MAIN SHEET

APRIL- MAY- JUNE
2002

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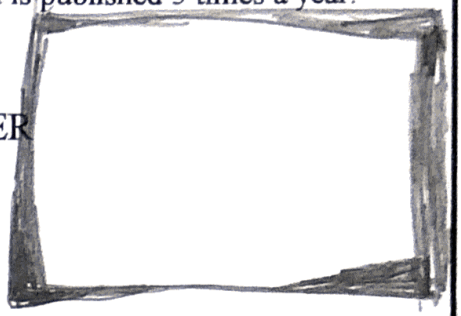
MAINSHEET

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



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COMMODORES REPORT

Good sailing weather has been enjoyed on Pittwater for the past few months however the number of members racing has been in decline since the end of the Summer Competition- why?

Our March Regatta was well attended with about 28 boats on both days and was successful from a financial position with the Club raising approx $1,500. The weather was another matter however with light winds on Saturday and a calm on Sunday that resulted in the fleet spending most of the day flopping around in the swell off Barrenjoey! Thanks are extended to those members, wives and friends who worked most effectively to achieve an enjoyable and successful regatta, the dinner and videos made for a great evening on the Saturday.

Boat Shed activity has also declined and to remedy the situation a major activity is planned for Saturday 25 May to prepare the area and lay pavers at the entrance in addition to various ongoing maintenance requirements. Please mark your diary and make every effort to attend on the day.

As with most sporting organizations our insurers have advised of a significant increase in our premiums. In addition we have been advised that the Y.A. will be increasing club membership fees this year. The Committee has evaluated the pros and cons of continuing the Club's membership of the Y.A., who in our opinion does little if anything for relatively small clubs such as ours. The Y.A. policies appear to have a negative or at best a neutral attitude towards multihulls and consequently give little or no support to the development of multihull sailors in Australia. After considering all the issues however, the Committee has reluctantly decided that the Club should continue its membership of the Y.A. Consequently the Committee is now evaluating the Club's operating costs and the impact of these increases to determine the appropriate membership fees for the coming year.

Sadly I would advise of the sudden death of Phil Renouf following a stroke in April. Phil was a former Club member and one of the Trustees of the Palm Beach Sailing Club. It will therefore be necessary to vote in a new Trustee at the AGM planned for mid August.

Nominations are also being sought for the position of Commodore as I have held this position for the maximum period allowed of 3 years and must resign. Please advise me if you are interested in taking on this position.

Most members will be aware that several of our members participated in the Hobie 16 Worlds and did very well in tough and trying conditions. This edition of the Mainsheet includes some interesting reports from this event.

Fund raising for the new rescue boat is slow (approx $5,000 to date) and it is planned that we will be more proactive in seeking the appropriate sponsors through the production of a professional brochure outlining the Club's activities and why we need a new boat.

Finally once again I appeal for more input, views and suggestions from members through working bees, attending meetings and supplying copy for the mainsheet.

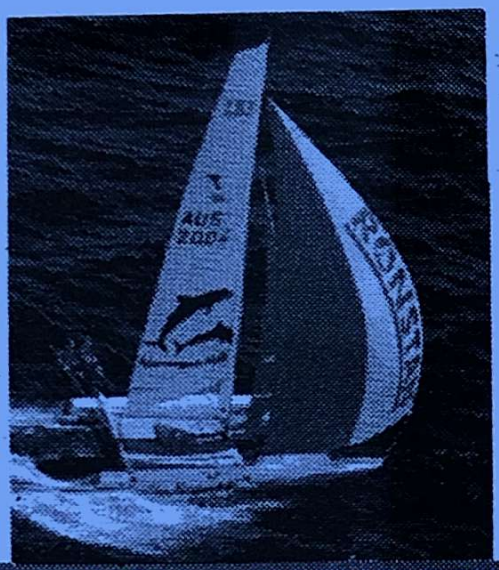
May's Nautical Quiz. 1. What is a Gringle?
2. What is a Killick?
3. What is a Pongo?

Answers to Previous Quiz: Martingale - Stay leading from the nose of a jib boom of a sailing ship to her stern.

Bull's-eye - A light built into a bulkhead between adjacent cabins illuminating both cabins

Snotter - A chain, wire or rope sling.

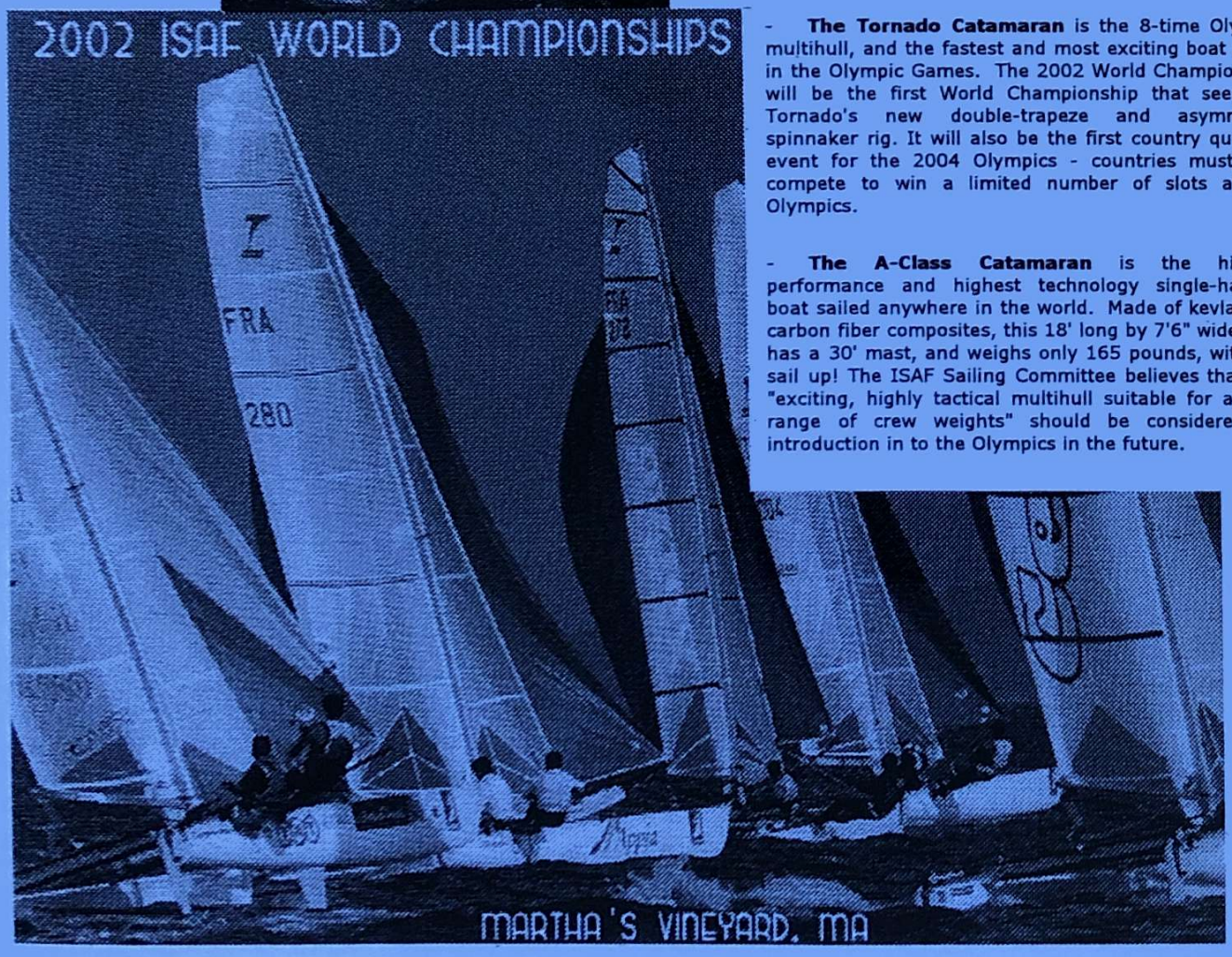
Jan Jensen



The 2002 A-Class and Tornado World Championships will bring the highest level of Olympic Class and ISAF International Class competition to the waters of Martha's Vineyard for the first time.

The Tornado will compete for the 8th consecutive time at the 2004 Olympic Games in Athens and is the fastest, most exciting boat raced in the Olympic Games. Also racing at this event is the A-Class catamaran, the highest technology single-handed boat sailed anywhere in the world. Although it is 18' long, 7'6" wide, and has a 30' mast, the entire boat fully rigged weighs only 165 pounds! The ISAF Sailing Committee believes that this "exciting, highly tactical multihull suitable for a wide range of crew weights" should be considered for introduction in to the Olympics in the future.

Hosting these World Championships is a great privilege for the Vineyard and a wonderful opportunity for the entire sailing community. The Championship is sure to bring a significant amount of economic benefit to the Vineyard during its beautiful fall season with up to 150 boats from as many as 30 countries attending.



- **The Tornado Catamaran** is the 8-time Olympic multihull, and the fastest and most exciting boat raced in the Olympic Games. The 2002 World Championship will be the first World Championship that sees the Tornado's new double-trapeze and asymmetric spinnaker rig. It will also be the first country qualifier event for the 2004 Olympics - countries must now compete to win a limited number of slots at the Olympics.

- **The A-Class Catamaran** is the highest performance and highest technology single-handed boat sailed anywhere in the world. Made of kevlar and carbon fiber composites, this 18' long by 7'6" wide boat has a 30' mast, and weighs only 165 pounds, with the sail up! The ISAF Sailing Committee believes that this "exciting, highly tactical multihull suitable for a wide range of crew weights" should be considered for introduction in to the Olympics in the future.

2002 WINTER BOAT ROSTER

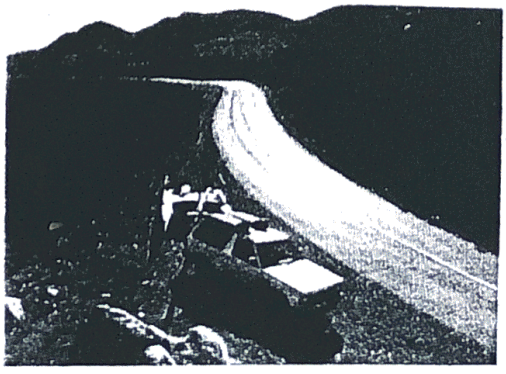
REMEMBER WHEN YOU ARE ON BOAT DUTY:

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
May	04	Chris Crook/Geoff Watson
	11	Andrew Nelson/John Blackburn
	18	Simon Taylor/Glenn Brown
	25	Dan Corlett/Frank Costanzo
June	01	Michael Warren/Mark Uren
	08	John McCormick/ Graham Allen
	15	David Fisher/John Goldsmith
	22	Kyle Amadio/Laurie McDonald
	29	Kerry Ardern/John Forbes
July	06	Tony Hodson/ Kevin Moffett
	13	Chris de Veyrac/Mark Jonson
	20	Peter Stuken/Steve Howe
	27	Rod Waterhouse/David Bonallo
August	03	Damien Miller/David Lawrence
	10	Steve Kiely/Hal Evans
	17	Sam Wood/Geoff Watson
	24	Chris Crook/John Blackburn
	31	Andrew Nelson/Glenn Brown

RACE SECRETARY UPU KILA 0412047501

*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.*



2002 SPRING 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
HeartStarter -	September 07	Ross Wood/Billy Sykes
	14	Dan Corlett/Mark Uren
	21	Michael Warren/Grahm Allen
	28	John McCormick/John Goldsmith
	October 05	David Fisher/Laurie McDonald
	12	Kyle Amadio / John Forbes
	19	Kerry Ardern/ Tony Hodson
	26	Kevin Moffett/ Mark Jonson
	November 02	Chris de Veyrac/ Steve Howe
	09	Rod Waterhouse/ David Lawrence
	16	Peter Stuken/ David Bonallo
Bullets Regatta	23	P.Barnes, R.Wood, M.Wyndham, R.Porter, R.Forbes
	30	Damien Miller/ Steve Kiely
	December 07	Hal Evans/ Geoff Watson
Christmas BBQ	14	Sam Wood/ John Blackburn

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.*

WEIGHT DISTRIBUTION

In "Boat Handling" we have already talked about the importance of weight distribution as it relates to controlling and steering the boat. This chapter discusses how weight is used to maintain the proper sailing "attitude" of the boat in the water when it is sailing on a straight course and how that boat attitude contributes to optimum speed.

"Attitude" is the position of the boat in relation to the water. Where you place your crew weight aboard your catamaran (or any other light displacement boat you happen to sail) is as important as how you trim your sails. If the craft is dragging her sterns, is heeled to windward, or has her bows underwater, she obviously will sail poorly.

Those are extremes. But getting the boat at a perfect attitude for the conditions is not an extreme; it is a necessity.

To make things simple, we can safely say your particular type of boat has one, basic, ideal attitude for maximum performance and that this attitude is basically the same for all points of sail and all weather conditions. Crew weight must be moved wherever necessary on the boat to help maintain that ideal attitude.

The proper attitude for most catamarans is normally leeward bow slightly down or depressed in the water, windward hull just skimming the water, both sterns just clear of the water. The importance of a slight heel to leeward is extreme in the case of the asymmetrical hull — you do not want the windward hull creating opposing lift to the labored leeward hull.

The above concept will help you sail your catamaran quite successfully. But nothing is ever quite that simple. First of all, the ideal attitude will differ from one boat type to another. And secondly, different conditions may require you to deviate somewhat from your boat's basic, ideal attitude.

A better way to determine proper attitude is to use these guidelines:

- In lighter air, on all points of sail, move your weight forward far enough to keep the sterns from dragging. When they drag, you can hear the noise and gurgling — move forward until you hear the sound of silence.
- In lighter air, going to weather, try to keep the windward hull "light," by putting the crew on the leeward side, if necessary, to maintain a very slight heel to leeward.
- In heavier air, on all points of sail, move your weight back just far enough to keep your bows from digging in too deeply. As a rule of thumb, if the water is more than halfway up on the bows, move back a little.
- In heavier air going to weather, and on close reaches, keep the windward hull just skimming the water.
- Downwind in all conditions the boat should be sailed flat, with sterns free of the water.
- Going to weather in chop, you may need to let the bows ride a little higher than normal so the waves do not slow down the boat.
- Going to weather in flat seas and light air, you may improve pointing ability by keeping the leeward bow more deeply depressed than normal.
- In general, you want to try to keep your effective waterline on the leeward hull as long as possible without dragging the stern. The longer a boat's waterline, the greater the speed of which it is capable. (Unless you have a planing hull and are, indeed, planing, in which case it is beneficial to actually shorten the effective waterline.)
- Boats with a lot of rocker in their hull design will need less radical changes in weight distribution than a boat with little fore-and-aft rocker.

All of these factors are relative to your particular type of boat. Some boats like their bows more depressed in the water, and some like their bows to ride higher. Some boats have no problem keeping their sterns clear of the water even when the crew is sitting in the middle of the boat.

The Tornado seems to go to weather quite well with most of the leeward hull underwater.

The new Hobie Miracle sits at anchor with both its sterns and its bows well clear of the water.

Perhaps the following explanation will give you a better understanding of your boat's attitude in the water:

Some boats come from the factory with a waterline painted on them. If you were to moor the boat out in the water by itself, you would see that the water line is horizontal to the water. The bottoms of the transoms will probably be level with or just clearing the water.

However, when you have put 300 pounds of crew weight on the boat, if you maintain that same horizontal position of the waterline, the bottoms of the transoms will now be underwater. When you put up sails, you are adding not only the weight of the sails themselves, but the pressure of the wind on the sails. Most of this sail weight and pressure are concentrated aft of the mast, depressing the hulls and especially the sterns even more deeply into the water.

Therefore, to get the sterns out of the water to the same point they were when the boat was sitting there empty, you now have to tilt the whole boat slightly forward by moving crew weight forward. The painted waterline will no longer be horizontal to the water.

If you now were able to draw a new waterline with the boat at its proper attitude, it would start at a point just below the transom and end at a point partway up the bow (how far up the bow will depend on how much weight is on the boat).

Keeping the picture of this new waterline in your mind will help you determine how and when and where to move your crew weight to keep the boat in the ideal attitude, while also taking into consideration the guidelines given above.

Unfortunately, what looks like the logical place or feels like the most comfortable place to sit is not necessarily the right place to sit to keep your boat balanced properly on the water.

If you want to sit in the comfortable place, you need to, No. 1, not complain if you aren't winning races or, No. 2, get a bigger, longer boat.

Often it is difficult to convince people they are not sitting far enough forward until they see themselves in a photograph or on video, with their bows high and their sterns low.

Another important general rule in choppy seas is to treat the weight of yourself and your crew as though the two of you are one chunk of balance. Don't spread the weight out at opposite ends of the boat.

When on the same side of the boat, you should be side by side. If one is on the trapeze, the ideal would be for the trapezer to be positioned with feet on either side of the person sitting on the hull, or at least as close as possible.

When sitting on opposite sides of the boat, crew and skipper should be placed directly opposite each other and move forward or backward in unison to maintain proper boat balance.

The reason for this Siamese-twin act is that your boat can become a bit of a seesaw out there in waves and chop, and while that is a fun game for children, as a sailor you will find the game intolerable. Waves or boat chop can set off the seesaw game; and if you and your crew are at opposing ends of the seesaw, the fulcrum being located somewhere near amidships, you will continue the game for a considerable amount of time, as you watch the competitive parade of your sailing buddies go by.

If you are both sitting together, as near as possible to the fulcrum point, you will find that after one or two seesaws, the game is over and your seesaw board is back at its original attitude.

Sometimes in flat seas and light air the crew is way out on the leeward bow, trying to keep the leeward stern clear of the water — and here comes boat wake. Before the chop arrives, the crew should move back to the fulcrum, which on most boats is at or slightly behind the main beam, and position himself directly across the boat from the skipper. There will be a lot less hobby-horsing. After the water flattens out again, the crew can again go forward on the bow.

To further clarify weight distribution, let us take some examples.

Example 1

The wind is light, the water is flat.

For the above conditions, the crew will be on the leeward hull, as far forward as practical, and the skipper probably will be sitting on the windward side as far forward as practical.

You will probably notice that when the crew goes to the leeward hull, they also need to get forward. If they hang around the main beam, the extra weight on that leeward hull will depress the entire hull, including the stern. And that causes stern drag. Remember, we want the stern to ride clear of the water. That is why the crew must slide out forward on the hull, if possible.

Example 2

The wind is heavy, the water is still flat.

Under these conditions your weight distribution must be totally different from that dictated in Example 1, but with the same ultimate goal.

In this case you and your crew will need to get your weight outboard and aft on the windward side. (How far aft will depend on how heavy the wind is.)

The reason for the weight positioning in Example 2 is that heavy air will tend to cause the leeward bow to drive down under the water.

This phenomenon is explained through a theory of friction. The hulls have much more friction with the water than does the sail with the air. Since the sail is generating a lot of power and has relatively little friction to hinder it, it can and does go much faster than the hulls.

Down below, the boat tries to keep up with the sails but cannot because of the greater friction it has in its contact with the water. Therefore, it drags behind the sail. *(See Diagram 5.)*

The sail now is being tripped by the hulls and wants to fall flat on its face; and all that power in the sail is trying to help it do just that.

It reminds me of the football player who has had his feet partially kicked out from under him, but keeps stumbling and falling forward into the end zone, his torso continuing on much faster than his feet.

So, you see, the power of the sails drives the bow down, thereby tripping the boat. Your job in getting your weight out and aft is to counteract the tripping effect and still keep the boat balanced in its ideal attitude.

In heavy air the need to depress the bow is not as critical. In fact, for the sake of safety, you might want the bow to be riding a little higher. You will be at a very high speed by then and you will not have to worry about the stern, as the water will rush past and off the stern so fast that it will have no way of attaching and causing drag.

If the seas are choppy, it also may be necessary to let bows ride slightly higher in the water — boats with rolled gunwales, like the Hobies, need to make sure that waves are not hitting the gunwales, as that will create a lot of extra drag.

In downwind sailing there is a mild exception. Rather than heeling the boat slightly to leeward, with the windward hull kissing the water, it can be beneficial to sail the boat flat, with the windward hull in the water. Using the buoyancy of both hulls can give the boat more stability on this point of sail. In fact, in heavy air, having both feet under you, so to speak, can be a deciding factor in preventing a pitchpole.

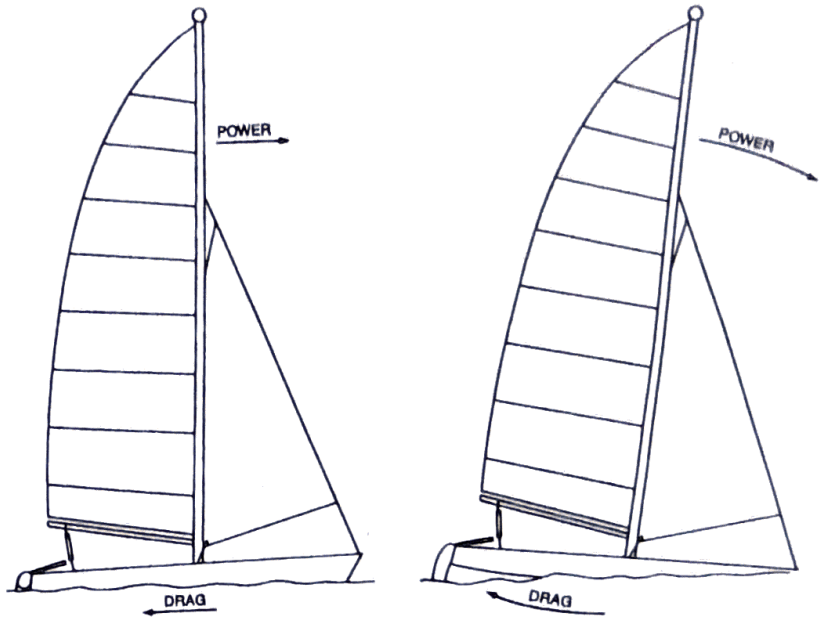


DIAGRAM 19

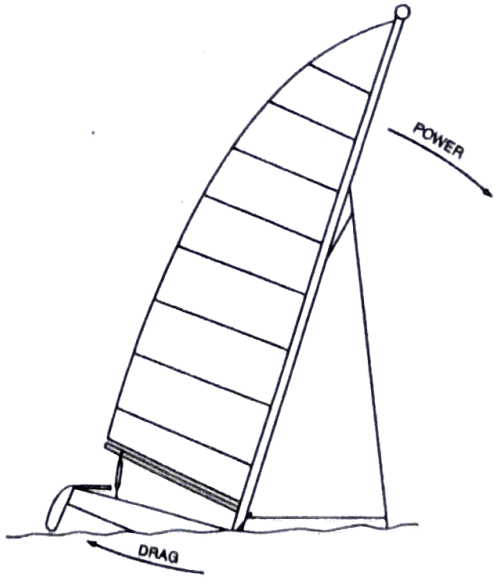


DIAGRAM 5

A word on helmsmanship, along this same line of thought; When you are quartering downwind and a large puff hits, heading down in a cat offers more stability, as you are using the buoyancy of both bows. Heading up presents the possibility of flying the windward hull and simultaneously tripping over the leeward hull if weight cannot be shifted fast enough to compensate. The bonus is that when you head down, the puff is driving you closer to the downwind mark.

Maintaining the proper boat attitude is often most difficult on those screaming reaches that have helped make catamarans so popular. The sail tends to develop its greatest speed and power on this point of sail. In order to harness and use power and prevent tripping (pitchpoling), crew weight must be as far aft and outboard as possible.

On the reach, when you have done all you can as far as weight distribution and the leeward bow still dives, most sailors recommend easing the jib quickly and also easing the main a little, if necessary, and then sheeting the sails back in as the boat's bows start coming back up out of the water. It only takes a few seconds for the boat to correct itself to the proper attitude.

If you have light crew weight in heavy air, you may find it necessary to sacrifice a little sail power and leave the jib in a luff to avoid constant nosediving and keep the boat in its proper attitude.

Being conservative and going a little slower can sometimes pay off in the long run, when you consider how much time you would lose righting your boat after a capsize.

In summary, the principles of weight distribution call for you (and your crew) to move ANYWHERE you have to on the boat to keep it in the proper attitude.

You should try to keep all movable ballast (skipper and crew) together as much as possible, or at least laterally equal in position, to prevent seesawing in chop or seas.

Don't worry if you have to move around a lot, as long as it is aiding the proper attitude. But this movement must not disturb sails or create seesawing. In moderate to heavy air you sometimes find yourself scurrying around like a monkey. But in light air, it's the smooth easy movement of a soft-pawed cat. The inches you gain in boat attitude may be lost in yards by shaking that elusive zephyr out of your sail.

Keeping in mind there are wind puffs, differences in waves, and any number of variations in conditions, you must adjust your crew weight to compensate.

So, be alert and sail with a good attitude.

Notes for the crew:

✔ The onus of weight distribution rests primarily on you. The skipper is confined to a limited range of positions because he must be able to control the tiller. You, on the other hand, can go anywhere on the boat required to keep the boat in its proper attitude.

✔ If it is very light air and you must be forward on the leeward bow going to weather, you may not be able to control the jib from that position if you have cam cleats on your blocks. This is not a problem, because usually the jib is cleated and set anyway going to weather. From his position up by the beam on the windward side the skipper can easily make any small adjustments needed to the jib. Weight distribution in this case is much more important than being able to go "click-click" to the jib. Don't feel like you are not doing your job if you are not able to adjust the jib. What you are doing is by far more important.

✔ The most difficult for a crew is the light-to-moderate, fluky, puffy, wind condition, which predominates in many parts of the country. In this condition you will be hooked into your trapeze, because you never know when you may have to go out for a few seconds. But you may also be getting far forward on the hull or be hanging out on your trapeze far forward. You will be in and out, forward and back, dancing along the hull to keep the boat in its proper attitude. Put a mark on the bow, if it helps, to know where you want the bow to be entering the water — and then just watch that mark and try to keep it kissing the water.

✔ Don't let your trapeze ring slip off your hook when you are forward on the hull, because it will hit the skipper in the face every time.

To quote famous Hobie-catter Wayne Schafer from Jake Grubb's book *Hobie Cat Sailing*, "Weight trim is elusive; you must constantly shift your position on board to accommodate the conditions. Doing this well is a sensitive art."

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Palm Beach Sailing Club Inc. (Income and Expenditure)
July 2001 to June 2002

2000 - 2001	Account Description	2001 - 2002	Var Last Yr
14,185.78	**Carried Forward**	4,364.97	
	Income		
5,882.70	Membership Subscriptions	5,357.45	($525.25)
3,530.94	Regatta	3,936.16	$405.22
957.12	Interest Earned	238.10	($719.02)
1,558.48	Drink Sales	1,241.05	($317.43)
275.00	T Shirts Sales	-	($275.00)
-	Social Functions	-	$0.00
16,894.52	Miscellaneous	3,073.00	($13,821.52)
	Presentation Dinner	-	$0.00
29,098.76	**Total Income**	**13,845.76**	**- 15,253.00**
	Expenditure		
621.85	PO Box Rental & Postage	331.50	($290.35)
1,109.68	YA of NSW	962.50	($147.18)
300.00	Trophies	487.63	$187.63
169.35	Bank & Government Fees	147.00	($22.35)
94.94	Petrol & Oil - Boat	163.33	$68.39
1,749.00	Insurance - Public Risk	2,582.07	$833.07
-	Registration Boat	57.70	$57.70
246.00	Registration - Waterways - Courses	255.00	$9.00
60.74	Service & Repair Boat	214.34	$153.60
1,227.50	Legal & Constitution	-	($1,227.50)
15.00	Fridge Purchases	-	($15.00)
1,049.72	Regatta	1,645.55	$595.83
195.00	Miscellaneous Equipment	1,329.58	$1,134.58
1,622.79	Boat Trailer	-	($1,622.79)
	Rescue Boat Storage Facility	521.80	$521.80
972.34	Rates & Utilites	808.32	($164.02)
29,485.66	Construction Costs	1,447.23	($28,038.43)
38,919.57	**Total Expenditure**	**10,953.55**	**49,873.12**
- 9,820.81	**Net Movement**	**2,892.21**	**- 65,126.12**
4,364.97	**Balance**	**7,257.18**	**- 65,126.12**
	Bank Account Balances		
671.43	Trading - ANZ - 5554-98631	4,214.51	$3,543.08
8,003.57	Term Deposit - St George 000 0392964 4 49		($8,003.57)
198.85	Building Fund - ANZ 5770 - 00478	2,357.92	$2,159.07
8,873.85	**Account Balances**	**6,572.43**	**- 2,301.42**

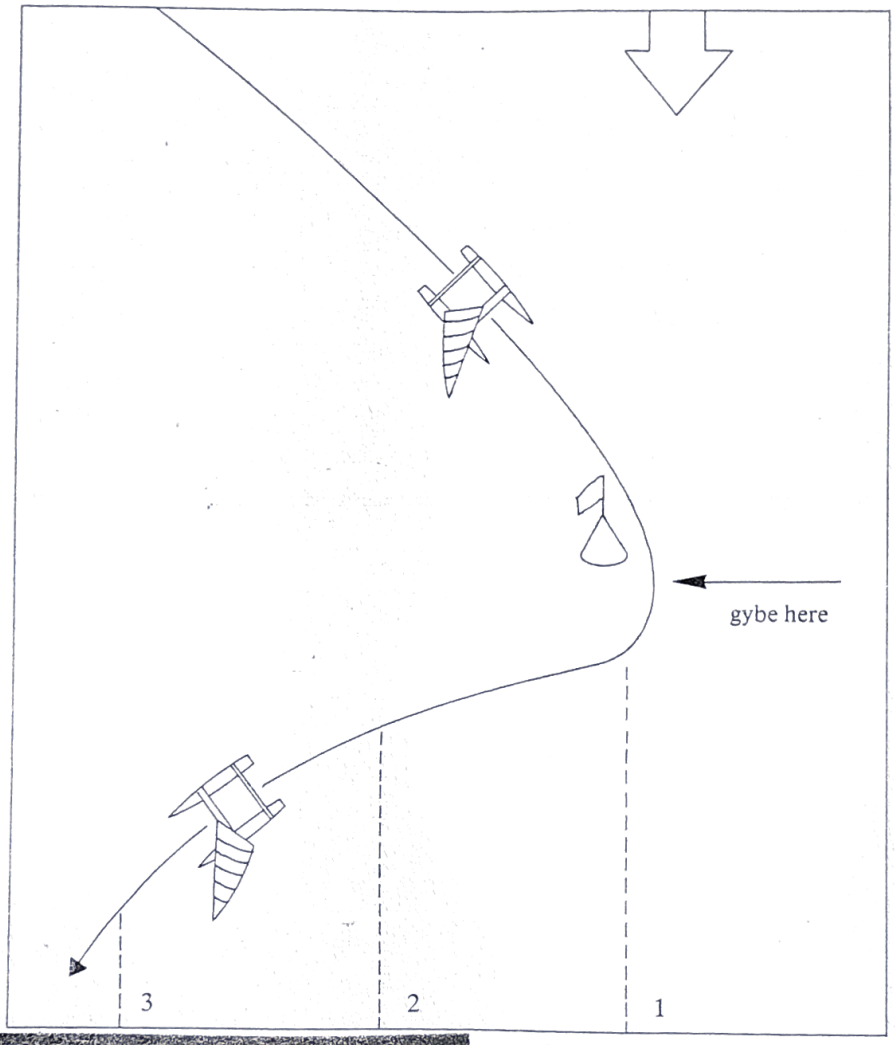
Reconcilation	**684.75**
Represented by	
Unpresented Cheque 1140	101.50
Deposit - Sport Rec	2,273.00
Interest	236.62
	2,509.62
Payments	
Insurance	663.67
Postage	12.00
Boat Rego	57.70
YA Fee	962.50
Refund Rod WaterHouse	27.50
	1,723.37
	684.75
Assets	
Bank Accounts	6,572.43
Boat Trailer	1,622.79
Rescue Boat - Trade in Value	5,000.00
Rescue Boat Facility	65,000.00
	78,195.22

MANOEUVERING IN STRONG WINDS

Alertness and concentration contribute much to the success of manoeuvres in strong winds, and they must be applied not only to the speed of the boat but above all to the wind and waves.

The harder it blows, the higher you should point when you begin to tack so that the tacking angle is reduced. Hence before actually going about you should establish how much closer you can sail to the wind without the cat becoming too slow. Watch out for squalls; if you see one approaching, use it to the full but begin luffing before it has past you. In this way, your tacking manoeuvre coincides with the end of the gust.

It is also possible to tack immediately ahead of a squall, but you must be absolutely certain that the manoeuvre will be completed and the cat moving on the new tack before the squall strikes; for that reason, the manoeuvre is not quite as easy, for the wind veers in the gust and the cat can miss stays. The gust then catches the boat at the worst possible moment, for it is now only partly manoeuvrable.



The ideal gybe curve:

1 After putting the sail across
2 Acceleration curve by luffing
3 Freeing curve by bearing away at the higher speed.

The waves are the second consideration when tacking. Try to recognise the wave pattern in good time; where appropriate, keep a lookout for areas of calmer water. These are to be found in the shelter of headlands, in the wake of large ships and, in races, even in the lee of other competitors who are providing momentary shelter. Time the tack so that the turn, when the cat is going through the wind and is making practically no way, occurs exactly on the crest of the wave. However, is is essential to ensure that the boat does not tip forwards uncontrollably, lifting the rudder blades out of the water. The cat should therefore be trimmed by the stern as much as possible, though with sensitivity!

A stern-heavy catamaran that shoots over the top of a wave can be capsized stern first by the wind under the trampoline.

Speed is the first imperative when gybing in strong winds. The higher the speed, the lower the apparent wind – a general axiom for downwind courses. Repeat this until you are sick of it, for then you will never again get the shakes at the prospect of gybing in a blow.

The course itself demands that the helmsman and crew sit as far aft as possible. However, this is not the end of the story, for if you gybe when the bows are just beginning to slice into the back of the wave in front, you will be in trouble. The rapid change in load from the old lee bow to the new one will press the latter so strongly into the wave that the cat will nosedive and may possibly be pitch-poled.

A swift gybe is the best. The mainsail should go across at precisely the moment when the cat begins to surf down the wave. If the wind is gusty, always gybe when the gust is just beginning to ease.

Sort out sheets and traveller lines before gybing so that they cannot become fouled!

It is also a common error to sail some distance straight ahead at the apex of the gybe. This produces no benefit, for it is the slowest course you can sail with a catamaran. The apparent wind increases and you have more pressure on the sails than you want. The ideal gybe curve is parabolic (diagram, page 101).

Since you want to sail fast, you need not bother with the reverse rudder stroke necessary on monohulls after the sail has gybed. If you want to round up in any case to sail another acceleration curve, reversing the rudder is superfluous.

The harder the wind blows, the more important control of the boat becomes. You must be able to execute manoeuvres and trimming adjustments in your sleep; only correct procedures and a lot of practice can help you progress.

The 'survival gybe'

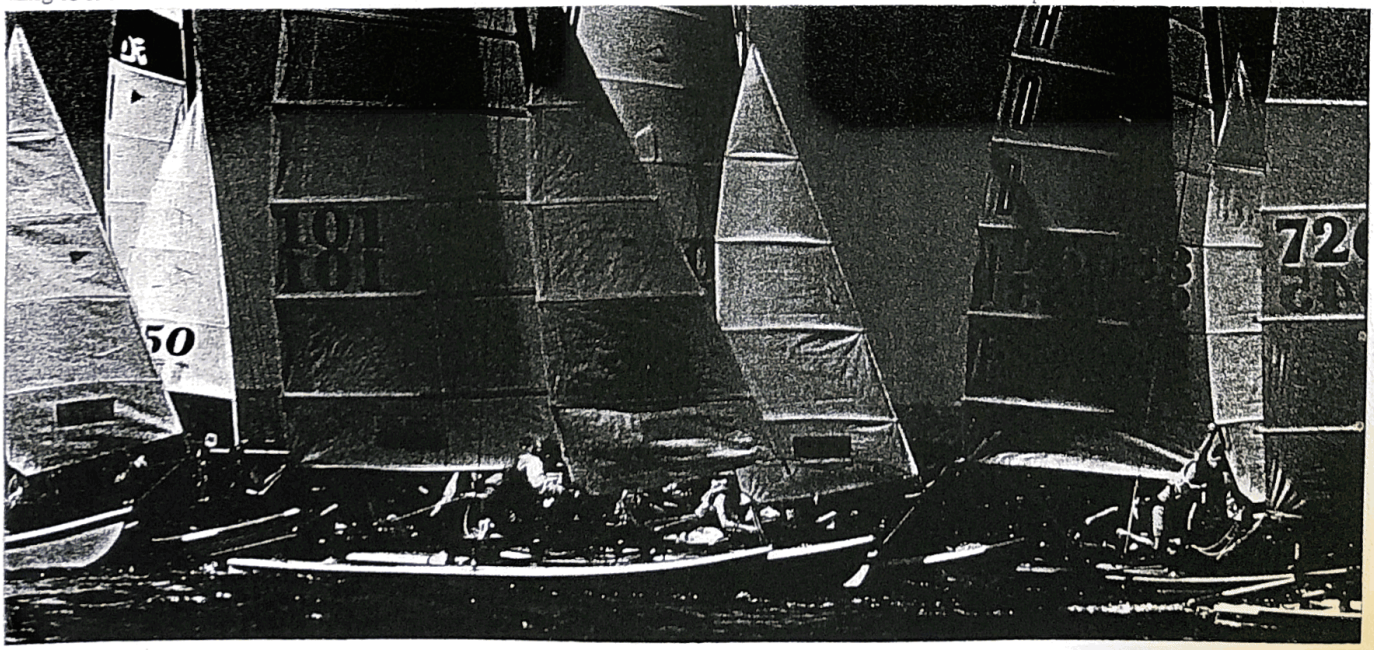
There is one situation that every catamaran sailor fears, and if he is honest he will even admit it: when it is blowing so hard that any deviation from a course dead downwind must lead to a capsize, no matter whether the helmsman luffs or summons up the courage to gybe. In this situation, the 'survival gybe' has proved useful (diagram, right) – though not infallible!

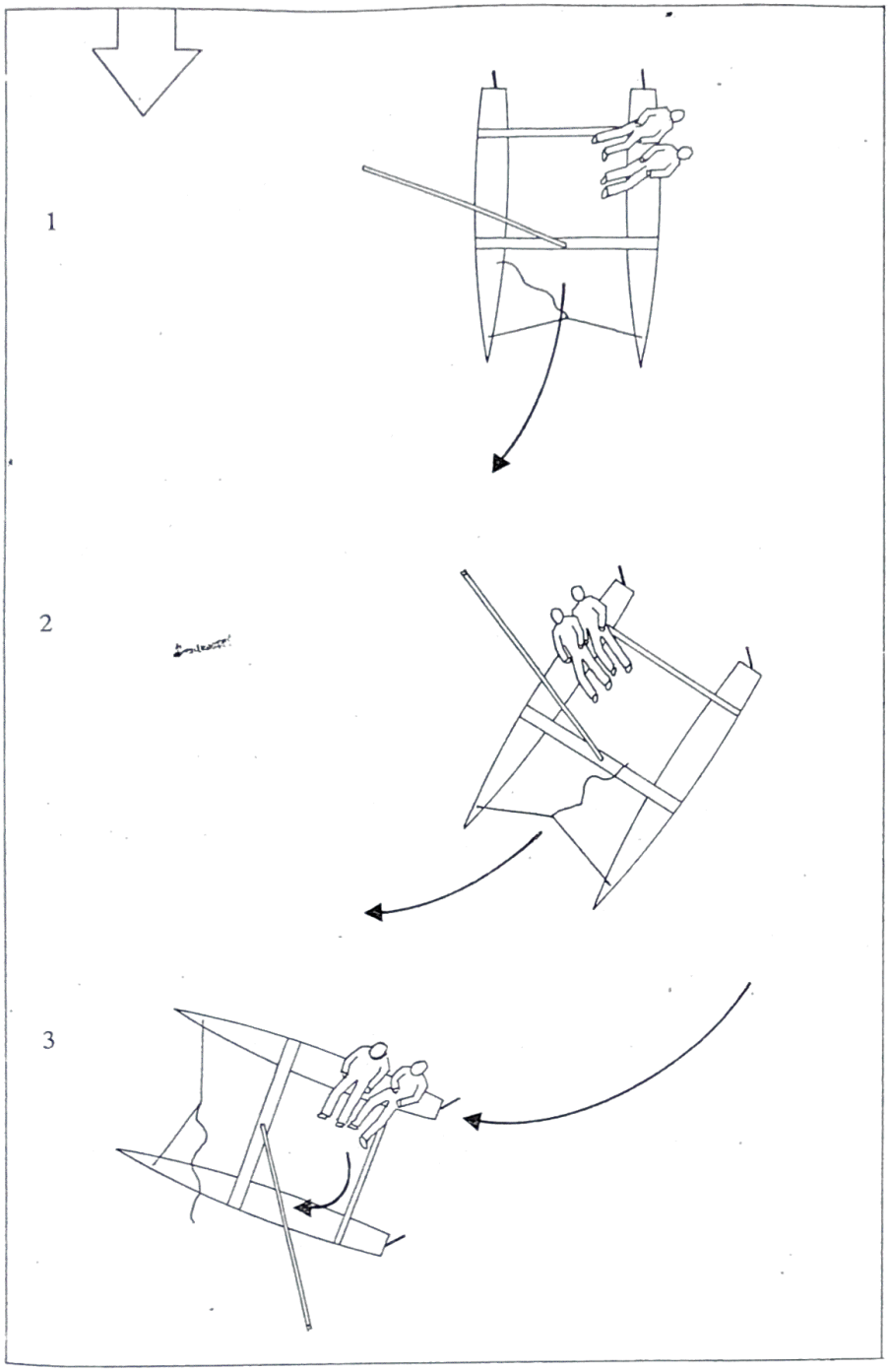
For this manoeuvre, turn directly downwind but try to carry as much speed as possible. Check that sheets and traveller lines run free and bear further away with the mainsail eased right off and the jib flapping. As a rule you will already have the cat on a course up to 135° to the (new) wind direction before the sail slams across.

In this instant luff up smartly onto the new course so that the wind is spilled out of the sail.

Now you can luff up further at your own pace to consider your next move with minimum pressure in the sails, or you can thunder on to leeward.

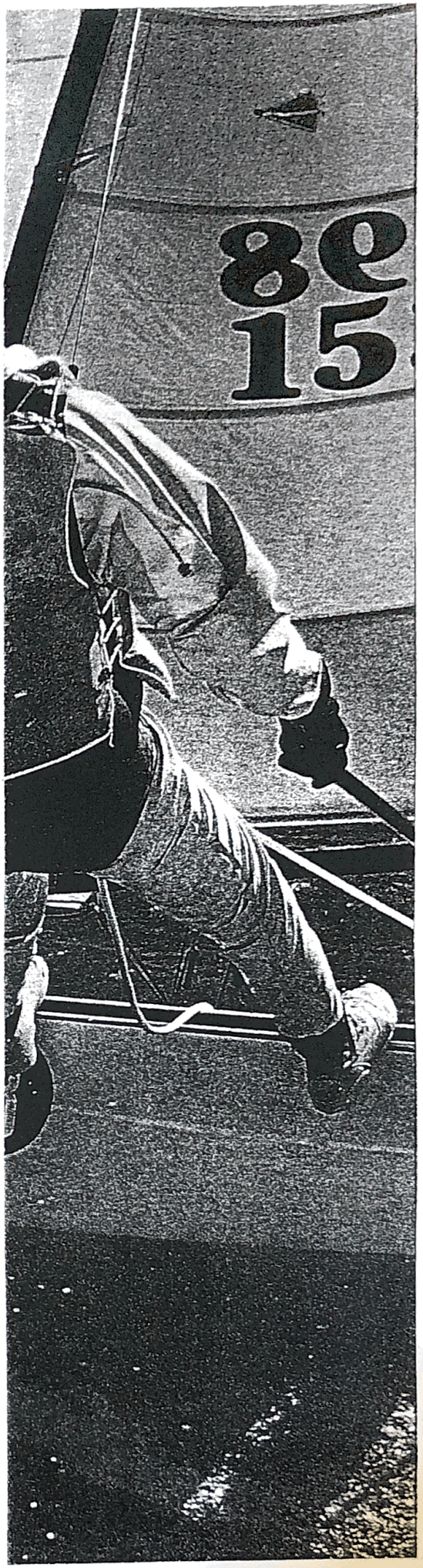
Study the diagram carefully so that you understand the manoeuvre and can execute it in your sleep. Admittedly, it is rather hard on the gear, but if it is executed properly it almost always prevents a capsize.





The survival gybe:

1 On a course dead before the wind clear the mainsheet, the traveller and the jib sheets
2 Bear away slowly; before the boom comes across, the crew shift their weight aft onto the future windward side
3 When the boom flies across, luff up sufficiently strongly to prevent the sail drawing.



Hobie 16 World Championships

Well, here I am sitting in the cold, thinking of the tropics and how nice it would be to be there.....

Well, we were there, even if it was not 30 Degrees Celsius, even if it was not sunny and hot, even though the conditions were a bit extreme, we were there, and we loved every minute of it! Didn't we?!?

There were A LOT of Aussies at the Worlds and they did very well, to say the least, you should have been at the Awards Night, but let's talk about the sailing first.

After arriving, registering, weighing in (on Jockey Scales) and sorting out extra weight requirements and insurance, we attended the Welcome Party where we caught up with Upu, Charmaine, Ainslie and a lot of other Aussies we all know.

The first day of the Open, the weather was wild. Racing was postponed until after lunch. We finally got out there only to suffer 3 general recalls and an abandoned race, we were doing really well in that race too, before they decided to move the course out to sea a bit further! It took about 3 hours to get our first race over and done with. All I wanted was a hot chocolate and a hot bath, it was sooooooooo cold out there! The tropics?. I **don't think so!**

The next day the weather improved:
The atmosphere was great, 60 boats waiting on the beach to be rigged, the music was playing, announcements were made; Hooper's voice booming out" come on Skippers we want you off the beach in half an hour, then it was, FIVE S TO - OFF THE BEACH, then OFF THE BEACH, OFF THE BEACH. Everyone was racing around trying to get wheels for their boats. We were not allowed to push or carry the boats due to the coral sand, they had to be wheeled. The boats had to be checked prior to sailing and then again after racing for any damage, which had to be paid for. We were given a white disc once checked over after racing for signing off. You had to rig your own boat at the beginning of the day and derigg after the last race. Minor adjustments were made during the course of the day whenever you changed to a different boat.

Most important of all, we had club members representing Palm Beach Sailing Club.
In fact we had 11 club members sailing in the event:
Hal Evans, Upu Kila and Ainslie Gordon, (otherwise known as Gordon Ainslie in Noumea)! Kerli & Ali Corlett all sailed in the Masters.
This was held in the Bay due to weather conditions, (Wet and Wild).
Kerli & Ali came 3rd and Upu and Ainslie came 4th! Well done to all.
Nicole Corlett crew in the youths with Kingsley Pursch also sailed in the open division

Next came the Open in which the following club members entered the qualifying races, of which there were 9.
Upu Kila/Ainslie Gordon came 20th
Michael Warren/Sam Miller came 36th
Chris & Lynn De Veyrac came 57th
Rod & Kerry Waterhouse were pre qualified and did not race until the Semi's.

Kingsley Pursch & Nicole Corlett (our youth entrants)
It was the Cut Night Party at the Village and whilst some knew they had made the cut, others were anxiously waiting to find out. We suffered through a dreadful fashion show, hungry and tired after a few 6:30am starts. They did pour good drinks though and quite a few of us were three sheets to the wind before managing to find the food and sit through the calling out of the results.

Upu and Ainslie breezed into the Semi Finals, so did Kingsley and Nicole. Mike & Sam (after an anxious few moments), crossed the line with 10 places to spare, but unfortunately Chris & Lynn just missed out. Upu managed to find Mike amongst the cast of thousands to congratulate him with a special Papua New Guinea bear hug and we were all really thrilled to be still sailing in the event. It was a great feeling to be part of something special and to be doing it with so many other Australians too. A lot them we know really well and see on a regular basis at regattas.

There were 112 entries in the Semi Finals from all over the world. Some had pre qualified like Rod and Kerry and some had been sailing for 3 days to qualify, but **all** were having the time of their lives, enjoying an experience they wouldn't forget.

Every race seemed to have its own weather pattern, after a particularly harrowing hour and a half racing a 2GO in difficult conditions and feeling more like a stiff drink than another race, we went out again only to have the wind drop out and an easy sail in the next race! Go figure!

There were a few tense moments on our boat when Mike had an extremely bad stomach condition, of which I did not want to know **anything** about. He kept insisting on telling me, which ended up being our best result, 7th place. I think Mike was so intent on getting to the **Loo,** he blitzed the field, either that **or** he created his own atmospheric pressure system which propelled us over the finish line faster than the other 53 boats!!!

We had another tense few moments when after working really hard to get into a good position in the race, we were coming up to the marker, we managed to cut through all the other boats safely, we were ready to tack, we tacked, and I don't know what happened next, but the nose was in the air, 1 fell over backwards, took the Jib with me, and it was game over. My excuse was that 1 was not going overboard into shark infested waters without a fight! or at least a Jib sheet to hold onto!

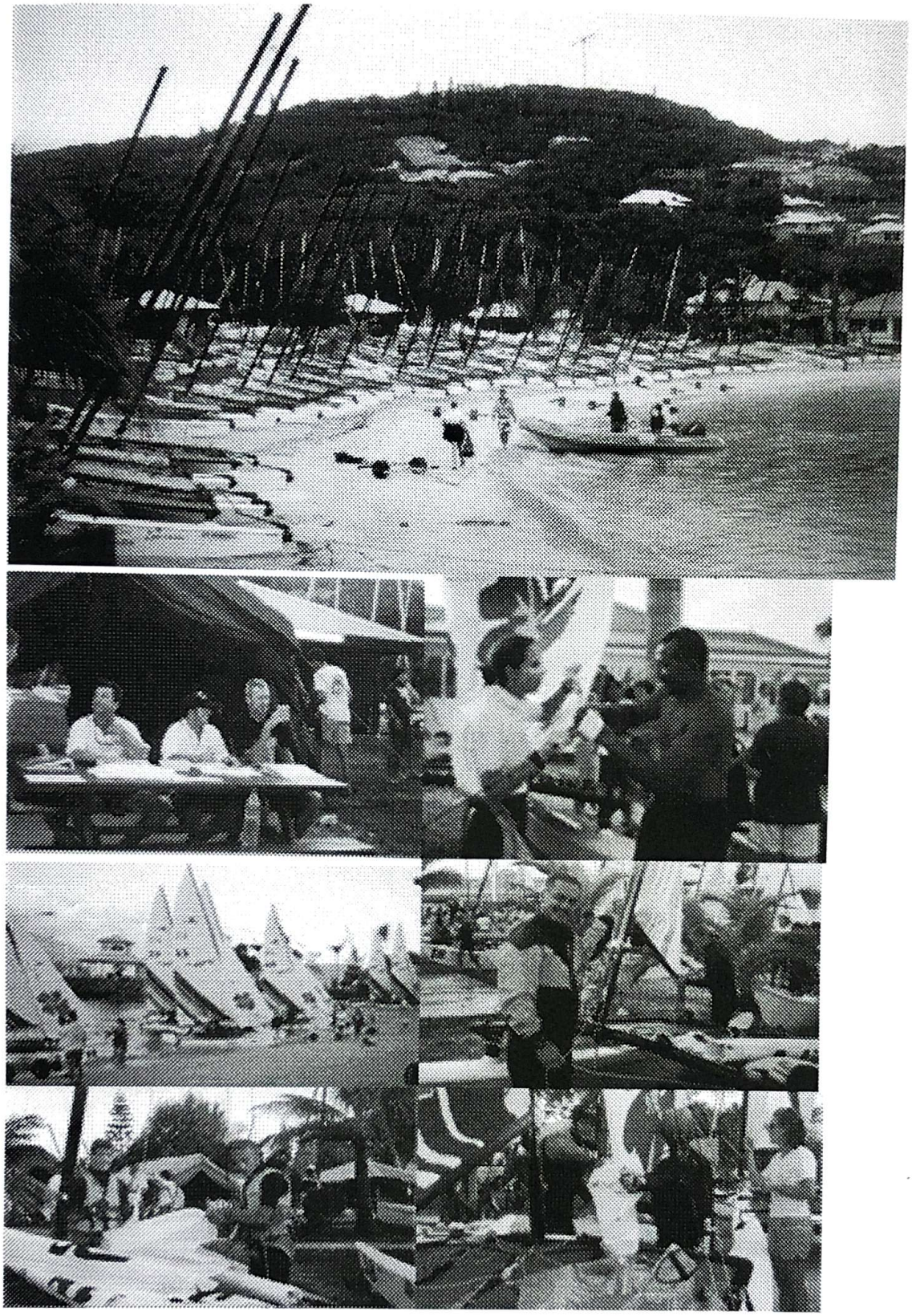
The other rather harrowing experience, (actually it was the French guy's fault he slowed down), was our close call when giving way to a starboard boat, Mike cut it a bit ***fine***,
scared the hell out of the Frenchman as we passed his rudder with millimetres to spare. Mike's excuse was he dropped his mainsheet!

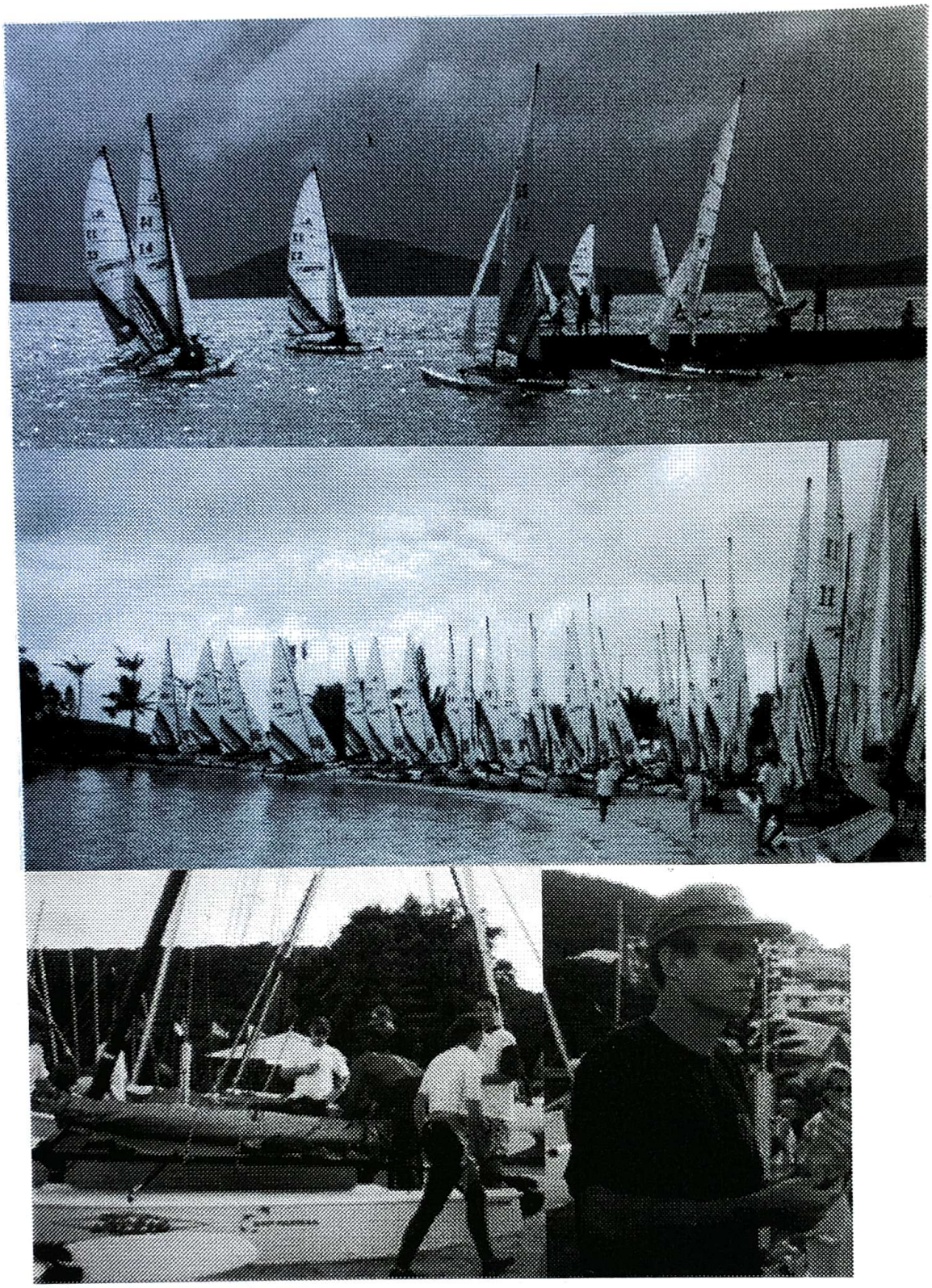
I almost dropped something else! (I learnt to call Starboard *really* loudly after that) just in case there was another Mike out there somewhere!.

Well the final results were astounding:
Rod & Kerry came 8th in the World
Upu & Ainslie came 31 in the World
Kingsley and Nicole 51 in the World
Mike & Sam came 108th in the World
Special congratulations to Kingsley and Nicole for making the finals. A big future for them I think!
Of course 1 should mention the really good sailors that won the event.....

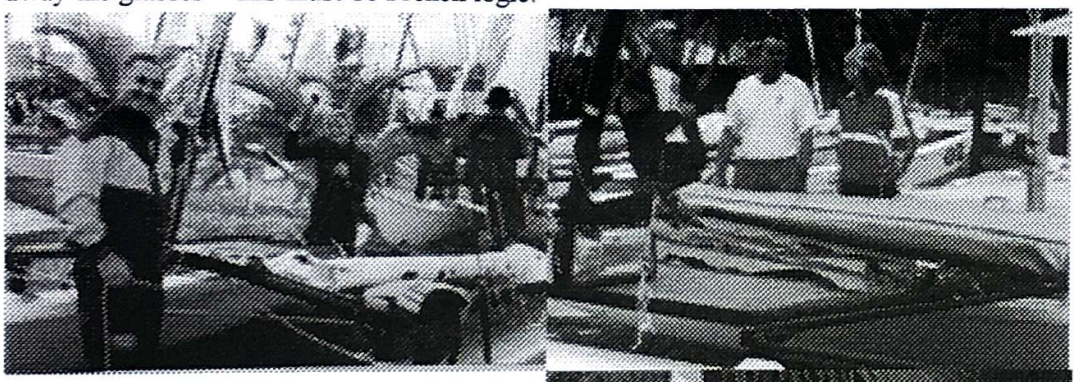
1st Gavin Colby/Simone Mattfield from WA AUS, 2nd Mitch Booth & his son Taylor sailing for NED 3rd Some French guy from FRA 4th Rob Branch/Bamaby Houk from AUS 5th Some other french guy from FRAINC 6th Tim Cottsel Scott Babbage AUS, 8th Rod & Kerry Waterhouse AUS, 11th Tim Shuwalow/Susan Pearce AUS 15th Neville Thompson/Sarah Hollands AUS, 31st Upu Kila & Ainslie Gordon PNG.

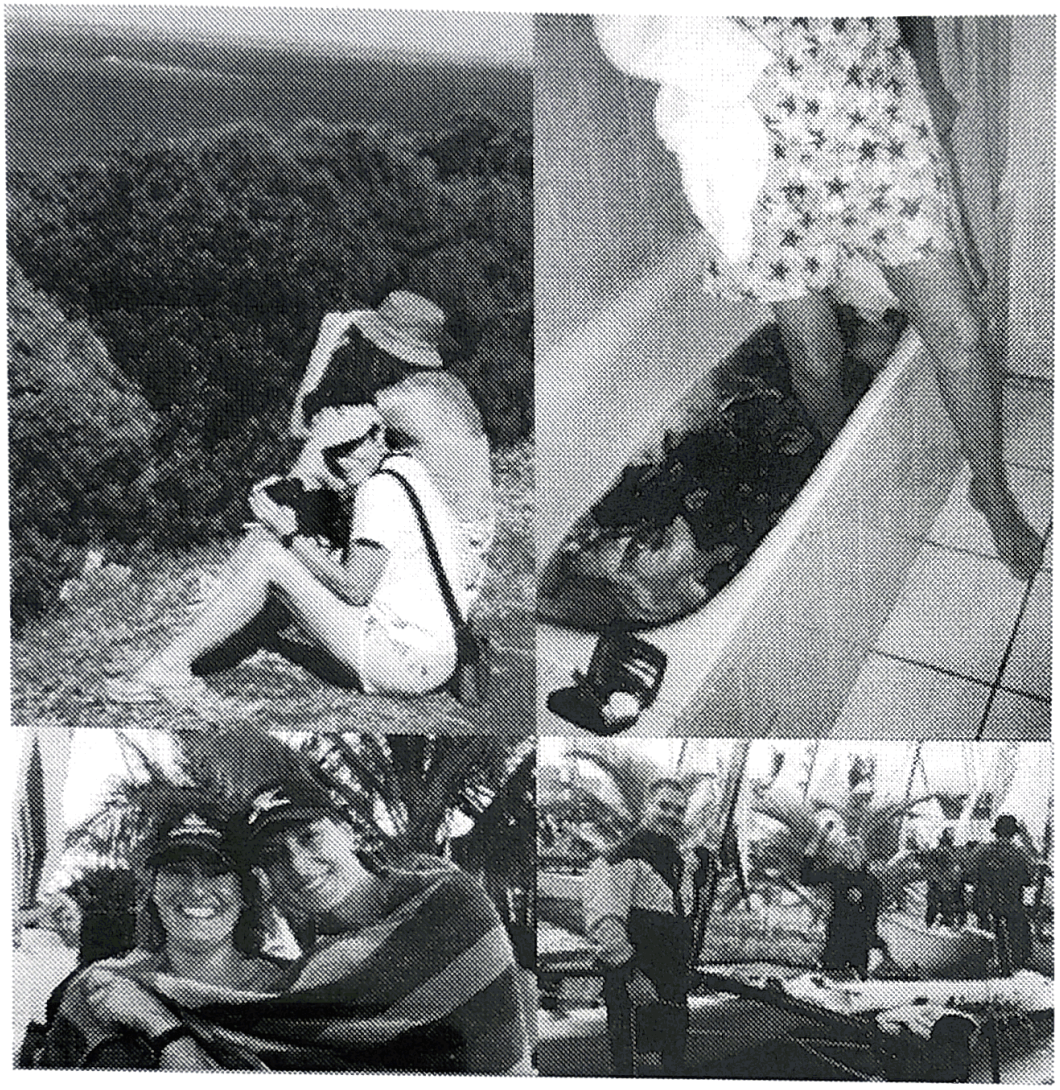
I am sure we will be talking about our experiences for years or at least until the next World Championships - Mexico is only 2 years away! Can't Wait!!





Wet weather forced some reallocation of priorities!
This was the VIP tent, taken over by the Aussies to watch the races. The keg was found by Upu and everybody helped them shelves to drinks. The officials tried to solve this problem by taking away the glasses – this must be French logic.





Story: Sam Miller
Photos: Charmaine
The Boss: Upu

To all members,
This is my last 'MAINSHEET', after 12 years I am taking a break.
Robin McCormick and Andrew Nelson will do all the work.
Please help them by writing articles or finding stories in the paper etc.,
It is not an easy job – but it is fun.
Russell