

# ***MAINSHEET***

**December 1999/January 2000**



***MERRRY CHRISTMAS and a  
HAPPY NEW YEAR***



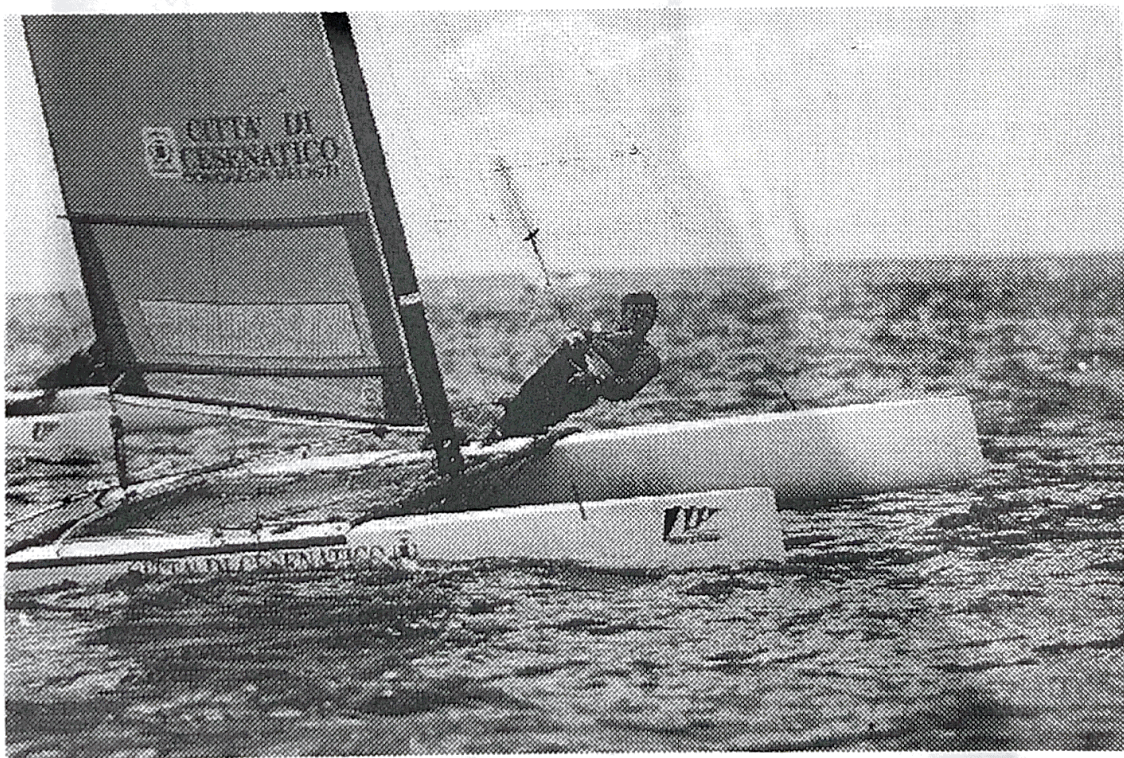


# PITTWATER CATAMARAN CLUB

## ***SUMMER RACE SERIES***

January	8	Club Races
	15	Club Races/Point score 1&2
	22	Club Races/ <b>Club Championship 7&amp;8</b> /Point score 3&4
	26	Australia Day Regatta
	29	Club Races Taipan State Titles
February	5	Club Races Hobie state titles NSW
	12	Club Races/Point score 5&6
	19	Club Races/ <b>Club Championship 9&amp;10</b> /Point score 7&8
	26	Club Races/Point score 9&10
March	4	Club Races/Point score 11&12
	11/12	March regatta
	18	Club Races/ <b>Club Championship 10&amp;11</b> /Point score 13&14
	25	Club Races/Point score 15&16
April	1	Club Races/Point score 17&18
	8	Club Races/Point score 19&20
	15	Club Races/ <b>Club Championship 11&amp;12</b> /Point score 21&22
	22	Club Races Hobie state titles Queensland
	29	Club Races/ <b>Club Championship if needed</b>

**RACE SECRETARY: MATTHEW WYNDHAM**  
**0416242339**





**PITTWATER CATAMARAN CLUB**

# ***'Sand Point Regatta'***

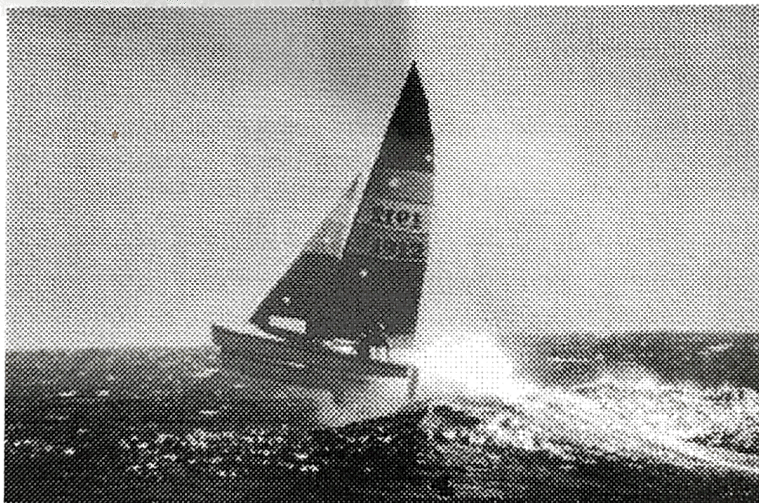
**SAND POINT off ILUKA ROAD PALM BEACH**

## **11/12 MARCH 2000**

***BRIEFING 10.30 a.m.***

**OPEN TO ALL CATAMARAN CLASSES**

**RACE FEES \$35.00 2 MAN BOAT  
\$30.00 1 MAN BOAT or \$10.00 per boat**



***ENQUIRIES for RACING or ACCOMODATION***

***RUSSELL SHEPPARD 02 99972128***

**CHECK OUT OUR WEB SITE [www.pcc.org.au](http://www.pcc.org.au)**

**Lunch,beer,bundy,soft drinks available from the club marquee.**

**SATURDAY NIGHT**

**REGATTA DINNER at the ROYAL MOTOR YACHT CLUB**

**from 7.00 p.m.**



# 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.

February	5	Guy Machan/ Peter Stuken
	12	Mark Oastler/Bruce Potts
	19	Rod Waterhouse/John McCormick
	26	Kevin Moffatt/Sam Wood
March	4	Brad Ashmore/Simon Taylor
	11	Jim Tucker/Bob Forbes
	18	Matthew Wyndham/James Trebilcock
	25	Lester Brand/Damien Miller
April	1	Laurie McDonald/Rick Brown
	8	David Haworth/Ross Porter
	15	Robert Carpenter/Kyle Amadio
	22	Phil Davies/John Forbes
	29	Mark Johnson/Angela Goodwin

*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.*

## NEW CLUB T-SHIRTS (INCLUDING COLLARS) AND FLEECY SWEATSHIRTS AVAILABLE



**The design is fantastic from Peter Manly  
Dont miss out, will blow away other clubs.**

**SEE JAN AT  
SAND POINT**



## COMMODORE'S REPORT

November, 1999.

Precipitation - Precipitation and of course variable winds up to 25 kts Southerly winds summarises the 1<sup>st</sup> day of our regatta. It is said only fools and fish go out in that weather - maybe it should include cat sailors! From comments received most sailors enjoyed the first day's two races, even though the rescue boat was kept busy.

The 2<sup>nd</sup> day started with blue skies and light N.W. winds of 5-7 kts but with indications they would drop away which they did during the 2<sup>nd</sup> race when a few sailors drifted across the line.

Overall considering the weather and a significantly reduced turn up (only 22 boats) the regatta was considered a success in all respects and thanks are extended to those members and others particularly our sponsor Sailing Scene who contributed towards this success. Taking into account we have a quantity of wine and drinks left over the income was about \$1000.

At our last meeting it was decided the next Bullets Regatta would be held later in November in the hope of getting better weather. We also agreed to cancel the Christmas BBQ but hold another regatta early next year, say 11-12 March, 2000 and introduce new planning procedures to ensure improved communications and involvement by as many members as possible.

Phillips Australia are the Planning/Coordinators for an Australia Day Regatta on Pittwater, details to be advised once known.

Thanks go to Simon Taylor for his assistance and advice re the production of the legal forms in respect of loans to the Club by members for the proposed club house. These will be completed, duly signed and stamped with the Club's seal at the appropriate time.

Our approach to the Hon. John Della Bosca MLC (Special Minister of State) for support in our application for a grant towards the Club House has resulted in a reply from J. Watkins MP, Minister for Sport and Recreation advising that our application will be evaluated on its merits.

Finally at our last meeting it was agreed the Club would benefit from the formation of a Social Club Committee, members interested should contact Brad.

**LOST:** One wet new club t-shirt at the Regatta on Sunday. If found please advise the McCormicks.

### November's Nautical Quiz.

1. Where would you find the Monkey Island?
2. What is a manhelp?
3. What is a Fish bolt?

### Answers to October's Nautical Quiz.

1. Thief knot: Special knot that looks like a reef knot but isn't. Used by sailors to tie their seabags/chests so they can tell immediately if someone has been into their gear - the thief ties a reef knot.
2. Futtock: Middle timbers of ship's frame between floor and top timbers.
3. Azimuth mirror: A prism attached to an azimuth ring on the top of a compass to take compass/relative bearings.
4. Mathew Walker: Large 3 part fancy knot used to end ropes.

*Ben Leeson*



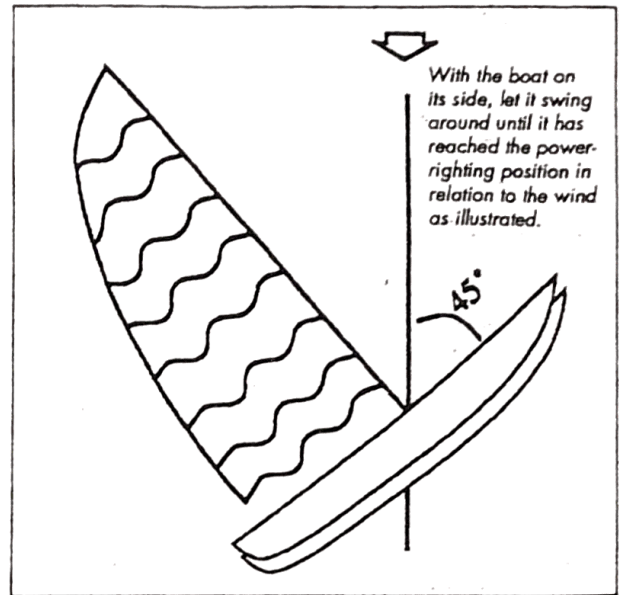
# "POWER RIGHTING" A CATAMARAN

Catamarans have a much-undeserved reputation for being tippy. In fact, because of multihull's inherent stability, it is difficult to capsize most most catamarans in light to moderate air. Wind alone will not do it, it takes a lot of weight in the wrong place at the wrong time to make one roll over.

It is easier to capsize in heavy air. On the other hand, though, it is also easier to right the boat in heavy air. If you use the "power righting" technique, it will be easier and faster still.

## RIGHTING LINES

Before going out to race, be sure you have righting lines installed correctly, check with Upu.



## POWER RIGHTING

You have made a pilot error and your boat is going over. It will usually go over slowly and seemingly in slow motion. But don't just sit there and watch the show. Clamber to what is now the bottom hull and bring the righting line over the top quickly. As soon as possible, hike out on the bottom hull with the righting line to keep the mast lying on the water and disallowing the boat to turn turtle.

Once you stabilized the boat on its side, **MOVE TO THE BOWS**. By **DEPRESSING THE BOWS** into the water and allowing **THE STERNS TO RIDE FREE** of the surface, the wind will swing the boat around so that the **BOWS WILL POINT INTO THE WIND**.

Often, if you can get into the hiking position as the bows of the boat swing through the eye of the wind, you can get the boat righted in just a few seconds. Hike hard when the bows are **DIRECTLY IN THE WIND**; at that time the wind will get under the sails, and that, along with your hiked out body weight, will right the boat. The best part of power righting is that your cat will land on her feet facing directly into the wind with the sails luffing.

Suppose you were a little slow in getting ready to right the boat and you find that it has swung around so the mast is pointing into the wind. What do you do? With the righting line in hand, skipper and crew should go to the bows and depress them into the water, allowing the sterns to come clear. When they blow around and the bows face into the wind at a 45' angle, start hiking hard.

## MONTHLY MEETINGS

*OPEN TO ALL MEMBERS*

**LAST WEDNESDAY OF MONTH**

**PITTWATER R.S.L.**

**8.00 P.M.**

**CNR. MONA VALE RD &**

**FOLEY ST. MONA VALE**

*PLEASE COME ALONG WE NEED YOUR INPUT - NICE  
SOCIAL NIGHT*



# *Those damn rules!!!*

## **PART 2 -- WHEN BOATS MEET**

The rules of Part 2 apply between boats that are sailing in or near the racing area and intend to race, are racing, or have been racing. However, a boat not racing shall not be penalized for breaking one of these rules, except rule 22.1. The International Regulations for Preventing Collisions at Sea or government right-of-way rules apply between a boat sailing under these rules and a vessel that is not, and they replace these rules if the sailing instructions so state.

### **Section A ⚡ Right of Way**

A boat has right of way when another boat is required to keep clear of her. However, some rules in Sections B and C limit the actions of a right-of-way boat.

#### **10 ON OPPOSITE TACKS**

When boats are on opposite tacks, a port-tack boat shall keep clear of a starboard-tack boat.

#### **11 ON THE SAME TACK, OVERLAPPED**

When boats are on the same tack and overlapped, a windward boat shall keep clear of a leeward boat.

#### **12 ON THE SAME TACK, NOT OVERLAPPED**

When boats are on the same tack and not overlapped, a boat clear astern shall keep clear of a boat clear ahead.

#### **13 WHILE TACKING**

After a boat passes head to wind, she shall keep clear of other boats until she is on a close-hauled course. During that time rules 10, 11 and 12 do not apply. If two boats are subject to this rule at the same time, the one on the other's port side shall keep clear.

### **Section B ⚡ General Limitations**

#### **14 AVOIDING CONTACT**

A boat shall avoid contact with another boat if reasonably possible. However, a right-of-way boat or one entitled to room

(a) need not act to avoid contact until it is clear that the other boat is not keeping clear or giving room, and

(b) shall not be penalized unless there is contact that causes damage.

#### **15 ACQUIRING RIGHT OF WAY**

When a boat acquires right of way, she shall initially give the other boat room to keep clear, unless she acquires right of way because of the other boat's actions.

#### **16 CHANGING COURSE**

When a right-of-way boat changes course, she shall give the other boat room to keep clear.

#### **17 ON THE SAME TACK; PROPER COURSE**

17.1 A boat that establishes a leeward overlap from clear astern within two of her hull lengths of a windward boat shall not sail above her proper course during that overlap while the boats are less than that distance apart, unless as a result she becomes clear astern.

17.2 Except on a beat to windward, while a boat is less than two of her hull lengths from a leeward



boat or a boat clear astern steering a course to leeward of her, she shall not sail below her proper course unless she gybes.

## Section C D At Marks and Obstructions

When a Section C rule applies, the rules in Sections A and B continue to apply unless the Section C rule modifies them or states that they do not apply.

### 18 PASSING MARKS AND OBSTRUCTIONS

#### 18.1 When this Rule Applies

Rule 18 applies at a mark or obstruction to be left on the same side when boats are about to pass it until they have passed it. However, it does not apply

- (a) at a starting mark or its anchor line surrounded by navigable water from the time the boats are approaching them to start until they have passed them, or
- (b) between boats on opposite tacks when they are on a beat to windward or when the proper course for one of them to pass the mark or obstruction is to tack.

#### 18.2 Giving Room; Keeping Clear

(a) When boats are overlapped before one of them reaches the two-length zone, if the outside boat has right of way she shall give the inside boat room to pass the mark or obstruction, or if the inside boat has right of way the outside boat shall keep clear. If they are still overlapped when one of them reaches the two-length zone, the outside boat's obligation continues even if the overlap is broken later. This rule does not apply if the outside boat is unable to give room when the overlap begins.

(b) If a boat is clear ahead when she reaches the two-length zone, the boat clear astern shall keep clear even if an overlap is established later. Rule 10 does not apply. If the boat clear ahead tacks, rule 13 applies and this rule no longer does.

(c) If there is reasonable doubt that a boat established or broke an overlap in time, it shall be presumed that she did not.

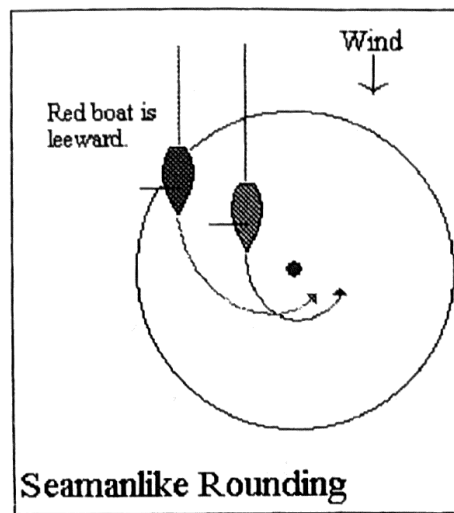
## 18.2 EXPLAINED

What does this rule mean? First, to get a better understanding of terms, let's take a look at the ISAF's definitions of 'room', 'right-of-way' and 'overlap'. Room - the space a boat needs in the existing conditions while maneuvering promptly in a seamanlike way. Right-of-way - a boat has right of way when another boat is required to keep clear of her. Overlapped, On the Same Tack - when boats are on the same tack and overlapped, a windward boat shall keep clear of a leeward boat.

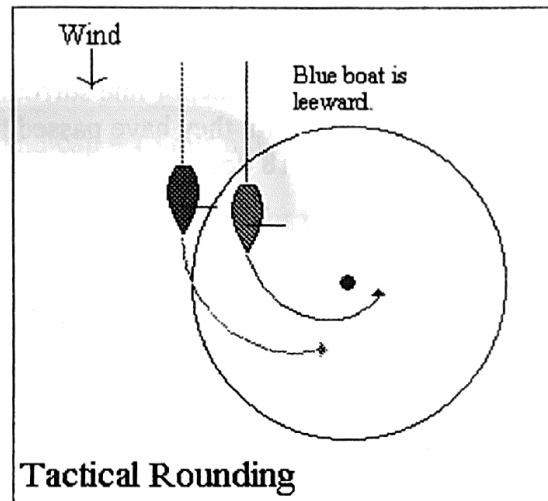
To add more understanding on an overlap, here is a definition on how an overlap occurs. Leeward and Windward - a boat's leeward side is the side that is or, when she is head to wind, was away from the wind. However, when sailing by the lee or directly downwind, her leeward side is the side on which her mainsail lies. The other side is her windward side. When two boats on the same tack overlap, the one on the leeward side of the other is the leeward boat. The other is the windward boat. With these definitions, Rule 18.2(a) stresses what is required for rounding a mark or obstruction correctly.

The important point of this rule which will effect your mark roundings, is which boat is leeward. If you are the outside boat and leeward, you need only give the inside boat the minimum amount of room to make a 'seamanlike' rounding, (see Seamanlike Rounding example.) This means giving equal space around the mark throughout your turn around the mark.





On the other hand, if the inside boat is the leeward boat, it has the right to make a 'tactical' rounding. This tactical rounding is done by delaying its turn so as to leave the rounding close to the mark because that is its proper course, (see Tactical Rounding example.)



It is important to know which boat, the outside or inside, is leeward when going around a mark. If you are the outside leeward boat, you are only required as stated in the rule, to give the inside boat the minimum amount of room to round a mark and stay clear of her.

If you are the inside boat and leeward, you can delay your rounding which is your proper course and make it your advantage. Here you are leeward, and it is your proper course to round wide and cut close.

Hope this overview will help you in understanding the logic of overlapped mark roundings. Again if you have any questions, read the rules. It will make you a better sailor and keep you out of trouble!

### 18.3 Tacking

If two boats were on opposite tacks and one of them tacked within the two-length zone to pass a mark or obstruction, rule 18.2 does not apply.

The boat that tacked

- (a) shall not cause the other boat to sail above close-hauled to avoid her or prevent the other boat from passing the mark or obstruction, and
- (b) shall keep clear if the other boat becomes overlapped inside her, in which case rule 15 does not apply.



#### 18.4 Gybing

When rule 18.2(a) applies and an inside overlapped right-of-way boat must gybe at the mark or obstruction to sail her proper course, she shall pass no farther from the mark or obstruction than needed to sail that course.

#### 18.5 Passing a Continuing Obstruction

At a continuing obstruction, rule 18.2 is modified so that while boats are passing the obstruction an outside boat's obligation ends if the overlap is broken, and a boat clear astern may establish an inside overlap provided there is room at that time to pass between the other boat and the obstruction. If she does so, her obligation under rule 18.2(b) ends.

#### 19 ROOM TO TACK AT AN OBSTRUCTION

19.1 When safety requires a close-hauled boat to make a substantial course change to avoid an obstruction and she intends to tack, but cannot tack and avoid another boat on the same tack, she shall hail for room to do so. Before tacking she shall give the hailed boat time to respond. The hailed boat shall either

- (a) tack as soon as possible, in which case the hailing boat shall also tack as soon as possible, or
- (b) immediately reply 'You tack', in which case the hailing boat shall immediately tack and the hailed boat shall give room, and rules 10 and 13 do not apply.

19.2 Rule 19.1 does not apply at a starting mark or its anchor line surrounded by navigable water from the time boats are approaching them to start until they have passed them or at a mark that the hailed boat can fetch. When rule 19.1 applies, rule 18 does not.



- Scenic Flights
- Beach Picnic Flights
- Romantic Getaways
- Waterfront Restaurants

**Bookings**  
**1300 656 787**

Bases:  
Barrenjoey Boathouse  
Palm Beach  
& Lyne Park, Rose Bay

## Clubhouse plans for Pittwater Cats



Despite bad weather the Pittwater Catamaran Club did manage to get five races in during its two day regatta to open its season at Sand Point.

The Club may run a second regatta next February, hopeful that the better weather will attract more boats for what is its

major fundraiser each year, particularly with its plans now well advanced for a club building to house its rescue boat and other equipment, as well as provide a meeting room.

The Club owns land at the southern end of Iluka Road, and plans for the building have been

placed with the Council after long discussions with neighbours.

The low rise building will be screened from street view by substantial landscaping, and the Club hopes to begin work next February.

**60 km SCENIC RIVER CRUISE**

**Palm Beach Dental Sur**

**erved!**

**Ka+**



# Race Secretary Report

As to the end of 27/11/99 there has been 16 races completed with a mix of conditions to sail in.

## Race Committee

The race committee consists of Myself Bill Sykes and Rod Waterhouse, This committee is the body to see if you have any questions or concerns regarding the sailing activates, if there is any questions regarding there decision is final and the decision to race is always the responsibly of the skipper.

## Race Results

Race results are being compiled in the form of Spring series results that entail class results, and performance handicap results, there is also a club championship that goes through the entire series.

The base for the club championship results is the handicaps as supplied by the Victorian Yachting Council (V.Y.C).

The Performance series starts off with (V.Y.C) Handicaps and are modified at the end of each race to find the most regular and consistent sailor for the series.

At the end of each race the winner's handicap will not change for the preceding two races and all those behind the winner shall have the handicap adjusted by the following equation:

$$\text{New Handicap} = (\text{Your finishing time} / \text{Winners corrected time}) * 100$$

This will give you a new handicap for the next race; the most consistent sailor shall win the series. As they will have very little variation in there handicap it also involves regular turn up or you won't do well as you end up handicapped out.





Class Results		Spring Series																				Total			
Place	Shipper	Sail Number	Boat Name	Class	Race 1	Race 2	Race 3	Race 4	No Wind Race 5 & 6	Foster	Race 7	Race 8	Race 9	Race 10	Bullets	No Wind Kumel	Race 11	Race 12	Race 13	Race 14	Race 15	Race 16	Race 17	Race 18	
Hobie 18																									
1	Simon Taylor	99878	Snowcat	H16	0.75	2	4	0.75			5	4	8	4			8	4	7	D7	2	4	D17	49.5	
2	Brad Ashmore	103214		H18	D7						4	D11	4	3			3	5	0.75	D16	0.75	3	7	5	43.25
3	Rod	104297	Wei Wei Wei	H16	8	0.75	7				11		2	1			4	0.75	14	D14	D16	0.75	D17	80.5	
4	Udo Kila	104300	Encom	H16			11	11			3	0.75	11	3			2	2	D14	3	0.75	D16	D17	D17	78.5
5	Billy Sykes	71 TNT		H16	11		11				3		3	3			7	7	4	2	16	2	D16	D17	80
6	Peter Snacken	13	Loose Goose	H16	7		2				5	10	11	D11			7	6	6	5	5	5	D17	D17	85
7		99102		H16	2		3				11	5	5	5			5	8	14	16	D16	D16	D17	D17	87
8	Chris De Veyrac	99999	Hong Kong	H16	11		11				2	2	11	2			11	11	14	D14	D16	D16	4	3	113
9	Kerin Moffatt	95887	Bat at a Gallop	H16			11				8	6	1	6			11	11	14	14	16	D16	D16	D17	129
10	Neil Evans	103119	Chalotric	H16			14				14	14	14	14			14	14	0.75	4	16	D16	D17	D17	180.75
11	Mike Warren	1621	Arden	H16	14		14				14	14	14	14			14	14	14	3	16	D16	D16	D17	182
12	Bruce Polts	32	Babe	H16	16		16				16	16	16	16			16	D16	D16	8	6	3	4	163	
13	Greene Allen	96282	Waikaboul	H16	14		14				14	14	14	14			14	14	8	5	16	D16	D17	D17	182
14	Sam Wood	99373	Colex	H16	18		16				15	16	16	16			16	16	D16	4	2	D17	D17	D17	189
15	Darren Miller	36	Pink Pig	H16	17		17				17	17	17	17			17	17	D17	D17	D17	D17	D17	D17	191
Hobie 17																									
1	Jan Jensen	5735	Saga	H17	6		6	0.75			1	4	1				3	5	2		9	D9	D9	D8	43.75
2	Terry Hodson	2504	Sweet Seventeen	H17	8		6				2	2	2	2			7	7	8	D8	3	2	D9	D8	53.75
3	Russel Sheppard	2912	Assaye	H17	0.75		5				3	4	6	6			2	5	3	4	9	D9	D9	D8	54.75
4	Glen Fliter	5617	Finl Strip	H17	6		2				3	1	3	6			7	8	7	9	D9	D9	D8	71	
5	Guy Michan	1885	Popeye	H17	7		7				7	7	7	7			0.75	4	3	3	9	D9	D9	D8	73.5
6	Paul Barras	2511	Trailn'wise	H17	8		8				8	8	8	8			D8	0.75	D8	0.75	0.75	3	D9	D8	75
7	Mert Uren	5960	Cabing Solutions	H17	9		9				9	9	9	9			9	9	9	D9	2	3	D9	D8	104
Miscellaneous																									
1	Matt Wyrthum	Aus104	Fantastic	T4.9	2		3				10	10	11	D11			2	0.75	D12	D12	4	2	5	3	59.75
2	Belinda	62306		H14	8	0.75					10	10	11	11			11	D11	D12	D12	0.75	3	0.75	2	72.25
3	Gerrit Wilson	Aus-126	Black Magic	T4.9 cat	11		11				2	2	11	11			11	D11	0.75	3	0.75	D13	D13	D13	87.25
4	Angus Goodwin	293	Two Dogs	Tornado	8		8				11	11	1	1			11	12	12	12	13	D13	D13	D13	120.75
5	Steve B		Schwepps	A	8		0.75				10	10	11	11			11	11	12	12	13	D13	D13	D13	124
6	Udo Kila	AUS 300	PNG	T	0.75		3				10	10	11	11			11	11	12	12	13	D13	D13	D13	127
7		787			8		8				10	1	11	11			11	12	12	12	13	D13	D13	D13	129
8	Hill	16460	KI	H18	8		8				10	10	11	11			11	11	12	12	13	D13	D13	D13	129
9		50507		H14	8		4				10	10	11	11			11	11	12	12	13	D13	D13	D13	129
10	Gert	456	Sailing Scene	Tiger	13		13				13	13	13	13			13	13	13	13	2	D13	2	0.75	134.75
11	Kate Armando	16807	Oryx	H18	12		12				12	12	12	12			12	12	12	2	13	D13	D13	D13	137





# Class Yardsticks PCC

Hobie 14	H14	94.50
Hobie 14T	H14T	88.50
Hobie 16	H16	82.00
Hobie 17	H17	82.00
Hobie 18	H18	78.00
Hobie 20	H20	73.00
Hobie Tiger	Tiger	72.00
A Class	A	73.50
Tornado	T	69.00
Windrush 14 Sloop	W14s	91.00
Windrush 14 Cat	W14cat	93.00
Maricat 5.0	M5.0	82.00
Nacra 5.0	N5.0	81.00
Nacra 5.8	N5.8	72.00
Taipan 5.7	T5.7	70.00
Taipan 4.9 sloop	T4.9s	73.50
Taipan 4.9 cat	T4.9cat	76.00

Source Victorian Yacht Club Yardstick Form Season '98-'99

Pointscore	Spring Series																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																
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Skipper	Sail Number	Boat Name	Class	9/10/99 Race 1	9/10/99 Race 2	6/11/99 Race 3	6/11/99 Race 4	20/11/99 Race 5	20/11/99 Race 6	Total
Upu Kila	104300	Encom	H16	0.75	8	0.75	2	5	0.75	17.25
Brad Ashmore	103214	Snowcat	H16	5	14	3	5	0.75	7	34.75
Simon Taylor	98878	Snowcat	H16	8	9	8	4	4	9	42
Billy Sykes	71	TNT	H16	3	2	2	3	23	23	56
Peter Stucken	13	Loose Goose	H16	9	13	9	8	12	11	62
Matt Wyndham	Aus 104	Fanglastic	H17	19	19	13	7	9	3	70
Tony Hodson	2504	Sweet Seventeen	H17	6	5	19	19	14	8	71
Geoff Watson	126	Black Magic	T4.9cat	14	10	19	19	7	2	71
Jan Jensen	5735	Sega	H17	4	7	10	11	23	23	78
Russel Sheppard	2912	Assayal	H17	11	6	7	11	23	23	81
	99102		H16	14	11	8	6	23	23	83
Rod Waterhouse	104287	Wet Wet Wet	H16	19	19	4	0.75	23	23	88.75
Chris De Veyrac	99899	Hong Kong	H16	2	4	19	19	23	23	90
Garth Fisher	5617	Fiat Strap	H17	7	3	19	19	23	23	94
Guy Maclean	1885	Popey	H17	19	19	5	9	23	23	98
Belinda	62308		H14T	23	23	23	23	2	4	98
	767		A	14	0.75	19	19	23	23	98.75
Sam Wood	99373	Collex	H16	23	23	23	23	6	5	103
Kevin Moffatt	95887	Bull at a Gate	H16	10	12	19	19	23	23	106
Paul Barnes	2511	Trainingwise	H17	23	23	23	23	8	6	106
Grant	456	Sailing Scene	Tiger	23	23	23	23	3	14	109
Mark Uren	5960	Cabling Solutions	H17	23	23	23	23	10	10	112
Bruce Potts	32	Babe	H16	23	23	23	23	13	12	117



# MEMBERS PHONE LIST

Skipper	Class	Sail no.	AH	BH / Mobile	E-mail Address	
Ainslie Campbell	Crew		99794969	0418962892		
Angela Goodwin	Tornado	AUS 293	99744759	0411212733		
Belinda Zanesco	Hobie 14		99665065	0409456027	belindaz@bigpond.com	
Bill Sykes	Hobie 16	71 or TNT	99052016	99052016 w		
Brad Ashmore	Hobie 16	103214	98901469	408411686	ba@macfix.com.au	Vice Commodore
Brad Sinnott	Hobie 14	45847	99731614			
Carolyn Butchard	Crew		94158640	0414878904		
Chris Doig	Hobie 18	11457	96861278	0417486503		
Chris Veyrac	Hobie 16	99999		0418241745		
Damien Miller	Hobie 16	36	99133137	015494655	dammeg@ibw.net	
David Haworth	Hobie 16	97237	99826674	0419203613		
Frank Costanzo	Hobie 16	Fosters	99186339			
Gail Petrie	Hobie 16	81181	99043603			
Garth Fisher	Hobie 17	2336		0412230733		
Geoff Watson	Taipan 4.9	AUS126	99294138	0418214401		
Graham Allen	Hobie 16	96262	98768573	0412056300		
Greg Clynick	Hobie 16		47541952	407924762		
Greg Mullin	Hobie 16		99777732	0409499390		
Guy Machan	Hobie 17	1885	98948115	0408020524	guy.machan@anz.ccamatil.com	Secretary
Hal Evans	Hobie 16	103119	94849215	419801899	halevans99@yahoo.com	
Heath Walters	Hobie 16	95465	99400005			
Ian Dixon	Hobie 16		99466238	0417405937		
James Trebilcock	Hobie 16		92560398		j.trebilcock@morgan	
Jan Jensen	Hobie 17	2735	99054869		nautilus@tig.com.au	Commodore
Jean Brochut	Taipan 4.9		99049486	041384 4722	j.brochut@bigpond.com	
Jim Tucker	Hobie 18	14540	96765541	0417880899		
John McCormick	Hobie 16	99102	99994990	0409033516	mackers@bigpond	
John Forbes	Tornado	AUS 303	99829995	0418267755	gonzo@acay.com.au	
John Goldsmith	Tornado	AUS307	93898809 w	0412023720	goldsmith_john@hotmail.com	
Kevin Moffatt	Hobie 16	95887	99051146			
Kyle Amadio	Hobie 18	7434	96743091	0411707081	kyle@ory.com.au	Treasurer
Laurie McDonald	A Class	733	99189249	0419405133		
Lester Brand	Hobie 16		91443345	0418270882		
Mark Uren	Hobie 17	5960	98768602	0418474235	markuren@cabling.com.au	
Mark Johnson	A Class	AUS712		0412273167		
Mark Oastler	A Class	724	98764421	0409223717	marko@au1.ibm.com	
Matthew Butterworth	Hobie 16		99188324			
Matthew Wyndham	Taipan 4.9	AUS104	94892603	0416242339	mwyndham@optusnet.com.au	Race Secretary
Michael Jones	Hobie 16	104004	99482281	0414402166		
Mike Warren	Hobie 16	201621	99187024	0414954550		
Mitch Booth	Tornado		99744620	0417691542		
Paul Barnes	Hobie 17	2511	94182996	0418440166	brwb@vip.hotkey.net.au	
Peter O'Donnell	Hobie 17			0415932740	peterodonn@ozemail.com.au	
Peter Setright	A Class	KA 632	99054825	0412257638		
Peter Stucken	Hobie 16	13	94495324	0418219440		
Phil Barnsley	Hobie 16		94278870			
Phil Davies	Nacra 5.8		99731416	0418299430	golive@aol.com.au	
Rick Brown	A Class		96542880	0411261834		
Robert Carpenter	Hobie 17		0245773633		robcarp@bigpond.com.au	
Robert Dodds	Hobie 18	16129	99183767	0408667664		
Rod Waterhouse	Hobie 16	104293	99798001			
Rohan Berry	Hobie 16					
Ross Lawrence	Windrush 14	3160				
Ross Porter	Hobie 16		43933494	0419991004		
Russell Sheppard	Hobie 17	2912	99972128	0418281308	7.30 syd@your.abc.net.au	Life Member Magazine Editor
Sam Wood	Hobie 16	99373	99883850			
Simon Taylor	Hobie 16	99876	99698216	0411282338	fpeters@au1.ibm.com	
Steve Howe	Taipan 4.9	AUS161	99991533	0412297117		
Steve Kiely	Hobie 18					
Steve King	Hobie 18					
Steven Steggerda	Hobie 16		99566569			
The Corletts	Hobie 16					
Tony Hodson	Hobie 17	2504	99481208			
Upu Kila	Hobie 16	104300	99762742	0412562742	alspell@acon.com.au	

*Please advise Brad Ashmore of any errors in the above or if you change address.*

# ***NEW YEARS BARBECUE***

## **SUNDAY 30 JANUARY**

1200 till late

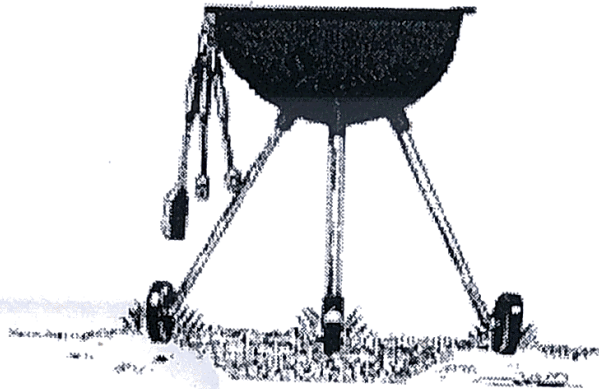
**JAN JENSEN'S SEASIDE CHALET**

**18 CARRINGTON PARADE**

**CURL CURL**

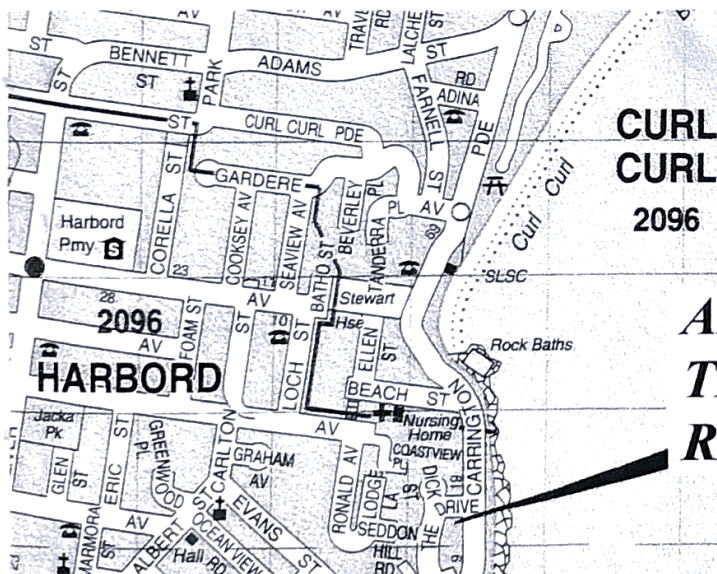
**(CORNER OF THE DRIVE)**

**PARKING - OPPOSITE**



**BRING YOUR OWN STEAKS, CHOPS FISH ETC  
BEER, BUNDY AND SOFT DRINKS WILL BE AVAILABLE  
FROM THE ESKY**

**BRING YOUR OWN WINE  
SALAD AND DESSERT WILL BE SUPPLIED  
\$10.00 PER ADULT**



**CURL  
CURL  
2096**

***ALL PROFITS GO TOWARDS  
THE BUILDING OF OUR  
RESCUE BOAT FACILITY***

**RSVP JAN ON 9905 4869**



# STOP PRESS

I attended the launch of the 164 Australia Day Regatta 3 weeks ago sponsored by Phillips Australia and had the opportunity to meet the Australia Day Council & Commodores of the various Sydney Yachting Clubs.

Whilst the major focus of the 1999 Regatta and activities will be on Sydney Harbour with participation by the Army, Navy and Air Force, most other satellite clubs will be holding their own regattas.

Our club did not participate in last year's regatta but if there is sufficient interest we will do so this time - i.e. Wednesday, 26<sup>th</sup> January, 2000.

Subject to weather conditions we will plan a course from off the beach at Sand Point and then around either Lion or Scotland Island and back to the beach. Starts will be based on current handicaps for each division which will need a minimum of 5 boats.

Briefing @ 10.30 Cost \$15 per boat with the club taking out its expenses and the balance going to the Regatta Sponsors for prizes which are to be presented by a V.I.P. to the winners only of each division at a function at the Town Hall at a later date.

A detailed Notice of Race will be forwarded to members early in 2000.

## FOOT NOTE.

Club membership fees were due on the 1<sup>st</sup> July this year and whilst the majority of sailors have paid, there are still a few who have not but continue to race. It has been decided that we will apply the club's policy that non members should pay \$10 per race day, if this is not paid then they will be requested not to involve themselves in the clubs racing until their account is settled

Jan Jensen

## Sailing news



Darren Bundock and John Forbes

## TORNADO WORLD RANKINGS

Announced by ISAF on 31st August the Australian team and NSW based sailors John Forbes and Darren Bundock have been ranked as World Number 1 in the Tornado Class. This continues the ranking the pair achieved in April 1999.

Mitch Booth and Andrew Landenberger scored 18th in the World titles is reported



to be investigating other avenues to further his Olympic representative aspirations.

The up and coming team of Andrew McPherson and Glen Ashby who scored 19th in the recent Worlds have their eyes set on representative honours in 2004.

Olympic qualifying events for the Tornado class will be held in Sydney in December in the SIRS regatta and the 2000 Worlds to be conducted out of Middle Harbour Yacht Club in January.