climb the back of the wave in front of you. Bear off as you reach the crest and dive into the trough. Keep your speed up at all times. Head up in the lulls and bear off in the gusts. Concentrate on the wave pattern and the wind indicator.

Lake sailors know all about screaming — high wind and little or no waves. The object here is to avoid pitchpoling. Keep your weight aft and work the gusts as you do when surfing. Hold on for dear life!

FINAL WORDS OF WISDOM

In closing, let me share with you what I think are the most important elements of sailing and winning on the Hobie 16.

Boat Preparation

People (including myself) spend far too much time on this factor. You should make sure nothing is going to break, everything works properly, and the boat isn't covered with dirt. Boat preparation doesn't win races, it just keeps you from losing them.

Boat Tuning

Again, too much time is spent trying to hit the perfect setup for the day's conditions. Far more important is the ability to shift gears when conditions change. Al-

though proper setup is important because it affects boat speed, you don't have to have the perfect setup to do well in races.

Mental Preparation

Some people require more mental preparation than others. Believe in your abilities. Build self confidence through sailing and racing experience.

Physical Preparation

Physical conditioning makes a difference when the wind picks up, or when you're sailing several days in a row, such as at a major event.

Tactics

You can learn tactics through books and articles, but they are improved only through experience. Read every book on which you can lay your hands. Stewart Walker's "Advanced Racing Tactics" is one of the best, although it's written for monohulls. After you've read the books, go out and practice what you've read in the next regatta.

Helmsmanship

Helmsmanship is the single most important element of success. Nevertheless, most people don't practice it at all. Practice tacks, jibes, mark roundings, starts, "parking" the boat, sailing backwards — the works! Do it a lot, and you will notice significant gains on the race course.


Teamwork

Keep a steady crew and practice together to maintain regular division of responsibilities. Eventually, as a skipper, you'll find you don't have to worry about your crew's performance, freeing up your attention where it'll do the most good — in making the boat go fast.

Dumb Luck

Since no one can control fate, why do people rely on luck so much? Forget about dumb luck. If it happens, great — but you can't do consistently well when you hope for lucky breaks to win races.

Not So Dumb Luck

You'll notice a common thread to the most important elements — PRACTICE! To race well and win, you must sail a lot. So grab a friend and GO SAILING! Then go to a regatta and KICK SOME BUTT! 

Taipan F18



F18

