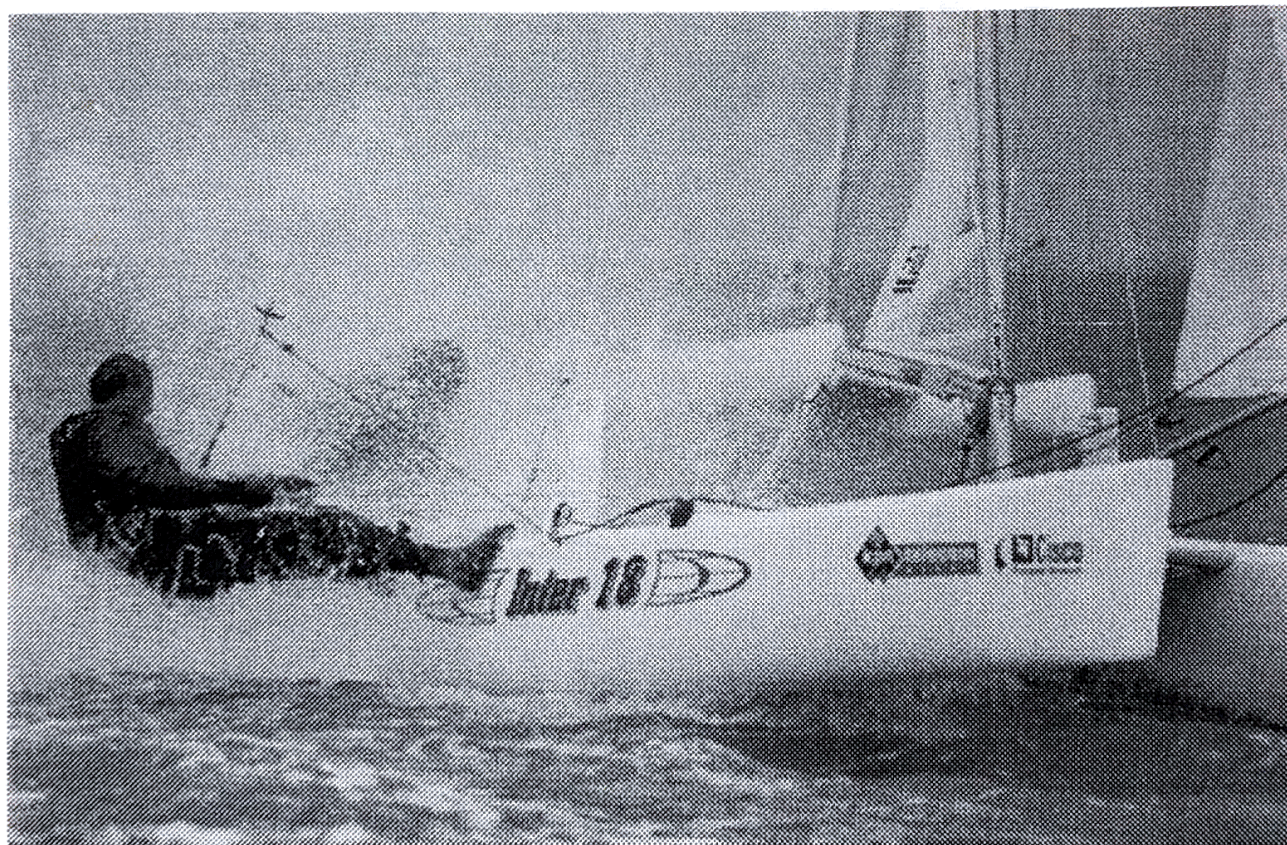


PITTWATER CATAMARAN CLUB

# ***MAINSHEET***



**HEARTSTARTER 2 nd. SEPTEMBER  
JULY - AUGUST - SEPTEMBER 2000**

**[www.pcc.org.au](http://www.pcc.org.au)**



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Please advise Brad Ashmore of any changes.

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

# HEARTSTARTER

**2 nd. SEPTEMBER 2000**

Saturday

*Rigging from 10.00 a.m.*

*Briefing 11.00 a.m.*

*Sausage sizzle about 3.30 p.m*



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

*Lets get the season off to a great start!!*





# MAINSHEET

Mainsheet is the newsletter of the Pittwater Catamaran Club and is published 5 times a year.

FEBRUARY - MARCH

APRIL - MAY - JUNE

**JULY - AUGUST - SEPTEMBER**

OCTOBER - NOVEMBER

DECEMBER - JANUARY

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## *N.S.W. 2001 Hobie State Titles*

*The event has been confirmed for Byron Bay on 24, 25, 26 th February.*

*Racing will commence from 12 noon on Saturday 24 th.*

*Racing will then continue to Monday 3.00 pm if necessary.*

*Accommodation will be advised in next 'Hobienewz'.*

## *Hobie Marathon*

*November 2001, a Worrell 1000 type of marathon using HOBIE TIGER'S will be run from Southport Qld. to Bondi Beach.*

## *Hobie 16 Worlds*

*The next Hobie 16 Worlds will be held in NOUMEA mid 2002.*

*Parties to end all parties at Club Med, see ya there.*

## *Interesting Web sites*

*www.boatingoz.com.au*

*www.hobieclass.com*

## *Working Bees*

*Over the next few months we will have to organise to do some work down at the block (see Jan's report).*

*Please make an effort, dont leave it to just a few of us. You will be sent out a notice in plenty of time.*

## *Annual General Meeting*

*I would like to put up 2 proposals for consideration at the A.G.M.*

- 1. The new building be named the 'Brian Cooper Rescue Boat Facility'.*
- 2. The Spring racing season be extended to mid May. In the period between then and mid-August we have 'unofficial' racing - that is, no boat duty rostered, those who wish to sail turn up at Sand Point and we decide on racing for the day, such as a race down to Lion Island or around the existing permanent markers.*

*Contact Jan if you wish to raise any matters at the A.G.M.*



# ***SPRING RACE CALENDAR***

## **Spring race Series**

<b>September</b>	<b>2</b>	<b><u>Heartstarter</u></b>
	<b>9</b>	Club Races/Point score 1&2
	<b>16</b>	Club Races/Point score 3&4
	<b>23</b>	Club Races/ <b>Club Championship 1&amp;2</b> /Point score 5&6
	<b>30</b>	Club Races (Foster Regatta)
<b>October</b>	<b>7</b>	Club Races/Point score 7&8
	<b>14</b>	Club Races/Point score 9&10
	<b>21</b>	Club Races/ <b>Club Championship 3&amp;4</b> /Point score 11&12
	<b>28</b>	Club Races/Point score 13&14
<b>November</b>	<b>4</b>	Club Races/Point score 15&16
	<b>11</b>	Club Races/Point score 17&18
	<b>18/19</b>	<b><u>Beware Of The Bullets Regatta</u></b>
	<b>25</b>	Club Races/ <b>Club Championship 5&amp;6</b> /Point score 19&20
<b>December</b>	<b>2</b>	Club Races/Point score 21&22
	<b>9</b>	Club Races/Point score 23&24
	<b>16</b>	<b>Christmas B.B.Q</b> (See Further Details)





## Commodore's Report.

June .2000

For those that did not attend the EGM and BBQ. at the Barne's residence the proposals as advised relating to the Club's name change and Constitutional amendments were passed unanimously.

It was disappointing that so many club members who could not attend the meeting and BBQ. were not interested enough in the Club's future development to send in their proxies. As with many clubs and voluntary associations there are always too few motivated and interested people who make the effort to ensure the association is effectively managed, and it would appear the PCC falls into this mould. Need I say much more other than to appeal to all members to strive to become more active and involved in the club, this will be particularly relevant when we commence the building and call for volunteers.

It is anticipated that with the assistance of club members, the funds received from the PBSC (Approx \$17,000) should be sufficient to cover the costs of the construction of the RBF, and in this respect the building committee will be publishing a critical path outlining when they will be calling for volunteers. Whilst it is appreciated that some members may be unable to physically assist in the construction it is suggested that they may wish to assist financially thus facilitating the employment of trades men or casual labour.

Concerning the legal matters relating to the name change and amendments to the constitution, I have completed the various forms as required by the Dept of Fair Trading and it is anticipated that it will take about a month for the registration process to be finalised. Thereafter we will be known as the *Palm Beach Sailing Club*. Our letter head will be redesigned and will include the phrase "*Incorporating the Pittwater Catamaran Club*" and the two club logos will be combined. We will not need to change our web site or other forms of advertising but we will need to alter our bank accounts name. In the longer term it is anticipated that we should be able to dispense with the need for three trustees and have the Club as the trustee of the land.

On other matters, the committee plans to review the way we run the winter sailing with the idea that maybe we should sail much earlier in the day rather than in the PM as is the current procedure. A review of the present boat roster system will also be undertaken with the objective of putting more boats on the water.



Letters have been sent to the Pittwater Council requesting them to remove or move the offending posts in the laneway, but to date no reply. We have also written to the Pittwater RSL asking them if they would be prepared to assist us in financing a new rescue boat. Furthermore we will also be applying to the NSW Dept of Sport and Recreation for assistance in purchasing a new boat. It is the committee's view that we should plan to replace the aging Quintrex (18 years young) within the next 12 months and we are currently evaluating a couple of options.

Our AGM and annual dinner is being considered for sometime near the end of August, and whilst we have yet to decide on the venue, if any member is aware of a suitable place where we can hold the AGM and have a good reasonably priced meal please contact any committee member with details.

Finally a special thank you to Sarah and Paul Barnes for making their delightful house available for a successful meeting, BBQ, and very enjoyable afternoon.

#### June's Nautical Quiz

1. What is Baggywrinkle
2. What is a Bitter End.
3. What is a Catspaw.

#### Answers to March Quiz.

**Spanish Windlass.** A length of rope joined at the ends placed over two items to be drawn together using a marlin spike to twist the rope.

**Triatic Stay.** Long fore and aft stay between two masts used as an aerial and attaching blocks for flag halyards.

**The Farmer.** In a three man watch the farmer temporarily relieves the wheel man also the lookout when they change over, calls the next watch and is on standby for other duties as required.

*Jan Jensen.*

Jan Jensen.





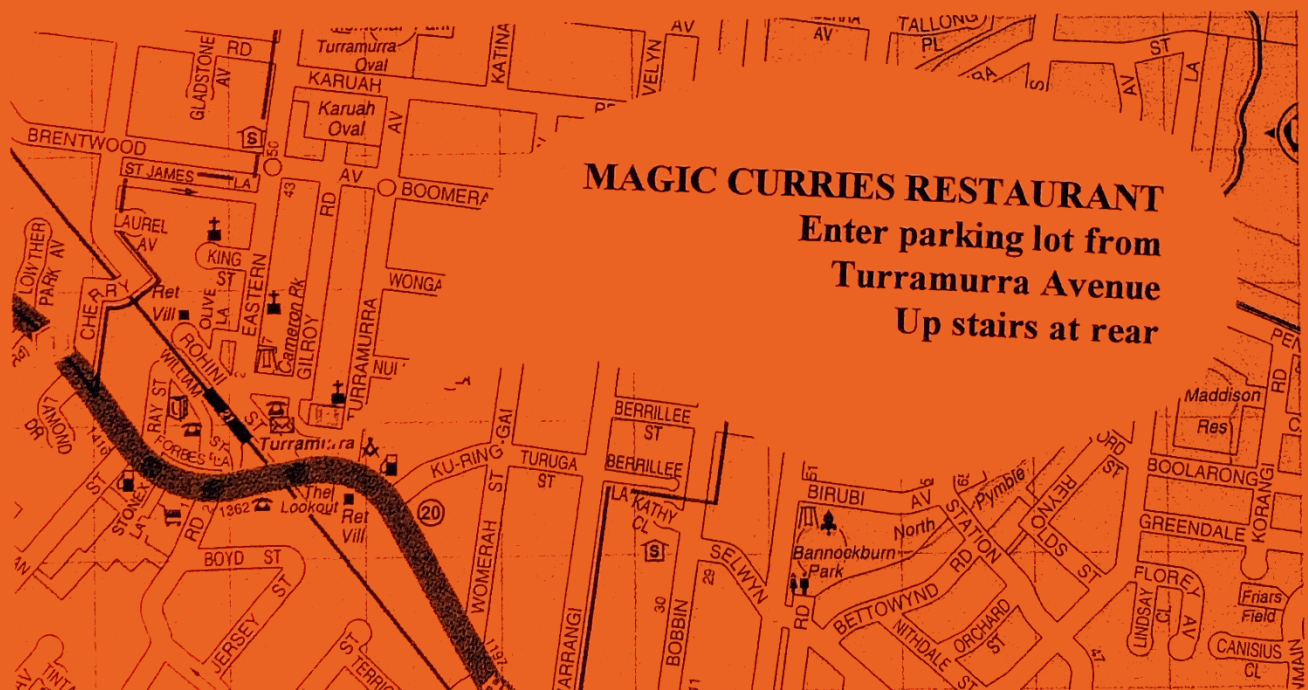
# ***ANNUAL CLUB DINNER and ANNUAL GENERAL MEETING***

***Saturday 26 th August  
7.00 p.m.***

**MAGIC CURRIES RESTAURANT  
1257 Pacific Highway  
TURRAMURRA**

***RSVP Russell 9997 2128***

**\$22.50 per head**





# Worrell 1000

Iron Sailors / Plastic Boats ONLINE



The Worrell 1000 fleet headed for the finish line to complete its 1,000-mile journey up the U.S. Southeast Coast.

(photos: Drew Wilson / The Virginian-Pilot)

20 MAY 2000

## Smyth and Struble Pull it Out

Team Blockade Runner Beach Resort used its boatspeed to dig out from seventh place and back into the overall victory on the final leg of the 18th Worrell 1000.

	Team	Overall Race Time	Overall Time Behind First
1	Blockade Runner Beach Resort	77:00:30	00:00:00
2	Rudee's Rest.	77:28:50	00:28:20
3	Holland	78:51:14	01:50:44
4	Alexander's on the Bay	79:12:34	02:12:04
5	Sunnucks	80:44:14	03:43:44
6	Tybee Island	81:41:41	04:41:11
7	California	83:16:38	06:16:08
8	Guidant	83:35:14	06:34:44
9	First Response	84:22:57	07:22:27
10	Cat House	86:08:01	09:07:31
11	Cat Fever / Calcutta's Restaurant	87:19:02	10:18:32
12	Mobil	87:59:21	10:58:51
13	van Dyke Racing	89:07:00	12:06:30
14	Premier Shutters	89:23:36	12:23:06
15	Bay Wind	90:01:06	13:00:36
16	Outer Banks	91:32:34	14:32:04
17	Korz/Murray	93:23:03	16:22:33
18	Pyacht.com	98:00:48	21:00:18
19	Tybee Island / Entegra	DNS	DNS

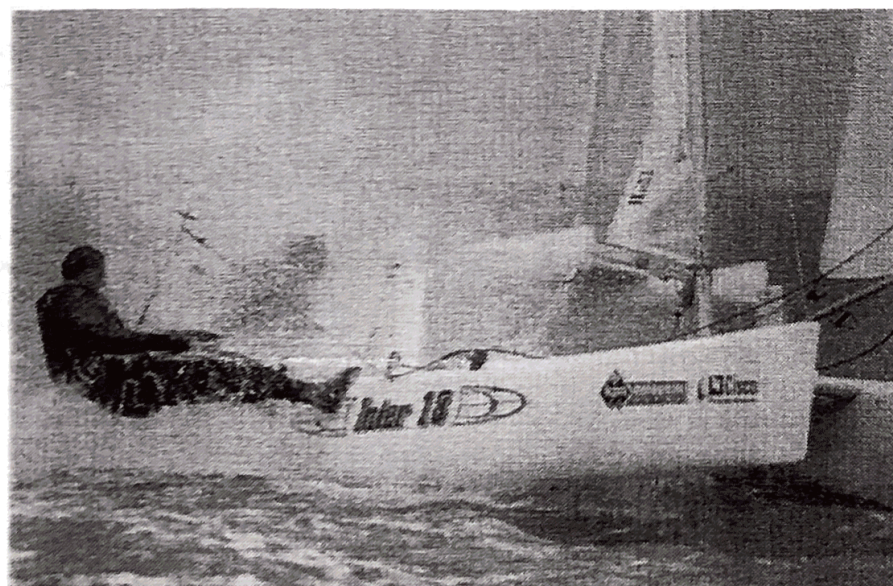
### Story by Zack Leonard, for Quokka Sports

Team Rudee's Restaurant, sailed by Brett Dryland and Rod Waterhouse, emerged from the fog ahead of the pack, but they couldn't keep Randy Smyth and Matt Struble of Blockade Runner Beach Resort far enough back to steal the overall victory in the 2000 Worrell 1000.

Smyth and Struble finished the final leg 52 seconds behind the Australians to seal the overall win with a total elapsed time of 77 hours and 30 seconds, the race's second fastest time and 20 hours faster than last year. Smyth, the defending champion, also holds the course record of 75 hours and 17 minutes.

Dryland and Waterhouse pushed Smyth the whole way and sailed a fantastic race to take second overall, the third consecutive year the Australians have finished runners-up to Smyth. They finished with a combined elapsed time of 77 hours, 28 minutes and 50 seconds, more than 20 hours ahead of last year's time, but 28 minutes and 20 seconds behind first.

Third in today's leg and third overall was the Dutch team of Gerard Loos and Mischa Heemskerk, who edged out Alexander's on the Bay, sailed by



Brian Lambert and Jamie Livingston, who finished fourth overall. William Sunnucks and Mark Self of Great Britain finished fifth today and fifth in the overall standings.

### **Uncertain Leg for Overall Winners**

Smyth's sixth overall title was far from secure halfway through today's 60-mile leg. After the start the wind became unstable and shifted all over the compass. Puffs would fill from one direction, die, and then shift 100 degrees. In the middle of the leg the Aussies held a huge lead over Smyth and looked set to overcome the 29-minute deficit at the start of the of the leg and claim the title.

"At one point [Dryland and Waterhouse] were so far ahead that we couldn't even see them," said Smyth, noting that someone out of sight in light air could easily be a half hour ahead.

Eventually the wind shifted to the north and filled in at 10 knots while a light fog descended. The fleet still had 25 miles to sail and Smyth began his comeback.

"We really started flying upwind, but we were back in seventh place," said Smyth. Boatspeed saved the day as Smyth was able to sail through the fleet and close the gap.

"I really thought Rudee's might have it today," said an amazed Kenny Pierce of Tybee Island.

### **Name the Race: Smyth's Worrell 1000**

This is Smyth's sixth Worrell 1000 victory and his fourth consecutive win. It's easy to wonder how one person with four different crews can be so dominant in such a difficult race. Dumb luck can take you out of this race with one bad wave, yet Smyth has survived and competed each time.

Sailing a 20-foot catamaran in the ocean requires a sensitivity and seamanship that is impossible to appreciate until you've tried it. "This race gets an 8 out of 10 for danger," said an exhausted Rick Deppe of Team Pyacht, a Whitbread veteran who has sailed a lot of ocean miles.

What will it take to beat Smyth? Sunnucks thinks it will take a determined effort. "You need to spend six months two-boat tuning with someone fast so you can be consistently quick in all conditions, then you have to have the balls to stick to the beach the whole way like he does," said Sunnucks.

Eighteen of the 19 entrants sailed the full course this year. "The sailors seem more prepared mentally and physically for the race than they used to be," said Mike Worrell, race founder. "Even the English team came in January to attend our seminar on how to get ready for this race."

Sandra Tartaglino (Team Guidant) and Susan Korzeniewski (Team Korz/Murray) worked hard to prepare and became the first female skippers to finish the race. They finished eighth and 17th overall, respectively.

"Mentally I was a little disappointed with my performance, so I want to try it again," said Korzeniewski. "I'm glad it was light this year, I need to work on my heavy-air sailing."

### **Different Reasons for Competing**

The Worrell 1000 meanders up the coast past long, straight beaches, through marshy tidewaters and around mountainous dunes. It's a beautiful sail. But more importantly it creates a tight-knit community of adventurers who have adopted this race and made it a part of their lives.

Nearly all the competitors plan to return next year and most of the race officials have been coming back for years.

This race is different things to different people. For some it's a test of endurance and survival, for others it's a race to the finish. Dryland can't remember exactly why he does it. "I remember it gets better two months from now, it all makes sense then," said the 40-year-old Australian from Airlie Beach, Queensland.

Loos does it to prove something to himself: "If you finish this race you are a very good sailor," said the 47-year-

old professional sailor from Zandvoort, Holland.

Lambert comes back for the camaraderie. "The people are great, everybody pulls together," said the 34-year-old architect from Ft. Walton Beach, Fla.

Brad Cavanaugh is searching for the meaning. "I've been floundering around looking for sailing that's worth doing, and this is definitely worth doing," said the 39-year-old sailor from Plymouth, Mass.

But the best explanation comes from the man who started all this madness, Worrell. "To me it's the personal challenge of doing something that puts yourself in danger where only your wits and ability to deal with your surroundings can assure your safety. Then overlay top competition and you've got an extreme sporting event, similar to the Volvo Ocean Race. I don't know why these people do it, but that's why I started it," said the race organizer.

### **The Stragglers Say it All**

Peanut Johnson of Team Outer Banks crossed the finish line. He waded up to terra firma and jumped in the air, raising his fist in triumph. Last year a broken hand kept him from finishing. This year he has achieved his personal best.

Tom Weaver and Deppe of Team Pyacht surfed onto the beach. "I'm spent," said Deppe. "I've been spent for a week. I've sailed a Whitbread. I've sailed a lot of miles, and this really is some hard core shit."

And so closes the 18th chapter in the history of the Worrell 1000. The race director has already begun to work on next year's race. His notebook is full of improvements that he hopes to make in the future. The race is taking on a new momentum. New competitors are crawling out of the woodwork, sponsors are taking notice and Web sites are registering millions of hits during the event. This race deserves the attention. This race deserves the effort. Come try it if you dare.



# BOAT ROSTER

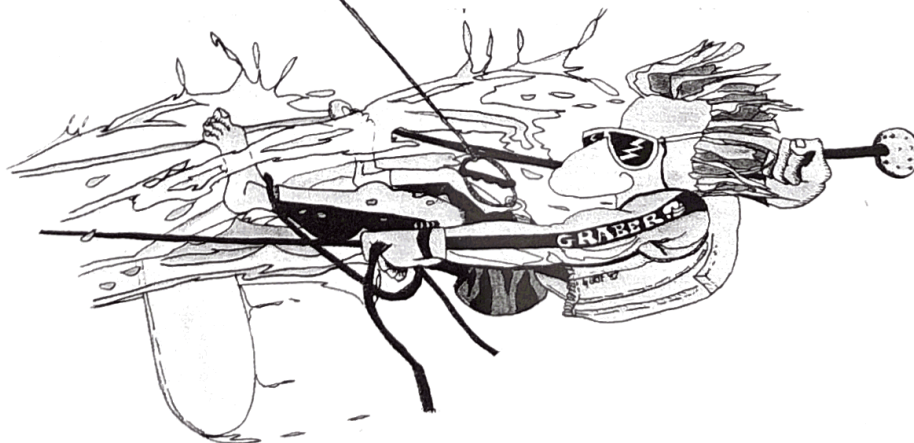
REMEMBER WHEN YOU ARE ON BOAT DUTY:

1. Pick up keys from Mike Warren at 34 Binburra Rd, Avalon. (99187024) Sandstock double storey. Go down left side of house, kept under cover to your right.
2. Dont leave trailer hooked to your car in compound.
3. Put in bungs!!!! Before you reverse onto the beach.
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.

DATE	ON DUTY
8 TH JULY	GUY MACHAN/SAM WOOD
15 TH	MATT WYNDHAM/MARK OASTLER
22 ND	KEVIN MOFFATT/DAVID ELWERS
29 TH	BRAD ASHMORE/PETER STUCKEN
5 TH AUGUST	CHRIS DE VEYRAC/ROD WATERHOUSE
12 TH	GARTH FISHER/DAMIEN MILLER
19 TH	MARK UREN/JOHN McCORMICK
26 TH	NO RACING - A.G.M.
2 ND SEPT	HEARTSTARTER
	ROBERT DODDS/ROSS PORTER
9 TH	LAURIE McDONALD/CHRIS COOK
16 TH	UPU KILA/STUART LAKE
23 RD	KYLE AMADIO/ROHAN BERRY
30 TH	NO RACING - FORSTER/CARCOAR
7 TH OCTOBER	JOHN GOLDSMITH/ANGELA GOODWIN
14 TH	FRANK CONSTANZO/JOHN FORBES
21 ST	MIKE WARREN/GEOFF WATSON
28 TH	GRAHAME ALLEN/STEVE HOWE

RACE SECRETARY - MATT WYNDHAM 0416 242339

PLEASE REMEMBER ITS YOUR RESPONSIBILITY TO ORGANISE A REPLACEMENT IF YOU ARE UNAVAILABLE  
- DONT LEAVE IT UNTIL FRIDAY NIGHT - Matthew Wyndham 0416 242339/94892603 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.



# HARKEN RACING TIP

## Reeve it Right!

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

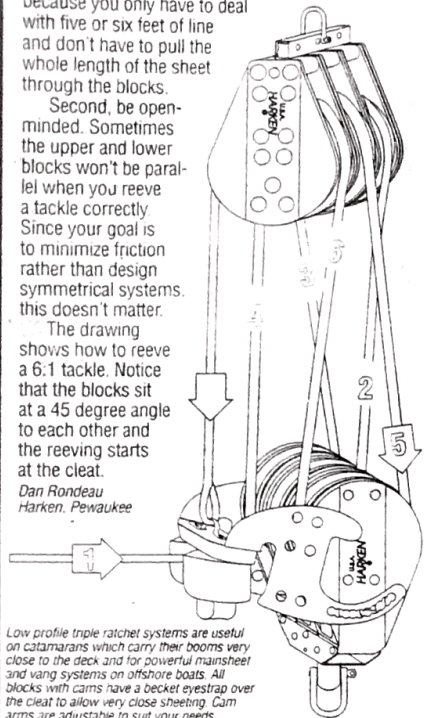
There are some tricks that make reeving tackles easier.

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

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

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

Dan Rondeau  
Harken, Pewaukee



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

# HARKEN

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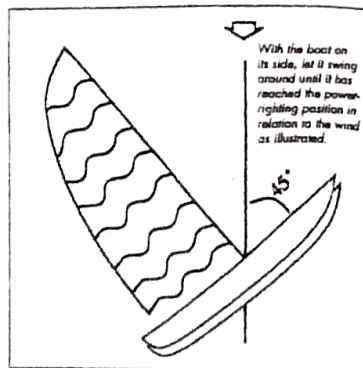
## "POWER RIGHTING" A CATAMARAN

Catamarans have a much-undeserved reputation for being tippy. In fact, because of multihull's inherent stability, it is difficult to capsize most 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

## ODE TO JET SKI's

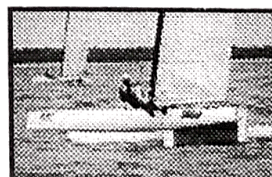
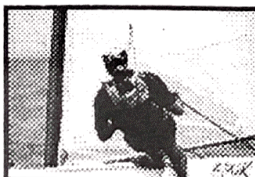
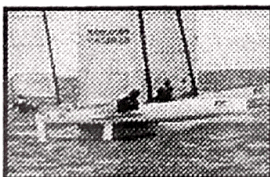
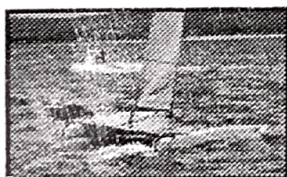
Jetski person, selfish fink,  
May your sill jetski sink!  
May you hit a pile of rocks,  
oh hoonish, summer coastal pox.

Noisy smoking dickhead fool,  
On your loathsome leisure tool,  
Give us all a jolly lark,  
And sink besides a hungry shark!

Scream as in its fangs you go,  
Your last attention-seeking show,  
While on the beach we all join in,  
With three cheers for the dorsal fin!!

**PITTWATER RANGERS**  
**WATERWAYS(EAST)**  
**WATERWAYS(WEST)**  
**WATER POLICE**  
**PITTWATER POLICE**  
**AMBULANCE**

**99627782**  
**0418976160**  
**0418976023**  
**99794044**  
**99971444**  
**92820920**



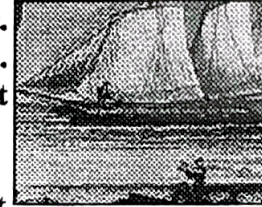
CUT OUT AND KEEP IN YOUR WALLET OR CAR



# MULTIHULLS STRANGE SAILING MACHINES BY D.CHARLES

July 1997

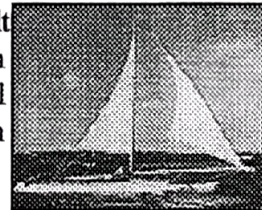
**Multihulls are the latest novelty in sailboat development. Everybody will tell you that but everybody are wrong. Multihulls are as old as the hills, but this old ancient has not aged that much.**



A territory nation greater than China, Russia or America : it occupied half the globe. Populations were genetically and ethnically more similar than any European nation and their languages shared more similarities than those of XIXth Century France.

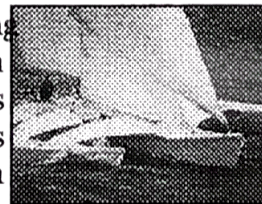
That territory, qualified as Pacific by Europeans, was conquered not on horseback or with desert camels but with boats that had from two to five hulls. These contraptions were called "catumaram" by Tamil visitors, from "catu" (to bind or to link) and "maram" (tree barrel).

These catamarans are still the only sea-going vessels ever built without any metallic tools. With stone-blade adzes and ray fish skin files, working all the wood necessary to build an entire vessel was out of reach. Hulls had to be reduced to a minimum, which would also reduce the sail area.



Polynesians had to sail upwind into the Trade winds and they were the first to use fore and aft rigging whose first Western version, the lateen sail, may have been imported by arab traders who discovered the Micronesian triangular sail... The bareness of the Pacific ocean boats did not keep them from setting out on the first long-range transoceanic voyages in the history of mankind to people a universe where only space was available in abundance. Paucity of means was the true origin of ancient multihulls. Safety - a rich man's concern - was the basis for the modern ones.

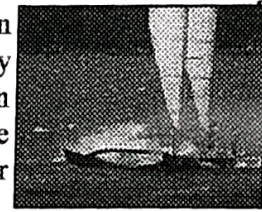
Europeans, although they had metallic tools, were building dangerous vessels : a good third of them were lost at sea on faraway voyages. One of the causes for their sinking was capsizing. Irishman Sir William Petty imagined that two half-hulls spread-out and linked by crossbeams would be more stable than classic hulls.



His first experiment, which probably did not owe much to the Polynesians, featured two hulls built like barrels. Launched in 1662, "Simon & Jude" catamaran beat a fast royal rowboat. Two years later, Petty's new catamaran "Experiment" took on one of Her Majesty's couriers across the Irish Sea. It was the first ever ocean race and the cat won...

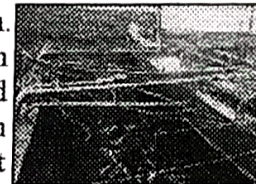
Sir William Petty's experimental multihulls were more stable than modern vessels but they were also more fragile and more expensive and carried less cargo. The next Century saw the first auxiliary propulsion multihull : paddle wheels, actuated by elbow grease, were fitted between the hulls. Robert Fulton preferred steam power : as early as

1812, New York's first three ferries were 118-tonne catamarans. Five minutes away from New York by ferry was Hoboken (New Jersey) : there in 1820 a young gentleman built a sailing catamaran that directly deserved its name "Double Trouble" ; young Cox Stevens then introduced cricket in the USA (it became baseball), founded the first yacht club and went to England to race on a black schooner named "America" with which he won a cup that became famous...



The safety of a craft wide enough to prevent capsizing was still an attractive prospect. Dutchman Johannes Smit was tempted and in 1859 built a "dubbel jacht" which half a century later was still carrying tourists. And why not use that stability to save lives? The patented lifeboat "Non-Pareil" had three 7.62 metres long inflatable floats. To prove its effectiveness, Captain John Mikes crossed the Atlantic on it in 51 days. This was in 1867 and the first transatlantic crossing on a multihull. There was no follow-up.

"Non-Pareil"'s lightness was due to its bare simplicity of design. Nobody thought that it could be an advantage : the first European catamarans were heavy. Accounts by European explorers had reported the arachnean fragility of Polynesian multihulls. One man understood the relevancy of a favourable weight/power ratio : Nat Herreshoff.

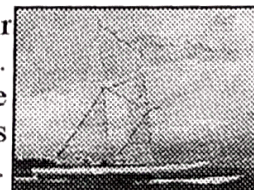


He was still a very young engineer. He entered a catamaran in the USA Centennial regatta (1876) and provoked sneers and laughter. With Herreshoff at the helm, "Amaryllis" was dragging along in small winds, then when the breeze freshened she picked-up speed and won the race. Nobody was laughing anymore. This incongruous contraption with one hull too many was disqualified.

Herreshoff was aware of the shortcomings of his "Amaryllis". The catamaran had a tendency to tip and might flounder head down, which she did the following year. To prevent such an incident to recur, Herreshoff designed the absolute weapon : independent hulls with a flexible structure mounted on spherical swivel joints, the spruce crossbeams acting as spring blades. One stem could pitch without dragging the rest of the craft along. Incidentally, the suspension made it possible to lighten the whole structure, a process again proven ten years ago when the Gougeon brothers entered a flexible-structure Formula 40...

Herreshoff, convinced that he had designed the yacht of the future that would make him rich, on the 20th of March 1877 registered a patent for the modern catamaran composed of fine and light floats, each fitted with a centerboard and rudder, and a central cradle, with top speeds of 18 knots.

To recoup his equipment and tooling costs, he built four similar units : that was the first series of production yachts ever built. Alas! the design only sailed correctly if the dimensions were precisely about 9.5 m long by 4.6 m wide, with a "deck chair" as accommodation, as ironically described by its designer. Catamarans were too specific ; and the riggings of the times, with their abyssal effectiveness, did not permit making the best of the boat.

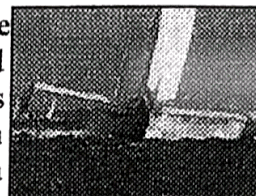


Herreshoff sold his patent in 1881, then ten years later invented the modern bulb-keel monohull yacht, just as light, wearing as much sail, as stable and twice cheaper than catamarans. A few cats were seen in the XIXth Century : the winner of the 1890 Intercolonial race in Sydney (Australia), a three-hull catamaran (the term trimaran had



not been coined) in 1893 in Madagascar, a contender to the Seawanhaka Cup and the winner of same in 1898, a contender to the French One-Ton Cup in 1900, and that was it.

Catamarans reappeared in 1947. The idea again came from the Pacific; the Hawaiian Islands were now under the star-spangled banner and had adopted American technology. An odd trio was cemented by their shared passion for surfing: Woody Brown, a glider builder and pilot, Al Kumalae, a pure-breed Hawaiian, and a very young man of Chinese descent, Rudy Choy.



Together they built "Manu Kai", the first modern oceanic catamaran. Its platform was streamlined as an aeroplane wing. Its hulls were asymmetrical, which made centerboards unnecessary. It was narrow: 4 m for a length of 12 m. It carried only 35 m<sup>2</sup> of sail but its plywood, cellular construction only weighted one tonne.

It was fast and the waves of the Pacific were no threat. And it was pretty.

That was not everybody's idea of a racing yacht. "Manu Kai"'s offspring were barred from entering the Transpacific from Los Angeles to Hawaii. They made a parallel start and year after year finished first. The media called it an exotic revolution, a novelty (all the above-mentioned predecessors were forgotten) that could not be beaten: the catamaran. If Rudy Choy could achieve outstanding performance with oceanic cats, why not try smaller ones?

The late fifties saw the proliferation of centerboard dinghies with one or two hulls. In England, the Prout brothers were pioneers, with a low catamaran whose picture with HRH Prince Philip on board was seen around the world. This royal multihull was "Shearwater"'s ancestor. France had the "Veloce" and above all the "Exocet" designed by Gourmeze. McAlpine-Downie soon designed "Iroquois", an extrapolation from their small cat experience and the first production GRP multihull, capable of dazzling speeds, but so prone to capsizing that a masthead float was fitted as standard.

Trimarans (the word was coined in the forties by Victor Tchetchett, a Russian emigrant to the USA) were now competing with catamarans. Arthur Piver was claiming 30 knots for his trimarans, to be compared to 6 kts in others. Build it yourself, trimaran means high speed at low cost... and for a time trimarans became the magic potion of fringe sailors.



Piver was lost at sea on his way to the 1968 OSTAR, before he could realize how obsolete his design was. Two design schools were in opposition. The British one was personified by Derek Kelsall whose "Toria" had won the Round Britain Race two years before, with two voluminous floats (80-100% of overall displacement) almost as long as the centre hull. The French school, illustrated by "Pen Duick IV", sustained that a trimaran should be able to heel in gusts like a monohull, thanks to small-volume floats (less than 50% of overall displacement).

The successes of Pen Duick IV-Manureva and "Cap 33" (Winner and runner-up in the 1972 OSTAR respectively) did not prove the validity of the theory but they demonstrated that the structure was spared by its restricted stability, at a time when technology did not permit building light and rigid craft.

### The Newick school



All changed when Dick Newick imposed his quasi-puritanical approach to multihulls. He examined "Coppula", a steel monster which in 1949 was the first cat to sail across the Atlantic from East to West, and he





concluded that if such an abomination could cross the Atlantic, well he could take up boat design without fear. Newick was broke and shameless : he opted for minimalist solutions. Head? A hole with a lid held up by a wooden stick.

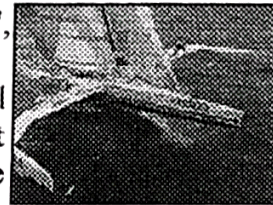
Accommodation fittings? Just enough to eat and sleep, nothing more. These spartan trimarans were light and as bare as tools. They appealed to matchingly rugged sailors like Mike Birch and Phil Weld. Birch in 1976 made 3rd in the OSTAR on his incredible 9-metre bug called "Third Turtle", a Newick design. Two years later, Phil Weld won a splendid third place in the Route du Rhum on his sumptuous "Rogue Wave" (Birch won that year on "Olympus", a Walter Greene trimaran designed on Newick's principles).

In 1980 Weld, then 65 years old, won the OSTAR on "Moxie", another Newick design.

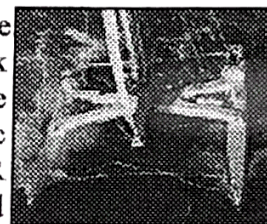
Such a succession of victories gave rise to new standards for hull forms and volumes : slightly wider than long trimarans with a float volume equal to 115% of overall displacement, and a float centre of buoyancy (COB) forward of the centre of gravity (COG) :

dipping the lee float would make the trimaran heave nose-up, increasing its free-board, longitudinal stability and its resistance to the tipping torque created by the sails.

The predominance of Newick's designs in the late 70s was the victorious result of an excellent weight/power ratio (27m<sup>2</sup>/tonne) and homogeneous behaviour, making these boats splendid sailing machines.



The American in his minimalist approach also thought of a more radical craft. On the ocean, you do not often tack. Newick borrowed the Polynesian idea of a "prao" sailing in alternative directions instead of tacking, but added a lee float. This "atlantic prao" named "Cheers" finished in third place at the 1968 OSTAR and there was a brief trend for the formula between 1976 and 1982.



On paper, it was - and still is! - the ideal multihull for ocean racing because getting rid of the windward float means suppressing also the windward crossbeam(s), the resultant lightness permits reducing the sail area, hence the lee breadth, saving still more weight.

As an example, a thirty-metre-long atlantic prao would weight eleven to thirteen tonnes and would carry 500 m<sup>2</sup> sail area, in unbeatable weight/power, wet area/power and power/cost ratios. In practice it was not as simple. The relative success of "Funambule" was overshadowed by collisions ("Eterna", "Azulao"), hazardous use : too small "Godiva", absurd modifications ("Tahiti") and excentric designs ("Rosieres", "Languedoc-Roussillon").

The prao formula inherited a disastrous image and one can hardly expect any potential sponsor to take the risk now, especially because the accidents of fifteen years ago stopped all R&D, and no one today has any idea of how a giant atlantic prao would behave under the extreme conditions of The Race.

## ***N.S.W. 2001 HOBIE STATE TITLES***

### **BYRON BAY**

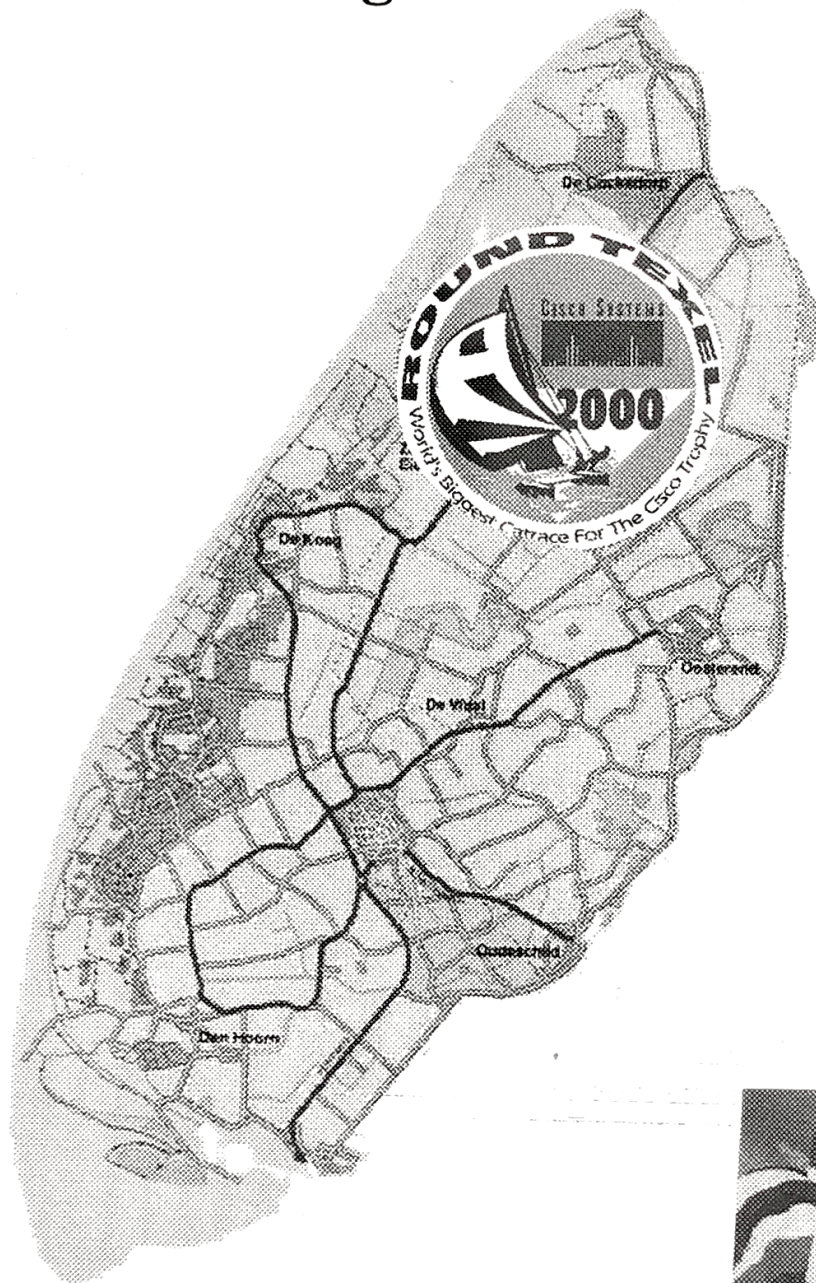
**24/25/26 TH FEBRUARY**

**Racing commences 12.00 noon until Monday afternoon at 3.00 pm if necessary.**



# ROUND TEXEL

The worlds largest catamaran race



**MITCH BOOTH**

## NOW FOR SOMETHING AWESOME!!!

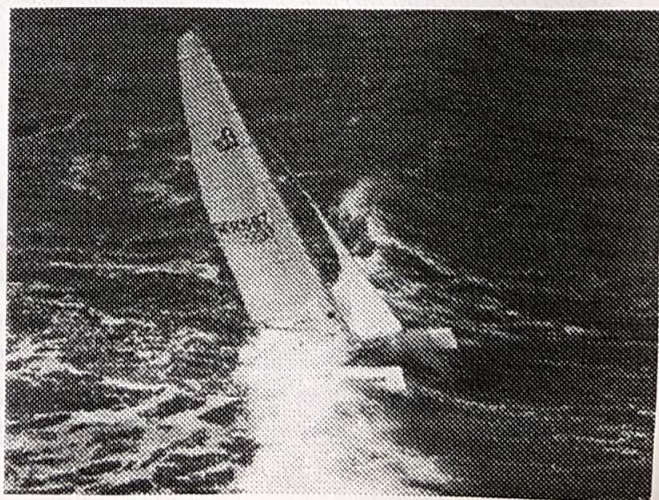
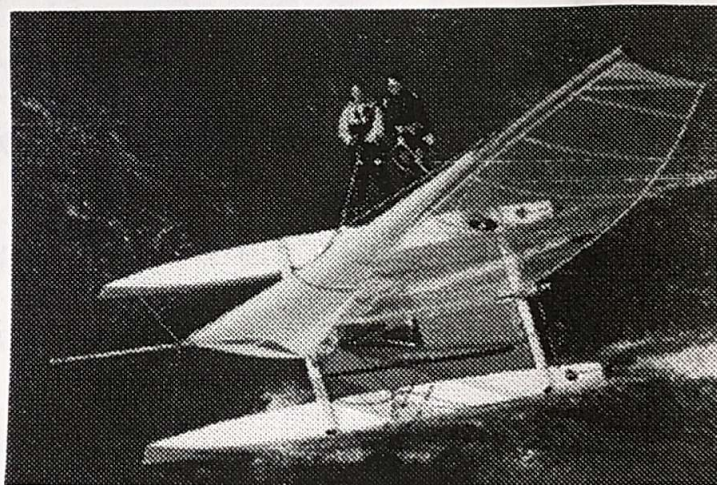
In the week before the Worlds biggest catamaran race , the Round Texel Cisco Trophy, to be sailed this Saturday .Team Dutchtone (Mitch Booth and Herbert Dercksen) won the speed trials with there specially prepared Dutchtone Hobie Fox. They recorded a speed of 60 kilometres per hour and made the best two times of the day.

**60 klm p/h in a 20 ft catamaran!!!!**





**A START LINE OF OVER A KILOMETER  
WITH HELICOPTER START**



**CHECK RESULTS AT [www.roundtexel.com](http://www.roundtexel.com)**



# **2000/2001 MEMBERSHIP IS NOW DUE**

**PLEASE READ CAREFULLY THE INFORMATION SET OUT BELOW,  
BEFORE YOU FILL OUT THE 2000/2001 MEMBERSHIP APPLICATION FORM.**

## ***Y.A. of N.S.W. MEMBERSHIP***

**THIS IS PAYABLE IF YOU WISH TO SAIL IN CLUB/STATE/NATIONAL OR  
INTERNATIONAL EVENTS IN ANY CLASS.**

**MADE UP AS FOLLOWS:**

<b>MEMBERSHIP</b>	<b>\$60</b>
<b>RACE FEES</b>	<b>\$60</b>
<b>Y.A. FEE</b>	<b>\$10</b>

**TOTAL DUE AS AT 1 ST. JULY 2000      **\$130.00****

**(NOTE: THE P.C.C. WILL BE PAYING THE \$15 BALANCE TO THE Y.A OF N.S.W.)**

**OR**

## ***NON-RACING CLUB MEMBER***

**THIS IS PAYABLE IF YOU DO NOT WISH TO RACE, BUT TO USE THE CLUB AS A WAY  
OF IMPROVING YOUR SKILLS.**

**MEMBERSHIP      \$85 (INCLUDES \$25 Y.A. of N.S.W. FEES)**

**OR**

## ***CREW AND ASSOCIATE MEMBERSHIP***

**THIS IS TO KEEP CREWS/ASSOCIATES INFORMED ON CLUB NEWS - THE COST IS TO  
PAY FOR PRINTING AND MAILING**

**MEMBERSHIP      \$25**

**STUDENTS 50 % OF ABOVE FEES**

**MEMBERSHIP NOT PAID BY 1 ST NOVEMBER WILL BE SUBJECT TO \$10 PER RACE DAY FEE.**

## ***A FEW INTERESTING NOTES***

**AS YOUR CLUB RACES SUMMER AND WINTER THAT WORKS OUT AT LESS THAN \$3 PER  
SATURDAY - \$15 to \$65 TO THE FOOTBALL - \$35 to \$70 TO WATCH ONE DAY CRICKET.**

**WOY WOY CHARGE \$120 P/A**

**RATHMINES \$150**

**KURNELL \$265 APPROX (IF YOU RACE EVERY DAY)**

**PITTWATER CATAMARAN CLUB**

**ONLY RACE IN SUMMER**

**ONLY RACE IN SUMMER**

**ONLY RACE IN SUMMER**

**RACE SUMMER AND WINTER**

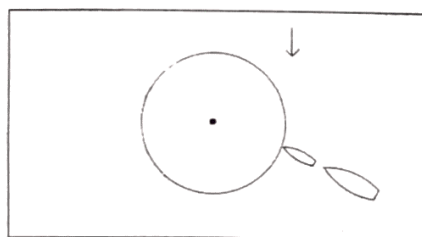


## The Two Length Zone A Refresher On Mark Passing

As we all know, marks are where the fleet comes together again after spreading out on the previous leg. The Racing Rules of Sailing require obligated boats to keep clear or to give room and place a special emphasis on the area surrounding the marks. However, it may be necessary for a boat to commence to give room before entering the two-length zone. Strong winds or tide and high boat speed may dictate early action. A 49er in a fresh breeze will certainly require earlier action than a slow cruising yacht.

If you need a parameter for judging when you have to begin giving room, try common sense. That always works when used!

The two-length zone is defined as "The area around a mark or obstruction within a distance of two hull lengths of the boat nearer to it."

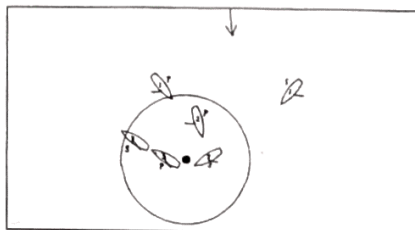
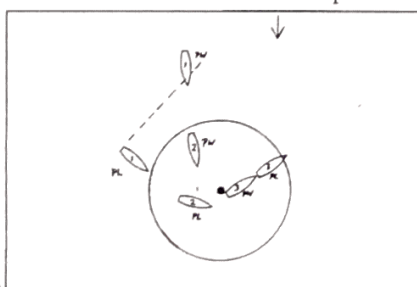


**Diagram 1.** You are sailing a 20-foot boat and approaching a mark followed by a 45-footer. The two-length zone in relation to these two boats starts when 40 feet from the mark as you are the nearer boat to the mark.

### 18.2 Giving Room; Keeping Clear

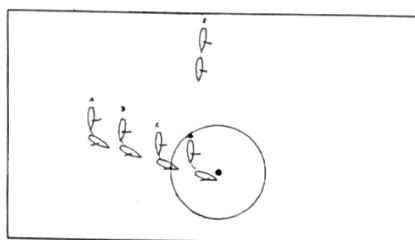
(a) When boats are overlapped before one of them reaches the two-length zone, if the outside boat has right of way she shall give the inside boat room to pass the mark or obstruction, or if the inside boat has right of way the outside boat shall keep clear. If they are still overlapped when one of them 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.

**Diagram 2.** PL must give room to PW to round the mark until PW has passed it. If



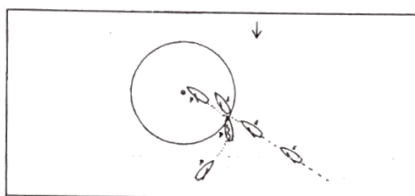
contact occurs or if PL fails to give PW room before position 3, PL has infringed.

**Diagram 3.** S must give room to P to round the mark until P has passed it. If contact



occurs or if S fails to give P room before position 3, S has infringed.

**Diagram 4.** C and D entered the two-length zone while E was still clear astern so they



do not have to give room to E. However, A and B must keep clear of E until E has passed the mark.

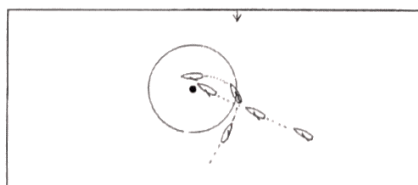
### 18.3 Tacking

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.

**Diagram 5.** P completes her tack inside the two-length zone clear ahead of S, and infringes if S thereafter has to sail above close-hauled to avoid P.



**Diagram 6.** P completes her tack inside

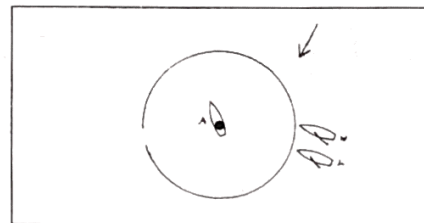
the two-length zone clear ahead of S, and infringes if she does not allow S room to pass the mark.

Remember that the two-length zone also applies to obstructions. The rule says a boat racing is not an obstruction unless you are required to keep clear of her or give her room. Obviously when approaching a boat that is not racing, the International Regulations for Preventing Collisions at Sea apply and that boat will rank as an obstruction to you if you have to keep clear of her.

**Obstruction:** "An object that a boat could not pass without changing course substantially, if she were sailing directly towards it and one of her hull lengths from it. An object that can be safely passed on only one side and an area so designated by the sailing instructions are also obstructions. However, a boat racing is not an obstruction to other boats unless they are required to keep clear of her or give her room."

**Diagram 7.** Both W and L are clear astern of A and therefore A ranks as an obstruction to them. L may elect to pass to windward or leeward of A. If deciding to pass to leeward, L must give W room to do likewise; if L decides to pass to windward, W must keep clear.

Remember that, in case of doubt, "Stay out!" Rule 128.2(c) states that if there is a reasonable doubt that a boat established or broke an overlap in time, it shall be presumed that she did not.



Finally a reminder that the YA office is there to help you. If you have a particular problem with a rule, help is usually a phone call away.

**References:** Definitions of mark and obstruction, racing, room, keep clear, Racing Rules of Sailing Rules 18.1, 18.2, 18.3. The International Regulations for Preventing Collisions at Sea.

**Grahame Burt**  
Chairman of the Racing Rules Committee