

MAINSHEET



The Barrenjoey Lighthouse at Palm Beach

December 2001/January 2002

MEMBERS CONTACT LIST

FirstName	Family	Class	Sail no.	AH	BH / Mobile	E-mail Address	
Ainslie	Gordon	crew		99708834	04014733745	Tracks1@bigpond.com.au	
Andrew	Nelson	Hobie 18	7084			andrewjnelson2000@yahoo.com.au	
Andrew	Tuite	crew					
Belinda	Zanesco	Hobie 16	104960	9337 6242	0408525683	bzanesco@boags.com.au	
Bill	Sykes	Hobie 16	71 or TNT	99052016	99052016	bill_sykes@hotmail.com	
Chris & Lynn	De Veyrac	Hobie 16	104959		0418241745	cdeveyrac@groupeseb.com.au	
Crook	Chris	Hobie 16	97381	89669137	0419207581	chrisandsophie@hotmail.com	
Damien	Miller	Hobie 16	36	99133137	0438884655	dammeg@attglobal.net	
David	Bonallo	Hobie 18		99731871	0415 234658	ndraf@ozemail.com.au	
David	Elwers	A' CLASS	76	9.3650859	0429904626		
David	Fisher	Hobie 16	103542	94848800		davidf@acay.com.au	
David	Lawrence	Hobie 18	16649	98710101	0407833324	david.l@hotmail.net.au	
Felicity	Peters	Hobie 16	99876	99731983	0419471520	fpeters@au1.ibm.com	Secretary
Frank	Costanzo	Hobie 17	17	99186339	0403260258	fcostanzo@sia.net.au	
Garth	Fisher	Hobie 17	2336	98380992	0412230733		
Geoff	Watson	Taipan 4.9	AUS126	99294138	0418214401		
Glenn	Brown	A' CLASS	AUS763	99976602	04160000775	gbrown@intocom.com.au	
Graham	Allen	Taipan 4.9	AUS128	98768573	0412056300	grahamallen@ozemail.com.au	
Guy	Machan	Hobie 17	1885	98948115	0408020524	guy.machan@anz.ccamatil.com	Vice Commodore
Hal	Evans	Hobie 16	103119	94849215	0419801899	halevans99@yahoo.com	
Jan	Jensen	Hobie 17	5735	99054869		nautilus@tig.com.au	Commodore
John	Blackburn	Hobie 17			0400694396	j_blackers@bigpond.com	
John	Forbes	Tornado	AUS303	99829995	0418267755	gonzo@acay.com.au	
John	Goldsmith	A' CLASS	AUS750		0412023720	goldsmith_john@hotmail.com	
John & Robin	McCormick	Hobie 16	99102	99994990		mackers@bigpond.com	
Kerli, Ali, Dan	Corletts	Hobie 16		99992401		info@sailingscene.com.au	
Kerry	Arden	Hobie 16	104294	98997858	0412894604	kesumi@ozemail.com.au	
Kevin	Moffett	Hobie 16	95887	99051146		lianehar@ozemail.com.au	
Kyle	Amadio	Hobie 18	16607	96743091	0411707081	kylea@oryx.com.au	Treasurer
Laurie	McDonald	A Class	733	99189249	0419405133	macroofing@bigpond.com	
Mark	Oastler	A Class	724	98482455	0412611017	marko@au1.ibm.com	
Mark	Johnson	A' CLASS		99744759	0412273167		
Mark & Kathy	Uren	Hobie 17	5960	98768602	0418474235	markuren@cabling.com.au	
Matthew	Wyndham	Taipan 4.9	AUS104	94892603	0416242339	mwynndham@optusnet.com.au	
Michael	Warren	Hobie 16	201621	99187024	0414954550	byldan@hotmail.com	
Mitch	Booth	Tornado		99744620	0417691542		
Paul	Barnes	Hobie 17	2511	94182996	0418440166	paul@brwt.com.au	
Peter	Stucken	Hobie 16	13	94495324	0418219440	pete&fi@cobdux.com.au	
Robert	Forbes	Nacra 36			0418229900	joyce@acay.com.au	
Rod	Waterhouse	Hobie 16	104293	99798001		rodgm@ilcounican.com.au	
Ross	Porter	Hobie 16		265847073	0419991004	rporter@koeee.com.au	Life Member
Russell	Sheppard	Hobie 17	2912	99972128	0417466956	7.30 syd@your.abc.net.au	Magazine Editor
Sam	Miller	crew		99744998		sammiller@telstra.easymail.com.au	
Sam	Wood	Hobie 16	99373	99883850	0417664077	sambo_008@hotmail.com	
Simon	Taylor	Hobie 16	99876	99731983	0409598884	simon.taylor@apgfs.com.au	
Steve	Howe	Taipan 4.9	AUS161	99991533	0410497400	Steve@HoweConsulting.com.au	
Steve	Kiely	Hobie 18	16650	99183198			
Stuart	Innes	Nacra 5.8	1550	98946987	0438299615	natasha_must@hotmail.com	
Stuart	Lake	Taipan 4.9	1550	94897440	0417283641	lakestuart@ozemail.com.au	
Tony	Hodson	Hobie 17	2504	99481208	0414948120	hodson@anz.com	
Upu & Charmaine	Kila	Hobie 16	104300	94017292	0412047501	oopsy@optusnet.com.au	Race Secretary

Pease notify Felicity of any changes 9973 1983

0425 31 44 95



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

Guy Machan

Felicity Peters

Kyle Amadio

Upu Kila

Russell Sheppard

99054869

98948115

99731983

96743091

94017292

99972128

MEMBERSHIP

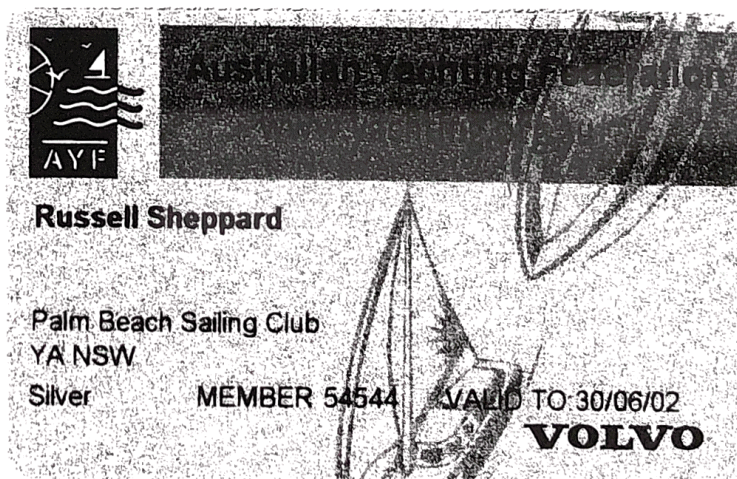
Those members who have not renewed their club membership under the new YA of NSW/AYF regulations, cannot compete in STATE, NATIONAL and INTERNATIONAL events in any class, you must provide AYF card at the event.

You contribute \$10 and the club \$15.

Jet ski person, selfish fink
may your silly jetski sink
may you hit a pile of rocks
Oh hoonish summer coastal pox.

Noisy, smoking, dick-head fool
astride your loathsome leisure tool
give us all a jolly lark
and sink beside a hungry shark.

Screaming 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.



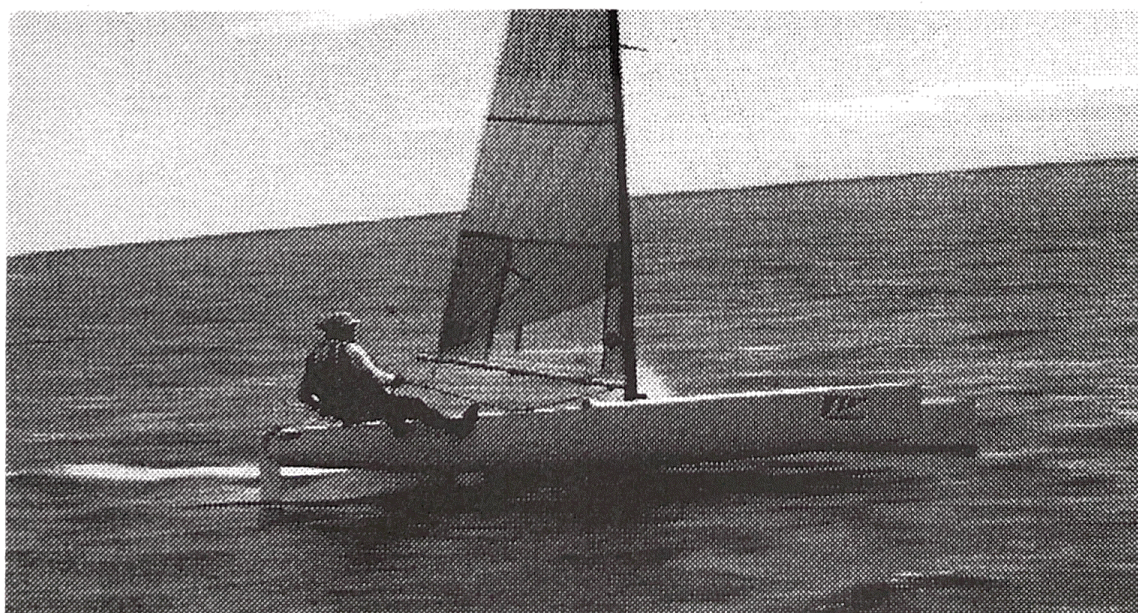
Extracted from a Fishing Pittwater website...

"Some halcyon days are recanted by anglers in pursuit of big fish from Broken Bay and even though its been a while since a record has been set off this stretch of the coast excellent catches of feisty 100kg plus blacks, blues and striped marlin are common. The sharks on the other hand are BIG. Regular examples of this are found out here by tournament anglers keen on 6hr struggles on standup 24kg. Tigers in excess of 400kg and makos often well over 200kg are commonly weighed in on game fishing gantries in Pittwater."

'BEWARE THE BULLETS REGATTA'

RESULTS

Regatta	Race Results		Race 1 17/18/01										
Skipper	Crew	Sail No	Class	R1	R2	R3	R4	R5	R6	Drop Race	Total Points	Placing	
A CLASS													
Steven Brewin		AUS 1	A Class	1	1	1	1	1	4	R6	5	1	
Mark Jonson		AUS 822	A CLASS	2	2	2	2	2	2	R6	10	2	
D Foran		AUS 755	A Class	3	3	5	4	DNS	3	R6	18	3	
Glenn Brown		AUS763	A CLASS	4	DNF	3	3	DNS	1	R5	42	4	
John Goldsmith		AUS750	A CLASS	5	DNS	4	5	DNS	5	R2	51	5	
HOBIE 16													
Upu Kila	Ainslie Gordon	104300	HOBIE16	1	2	1	1	1	4	R6	6	1	
Tim Cotsell	Ali King	41	HOBIE16	2	1	2	2	2	3	R6	9	2	
Tim Shawalow	Susan Pearce	104597	HOBIE16	4	3	5	4	7	1	R5	17	3	
Cameron Hooper	Belinda Zanesco	104960	HOBIE16	3	7	3	3	DNS	DNS	R6	50	10	
David Fisher	Tracy	103542	HOBIE16	5	8	6	6	6	6	R2	29	6	
Nick King	Cherie King	103524	HOBIE16	6	4	4	5	4	9	R6	23	5	
Hal Evans		103119	HOBIE16	7	9	7	7	DNS	DNS	R6	64	9	
Chris deVeyrac	Linn	104959	HOBIE16	8	6	9	8	3	DNF	R6	34	7	
Simon Taylor	Felicity Peters	99876	HOBIE16	9	10	8	9	DNF	DNF	R6	67	11	
Mike Warren		104818	HOBIE16	10	11	DNF	10	9	5	R3	45	8	
Damien Miller	Andrew Tuite	36	HOBIE16	DNS	5	7	3	5	2	R1	22	4	
Kerli Corlett	Ali Corlett	104751	HOBIE16	DNC	DNC	DNC	DNC	8	DNF	R4	135		
HOBIE 17													
David Cogdon		6241	HOBIE17	1	1	3	1	1	1	R3	5	1	
Tony Hodson		2504	HOBIE17	2	2	4	4	3	3	R4	14	2	
Frank Costango		2497	HOBIE17	3	4	1	2	2	2	R2	10	3	
Garth Fisher		5617	HOBIE17	DNF	3	2	3	4	DNF	R1	21	4	
Russell Sheppard		2912	HOBIE17	DNF	DNS	5	DNF	DNS	DNS	R6	131	5	
Mark Uren		5960	HOBIE17	DNF	DNF	DNS	DNS	DNS	DNS	R6	152	6	
Miscellaneous													
Steve Kiely		16650	HOBIE18	1	1	1	1	2	1	R5	5	1	
Kyle Amadio	Peter Amadio	106607	HOBIE18	2	2	2	2	4	3	R5	11	2	
David Bonallo	Claudia Raymond	16745	HOBIE18	3	4	3	3	3	2	R2	18	3	
Brian Gatt	Scott Polchleb	16667	HOBIE18	4	3	DNF	DNS	1	DNF	R6	71	4	
Stephen Medwell	Brent Vaughn	837	NACRA5.8	5	5	4	4	6	DNS	R6	24	5	
A Williams	D Curry	147	TAIPAN4.	6	6	5	6	8	DNS	R6	31	6	
Ryan Graham	Kate Dow	OZ 103	TAIPAN4.	7	8	7	7	7	7	R2	36	7	
Kez Stevens		AUS 105	TAIPAN4.	8	7	6	5	9	DNS	R6	35	8	
Stuart Innes				DNC	DNC	DNC	DNC	5	4	R4	105	9	



CHRISTMAS RACING AND BARBECUE

Our last fund raiser for the year

Saturday 15 th December

RACING

Briefing 1130

Racing 1200

BARBECUE

Starts around 3.30 p.m.

At the clubhouse

All food and drinks available

*Please bring the family, if you decide not to sail come to the
barbecue*



Palm Beach Sailing Club
racing as
Pittwater Catamaran Club

SPRING RACE CALENDAR

**December 29 -10 January 2002 Australian National Hobie Championships-
Vincentia**

Summer Series - 1

January	05	No Club Sailing, due to Nationals	
January	12	Club Races/Point Score	Race: 1,2,3
	19	Club Races/Club Championship 7&8	Race: 4,5,6
	26	Australia Day (To be advised)	
February	02	Club Races/Point Score	Race: 7,8,9

Summer Series - 2

February	09	Club Races/Point Score	Race: 10,11,12
	16	Club Races/Club Championship 9&10	Race: 13,14,15
	22-24	NSW State Titles - Vincentia	
	23	Club Races/Point Score	Race: 16,17,18
March	02	Club Races/Point Score	Race: 19,20,21

Summer Series - 3

March	09	Club Races/Point Score	Race: 22,23,24
	16	Club Races/Club Championship 11&12	Race: 25,26,27
	23	Club Races/Point Score	Race: 28,29,30
	30	Club Races/Point Score	Race: 31,32,33

Summer Series - 4

April	01-13	Worlds in Noumea	
	06	Club Races/Point Score	Race: 34,35,36
	13	Club Races/Club Championship 13&14	Race: 37,38,39
	20	Club Races/Point Score	Race: 40,41,42
	27	Club Races/Point Score	Race: 43,44,45



TUNING TIPS, HINTS etc.

RIG TENSION

Rig tension required, varies for different types of boats and also for how the boat is set up with sailshape etc but here are some generalizations

Tight rig pros- Tight forestay i.e points high, bent mast i.e flat sails (good in strong breeze),
 cons- no power in light breeze, causes mast de-rotation, boat can feel bound up and wants to fly a hull rather than go forward in windy conditions, .

Loose rig pros- loose forestay makes jib more powerful in light conditions, straighter mast in light conditions makes main more powerful, allows more mast rake in windy conditions, allows the mast to lean sideways in the boat assisting de-power,

 cons- rig slops about in some conditions, can be difficult to flatten main for purpose of de-powering.

Hobie 16 and 14 like a fairly loose rig in most conditions. The 16 has the advantage of being able to vary rig tension on the water.

Hobie 18 and Tiger generally use a tighter rig because diamonds on the mast help to control rig tension -induced bend.

BOATHANDLING TIP

COMING ASHORE WITH THE WIND BEHIND

Make sure the centreboards are fully up.

release the main downhaul (to stop the main from flogging when you go head-to-wind).

roll up the jib if you can, throw the jibsheet if you can't

kick up and lock the leeward rudder in the up position.

throw the tiller extension overboard and hold onto the tiller crossbar while sitting in the normal windward steering position.

have the crew move to the leeward hull (NOT DRAGGING FEET IN THE WATER)

As the rudder touches the bottom (or before) release the lock but dont lift the blade.

slowly steer up into the wind as you near the shore.

have the crew jump off and hold the bows into the wind.

lift the rudder and tiller extension

RACING TIP

CHANGING GEARS

Big gains are made by constantly changing the sail settings in sync with the changes in wind conditions. Usually, slight easing of the sheet tension is all that is required to power up to allow for the drop in wind speed, or that patch of bumpy water. In the puff as you head up, it pays to sheet on a little more to flatten the sail and go faster.

Remember: a sail moving slowly must be full in shape. A sail moving fast must be flat. Loose sheet= full sail Tight sheet =flat sail.

TIGHTEN THAT TRAMPOLINE - H16

Tighten the first four holes at the front centre and tie off temporarily. Then progressively tighten the rear lacing from outside to

middle evenly on each side [a few holes at a time] . This will help to reduce wrinkling down the sides while keeping the boat

square. Be sure to use spectra rope 3-5 mm.

RUDDERS

- Your rudders should not hum. Sounds cool, but warns the enemy of your approach and actually slows you down. Humming is usually caused by nicks or dings or a thick trailing edge. Fill the nicks and file or sand the trailing edge.
- The tiller should not pull against you. If you get "weather helm", the rudder blades are raked too far back. If you have "lee helm", the blades are tucked too far under for the mast rake you are carrying. This is caused by worn cams or bad adjustment.
- Rudders should also turn the boat when you push or pull the tiller, not stall (make a sucking noise while you plough on ahead). Again bad adjustment can be the cause. Highly polished blades tend to stall more than lightly sanded ones

Hobie 16 Rudder Tuning (Adapted from Peter Bates - Qld Hobie Bulletin 9/96)

Rudders should be aligned in the range parallel to 3mm toe-in (front edge) measured between the leading and trailing edges. (Alignment is adjusted on the tiller cross bar at one end)

The rudder foil itself should be free of all nicks scratches dings and cuts particularly on the leading edge.

Rudder rake, that is how far forward or backward the blades are tucked under the sterns, controls weather helm. You should aim for a slightly positive helm (ie when tiller is released the boat slowly rounds up in to the wind). To achieve this as a rule of thumb hold a straight edge against the transom below the gunwhale lip with the rudder in the down position. The maximum amount of rudder blade in front of the straight edge should be about 1.25 inches. This is a "feel" thing and should be experimented with.

BOATHANDLING TIP

Use your sails to help steer the boat. It is much easier and faster to bear away if you leave the jib on and ease the main. Conversely, it is much easier to head up if you ease the jib and pull on the main.

RACING TIP

Clean air rules!

- If you can smell someone's deodorant (or their B.O!) you are in their dirty air. This means they are slowing you down. You will only fall behind if you don't escape.

If you are going upwind, you have three options

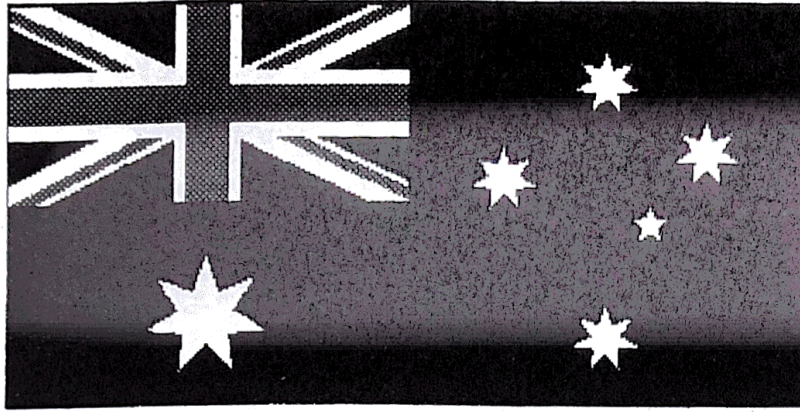
- 1.tack out of there (not into another's dirty air)
- 2.bear off and drive below them and out the other side
- 3.pinch up above their line to clear your air

If you are going downwind, you can

- 1.gybe away
- 2.head up to get on their line
- 3.go low (and probably get overtaken)



PITTWATER CATAMARAN CLUB



AUSTRALIA DAY MARATHON

FRIDAY 26 TH JANUARY 2001



RIGGING FROM 10.00 a.m.

BRIEFING 11.00 a.m.

**A COURSE WILL BE SET GIVEN THE
CONDITIONS ON THE DAY**

Drinks in the park after the marathon.

Enquiries Jan Jensen 99054869

Sand Point. Palm Beach (off Iluka Road)

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, on wall above tap.
2. *Put in bungs!!!! Before you reverse onto the beach.*
4. Check oil level in motor.
5. Back trailer to just inside gate, flush out motor and thoroughly wash down boat/remove bungs,
ensure trailer is back far enough not to hit roller door.

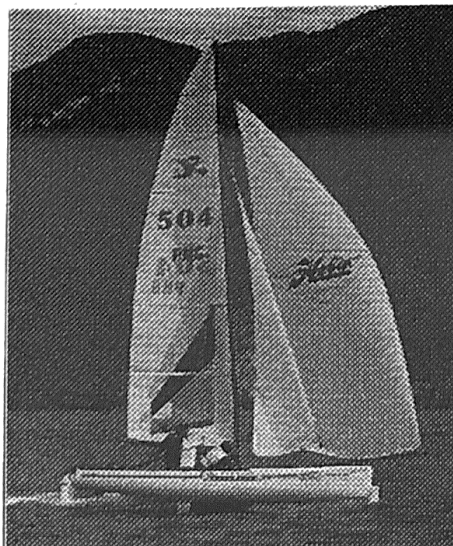
DATE		ON DUTY
January	12	Chris Crook/David Bonallo
	19	John Blackburn/Dan Corlett
	26	TBA Australia Day Marathon
February	2	Geoff Watson/Simon Taylor
	9	David Lawrence/Steve Howe
	16	Glenn Brown/Andrew Nelson
	23	Graham Allen/Frank Constanzo
March	2	Michael Warren/John Forbes
	9	John Goldsmith/David Fisher
	16/17	Paul Barnes/Ross Porter/Kerlie Corlett
	23	Stuart Lake/Kyle Amadio
April	30	Kerry Ardern/Laurie McDonald
	6	Chris de Veyrac/Mark Uren
	13	Peter Stuken/Garth Fisher
	20	Rod Waterhouse/Mark Johnson

RACE SECRETARY – UPU KILA 0412 047501

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

- DONT LEAVE IT UNTIL FRIDAY NIGHT – **Upu Kila 9401 7292/0412047501** 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 BEFORE YOU RUSH UP TO THE PARK TO HAVE YOUR FREE BEER.



TUNING

MAST RAKE

Although my mast is not as far aft as many, I do rake my mast aft on the Hobie 18. It seems to be a bit easier to sail that way than with it perpendicular, and I want to put the lateral resistance load on the rudders as well as the boards.

Overall, I like the steerage much better with the aft-raked mast, as I feel the boat more acutely through the helm. There is more helm, but it is not excessive.

As to how far back I rake the mast, there is no sure measurement that I use. I judge by the distance between the blocks when the mainsail is in and fully sheeted. Then I look for about a foot or a little less between the blocks. If that distance is about 6 inches, then I feel that the mast is back too far.

There are times when I will rake it a bit farther forward: in flatter water and higher winds. In these cases there is no worry about the bow diving, and a bit more power does not hurt, either.

Some sailors think that off the wind you sacrifice some power with the mast raked aft, but I do not think so. If you drive the boat well and do not sail too deep or too high, then it will sail just about as fast as a boat with forward raking.

The rake I have downwind may change from the weather leg, however, as I do not use a tight rig. It isn't really sloppy, but it isn't tight. That way the leeward shroud will give some off the wind and allow the mainsail to twist off nicely and fill out, rather than have an inverted crease running down its length caused by the shroud pushing back on the mainsail.

Also, the slackened rigging allows the mast to stand up straight for off-the-wind sailing. So maybe that is why I am not getting hurt on the downwind legs.

MAST ROTATION

The mast controls the fullness and flatness of the sail by degrees of rotation. The less rotation you use, the fuller the sail and the more power. The more you rotate the mast, the flatter the sail will become and the less power you will have, although the sail will be capable of faster speeds.

If I want the sail full, I will set the mast rotator at about 70 degrees. If I want the sail flatter, I set the rotator at about 90 degrees. Should a required sail shape be somewhere in between, then I would set the rotator between 70 and 90 degrees, wherever I thought the sail looked right for the condition.

MAINSAIL

The sail should vary in draft as you go up. For example, the bottom part of the sail should have a moderate draft located about 45 percent back in the sail, the draft working gradually forward until, at the top, it will be located farther forward, at around 33 percent, and it will be a little fuller.

I like the leech to flatten out somewhat, and that is why at the top the draft must be farther forward. The distance fore to aft at the top of the sail is so short that the draft must be forward in order for the leech to develop any flatness. I want it flat so there is no chance of the leech hooking to windward, causing flow detachment and increased drag.

I run the diamond tension fairly tight, compared to everyone else. The measurement to the point where I can press them against the mast is about a foot. That way I get a fairly uniform mast bend. Some people run them up to two feet, but I think that is too loose.

As for the battens, I really don't put much work into them. In the Hobie they all come the same way, so there isn't much you can do with them, except taper them.

The bottom six battens should be left untapered, as they are already flexible enough and the untapered battens allow the draft to be located at about 40 to 45 percent in the sail, which is what you want.

The higher up the battens, the shorter, and there you should taper them so the draft will be up 33 percent in the sail.

Overall, I just look for a good sail shape, and if the battens need to be tapered to accomplish that, then I do it. So the shape I want is moderate at the bottom, with the draft at about 45 percent, and progressively fuller and farther forward—up to 33 percent—as you go up the sail.

As for batten tension, I simply snug them into the pocket just enough to take the wrinkles out of the sail. The sail material should be taut, but the battens should not be jammed in. You see, actually the batten, loose or tight, does not have that much to do with the curve of the sail.

The really important sail-setting devices are the downhaul and outhaul.

In light air, or when I want a full sail, I do not downhaul that much — just enough to get the wrinkles out. The outhaul I ease off a bit to get a little shape in the lower batten.

If the air becomes moderate, then I harden down the downhaul and take the outhaul out farther.

In heavy air I really honk down pretty hard on the downhaul and take the outhaul car all the way out.

THE JIB

The one thing I do that other people do not do is set my luff tension on the beach. Since I carry a looser rig than most, I do not know how tight to set the jib luff control without sheeting the main. So I sheet in the main and then go up and set the luff tension. I do not like a tight luff control on the jib; I set it just enough to take out the wrinkles. There is not a great deal of tension on it. In fact, I have accidentally set it so that there were wrinkles, and it sailed just as well, if not better.

By setting the luff tension in this way, you know exactly what it is going to look like going to weather. If you set the jib luff too tight, the sail will tend to cup up front, causing a distorted sail that breaks funny and whose telltales do not read right. Overall, that is hard to sail by.

With the moderate setting of the jib, you have a flatter entry into the wind, a better profile.

The draft is something I do not worry about with the Hobbie 18 jib, because they all come the same way. If I had my choice, I would prefer the draft a bit farther forward, but since that cannot be done, I sail with what I have.

My jib settings are set in the middle of the track at almost all times. I do not deviate much from that, since I don't think the jib lead tracks do much good, anyway — they don't give much variation to the lead angles.

Some people, I have noticed, run their jib leads aft in heavy air. I, on the other hand, tend to run mine forward. Moving the slide forward is similar to running the traveler outboard on the Hobbie 16; it opens the slot a bit more. If it is heavy air, you are not sheeted hard, anyway and by sliding it forward and slacking the sheet, you open the slot.

WEIGHT DISTRIBUTION

Upwind, I like the bow down into the water, with the average water line running about halfway up the bow. If the air is pretty light and the seas smooth, then you can dig in the bow more.

In trapeze weather you want the bow still taking the average water line at about halfway up the bow. In lighter air you want the crew on the leeward side and forward to get the bow down deep.

Off the wind I do not like to get the bows too deep, particularly in heavy weather. But in lighter air I want to balance right over the rocker of the boat, so that the stems are out of the water.

In light air, on all points of sail, you must be sure that you do not get too much weight on the windward hull. The weight must be dispersed so that the boat is well balanced.

HELMSMANSHIP

TO WEATHER

The traveler is always set right in the middle. The only exception to that is when it is really blowing hard; then I would let it out 4 to 6 inches. I do all my sail trimming pretty much with the sheet tensions.

In heavy air I carry my jib sheet tension really soft and work the main extensively. I figure the thing that makes you go faster than the next guy is to work harder: dumping your main more and pulling it in more often, really working the mainsheet.

The farther out you put the traveler, the less you have to work. With the traveler in the middle, you have to work that much harder. The twist off the top is far better, the power low in the sail is better, and the boat definitely goes faster and higher. But, again, you do have to pay for it in labor.

Pointing high or driving off really do not enter my mind while sailing in trapeze weather. I just try to hold the boat down. If I fall off too much, I cannot hold the boat down without easing off the sheets or traveler.

On the other hand, if I am holding the boat down with no problems, then I will pull the main in good and tight until the boat begins to come up again. The technique is sort a combination of how hard you sheet in and

how high you fly the hull. You want to balance the boat and the sheet to get the maximum forward and windward effort.

You do not want to lift the hull up, but you must be sure you have enough power to do so whenever you want.

In heavier air I simply use the hulls and the feel of the boat and its speed to determine my point of sail. I do not really use a telltale or anything. I just keep the hull kissing the water, assuming that the sails are all set properly.

When the air lightens up and it is no longer trapeze weather, then I begin sailing by the telltales on the jib and the main. First I set the sails where I want them; and then instead of changing settings, I steer by the telltales on the sails.

TACKING

In the Hobie 18 I turn pretty fast, using the speed of the boat to get through the wind quickly. You must not exaggerate the quickness of the turn to the point where you stall the rudder in the process, but you do want a quick turn. Some sailors seem to pinch up for a while or start up so slowly that they bleed off all their speed before getting into the turn itself, then they do not go through the turn fast enough.

Backwinding the sail should only be done in choppy seas. I normally have the jib cut loose right away. Holding the rudders over at the turn angle all the way through the turn is a must. If you let go of the rudders and they straighten out during the turn, you have blown the tack. They must be held in the proper arc all the way through the tack.

Sometimes, in the heat of the race, your mind is so involved on the race and tactics that when you get ready to tack, your mind is still on something else. You cannot do that. I just tell myself to forget the race and make this particular tack a good one; and then, after the tack is completed, I get my mind back into the race. That way you concentrate on the tack itself, and chances are you will not blow it. A blown tack can cost you a lot of ground.

As for weight distribution in a tack, I get right back on the after bean and stay there, while the crew is located right around where the jib sheet blocks are. This gets the weight pretty far aft, allowing the bows to get out of the water, and you develop really good relative steerage between the rudder and the board.

DOWNWIND

When sailing downwind on the Hobie 18, I let the main traveler out to a point just inside the hull. The traveler does not easily go all the way out, anyway. Then I cleat the sheet with the sail twisting off at the top. That means the mainsheet is pretty slack.

Generally, the main does not flow that well when sailing downwind. The telltales never seem to make much sense, which really makes it difficult to know exactly where to sheet the main. It seems as though if you ease off the sheet until the backside flows, then the windward side would be luffing. So according to the telltales, it appears that the main is oversheeted a bit, but that allows the jib to set properly and flow the air through the slot.

For my course downwind I sail at about 90 degrees apparent wind. I will sail a bit higher to get the boat speed and then fall off to somewhere below 90 degrees, but not into a stall. If I start to get too deep, I head it up quickly to get the speed back again.

My primary telltale is my jib. I use it as a guide for sheeting; and then once it is set, I sail by the jib, keeping the jib telltales flowing. It seems to be very important to keep a good slot between the main and jib as well. So I set the jib, then adjust my main to complement the jib.

Another good telltale is my bridle fly. I will keep the feather running at about 90 degrees to the boat. That will change a little bit, depending on conditions.

If I catch a wave, I will just run deeper downwind. If it's choppy and I get a better speed by going a little higher, well, then I go a little higher.

It still all relates to feeling the boat and getting the most speed. You might take a few seconds and ease the main and see if you can feel any difference. If it is slower, then put it back to where it was. If you harden up the sheet and it feels faster, leave it there. You have to keep experimenting to get the most boat speed at all times.

JIBING

There is no really hot technique for jibing. The big secret to a good jibe is timing; that is, mastering WHEN to jibe. Unless you are forced to jibe quickly, you should wait until you are driving off and heading deeper than 90 degrees. That way all you have to do is to drive off a little deeper yet and round it to the other tack. You keep a fast line that way.

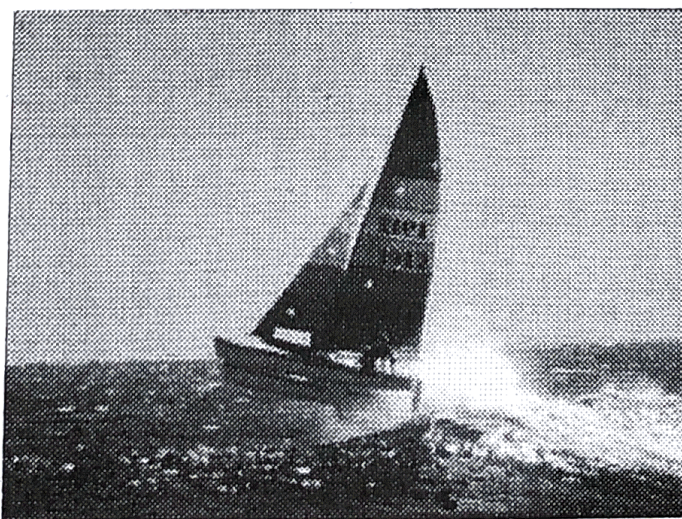
If you jibe from a high position on the wind, you have farther to go around than if you tack when driving off. And, of course, if you catch a wave and are going very deep, that is an excellent time to jibe, as the wave will surf you through the jibe.

Generally, I would say that to win a lot you have to have a "seat of the pants" feel for the boat. It is something that requires time in the boat and some natural ability.

The worst thing some people do is always worry about what the "hot skippers" are doing, rather than about themselves. They are always looking for some trick or go-fast, thinking that maybe the hot skippers are using something that they are not. What they should be doing is looking at what they are doing themselves.

If more sailors would work with their own sheet, their own sails, their own helmsmanship, they would develop their own "seat of the pants" sailing technique. That would be better than looking out ahead of themselves and saying, "What are they doing that I am not doing?"

Instead of concentrating on the boat ahead of them, they should concentrate on their own boat.



BOAT DUTY

Phone the other member you are on boat duty with. If you are unavailable, arrange with someone to swap duty.
Phone Upu, if you have any concerns regarding course settings, timings, results, past problems experienced etc.
Organising one of you to pick up keys from 34 Binburra Rd Avalon (go round the back, keys on hook near tap).
If petrol is required, take plastic jerry can from clubhouse to BP in North Avalon fill only with **LEADED - NO OIL**
recover \$\$ from drinks cash box if you so desire, leave receipt
Get a friend to come along - 3 able bodied persons on boat is ideal.

Don't forget to bring along **food/drinks/warm clothes/mobile phone.**

SATURDAY

Pick up the start boat by 11.30am start first race sequence by 1.30 p.m.

Put in bungs now !!!!! Check the oil level!!!!

When starting the motor ensure it is vertical and full choke.

Prepare the list of starters by walking along beach, recording details in blue results folder.

Enter all relevant details clearly on course board, the briefing must be given by the ROSTERED BOAT CREW - remind starters 'it shall be the sole responsibility of each boat to decide whether or not to start or continue to race'.

After the briefing leave the course board in clear view for late arrivals, leave the beach immediately and set up the start line.

ON STATION

Set a decent length (long!!!) start line, pin end is yellow metal buoy with PCC and Australian flags inserted.

FLY RED and YELLOW PENNANT.

Get organised as to who will do what, coloured start sequence sheet is in blue folder, check each flag as to its function.

CREW 1 STOP WATCH - CALLS THE COUNT DOWN - CHECKS FOR EARLY STARTERS.

CREW 2 RAISES and LOWERS THE FLAGS.

CREW 3 SOUNDS HORN AND STARTS - ELAPSED TIME - STOP WATCH

ONCE YOU START THE SEQUENCE - CONCENTRATE - **DO NOT START TALKING!!!!!!**

Starting Signals for all races

Time	Signal	Sound	Flag Colour
5 minute	Warning	1 sound	Yellow
4 minute	Preparatory	1 sound	Blue
1 minute	Preparatory flag removed	1 long sound	Blue
Starting	Yellow flag removed	1 sound	Yellow

Note: The red flag is no longer in use for starting a race.

- **Red flag will be use for Port course Signal**
- **Green flag will be use for Starboard course Signal**

General Recall – Raised first substitute (YELLOW triangle with BLUE edge around the top to bottom) with 2 sound signals

The first substitute must be lowered **ONE** minute before the **YELLOW** warning flag to start a new sequence.

Start of next race. Raise the warning flag (Yellow), at the same time the last boat finishes.

O.K - now you can start talking, have some food and drink.

Monitor all boats around the course, be prepared to leave start line if a boat is in trouble, attach the anchor line to red plastic buoy, ask them the question "are you in need of assistance ",

Get ready results sheet, it must be elapsed time, enter on results sheets the details of any incidents that occur as well, such as yachts infringing our start line, power boats exceeding the speed limits.

TRY TO RUN AS MANY RACES AS POSSIBLE, REMEMBER, IF YOU CAN GET THE LAST RACE UNDER WAY BEFORE 4.00 PM THEN DO SO.

General

- There are 36 races for Spring Series, drop 9 races at the end of the series.
- Summer Series consists of 45 races, drop 12 races at the end of the series.
- Club Championships consist of 14 races through both Spring and Summer series. Drop 2 races at the end of the racing session.
- Club Championship results are calculated based on Yardstick of a boat.
- Five boats in a class will qualify for separate race results.
- Skippers don't pay their member fee this session will NOT be included in a Class of boats or race results.

Total Sailors = 40							
DNC = 40 Members + 2 = 42							
OCS = Total Sailing + 2 =							
DSQ = Total Sailing + 2 =							
DNS = Total Sailing + 1 =							
DNF = Total Sailing + 1 =							
Boat Duty = 2 Pts							
Representing PBSC at other regatta = 2 pts							

[illegible]