

MAINSHEET



Merry Christmas and a Happy New Year
DECEMBER 2000/JANUARY
and FEBRUARY 2001

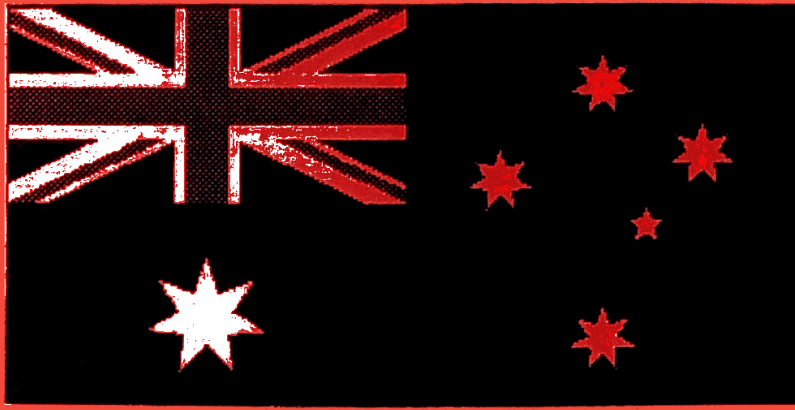
www.pcc.org.au



Members Contact Details

Skipper	Class	Sail No	Phone\AH	Mobile\BH	Email Address	Office
Ainslie Gordon	Crew	104300	99794969	0401716418	agordon@adecco.com.au	
Angela Goodwin	Tornado	AUS 293	99744759	0411212733		
Bill Sykes	Hobie 16	71 or TNT	99052016	99052016 w	bill_sykes@hotmail.com	
Brad Ashmore	Hobie 16	103214	98901469	0407654233	brad@pcc.org.au	Vice Commodore
Chris Cook	Hobie 16		99547109			
Chris Doig	Hobie 18	11457	96861278	0417486503	chris@arunta.com.au	
Chris Veyrac	Hobie 16	99999		0418241745		
Damien Miller	Hobie 16	36	99133137	0427494655	dameg@attglobal.net	
David Haworth	Hobie 16	97237	99826674	0419203613		
David Elwers	A Class		9365 0859	0429904626		
Frank Costanzo	Hobie 16	Fosters	99186339			
Garth Fisher	Hobie 17	2336	9873 2975	0412230733		
Geoff Watson	Taipan 4.9	AUS126	99294138	0418214401		
Graham Allen	Taipan 4.9		98768573	0412056300	grahamallen@ozemail.com.au	
Guy Machan	Hobie 17	1885	98948115	0408020524	guy.machan@anz.ccamatil.com	Secretary
Hal Evans	Hobie 16	103119	94849215	0419801899	halevans99@yahoo.com	
Jan Jensen	Hobie 17	2735	99054869		nautilus@tig.com.au	Commodore
John Forbes	Tornado	AUS 303	99829995	0418267755	gonzo@acay.com.au	
John Goldsmith	Tornado	AUS307	93898809 w	0412023720	goldsmith_john@hotmail.com	
John McCormick	Hobie 16	32	OS	OS	mackers@bigpond.com	
Kevin Moffatt	Hobie 16	95887	99051146			
Kim Lacey	Crew	103214	94608768	0407228236	klacey@it-p.com.au	
Kyle Amadio	Hobie 18	7434	96743091	0411707081	kylea@oryx.com.au	Treasurer
Laurie McDonald	A Class	733	99189249	0419405133	macroofing@bigpond.com	
Mark Johnson	A Class	AUS712		0412273167		
Mark Oastler	A Class	724	94841107	0412611017	marko@au1.ibm.com	
Mark Glindeman	Hobie 16			0408208053		
Mark Uren	Hobie 17	5960	98768602	0418474235	markuren@cabling.com.au	
Matthew Wyndham	Taipan 4.9	AUS104	94892603	0416242339	mwyndham@optusnet.com.au	Race Secretary
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		96602636	0415932740	peterodonn@ozemail.com.au	
Peter Stucken	Hobie 16	13	94495324	0418219440	pete&fi@condux.com.au	
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	89669391			
Ross Porter	Hobie 16		65847073	0419991004	rporter@one.net.au	Life Member
Russell Sheppard	Hobie 17	2912	99972128	0418 281308	7.30syd@your.abc.net.au	Magazine Editor
Sam Wood	Hobie 16	99373	99883850			
Simon Taylor	Hobie 16	99876	99731983	0409598884	fpeters@au1.ibm.com	
Stephen Medwell	Nacra 5.8	??	96751483			
Steve Howe	Taipan 4.9	AUS161	99991533	0410497400	howe@acay.com.au	
Steven Steggerda	Hobie 16	??	99566569	0416248545		
Stuart Lake	Taipan 4.9		9489 7440	0417283641	lakestuart@ozemail.com.au	
Tony Hodson	Hobie 17	2504	99481208			
Upu Kila	Hobie 16	104300	94017292	0413 04750	oopsy@optusnet.com.au	

A complete updated contact list will appear in the next MAINSHEET, if you have trouble contacting a member, phone Russell on 9997 2128.



AUSTRALIA DAY MARATHON

FRIDAY 26 TH JANUARY 2001



RIGGING FROM 10.00 a.m.
BRIEFING 11.00 a.m.

**Prizes will be presented at the Australia Day Dinner at Sydney
Town Hall.**

Drinks in the park after the marathon.

Enquiries Jan Jensen 99054869

CLUB T-SHIRTS and SWEATSHIRTS

***HAVE YOU PURCHASED YOURS ?
SEE UPU AT SAND POINT***



MAINSHEET

Mainsheet is the newsletter of the Palm Beach Sailing Club and is published 5 times a year.

FEBRUARY - MARCH

APRIL - MAY - JUNE

JULY - AUGUST - SEPTEMBER

OCTOBER - NOVEMBER

DECEMBER - JANUARY

All correspondence to :

P.O. BOX 120. MONA VALE 1660

Phone : 99972128

Fax : 99504788

E-mail : 7.30syd@your.abc.net.au

Web site : www.pcc.org.au

Commodore

Vice Commodore

Secretary

Treasurer

Race Sect

Mainsheet Ed

Jan Jensen

Brad Ashmore

Guy Machan

Kyle Amadio

Matt Wyndham

Russell Sheppard

99054869

98901469

98948115

96743091

94892603

99972128

COMMODORE'S REPORT. DECEMBER 2000.

What has the Palm Beach Sailing Club done to upset Neptune Rex? Over the past 18 months all our regattas have been failures where wind and weather has been concerned, they all appear to follow the same pattern, one day rain and little wind and the next a little less wind. Even so there was a good turn out for a frustrating two days of sailing. Thanks are extended to those members who gave of their time and energies to ensure the regatta was well organised, thanks also to Sailing Scene for those special canary yellow T shirts.

The next regatta that members should put in their diaries is the Australia Day Regatta on Friday 26 January 2001 sponsored by Phillips. Members should be aware that the club's perpetual trophy which is currently held by Sailing Scene will be contested at this event. Additionally the regatta management have decided to strike a special Medallion to mark the Centenary of Federation. This together with the various prizes for divisions will be presented at the official prize giving ceremony at the Town Hall in March 2001. More details of courses and divisions etc will be advised at a later date.

On matters of management, we have requested financial assistance to the Dept of Sport and Recreation for the construction of a pergola at the RBF in addition to landscaping the surrounds.

As of October the club had approximately 28 fully paid-up members, with the club's finances standing at about \$31,000.

Details of the RBF progress etc will be covered in Russel's report, but we would hope that the building will be completed to lock up stage by the end of the year. The foundation stone has been laid we have not yet decided when the official opening will be and the committee will be discussing this at our next meeting together with a decision on the clubs new Logo.

As mention at the last AGM the club is looking for more sponsors and members are requested to be proactive in seeking out new sponsors and to bring any ideas to the attention of the committee. This would be particularly relevant once we have completed the RBF, when we will be giving consideration to the financing of a new boat.

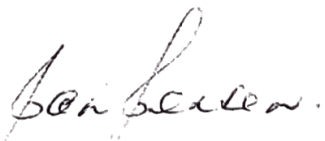
Finally I wish all our members the Compliments of the Season and good winds in 2001.

Answers to the last nautical Quiz.

1. **Baggywrinkle.** Servicing (wrapping) teased rope yarns or leather around standing or running rigging to prevent chaffing.
2. **Bitter End.** Inboard end of a ship's cable.
3. **Catspaw.** Light puff of wind on a calm day.

December's Quiz.

1. What is the transverse thrust?
2. What is a bumpkin?
3. What is a bunt?



Jan Jensen.

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
13 th JAN	SAM WOOD/JAN JENSEN
20 th	DAVID ELWERS/MARK OASTLER
26 th	TBA
27 th	KEVIN MOFFETT/STUART INNES
3 rd FEB	BRAD ASHMORE/ROD WATERHOUSE
10 th	PETER STUKEN/CHRIS DE VEYRAC
17 th	MARK UREN/GARTH FISHER
24 th	LAURIE McDONALD/STEPHEN MEDWELL
3 rd MAR	DAMIEN MILLER/BELINDA ZANESCO
10 th	CHRIS CROOK/KYLE AMADIO
17 / 18 th	MATTHEW WYNDHAM/RUSSELL SHEPPARD/ROSS PORTER
24 th	UPU KILA/STUART LAKE
31 st	DAVID FISHER/JOHN GOLDSMITH

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.



WORKING BEE

THIS SATURDAY 13 TH

BE THERE !!!

0830

DON'T FORGET
YOUR BOAT !!!



BRING SHOVELS/SPADES/BARROWS ETC
PHONE MIKE 9918 7024

Tornados get extra oomph

SYDNEY Olympics silver medallists Darren Bundock and John Forbes reckon they're on track for gold in 2004 with the International Sailing Federation's move to put some more zip into the Tornado catamaran class for the Athens Games.

The new look will be achieved by the addition of a spinnaker and twin trapeze, a move the northern beaches pair say will greatly assist them and remove any advantage the Austrian gold-medal winning team of Roman Hagara and Hans Peter Steinacher had over them in Sydney.

"The added spinnaker more than doubles the current sail area on the already awesome high speed catamaran when sailing downwind which would remove any advantage lighter weight teams currently have in the class," Forbes said.

He said this advantage was obvious during the 2000 Games when Sydney experienced over seven days of competition winds of 10 knots or less, allowing the Austrians to win the gold with two races to spare, ahead of the Australians who were 20kg heavier.

Forbes said the addition of the spinnaker would not only present great speed advantages in light winds, but would also provide the class with more colour and excitement as well as a greater sponsorship opportunity with a 21sq m billboard at the front of the boat.

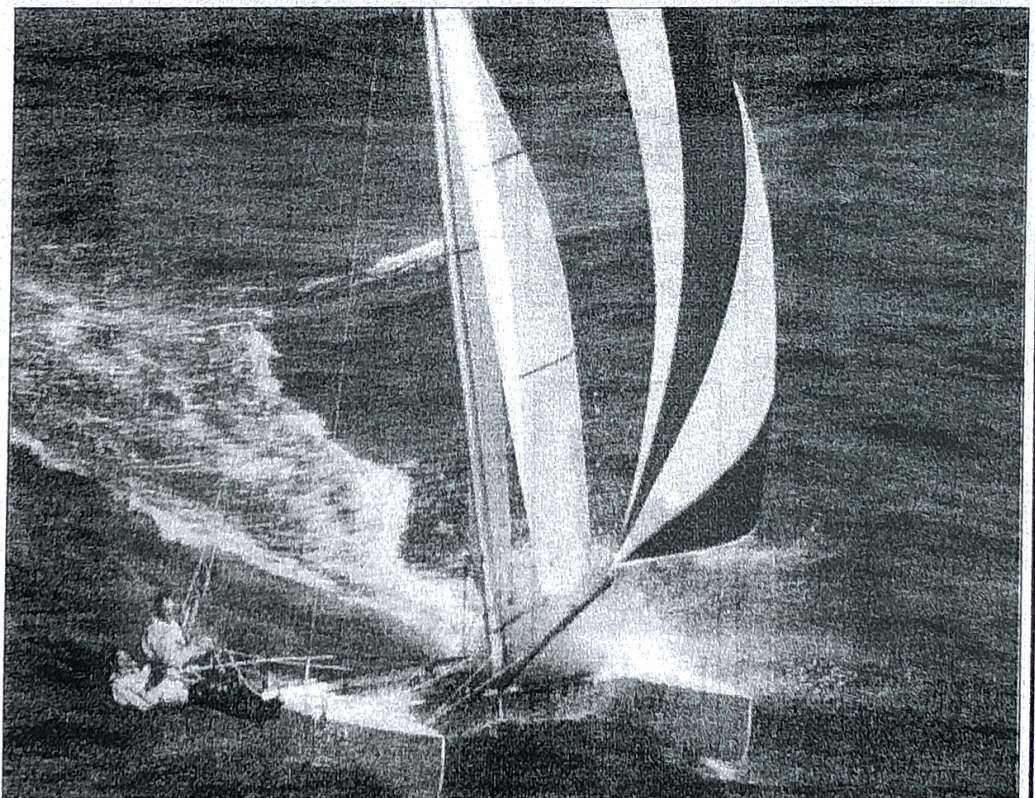
Bundock and Forbes have already committed themselves to another

Olympics campaign. Forbes, who won the bronze medal in Barcelona in 1992 with Mitch Booth and was the first Tornado sailor to win three world crowns (one of them in 1998 with

Bundock), said it was only natural for him to try to win the gold medal in Greece.

The spinnaker is expected to make its official appearance in Tornado racing in late 2001 or early 2002

after the International Tornado Association establishes a set of rules and guidelines for the new rig additions and has them ratified by the International Sailing Federation.



The Olympic Tornado catamaran, complete with spinnaker and twin trapeze, just approved for the 2004 Olympics
Photo: ANDREAS KING

THE WEEK

THURSDAY

The week is nearing an end, check that your crew is OK for Saturday, if not, get on the blower straight away to Upu.

FRIDAY

While your having drinks after work, go through the check list in your head, is everything on the boat in racing mode, do I have to stop at Sailing Scene or Jolly Roger!?!?!!!!!

SATURDAY

is sailing day

Just because the sky is a little overcast, blowing the dogs off chains, a slight drizzle, no wind or a slight hangover, dont stay at home, dont look for an excuse - the world looks a whole lot better at Palm Beach - worst case scenario, we have to drink the esky dry.

come sailing!

SUNDAY

Mow the lawn, paint the facia, load of rubbish to the tip, barbie with friends, wash the car, visit the mother-in-law, take the kids to Maccas, latte at the local coffee house, paper and breakfast in bed - this is the serious brownie point day!!!

MONDAY TO WEDNESDAY

Just good old 9 to 5.



PITWATER SAILORS PROFILES

No. 1

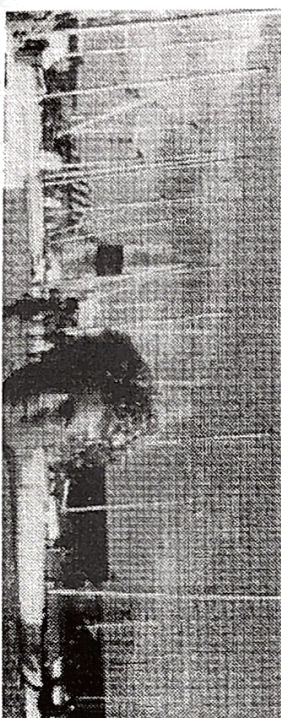
John Forbes

Email: gonzo@acay.com.au
Position: Forward Hand
DOB 29/01/70
Occupation: Salesman - Milk Powder Distributors
Club: Pitwater Catamaran Club

John Forbes was introduced to catamaran sailing on an international level at the tender age of 12. He and father Bob went to the USA to compete in the 1982 Nacra 5.2 North American Championships where they placed fourth. The following year John and Bob attended the inaugural Nacra 5.2 World Championship where they came second, and John then travelled to Monterey Bay where, with fellow Australian David Renouf, they finished 4th place in the Nacra 5.8 North American Championship.

After this "deep-end dunking" as a crew John took over the helm of various types of catamarans and with brother Rod on a Nacra 5.2 won the 1985 Australian Combined High Schools Championship outright, winning a couple of the races in the series on handicap/yardsstick as well as outright. John, with Rod as crew, also came 3rd in the 1985 Nacra NSW State Championship, 1st in the 1986 Nacra NSW State Championship, 2nd in the Prindle 18 National Championship and 4th in the Nacra Australian Championship.

John's first introduction to the International Tornado Class was at the 1986/87 Australian Championship in Perth where, whilst only 16 he helmed his first Tornado catamaran and placed 10th amongst a star studded fleet including Multi Olympic Gold Medalist Poul Eivstrom, "the Great Dane".



John's youthful success and versatility, together with his accumulated competitive experience on different sized catamarans, resulted in him

Kiel Week Regatta followed by a second place in the 1987 Tornado Class World Championship.

In 1989 John teamed up with Hobie legend Rod Waterhouse to win the Australian Tornado Championship with a perfect score winning all 8 heats. Rod Waterhouse's inability to travel overseas in 1989 led John to join up with long time sailing rival Mitch Booth and together they won the 1989 World Championship. They also won the 1990 and 1991 Australian Tornado Championships.

A role reversal in 1991 saw John again taking over the helm to win the inaugural Nacra 5.8 World Championship. Mitch and John's credits also include winning the '92, '93 & '94 Tornado Australian Championships and in 1992 they won their second Tornado World Championship.

Gold and Silver medals were also won in the 1990 and 1991 Barcelona Pre-Olympic Games respectively, and the pair were rewarded when they won a Bronze Medal at the 1992 Barcelona Olympic Games. As a result they were jointly awarded the prestigious New South Wales Yachtsman of the Year trophy in November 1991 and again in 1992. As a final toast they were honoured, again jointly, with the distinguished award - as 1992 Ampol Australian Yachtsman of the Year.

A creditable second place was scored at the 1993 Tornado World Championship and was followed up by a third place at the 1994 World Championship.

A thirteen year relationship with the Tornado Class has also seen John give back an enormous amount of personal time and effort to both the Australian International Tornado Association (AITA) and the International Tornado Association (ITA). He was elected President of the AITA in 1994 taking over the reigns from Dr Peter Blaxland who had been President for the past 20 years. John's significant contributions to the Class both nationally and internationally led him to be re-elected again in 1996. At the ITA AGM in Canada in August 1995, John was also elected as President of the ITA in charge of International and Olympic affairs and was also responsible for the election of the new younger and pro-active Technical Committee of the ITA.

January 1995 saw a major change to John's Olympic Tornado Campaign with the much publicised break-up with

being approached by 1984 Olympic Bronze Medalist Chris Cairns, who asked John to sail with him. Together they won the 1987



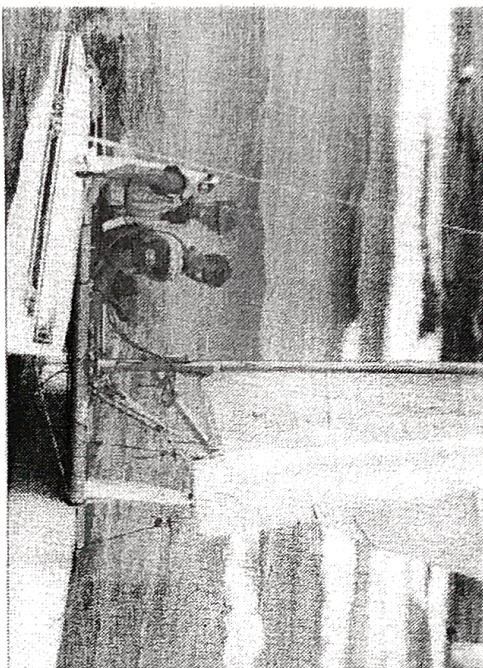
partner Mitch Booth.

John teamed up with his main competitor and long time catamaran sailor Darren Bundock who had impressed Forbes during his 1992 Olympic Games Campaign. Together they established a successful two-boat training campaign as part of their lead-up to the 1996 Selection Regattas.

Their successes stream-rolled by winning both the Sail Sydney Regatta and the NSW State Titles. An outstanding result at the Pre-Olympics in Atlanta saw the pair place 4th, just one point behind the Bronze Medal team.

One week later they followed up at the 1995 Worlds in Kingston, Canada with a final placing of 14th (8th Nation). Not bad considering on the second day of racing they were cut in half by an Austrian Team and were forced to miss both heats 2 & 3 of the series as their hull was beyond repair.

January 1996 saw Forbes and Bundock win the Australian Championship by a clear 10 points from a star studded international fleet in preparation for the 1996 World Championships. At the Worlds, Forbes and Bundock finished a brilliant third overall.



With the Olympic Selections up for grabs these two sailors believed they had proven beyond doubt that they were at the elite level required to bring home a Gold Medal from Atlanta. However, as a result of the Australian Yachting Federation changing the AOC endorsed Olympic Selection Criteria after the first of the

two Olympic Selection Regattas had been completed, John and Darren were denied selection to the Australian Olympic Team and forced to set their sights on Sydney 2000. Determined by the disappointment of denial of Olympic Selection, John and Darren kept the momentum of their Olympic campaign with training partner Andrew Macpherson. John and Darren dominated the Australian Tornado Regatta circuit and won the 1996 NSW and QLD State Championships.

1997 saw John and Darren top the Australian Yachting circuit by defending their National title crown in Perth, winning the International Sail Melbourne & Go for Gold regattas and placed second in the Sail Sydney regatta. John and Darren placed best Australian in both the 1997 NSW State Titles (3rd overall) and the Australian International Regatta, Sydney (2nd overall), a 5th place (3rd Nation) at the 1997 World Championship in Bermuda and then topped off the year by winning the 1997 Sydney International Regatta.

1998 started off with John and Darren winning their third Australian Championship in a row. In

May and June they went off to Europe to place third at both the European Championships in Greece and the Kiel Week event in Germany as well as winning the Danish Spring Cup and placing the best Australian in the Dutch based Spa Regatta.

In September, John and Darren sailed away with the GOLD at the Sydney Harbour regatta, organized by SOCOG as the first ever Olympic Test event.

In November John and Darren achieved their greatest feat to date winning both the South American Championship and the 1998 World Championship. They never looked back, winning the World Championship by an incredible 18 points.

John and Darren started off 1999 the way they left 1998 by winning Sail Melbourne which was represented by six nations. February saw the pair cross the Tasman to dominate the Sail Auckland regatta.

By the end of 1999 they had finished a four month European campaign and captured the Number 1 spot on the prestigious ISAF O'Neill

World Rankings after winning the Princess Sofia Trophy (Spain), the European Championship (Spain), Kiel Week (Germany) and placing 3rd in Hyeres and 4th at the World Championships in Denmark. By the end of January 2000 they were selected into the Olympic Team to represent Australia in their hometown Sydney 2000 Olympic Games. The rest, as they say, is now part of history.....



Sailing Highlights

2000

Olympic Games, Sydney	Silver
European Championship, Italy	2nd
Kiel Week, Germany	6th
SPA Regatta, Holland	2nd
Princess Sofia Trophy, Spain	3rd
World Championship, Sydney	6th
Australian Championship, Sydney	2nd

RESCUE BOAT FACILITY – UPDATE

Mike has been pushing things along, we will be having a working bee soon, I will contact you by e-mail on the date, mainly to clean up after the brickies and to dig the trenches for sewer and power.

The following work has been completed:-

- (a) The gate has been relocated.
- (b) The slab has been poured.
- (c) The brickwork has been completed, at a great rate thanks to Kevin's mates.

Laurie McDonald will soon be working on the roof, Mike and I will need help to get it laid.

We hope to have the official opening in March

When the Facility is to lock up stage, we will be looking for various items to fit it out, not to be seen looking a gift horse in the mouth - *BUT !!!!! please only new or items in excellent condition.*

GARDENING EQUIPMENT

MOTOR MOWER

WHIPPER SNIPPER

CLIPPERS/LONG HANDLED POLE CUTTERS

SPADES - SQUARE/ROUND NOSE/LONG HANDLED

RAKE/BARROW

MAINTENANCE EQUIPMENT

HEAVY DUTY RIVET GUN

ELECTRIC DRILL/CORDLESS DRILL/DRILL SET

HAMMERS/PLIERS/VICE GRIPS/SHIFTERS

METAL VICE

BATTERY CHARGER

SET OF RING SPANNERS/OPEN JAW SPANNERS

Any tools that would be useful in the maintenance of boat/motor/catamarans.

KITCHEN EQUIPMENT

ELECTRIC JUG/COFFEE MUGS/KNIVES/FORKS/SPOONS ETC.

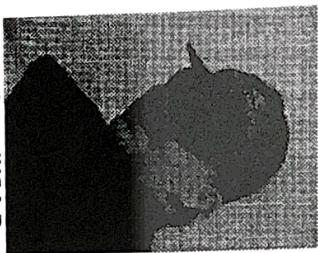
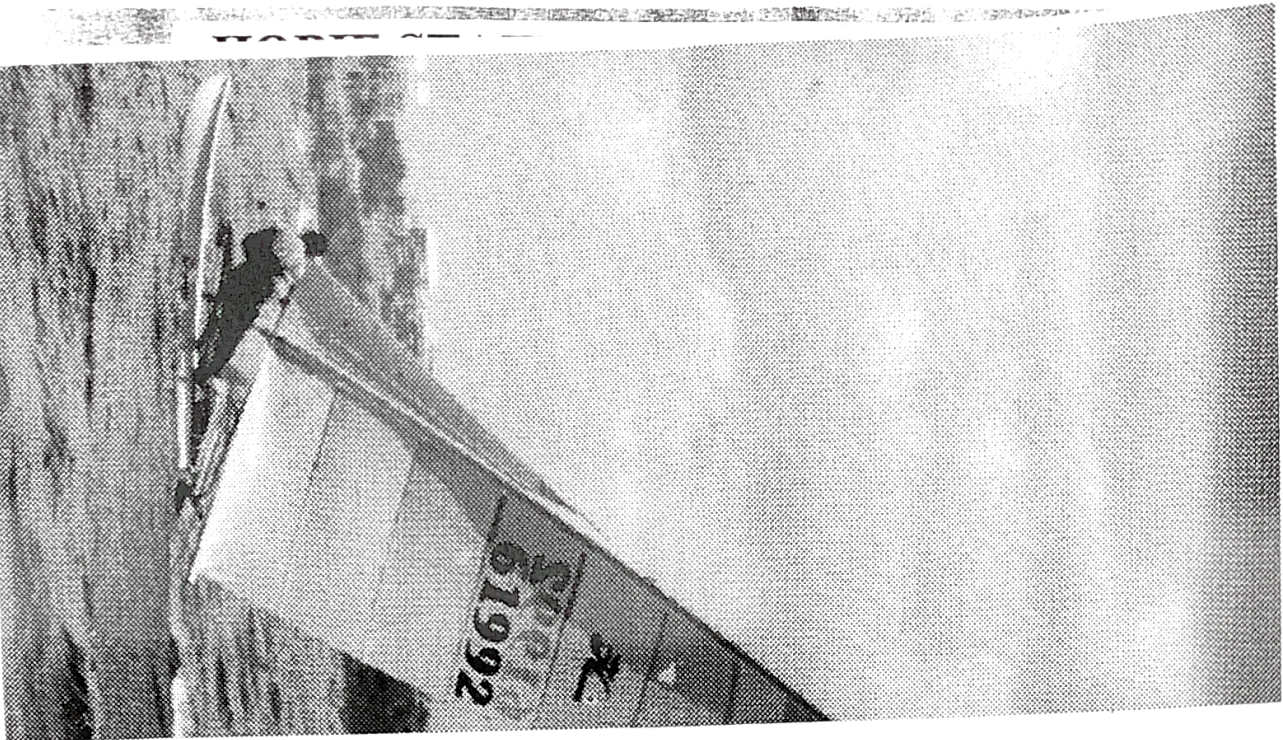
TELEVISION SET/ VCR

REFRIGERATOR (must be in A1 condition)

LOUNGE SUITE

MEMORABILIA

In particular PHOTOS (Sand Point and Governor Phillip Park), pennants, flags, trophies, medals, old catamaran magazines etc.



Thomas Poulsen, IHCA President

Dear Hobie sailors, friends and families....

This is the very first IHCA Newsletter with myself at the helm of the association. Do I need to say that I am both very honored and proud to serve as President of the IHCA. I can promise you all throughout the entire Hobie World that I will do my absolute best to live up both to your expectations as well as Mark Pryke, who I am succeeding.

Having said this I would also like to thank Mark with the following words:

On behalf of the International Hobie Class Association Executive, Council and Hobie Cat sailors around the world, I would like to send a sincere and very warm THANK YOU for the efforts you have put in to the IHCA over the past 3 years as President. This was only a small portion of the work you have contributed to THE HOBBIE WAY OF LIFE in your 25-year involvement with the class. The IHCA has grown under your guidance and leadership, but the whole time you always managed to maintain and make many new friends throughout the Hobie world. Whether you competed at the highest level in Hobie Worlds (finishing 7th in US Virgin Island) or as member of the International Jury, you have always put the class first.

We all wish you well in your retirement with your wife, Nancy. But we know if ever we need advice or help, you shall be the first person to come forward.

As to the future of the IHCA, I look forward very much to close cooperation first of all with my fellow Executive Committee members: David Brookes, Dick Blount, Bernd Aberle and Ron Palmer, with whom I will be in close contact on the day-to-day work. I am also looking forward to good team work with the rest of the Council, the manufacturers, the Rules Committee and of course the sailors from all over the world.

It is no secret that some areas are very close to my heart, and the main one is, as some of you know, the YOUTH!! We need to have youth programmes going - all over the world and we need them fast. As

some of you experienced yourself in Guadeloupe, the French youth programme is in a world of its own. The FFV has a ton of trainers, and the kids are really taken care of and kept in our sport with all kinds of motivation. The result? Well you saw that, too, if you were in Guadeloupe - bronze medal winners in the Hobie 16 Open François Morvan/Matthieu Vandame at the age of 16 and 17 only!! We can all learn a lot from this, and we should. It is nice to go to regattas and meet with all the good old friends, but all over the planet we need fresh blood in the classes. One way to get it could be to appoint a youth coordinator in all regions (any ideas - volunteers?) and have these guys work closely together setting up a programme. Another idea is to get something going with the Dragon, which we saw perform great in the French West Indies at the World Championship. The kids loved it, and there is certainly something to build on.

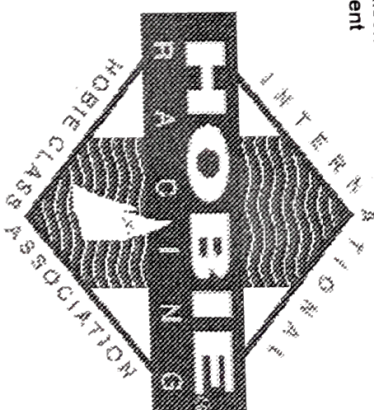
As to the regattas (Worlds) for the future, it seems like we are heading towards a Tiger Worlds in Italy in early July 2001 and a 16 Worlds in New Caledonia in April 2002. At the IHCA AGM somebody mentioned finding a place to host a 17 and 18 Worlds in USA, but to be honest, I think it will be hard to organize a Worlds for these two classes, since the numbers are down drastically. No news so far for the 14's. Potential organizers are more than welcome to contact Ron Palmer for further information.

Another thing is this newsletter you are sitting with right now. We would certainly like it to appear every 3 months or so, but it needs your help. Newsletters do not write themselves, you know, so I would ask all Regions to be kind enough to appoint a local "reporter" to be responsible for keeping the IHCA up to date with "local/regional" news. If you can do this, we can make quite a nice newsletter, with general news as well as a couple of pages reserved for each region.

With congratulations to all the winners in Guadeloupe I will end my little column for now.

All the best and see you somewhere on the water.....

Thomas Poulsen
IHCA President



HOBIE STATES 24 – 26 TH FEBRUARY

SAILING →

No Property

- 1 Fiesta Palms
- 2 Gilmore Court
- 3 40 Lawson St
- 4 42 Lawson St
- 5 Surfside
- 6 The Palms
- 7 4/56 Lawson St
- 8 Seabreeze
- 9 76 Lawson St
- 10 Calinda Sol
- 11 Beach Haven
- 12 Beach Cottage
- 13 Tradewinds
- 14 Eastpoint
- 15 1/35 Fletcher La
- 16 6 Marvel St
- 17 1a South Pacific Crt
- 18 110 Lighthouse Rd
- 19 James Cook Apts
- 20 162 Lighthouse Rd
- 21 164a Lighthouse Rd
- 22 150 Lighthouse Rd
- 23 5 Brownell Dr
- 24 9 Brownell Dr
- 25 33 Brownell Dr
- 26 45 Brownell Dr
- 27 55 Brownell Dr
- 28 12 Julian Pl
- 29 37b Julian Pl
- 30 23 Marine Pde
- 31 Kendall Beach
- 32 10 Childe St
- 33 12 Childe St
- 34 1/49 Childe St
- 35 Beachside
- 36 The Capes
- 37 Beach House
- 38 Lazy Daze
- 39 High Tide
- 40 The Links
- 41 19 Alcorn St
- 42 26b Alcorn St
- 43 35 Alcorn St
- 44 Byron Lakeside
- 45 91 Alcorn St
- 46 107a Alcorn St
- 47 Tuckeroo
- 48 Julia's Beach House
- 49 30 MacGregor St
- 50 Honeybrook
- 51 Oodgeroo Gardens
- 52 Puri Pantai
- 53 Cossies
- 54 Koranba
- 55 Seachange

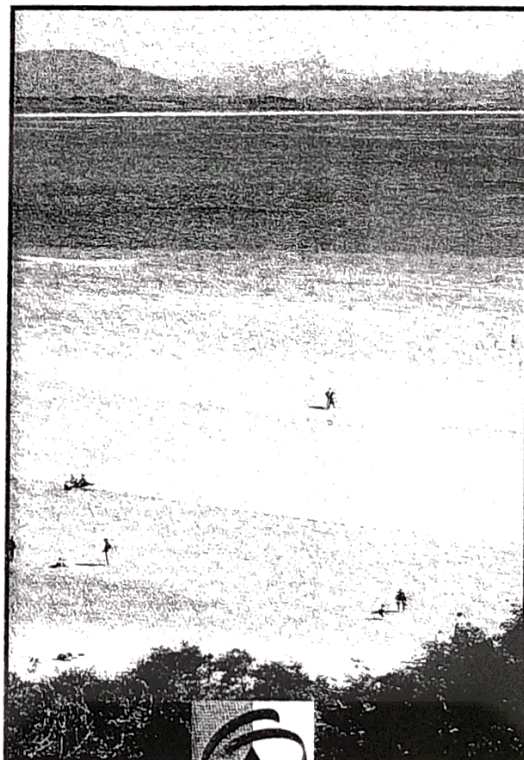
Properties	A
1 'Fiesta Palms'	400
2 Gilmore Court	500
3 Gilmore Court	350
6 Gilmore Court	450
3 40 Lawson Street	550
4 42 Lawson Street	750
5 'Surfside'	800
6 2 'The Palms'	750
4 'The Palms'	1000
7 4/56 Lawson Street	500
8 'Seabreeze'	600
9 1 & 2/76 Lawson Street	550
10 1 & 3 Calinda Sol	500
11 1 & 3 Beach Haven	500
6 Beach Haven	650
12 'Beach Cottage'	500
13 'Tradewinds'	500
14 'Eastpoint'	500
15 1/35 Fletcher Lane	380
16 6 Marvel Street	600
17 1a South Pacific Court	700
18 2/110 Lighthouse Road	400
6/110 Lighthouse Road	600
7/110 Lighthouse Road	700
8/110 Lighthouse Road	650
19 James Cook Apartments	650
20 162 Lighthouse Road	450
21 164a Lighthouse Road	750
22 150 Lighthouse Road	1000
23 5 Brownell Drive	950
24 9 Brownell Drive	2000
25 33 Brownell Drive	750
26 45 Brownell Drive	700
27 55 Brownell Drive	700
28 12 Julian Place	850
29 37b Julian Place	750
30 23 Marine Parade	900
31 Kendall Beach Apartments	400
33 12 Childe Street	1500
34 'Bayside'	320
35 'Beachside'	550
36 'The Capes'	450
37 'Beach House'	1500
38 'Lazy Daze'	400
39 'High Tide'	950
40 'The Links'	700
41 19 Alcorn Street	1200
42 26b Alcorn Street	350
43 35 Alcorn Street	550
45 91 Alcorn Street	650
46 107a Alcorn Street	800
47 'Tuckeroo'	1200
48 'Julia's Beach House'	1500
49 30 Macgregor Street	800
50 Honeybrook	300
51 Oodgeroo Gardens	1250
52 'Puri Pantai'	1000
54 'Koranba'	870
55 'Seachange'	940



Margaret Robertson

Byron Bay

HOLIDAY ACCOMMODATION



Margaret Robertson

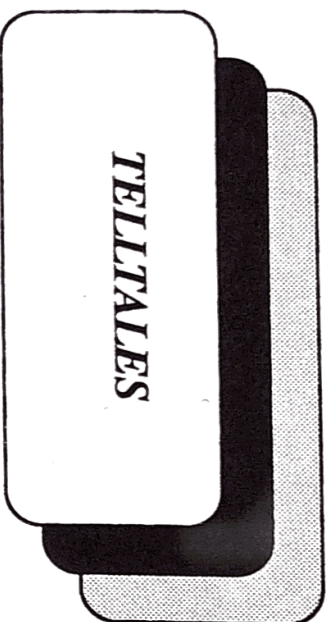
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We now know what sail shape we want and how to get it. But how do we know how to trim the sails to make them go fast? The answer is in those little ribbons that flutter on the sails.

Telltales were aptly named because that is exactly what they do—in fact, they actually are tattletales, because they warn us about what we cannot yet see.

Before telltales were invented, we had no warning that our sail was about to luff or stall. The only way to tell what your sail was doing was to let it out once in a while until the sailcloth visibly luffed and then pull it in until the cloth was smooth. And there was no way to tell if your sail was stalling.

But we're getting ahead of ourselves.

Let's talk about where to put telltales on the sails, and then we will explain how to understand what they are telling us.

WHERE TO PUT THEM

On your jib, place a pair of telltales (one telltale on each side of the sail) on each vertical third of the sail, approximately 9"-12" back from the luff. (See *Diagram 22.*)

On the main, place telltales on the first panel above the hounds, or the area where the sidestays and forestay join on the upper portion of your mast. (The reason for this position is that you want these telltales above the jib so they will get undisturbed air.) Place one telltale on each side ap-

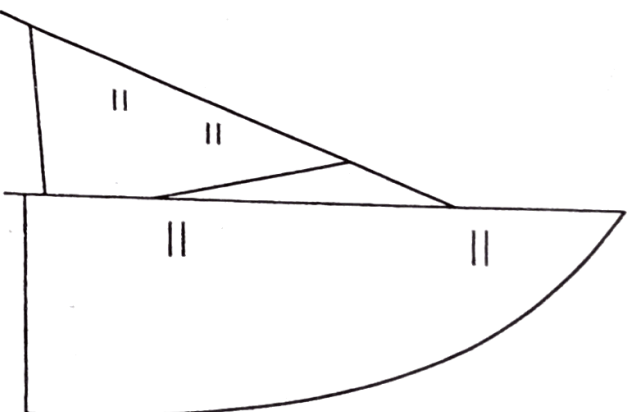


DIAGRAM 22

the right direction. In the days before sail telltales, those telltales on the side stays were all we used to sail our angle to weather. It was hard on the neck, but it worked.

WHAT THEY TELL US

Okay, now we have telltales on our sails — what do they do and what do they mean?

Their only function is to give us information about what the air flow across the sails is doing. This, in turn, tells us whether to sheet in or sheet out or head the boat down or head the boat up. Think of them as a little voice in your ear.

Some people put telltales all over their sails — that is too many little voices to listen to, and it can be more confusing than helpful.

Let's assume you have the four sets of telltales, placed in the positions recommended — two sets on the jib and two sets on the main.

approximately 12 inches aft of the luff. From that position go about halfway down to the tack and place another set of telltales approximately 12 inches aft of the luff. (See *Diagram 22.*)

You really do not need

any more telltales then that on your sails. I highly recommend that you place a telltale on each sidestay and telltales or a windvane fly on your bridle wires — they are helpful for orientating yourself with the true wind angle if you have a slow tack or go into irons or need to back up your boat. If it rains and your sail telltales are all plastered to the sail, you can use these additional telltales to keep yourself heading in

READING YOUR TELLTALES

When a telltale on the front side of the sail (the windward side) acts up, it means you are on the verge of a luff. The sailcloth may not yet show any signs, but the telltale, being lighter than the sailcloth, is the early warning signal. And it is actually showing you graphically what the wind is doing. It means one of two things is happening: Either you are pointing too close to the wind or your jib is not in tight enough.

To correct for the luff, you will either fall off the wind a little or pull in the sail a little.

When a telltale on the back side of the sail (the leeward side) acts up, it means you are stalling. Sirens should go off and signs should flash: "Take Corrective Action Immediately!" If your telltale indicates a stall, it means you are heading too far off the wind or your sail is in too tight. It also means you are going slow. The telltale is showing you what the wind is actually doing as it passes around the back side of your sail. In this case it would be blowing all over the place. What you want to see is a steady flow of wind across the backside of the sail. When the wind doesn't flow smoothly across the backside of the sail, then the sail is stalled and immediately loses nearly half of its potential power.

To correct for the stall, you have the choice of either heading up closer to the wind or easing your sail a little.

This is the basic principle of the telltales, and it would be easy except for one thing. We are not dealing with just one set of telltales — we have two sets on the jib and two sets on the mainsail, and they all must be tuned to each other — like a barbershop quartet.

TUNING THE SAILS BY THE TELLTALES

For going to weather:

When the jib is sheeted closehauled for going to weather, the upper and lower telltales should be doing the same things — the back ones should both be streaming back and the front ones can be acting up just a little. If they are not doing the same things, it probably means your jib traveler is not set in the right place — your sheet may be pulling down too hard on the leech or back too hard on the foot, causing the top of the sail to do different things than the bottom of the sail. (See "Strings to Pull" for how to adjust your jib leads.)

We will call the telltales on the leeward side of the sail (the side away from you, assuming you are sitting on the windward side of the boat) the "back" telltales. We will call the telltales on the windward side of the sail (the side toward you) the "front" telltales.

The back telltales will tell you if you are stalling; the front telltales will tell you if you are luffing.

LUFFING AND STALLING

Let's define the terms "luffing" and "stalling."

Luffing is easy, because it is something you can physically see, especially on the jib. If you head the boat up too far or let the sail out too far, the cloth along the luff of the jib will start to cave in toward you. This is called "luffing." If you let the sail out all the way or head way up into the wind, the jib will not just cave in, it will start flapping like mad — that is called a "full luff." Another word goes hand in hand with luffing, and that is "pinching." When you are trying to sail a little too close to the wind going to weather and are close to luffing — the cloth is looking a little "soft" along the luff — you are pinching. You are pointing high, but going relatively slow.

Stalling is not as easy, because it is invisible. It means you are sailing too far off the wind or that the sail is in too tight. There are no physical signs of it on the sail itself — you just keep going slower and slower. The stall is insidious and it is also the most disastrous thing you can do as far as killing boat speed. It is easier to recover from an occasional slight luff than from a stall.

The word "stall" is borrowed from aeronautics, where it means, "to lose the amount of forward speed necessary to maintain altitude and be controlled." For an airplane to stay in the air, it must have a certain minimum speed of airflow over the wing, or it will crash.

In the case of a sailboat, if the sail is too tight in relation to the wind angle, air flow diminishes over the "wing," (the back side of the sail), and the sail immediately loses power.

It is the danger of stalling that makes telltales on sails so invaluable, because they can warn of what we cannot see.

Here is how they work.

Once your jib telltales are both breaking and flowing in unison, look at your mainsail telltales. For going to weather, you only need to worry about the upper set of telltales, above the jib (the lower ones are going to flow no matter what, due to the air flow caused by the jib). Again, you want the upper back telltale flowing and the front one can be acting up a little.

If all three sets of telltales are doing the same thing, all the skipper needs to do is watch the lower set on the jib, because whatever that set does, the rest of them are doing.

Caution: If the front telltale on the mainsail is acting up and the front telltales on the jib are not, ease the jib a little — it means the jib is set a little tighter than the main and could be backwinding the main or closing off the slot. Or perhaps, if the jib is set properly, the mainsail may need to be sheeted tighter.

Now that we have telltale harmony, all the skipper needs to do is watch what those lower telltales on the jib are telling him. If they luff too much, he should fall off a little; if they stall at all, he should head up a little. Keep it out of a stall at all costs.

For going downwind:

For going downwind, just as in going to weather, you are going to set your sails, leave them in one position, and steer by those lower telltales on the jib. Now, of course, your sails are set very far out. The jib is held out with barberhaulers or hand-held by the crew, but it is still important that the sail be held in such a way that the top and bottom sets of telltales do the same things. If the top telltale is luffing before the bottom one, you need to pull down harder on the leech; if the top telltale is stalling and the bottom one is not, you need to ease up on the leech to let out the top of the sail a little.

As for the telltales on the mainsail, get the apparent wind at approximately 90 degrees to your direction (the bridle-fly or windward sidesay telltale pointing perpendicular to the boat). Then use the bottom set of telltales to adjust the traveler. Let the traveler all the way out. Then pull it in until the lower back telltale of the main begins to act up. Ease the traveler back down until the lower backside telltale on the main begins to stream. Cleat the traveler.

Next, trim the mainsheet until the top backside telltale acts up; then ease the mainsheet until that same backside telltale begins to flow. Cleat the mainsheet. Be sure the mast is rotated to 110-degrees or the top, back-

side telltale may never flow, due to the indentation created between the mast and the sail.

In other words the lower set of telltales is controlled by the traveler, while the top set of telltales is controlled by the mainsheet.

Now, just as in going to weather, the front telltale will be acting up a little, but if it luffs excessively, drive the boat deeper. If the back telltale stalls — well, just don't let that happen, but if it does, head up. Downwind, it is advisable to always keep the front telltale in a bit of a luff, but NEVER, NEVER let it stall.

For a Reach:

For the reach, as soon as you are on course, you will set your main traveler by the bottom set of telltales, just as you did downwind. You will not be "setting" the mainsheet and cleating it, as you would do upwind or downwind. Instead, you will be holding the sheet and playing it in and out to keep the upper telltales flowing.

Your jib lead settings will depend upon how deep a reach it is. If it is a fairly close reach, they can remain pretty much as they were for going upwind. If it is closer to a beam reach, you will want to move your jib leads more forward and out. For a broad reach, the settings will be as they are for downwind sailing.

The reach is the only point of sail where you will be adjusting the sails to the wind rather than steering the boat to the wind. Because of rapid changes in the apparent wind and in wind velocity on a reach, the sails must be played in and out constantly in response to the movements of the telltales, so it is important to know how to react immediately to what they are telling you.

Easy ways to remember what to do:

☛ If you are adjusting sails to the telltales, always move the sail **TOWARD** the telltale that is acting up or flying forward. i.e., if the back telltale acts up, let the sail out; if the front telltale acts up, pull the sail in.

☛ If you are changing the course of the boat in response to the telltales, always turn the bows of the boat **AWAY FROM** the telltale that is acting up or flying forward. i.e., if the back (leeward) telltale is acting up, head the boat up; if the front (windward) telltale is acting up, steer the boat to leeward.

☛ Move your tiller toward the side that is acting up. If the back telltale acts up, push your tiller away from you; if the windward telltale acts up, pull the tiller toward you.

PITTWATER CATAMARAN CLUB

Sand Point Regatta

SAND POINT off ILUKA ROAD PALM BEACH

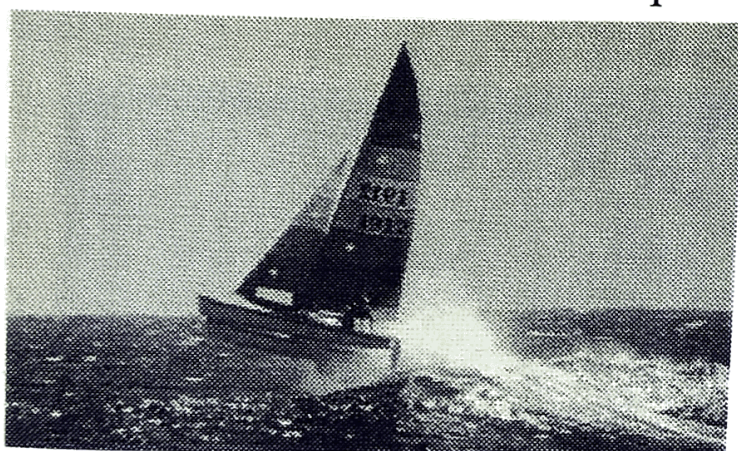
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	26	Australia Day Race (To Be Advised)
	27	Club Races (Taipan State Titles-Foster)
February	3	Club Races/Point score 5&6
	10	Club Races/Point score 7&8
	17	Club Races/ Club Championship 9&10 /Point score 9&10
	24	Club Races (Hobie State Titles-Byron Bay)
March	3	Club Races/Point score 11&12
	10	Club Races/Point score 13&14
	17/18	<u>Sand Point Regatta</u> (To Be Advised)
	24	Club Races/ Club Championship 11&12 /Point score 15&16
	31	Club Races/Point score 17&18
April	7	Club Races/Point score 19&20
	14	Club Races (Easter Weekend)
	21	Club Races/ Club Championship /Point score (If Required)
	28	Club Races/Point score 21&22



TACKLING – EVERYTHING, YOU AND YOUR CREW EVER WANTED TO KNOW

THE ROLL TACK

The catamaran roll tack, a modified version of the monohull roll tack, is the most important refinement in catamaran boat handling in the past decade. It is a crucial breakthrough in speeding up tacks and, for those who master the skill, opening up the weather leg to more effective use of tactics.

Here is where weight distribution plays one of its most critical roles, and it is equally effective on sloop rigs and on unrigs, although for the unrig it is imperative for successful tacks. The lesson we learn from how to use weight to turn a boat in a roll tack can also be used to control the boat when stopping, parking, getting out of irons or helping to save a tack when you inadvertently tack into a wave or a header.

The tack is initiated in a normal fashion, with the skipper saying, “tacking” or “hard alee,” and beginning to put the tiller over. At this point, as the boat just begins into its turn, the skipper must be moving back to the aft windward corner of the boat, and the crew (on a two-person boat) must immediately move back beside the skipper.

Both people stay in this position as the boat comes through the eye of the wind. At this point the crew goes diagonally across the boat and forward to the main beam on the new windward side. The skipper remains back in the corner of the old windward side until the boat is headed onto the new tack. At this point he crosses to the new side and goes forward.

Let's analyze what this weight distribution pattern is doing.

By moving to the aft windward corner as the boat is turning, you are lifting both bows clear of the water, reducing drag, and making it easier for the boat to turn. As the boat comes into the eye of the wind and the burden is released on the sail, you will actually be lifting the former leeward hull almost completely clear of the water, and the boat is pivoting on the back corner where your weight is concentrated.

The crew crosses to the new side first, pulling in the jib, which helps turn the bows even more onto the new tack.

The skipper stays as long as possible, so his weight can continue to assist the turn. When he crosses, he should switch his tiller behind the mainsheet blocks and immediately go forward beside the crew.

This final action of moving the weight to windward and forward gets that hull back down and flattens the boat, which helps the skipper bear off onto a close reach and get up speed before again heading up to his normal close-hauled angle.

Of course, a lot of other things are going on at the same time.

Let's first talk about the crew. When the turn is initiated, the crew will unclench the jib and hold it while moving back beside the skipper. As the boat is turning, the crew must watch the jib. As soon as the wind catches on the back side of it, the crew watches the telltales on the jib and eases the jib in unison with the boat's turning so the telltales will continue to flow. As the jib crosses the center line, the crew should be moving diagonally forward across the boat, taking the new jib sheet with him and continuing to ease the old sheet while bringing in the new sheet, attempting to keep the telltales flowing until the jib is sheeted on the new side.

Meanwhile, the skipper is steering smoothly and with steadily increasing pressure throughout the turn, without leaving his position. As the boat comes head to wind, the skipper should release about 2 feet of mainsheet and reclench it, also without leaving his position in that aft corner. After the boat is headed onto the new tack, the skipper comes across, switches his tiller, and moves forward, sheeting in the main **AFTER** the jib is in.

As you can see, the only thing about this tack that is different from a “normal” tack is the weight distribution.

Timing for this weight maneuvering is very critical. Go across too soon, and you kill the tack. Go across too late, and you will not accelerate out of the tack rapidly enough.

The roll tack works best in light and moderate air. In heavy air it can be done, but the waiting time on the old windward hull is down to a heartbeat for the crew and maybe two heartbeats for the skipper — otherwise, you risk capsize. However, the more practiced you get at this maneuver, the less trouble you will have under any wind condition.

On the Hobie 16 and the Prindle 16, very sensitive boats to fore-and-aft weight, the procedure is the same except that the skipper and crew will not move as far aft (to avoid risk of capsizing backwards).



For the unirigs, it is especially important to stay on the old windward side as long as possible, and then go forward rapidly to the main beam on the new side to help the boat bear off and promote acceleration. Unirigs need to exaggerate their turn more than sloop rigs and bear off a little farther onto a reach to build speed before heading back up. Not having a crew to help get the boat flat, the skipper has to move extra fast when he goes across and forward.

Unrig sailors have a natural tendency to get through the tack, move to the opposite side and sit near the back of the boat while they look up at their sail, trim it and wait for something to happen. Only after the boat starts moving do they go forward. If they stay on the old side until the boat is turned onto the new tack, then go across and forward AS or even before they begin sheeting the main, the boat will accelerate much faster and will have far less tendency to want to turn back up into the wind.

The wings on the Hobie 17, the Magnum, the SX, and the Hobie 21 help them to accentuate their roll tacks even more because of the added leverage. Sit on the wing at the back corner and stay there through the tack.

Remember, the ultimate is to virtually fly a hull briefly while you are still on the old side and then immediately get across and force the new windward hull down so the boat can bear off for a moment to pick up speed before coming back up to a close-hauled angle.

In the traditional tacking method, the crew went almost immediately across to the new side, and the skipper came across as the boat was going through the eye of the wind. Putting weight on the new side too soon keeps both hulls in the water, and the sails have to literally drag them around to complete the tack — a slow way to go.

An additional benefit of the roll tack is that the bows will be somewhat in the air and the wind will catch them and help blow them around to the new tack. For the unirigs, this helps to make up for the lack of a jib to help them through the tack.

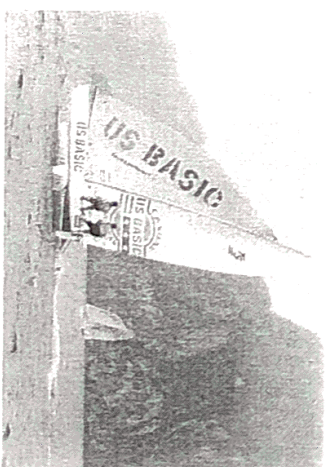
The steps for the roll tack, for skipper and crew, look something like this, on a very basic level:

Keys for the skipper (this goes for unirigs, as well):

1. Hard on the wind and mainsheet in tight.
2. Begin turn gently but apply steadily increasing pressure on the helm through the turn and move aft at the same time.
3. As the boat goes through head-to-wind, release approximately 2 feet of mainsheet (a little more for a unirig) and recleat it.
4. After the hulls are pointed onto the new tack, move directly across, transfer your tiller and move forward toward the main beam, heading down onto a close reach and sheeting in at the same time (if the jib is already in).
5. Build speed for a moment on the close reach and head up to close-hauled.

Keys for the crew:

1. Move aft with skipper, when he says "tacking" and begins the turn.
2. Take up slack from the lazy sheet (the sheet that is not doing anything on the current tack but that you will be pulling in for the new tack).
3. Uncleat the burdened sheet and grab the lazy sheet with your other hand right at the block.
4. When the wind catches the back side of the jib, begin easing the burdened sheet and simultaneously pulling on the lazy sheet, to keep the jib drawing and telltales flowing all the way through the turn.
5. AFTER the main goes over, cross the deck and go diagonally forward to normal position, continuing to pull the new sheet with you as you go. By pulling directly from the block and crossing the boat with that sheet, you have already pulled in 6 to 8 feet of sheet.
6. Sheet in until the jib is set.



NEVER LET GO OF THE TILLER. For a fast tack, it is imperative that you NEVER let go of the tiller at any point during and NEVER allow the rudders to straighten out even for a flicker of a second.

By straightening out the rudders detaches the flow of water from the boat, dramatically slowing the tack. Because the boat is moving slowly through the middle part of the tack anyway, it is difficult for the water flow to change when the rudder returns to its proper turning angle. Remember, the rudder does not have water moving over it, it cannot steer.

At the point where most skippers have a problem with letting their rudders straighten out is the transfer of the tiller extension behind the tiller system. However, if you do a roll tack properly, this should not be an issue.

As you see, you will be sitting on the old windward corner and steering the boat through the turn. By the time you head over to the other side of the tiller, you will already have the boat pointed in the new direction when you transfer the tiller. By the time you make the tiller transfer, you have already completed a great tack and your rudders are already straightened out.

For folks that get in trouble and let the rudders straighten out during the tack are the ones that are coming across too early. If they do not make the tiller transfer, the rudders will straighten and the tack will slow considerably, or worse. So don't worry about it. Do a roll tack, stay on the old windward corner until the tack is completed, and the rudders will be straightening all the way through the turn.

This does not mean you are free to be sloppy and jerky when making the tiller transfer, however. You always want to keep one hand on the tiller while flipping the extension around. You don't want to jerk the rudders and detach water flow any more than you want to jerk your boat and detach air flow.

the new tack, go diagonally forward to the opposite windward corner. If it is light air and the crew is on the leeward side of the boat, clear up on the bow, he must go diagonally back across the boat to sit beside the skipper and then, after the boat is around on the new tack, simply moves straight forward to again be positioned on the new leeward bow.

✓ We talked about "sailing" the jib through the tack. You may be accustomed to backwinding the jib through the tack (keeping it cleated until the boat is around and then releasing it and snapping it in on the new side). It usually is not necessary to backwind the jib in a properly executed roll tack. Just watch the telltales and try to keep them flowing as the boat, in effect, turns underneath the sail. Keeping the jib sheeted flat to backwind on the old side is like putting out a brake to slow the boat.

✓ In order to "sail" the jib through the tack, you MUST uncleat the jib BEFORE it backwinds. Once the wind gets on the back side of the sail, it can be very difficult to get the sheet out of the cleat because of the pressure. That is when you end up diving across the tramp and yanking it out of the cleat with both hands.

✓ The Hobie 16 jib, because of its full battens, can be difficult to tack in light air. It keeps getting caught on the mast. One way to minimize this problem is to cut the protruding ends of the battens off as short as possible.

There is a technique for getting the jib across without touching the mast. Grasp the clew of the sail, pull down on it and at the same time push forward to bend the battens to create a bow in the direction you want the sail to go. While holding the sail with the bow in it, pass it across in front of the mast. Mission accomplished. (The secret is in having the sail bow in the right direction. If you are trying to get the sail across to the starboard side, you must bow the battens to starboard.)



How did a polar bear get on the Bundy Bottle?

Quote from the Bundaberg Rum bottle - 'The polar bear may seem a curious emblem to originate in Bundaberg, the heart of Queensland's sunny sugar cane country. The designer of the distinctive square Bundaberg bottle believed a bear was the perfect symbol for a drink that would "ward off the wickedest cold".'

However, Boating OZ heard another story this week after racing around Sydney Harbour for a bottle of rum. Brett McMahon won the race and mentioned to us that his father Sam had designed the Bundy bottle. Sam was the distributor for Bundaberg Rum for all the world except Queensland. The rum was delivered in kegs to Sam's company, Australian Rum Distillers at the Argyle Bond Store now the Argyle Centre at the Rocks in Sydney. From here, the rum was put into used coke bottles and sold.

In the late 50s Sam set up a bottling plant and designed the 'distinctive square Bundaberg bottle' to stand out on the shelf by the light reflecting off the top two corners of the bottle. The bottom of the bottle was tapered for slipping into a carton easily. The original bottle had raised edges around the labels so they would not catch when packaging.

Sam McMahon was responsible for the polar bear on the label as McMahon means 'son of a bear' and his favourite bear was the polar bear.

Sam promoted Bundaberg Rum at the snow as a cure for colds when he worked in Perisher in the early days of the Sundeck, hence Bundy's popularity there today. We are curious to know when the tradition of yacht racing for a bottle of rum started. We know that rum has always been the sailors' drink but when was it first given as a prize?

Spectacular sailing photos on show for Youth World event

An exhibition of 27 sailing photographs taken by Peter Bentley will be on show at the Manly Art Gallery to co-incide with the 13th Volvo Youth Sailing ISAF World Championships, being staged in Manly, between December 29 and January 5.

The exhibition is on show from Friday December 8 to January 14, featuring images

taken around the world, including two pictured from Sydney Harbour in 1999. For one of his images Bentley notes he waited three weeks.

More than 243 athletes from 34 countries are expected to compete in what is regarded as the world's premier sailing event for young sailors.

The events will be held on Sydney Harbour between



Above: 49ers in pre-Olympic Regatta Sydney Sept 99. Below: Tornado at speed taken from a helicopter on Sydney Harbour



December 29 and January 5, with races scheduled to run twice a day on courses between Manly and Rose Bay.

This is the 13th

from the Olympic Mistral Windsurfing Class, to the Double-Handed 420 class.

Since beginning in 1983, the Youth Worlds have been the starting block for many of the

Beware of Bullets Regatta

Skipper	Boat	Sail No.	Race 1	Race 2	Race 3	Race4	Race 5	SUM
Hobie 16								
Upu Kila	H16	104300	2	0.75	3 d		0.75	6.5
Chris De Veyrac	H16	99999	3	2	6	2 d		13
Mike Warren	H16	104818	6 d		0.75	3	4	13.75
Damien Miller	H16	36	4	4	5 d		3	16
David Fisher	H16	103542	d	3	4	6	5	18
Rod Waterhouse	H16	104297	0.75	5	2	13 d		20.75
Brad Ashmore	H16	103214	8	6	7	0.75 d		21.75
Sam Wood	H16	99373	5	10	8	4 d		27
Simon Taylor	H16	99876	9	9	10	13 d		41
John Sweeny	H16	104504	13	8	9	13 d		43
Kevin Moffat	H16	99997	13	12	13	13 d		51
Total Entrants 11								
Hobie 17								
David Cogdon	H17	2071	0.75	0.75	2	2		5.5
Garth Fisher	H17	5617	2	2 d		0.75	3	7.75
Frank Costanzo	H17	2497	3	3 d		3	0.75	9.75
Tony Hodson	H17	2504	4	4	0.75 d		2	10.75
Russell Sheppard	H17	2912	5	5	4	6		20
Jan Jensen	H17	5735	7	6	6	5		24
Toatl Entrants 6								
Miscellaneous								
Grant Pellew	Tig	456	d	2	2	0.75	0.75	5.5
Steve Kiely	H18	16650	5	3	0.75	2 d		10.75
Martin Dunlop	T	260	d	7	6	4	2	19
Angela Godwin	T	AUS-293	0.75	4	6	11 d		21.75
Kieran Foster	Hydra	422	3	0.75	10	11 d		24.75
Kyle Amadio	H18	16607	6	5	3	11 d		25
Brian Medlow	T4.9s	AUS-099	2	10	4	11 d		27
John Goldsmith	Tc	307	7	6	7	13 d		33
Graham Allen	T4.9cat	AUS-128	13	13	13	3 d		42
Total Entres 11								

