



# MAIN SHEET

*Life's a reach .. and then you jibe !*

*October/November 2002*

We're on the Web at  
[www.pcc.org.au](http://www.pcc.org.au)

- *Worlds A Class/Tornados*
- *Start Rules*
- *Profile—Jan Jensen*
- *Health Tips*

and more .....

*New  
Look  
Main  
Sheet*

**SAILING CLUB**

A PUBLICATION OF  
**PALM BEACH SAILING CLUB**  
(SAILING AS PITTWATER CATAMARAN CLUB)



## INSIDE THIS ISSUE:

Commodore/Vice Commodore Report	3
Upu's Updates	4
Calendar of Events 2002/2003	5
Boat Roster	6
Sail Training	7
Boat Licensing	8
Beware the Bullets Regatta Information	8
A Class/Tornado Worlds Report	9
Profile—Jan Jensen	10
Nautical Quiz	12
Health and Fitness	13
How to ....	14
Pioneer Building Products	15
PBSC Contact List	16

## NEXT ISSUE

### Classified Ads

Buy/Swap/Sell

#### Deadline

Place you ad by Nov 25 2002

#### Cost

Negotiable.

*Welcome to our New Look Mainsheet. I hope you enjoy reading this as much as I did putting it together.*

*I want to thank Russell Shepard for the years of work he put in to producing the Mainsheet and hope I can equal his high standards.*

*This is YOUR magazine so if there are any suggestions/changes you would like to see, please let me know.*

*Robyn McCormick  
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**SAILING CLUB**



## New Commodore off to a flying start ...

*At the Annual General Meeting of the Palm Beach Sailing Club (PBSC) we welcomed the appointment of our new commodore, John Goldsmith.*

*John has many years sailing experience and brings a new set of ideas and goals to this important leadership role in the Club. He departed the following day to compete in the World A Class/Tornado Championship series being sailed off Martha's Vineyard, MA, USA. John has done extremely well finishing in 41st place out of 48, achieving his self imposed target of 'not getting bloody LAST!'.*

*Congratulations John and we can look forward to reading John's 'Countdown to a World Contender's' report in the next issue of MAIN SHEET (see report about A Class/Tornado Series on page 9)*

## Vice Commodore report

The new season has started and already we have a few weekends of racing under our belts. Lets all say a few prayers, to whoever we think best (anyone know who looks after the weather up there?), for great weather for our sailing season. The Heart Starter got us off on a good note with fair weather, enough for some to get out on the wire occasionally. It was enough to at least check our rigging and rusty skill. Personally managed to snap my tiller extension fitting prior to the start of the first race. However it was great to have the clubhouse to able to repair it. By the way we need a small electric drill - can anyone help out? There was a good roll-up of about 17 boats, including a few newcomers to the club, which is great to see.

A hearty welcome to all our new members, I'm sure you will enjoy sailing on our beautiful Pittwater. Could all club members please make themselves known to our new members and give any assistance they can to help settle in. Also warm a welcome to our new committee members John Goldsmith, Commodore, and Robyn McCormick, Mainsheet Editor.

We will be operating a display stand, in conjunction with Sailing Scene, at Warringah Mall at the end of the month. See later in the Mainsheet for details. If anyone can help man the stand can they please contact Felicity or myself. We will raise the profile of the club in the area and hopefully gain new members. We will be offering a training pro-

gram at a relatively small cost to the public, which will I'm sure attract some non sailors. Upu has again kindly offered to put on this program which is also available to members at no charge.

It always is the regular few who get along to our monthly meetings and new ideas are always welcome from members. If you can't come to the meetings email your suggestions to Felicity and we'll take them on board for consideration. Our main goal at the moment is to replace our old start boat, so fund raising is high on the agenda. This is a high cost item, nearly as much as the clubhouse, so it may take a year or so to achieve it. We have had pledges of donations and loans amounting to nearly \$7000, many thanks to those involved. Including the old boat, as a trade in, it puts us close to the halfway mark. Any ideas for fund raising would be greatly appreciated.

One last thing to mention. If you are on boat duty we need to start the first race at 1:30pm, weather permitting. This means that to set up the course and do a briefing you must have the start boat in the water by 12:00. We should also start the first race even if all the boats are not off the beach, It's not fair that members that get there in plenty of time should lose racing time because of tardy members. Could I ask all those involved to do their best to achieve this.

Once more a great sailing season to you all.

Guy Machan, Vice Commodore

## UPU'S UPDATES—SAILING

The season's Club Racing has started. See the sailing program.

There are 36 races in Spring Series, 45 during Summer Series and 21 races for club championships. D9 9 races can be dropped from each Spring and Summer Series and 6 from the club championships. The sailors on boat duty and representing the club at other regattas will receive 2 points.

Class yardsticks are used to calculate the results. Adjustments are made to reduce the portion of the yardstick used if a spinnaker is used or single handing a 2 man boat. If a single man boat is sailed 2 up the yardstick allowed increases. **(Fundamental Rule 2)**

Race results are calculated using the RaceMaster program which was donated to our club by the Bluestone and Allied Data Systems. The race results are calculated based on class yardsticks. Skippers information is entered into an excel database in tables using Members detail, Class and divisions. All tables are linked. The Excel spreadsheet is then imported into RACEMaster program. Once the elapsed time is entered into the program, it then calculates the results and displays them as handicap results, against all classes of boat. The program also calculate the penalties, DNC, DNS, DNF etc.

### Basics on how to use Marine Radio

We have two VHF radios. One to go on the start boat and the other stay with Upu or any committee member on the beach, just in case of emergencies. The boat radios must be put on charge in the boat shed, at the end of each race day.

#### **Radio Channels**

The channels that Clubs, Pleasure Craft and Rescue Groups use are 72, 73, & 77 depending on the receiver. The channel 73 works well in Pittwater area. So, set on 73 at all times. If you have difficulties in receiving or contacting others, then you should try channel 72 or 77.

You can listen to the weather forecasts and warnings for the day on channel to 67.

#### **Call Signs.**

- Call Sign for the start boat is **(Palm Beach Sailing Club, This is Start Boat)**.
- Call Sign for the one on the beach is **(Palm Beach Sailing Club, This is Base)**
- Call Sign for Coast Guard Base is **(Coast Guard)**. You can pickup the call signs for Coast Guard rescue boats on the water.

You must use your call sign when you make a call. To make a call from the Start Boat to the Base this is how you would call.

**(Palm Beach Sailing Club – Calling Base- Do you copy over?)**

Repeat this if you don't get any reply. If not they will acknowledged by saying

**(Palm Beach Sailing Club – This is Base – Reading you loud and clear - Do you copy over?)**

If you hear them then you would acknowledge by saying, **(Roger – Roger – Reading you loud and clear)** Then you can start you conversation. Make sure you say **(OVER)** every time you finish what you are saying so the person on the other end will know when to start talking.

When you finish your conversation, you must sign out by saying **(OK – Over And Out)**.

There will be a guide on how to use the radio available on the start boat.



## Calendar of Events 2002/3

**SERIES 1**

September

- 7 **Heart Starter**  
 14 Club Races/Point Score  
 21 Club Races/Point Score  
 28 Club Races/**Club Championship 1,2,3**

**Possible Regattas****Opening**

- Race: 1,2,3  
 Race: 4,5,6 Coffs Harbour  
 Race: 7,8,9

**SERIES 2**

October

- 05 Club Races/Point Score  
 12 Club Races/Point Score  
 19 Club Races/Point Score  
 26 Club Races/**Club Championship 4,5,6**

- Race: 10,11,12 Forster, Wildcat  
 Race: 13,14,15  
 Race: 16,17,18  
 Race: 19,20,21 Canberra, Cat Champ

**SERIES 3**

November

- 02 Club Races/Point Score  
 09 Club Races/Point Score  
 16 Club Races/Point Score  
 23/24 **"BEWARE OF THE BULLETS REGATTA"**  
 30 Club Races/**Club Championship 7,8,9**

- Race: 22,23,24 Kurnell, Top Gun  
 Race: 25,26,27 Trial Bay  
 Race: 28,29,30 Port Stephens  
 Port Kembla  
 Race: 31,32,33 Rathmines/Wangi

December

- 07 Club Races/Point Score  
 14 **Christmas B.B.Q (To be advised)**

Race: 34,35,36

**Dec 21-11 Jan, 2003 - No Club Races: Australian National Championships- Eden, NSW**

**Series - 1**

January

- 18 Club Races/Point Score  
 25 Club Races/**Club Champ 10,11,12**  
 26 **Australia Day (To be advised)**

**Possible Regattas**

- Race: 37,38,39  
 Race: 40,41,42 NSW State Titles  
 H14 & H16W - Titles

**Series - 2**

February

- 01 Club Races/Point Score  
 08 Club Races/Point Score  
 15 Club Races/Point Score  
 22 Club Races/**Club Champ 13,14,15**

- Race: 43,44,45  
 Race: 46,47,48  
 Race: 49,50,51 ACT & SZ Titles-Eden  
 Race: 52,53,54

**Series - 3**

March

- 01 Club Races/Point Score  
 08 Club Races/Point Score  
 15 Club Races/Point Score  
 22 Club Races/Point Score  
 29 Club Races/**Club Champ 16,17,18**

- Race: 55,56,57 Grand Prix, Melbourne  
 Race: 58,59,60 Vic. State Titles  
 Race: 61,62,63  
 Race: 64,65,66  
 Race: 67,68,69 QLD State Titles

**Series - 4**

April

- 05 Club Races/Point score  
 12 Club Races/Point Score  
 19 Club Races/Point Score  
 26 Club Races/**Club Champ 19,20,21**

- Race: 70,71,72  
 Race: 73,74,75  
 Race: 76,77,78  
 Race: 79,80,81 Yarra Bay  
 go to Batman's

***End of club races but sailing continues!!!!***

**August Club AGM & Presentation Night - TBA**



# 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.
3. Stand the flag mast.
4. Check oil level in motor and fuel in the tank.  
*After racing*
5. Back trailer to just inside gate, flush out motor and thoroughly wash down boat/remove bungs and drain any water out of boat. Ensure trailer is back far enough not to hit the roller door.

DATE		ON DUTY
<i>HeartStarter</i> - September	07	Ross Wood/Billy Sykes (Bill didn't make it)
	14	Dan Corlett/ David Fisher (Dan didn't make it)
	21	Michael Warren/Grahm Allen
	28	John McCormick/John Goldsmith (Goldsmith, away)
October	05	Mark Uren Laurie McDonald (Laurie unavailable)
	12	Kevin Moffett / John Forbes
	19	Kerry Ardern/ Tony Hodson
	26	Kyle Amadio / Mark Jonson
November	02	Chris de Veyrac/ Steve Howe
	09	Rod Waterhouse/ David Lawrence
	16	Peter Stuken/ David Bonallo
<i>Bullets Regatta</i>	23/24	P.Barnes, R.Wood, R.Sheppard, R.Poter, R.Forbes
	30	Damien Miller/ Steve Kiely
December	07	Hal Evans/ Geoff Watson
<i>Christmas BBQ</i>	14	Sam Wood/ John Blackburn

**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.**



# **PART 1. Introduction to Basic Sailing—Sail Training by Upu Kila**

**Free to Club Members**

**\$30 to Non-Members**

The course dates are as follows:

02 November Lesson 1 & 2 Theory

09 November Lesson 3 Theory & Practical (Sailing)

16 November Lesson 4 Theory & Practical (Sailing) End of training.

**23/24 BEWARE OF THE BULLETS REGATTA**

30 November 10:30 am for course participants—practical

07 December 10:30 am for course participants—practical

14 December 1030am for course participants and Christmas B.B.Q

## **Contents of Course:**

### **LESSON: 1**

#### **1.1 Parts of boat**

- 1.11 Hull and the frame
- 1.12 Standing and running rigging
- 1.13 Rudder system
- 1.14 Sails

#### **1.2 Knots - Know the five main knots**

- 1.21 Single / double sheet bend
- 1.22 Round turn and two half hitches
- 1.23 Figure of eight knot
- 1.24 Reef or square knot
- 1.25 Bowline

#### **1.3 Safety**

- 1.31 Personal safety

#### **1.4 Basic Rules**

- 1.41 36 - Opposite Tacks

### **LESSON:2**

#### **2.1 Rigging the boat**

- 2.11 Unloading the boat
- 2.12 Setting and stepping the mast
- 2.13 Setting the trapeze wires
- 2.14 Setting batten tension on sails
- 2.15 Raising the jib and main sails
- 2.16 Attaching the sheets

#### **2.2 Righting the boat when capsized**

### **2.3 Unrigging the boat**

### **LESSON: 3**

#### **3.1 Crewing**

- 3.11 Use of trapeze
- 3.12 Trimming the Jib
- 3.13 Centralising your weight
- 3.14 Tacking
- 3.15 Gibing
- 3.16 Getting out of irons

### **LESSON:4**

#### **4.1 Skippering.**

- 4.11 Light airs with flat waters
- 4.12 Light airs with choppy or rough waters
- 4.13 Heavy airs
- 4.14 Tacking
- 4.15 Gibing



## Beware the Bullets Regatta 23/24 November 2003

Once again Palm Beach Sailing Club (PBSC) (sailing as Pittwater Catamaran Club) will be holding our annual 'Beware the Bullets' regatta on 23/24 November 2002

This event is always an enjoyable weekend for sailors and their families with lunch available and a Saturday night BBQ

and film evening. This year we'll be showing footage taken at the World Hobie 16 titles held in Noumea earlier this year. PBSC was particularly well represented in this event and achieved com-

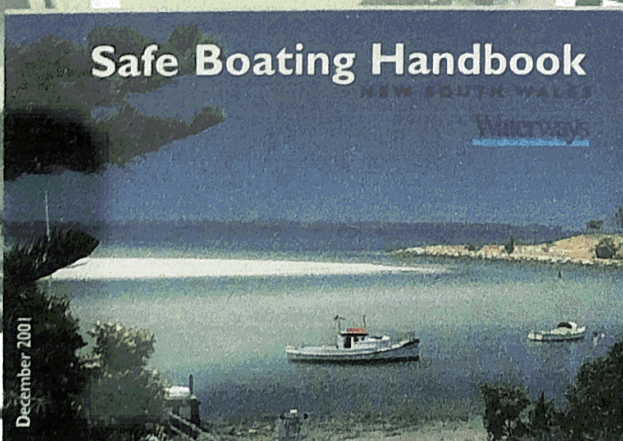
mendable results (see Mainsheet Jul/Aug/Sep). A number of members and their families will be needed to help to maintain the high standard of this event so when the call goes out, please swamp us with offers!



## DO YOU have your licence?

ALL members are encouraged to obtain their Boat Driving Licence. The booklet "Safe Boating Handbook" is available from the Rescue Boat Facility (the Clubhouse) or through your local waterways office.

Inside is all the knowledge you require to sit your Boat Licence test, including a list of all questions. You need only spend approximately 2—3 hours learning the rules, make an appointment with the local waterways office (available on Saturday mornings at Bayview) and sit a fairly short multiple choice questionnaire. All members in charge of the start boat **MUST** have a current Waterways Boating Licence—DO IT NOW.





## Thunder from down under rumbles at Martha's Vineyard!

### Australians Dominate

Exact Software 2002 A-Class / Tornado World Championships  
Darren Bundock & John Forbes win the Tornado Championship |  
Glen Ashby wins the A-Class Championship

Darren Bundock and John Forbes are the Exact Software 2002 Tornado World Champions! The 2000 Olympic Silver Medallists and 2001 Tornado World Champions turned in a brilliant performance with finishes of 2, (6), 1, 1, 2 5, 1, 4 for a total of 16 points.



This is the 5th time that John Forbes has won the Tornado World Championship (1989, 1992, 1998, 2001, and 2002), breaking the record that he set in 2001. Darren Bundock now becomes a 3-time Tornado World Champion (1998, 2001, and 2002). This team is one of the most success-

ful in the history of the class, and they give great credit to Coach Mike "Fletch" Fletcher, who is a champion in his own right.

Glen Ashby turned in a true "Tour De Force"

performance to win the Exact Software 2002 A-Class World Championships. Glen won the A-Class World Championship with finishes of 1, 1, 2, (4), 1, 1, 1, 1, 1 for a total of 9 points, just one point more than a perfect score of 8 points! His victory was achieved in conditions that ranged from the bottom to the top of the wind range that demanded the sailors show their skills in all conditions. Glen Ashby's performance demonstrated his range and maturity; it was a true "tour de force".

This is the 2nd time that Glen Ashby has won the World Championship title. His first win was in 1998



# Profile—Jan Jensen, Immediate Past Commodore

PROFILE: JAN ODIN JENSEN.

I was born in London a long time ago of Danish and Welsh parents, and fortunately was evacuated as a young lad to the country during the London blitz as our house was bombed and looted. Educated (sometimes) in London and attended the London Nautical College for two years prior to being apprenticed to a shipping Company (Eagle Oil) for 4 years.

Went to sea at aged 16 on an old triple expansion tanker with the first trip lasting over 12 months by which time my voice had broken, I had put on several stone and grown 4 inches or more in height, quite a shock to Mother and sisters on my return. Witnessed my first death and burial at sea on this trip when I found the Chief Steward swinging from the beams in the storeroom where he had hung himself. The following 4 hours or so were quite bizarre; cutting him down, numerous people using a variety of methods trying to decide if he was dead or not; the Captain in his underpants finally deciding we would have a burial at sea rather than keep him the cold room as we were in the middle of the Atlantic. The preparations for and the actual burial ceremony is another story!

Spent the next 3 years traveling the world, spending most of the time on the East and West coasts of South America and in the Caribbean with the occasional trip some 50 miles or so up the Amazon River where we loaded freshwater from the river for use in the boilers on the Island of Curacao. Studied occasionally and obtained 1st and 2nd mates certificates in London. I continued with Eagle Oil working as 3rd and 2nd mates on various ships and was responsible for sighting a sinking fisherman in the Caribbean on the way to Trinidad. Our ship helped to repair their pumps, we gave them food and fresh water and made sure they were sea worthy again, before continuing on our way. Plenty of incidents and adventures whilst on the South American coast many of which would not pass the censor and therefore are not appropriate for the Main Sheet!

First trip to Sydney was in about 1950 from the Caribbean stopping at Pitcairn Island to deliver mail. We had trouble leaving Pitcairn because the locals would not get off the ship and row back to the island. Descendants from the Bounty, they spoke with an old English accent that was sometimes difficult to understand. On the way down the Australian coast I sighted an SOS that I reported to the Captain, who had no intention of stopping.

As I was only the 3rd officer at the time I said I would record it in the log! He finally went over to the light and we picked up 2 fishermen who had broken down several miles off Coff's Harbour and had been drifting further out to sea for the previous 3 days. Their 25 foot fishing boat was

taken into tow but because the Captain was not prepared to run at a reduced speed the boat filled with water and sank after a few hours of towing.

I left Eagle Oil and worked on a Swedish tanker for a few months trading up the Persian Gulf. I then joined the Hong Kong based Jardine Matheson (the original opium runners) and oldest English Shipping Company. I signed on a new cargo passenger ship in Glasgow as 3rd officer and sailed to Hong Kong where I lived on the Peak with my first wife Jo for the next 12 years with occasional leave periods in England. A son and daughter were born in Hong Kong during this time. I had various positions on most of the company's 15 ships, traveling to most Asian countries, including India, Burma, Thailand, Philippines, Malaysia, Japan, Borneo, China and Australia from the head office in Hong Kong. Further study and sea experience culminated in the obtaining of my Masters Certificate.

My first command at the age of 25 occurred in Rangoon when the Captain had a nervous breakdown. Various alcoholic incidents had been occurring since he joined the ship in Hong Kong a few weeks before and while we were at anchor he proceeded to wake up the passengers telling them the ship was on fire! To cut a long story short he finally agreed to see the local doctor once we were alongside who diagnosed a serious condition and indicated he was not fit to continue in command and recommended hospitalisation immediately. Head office was informed of the situation and told me to take over as I had obtained my masters certificate a year or so before. He spent some 4 weeks in a palatial nursing home in Rangoon before going on leave to the UK. Some months later he was back in command again and later I joined a ship briefly where he was in command but neither of us mentioned the Rangoon incident! Soon after I was put in command of my own vessel.

Whilst the ships carried a huge range of cargoes some of the more interesting ones were: elephants from Bangkok to Japan; buffaloes, pigs and chickens all over the decks from Bangkok to Hong Kong; 2 deck cargoes of sheep from Melbourne to Shanghai and Tsingtow. There's many a story to tell of these voyages! One trip I vividly remember commenced when we departed from Hong Kong on Friday 13th. We had a fire on board in a cargo of jute due to spontaneous combustion that we put out, the boson was jailed in Sydney for getting caught smuggling and finally we had an oil overflow on board whilst off Newcastle! Is it any wonder sailors are superstitious and I never again set sail on Friday 13th!



Captain Jan Jensen,  
Hong Kong 1960



Some of my most enjoyable times were on old wartime converted and ugly timber ships trading between Borneo, Hong Kong and sometimes Japan with a full cargo of large logs, some up to 20 tonne on deck, and smaller ones down below. These ships were crewed by English officers and some 90 or more Chinese crew. I piloted the ship myself up small creeks around Borneo and various islands to load logs from rafts using our own crew, then up to Hong Kong or Japan. My first experience with sailing was when I picked up an abandoned native canoe at sea and converted it to a sailing canoe with rudder, dagger board, and bamboo outrigger and thereafter spent many a day and night on the odd island around the Borneo coast and nearby islands with my spear gun, catching and cooking fresh fish and returning to the ship when loading was finished or to take her to the next loading place or to Hong Kong.

One of my worst experiences was ending up in the wrong semi circle of a Typhoon in the China Sea. I had anchored for 2 days off an Island in Borneo swimming and fishing while the Typhoon traveled across the China Sea to the Chinese mainland and when all appeared safe I resumed my voyage to Hong Kong with a full load of approx 3,000 tonnes of logs. Unfortunately the Typhoon recurved when I was in the middle of the China Sea and I had no option but to continue on. Lost most of the logs from the after deck, was climbing waves in excess of 60 feet with a huge swell and all I could do was keep the ship head to wind and sea and hope the engines kept going. Even fully loaded the engineers had to use the throttle to slow the engine down when the prop came out of the water as we descended down the front of waves. I was on the bridge for more than 2 days with a very frightened crew and a terrified Chief Engineer of unknown ethnic background who spent most of his time in his bunk with his lifejacket on. The responsibility of the engine room was left to the Australian 2nd Engineer who did a great job keeping the engine going. We limped into Hong Kong harbour with our bulwarks curled over like a sardine tin, little or no paint on the funnel and the fore part of the ship with only a few logs remaining on the after deck.

I have been in trouble with the Red Guards in Shanghai, lectured by them for having anti Mao literature on the ship and put in jail briefly for taking photos of junks. They also took some of our Chinese crew ashore and put them in jail for having had some involvement with the Nationalists years before. Over the years I enjoyed or suffered the company of a wide range of passengers and crews that made life on board a constant changing kaleidoscope of incidents, accidents and interpersonal relationships, where diplomacy in addition to seamanship was generally the order of the day.

On one trip from Sydney to Japan sighted and picked up a 35 ft steel schooner which had gone through a 360 a few days before. Boat was sound but had been dismantled, all batteries damaged and water above the floor boards. They had been trying to attract ships for the past 3 days and it was their last flare we sighted. We brought the crew of three men and one female aboard, gave them a spare passenger

cabin, bath, hot food and drink, took their yacht into tow and proceeded at half speed towards Port Macquarie where I anchored and transferred 4 much happier people and their yacht to the locals.

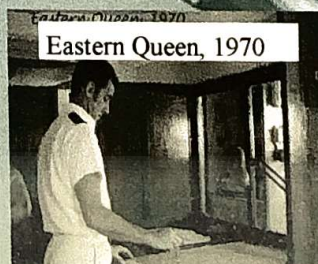
On my next trip to Sydney I was well looked after, taken for a sail on the harbour in the skipper's newly repaired boat and introduced to the delights of sailing in Australia.

(This rescue was detailed in a book on storms titled Force 9 and More.) Thus began a wonderful friendship and some years later when I had left the sea and was living and working in Sydney, Wendy and I crewed aboard the skipper's new boat racing with the Sydney Amateur Sailing Club in the Junior Offshore Series and sailing socially on Sydney Harbour and Pittwater.



#### Always on Watch !

My last ship was the Eastern Queen, of 9,000 tonnes, the company's Flagship, which carried 80 passengers on regular runs between Australia, Guam, Japan and Hong Kong - a very popular round trip of about 6 weeks. The



ship was finally sold, as were most of the company's conventional vessels due to the advent of containerization. I left the ship and the sea after a career of 22 years and settled in Sydney, working for an agency representing a consortium of

continental shipping companies operating 5 large container ships into Australia for the next 10 years. I was involved in the planning and development of the Botany Bay Terminal on behalf of the Continental Lines who had real problems accepting the demands, slow work practices and attitudes of the Australian Waterside Workers, (not much has changed to date).

During this time I obtained a Diploma of Export from the Australian Institute of Export and then joined their Education Committee for a number of years, Wendy and I married and our two girls were born and I also bought my first Hobie 16. We sailed off Clontarf at weekends and Wendy and I raced in the Wednesday night twilight cat races. I was made redundant when the Continental lines left the consortium and set up their own small agencies and after the dissatisfaction of several managerial positions decided to start my own painting business some 12 years ago.

Life on terra firma has included the new role of home renovator and an active involvement in the management of 3 different community based Montessori schools while



President of their Management Committees. Wendy and I were responsible for the establishment twenty years ago of the Farmhouse Montessori School at Manly Vale for children aged 3 to 6 years that continues to operate successfully. It involved the calling of public meetings, securing and renovating premises to the requirements of the various statutory bodies, hiring of staff, equipping the classroom and establishing the management/operating structure. I have also served as President and Vice President of the NSW Montessori Association. In order to be certain of being allowed to return to Australia after overseas jaunts I became an Australian citizen about 14 years ago.



I Joined the Pittwater Cat Club approximately 10 years ago after the Wednesday evening cat racing off Clontarf ceased. It would appear I am completing the full circle with my sailing whereby I am looking to spend more time social sailing in my semi retirement mode and being less aggressive on the water, probably has something to do with the ancient body which

might appreciate a more comfortable seat with a cup of tea and biscuits or something stronger, in the cockpit of a sailing boat that does not require you to have the agility and strength of a Gorilla with suckers on your feet. Finally after some 32 years enjoying the Australian life-style I can safely say that I am very happy that I put my anchor down in Sydney where I live facing the Pacific Ocean and can get regular doses of sea breezes, salt water and spray to keep my soul at peace.



## Nautical QUIZ

by Jan Jensen

1. Where would you find a **thole pin**.
2. Where is a **Gudgeon** on a ship.
3. What is **Lignum Vitea**.

Answers to last edition's Nautical Quiz

**Killick** - Small Anchor or Stone used as anchor

**Pongo**—Sailors name for a Soldier

**Gringle**—Rope eye (not an eyesplice)



### Committee News

*At the last meeting of the PBSC committee it was pointed out that there is a need to clarify the term 'Family Membership' whereby spouses and children of full members are able to sail without necessarily being full club members. It was decided that family membership shall consist of 1 x Full Membership (Skipper), and 1 x Crew membership and shall included in this family membership all children still living at home. Please see a committee member if you have any questions.*



## Health & Fitness for Sailing

The following are suggested stretches to do before you go sailing. Correct stretching will help avoid injury to muscles, ligaments and tendons:

### SHOULDER - 71 Inferior Capsule Stretch

Gently pull on elbow with other hand until a stretch is felt in shoulder.  
Hold 30 seconds.

Repeat 3 times per set.  
Do 1 sets per session.  
Do 2 sessions per day.



### SHOULDER - 72 Posterior Capsule Stretch

Gently pull on elbow with other hand until a stretch is felt in shoulder.  
Progress by facing wall and leaning on upper arm. Hold 30 seconds.

Repeat 3 times per set.  
Do 1 sets per session.  
Do 2 sessions per day.



### SHOULDER - 73 Towel Stretch for Internal Rotation

Pull involved arm up behind back by pulling towel upward with other arm.  
Hold 30 seconds.

Repeat 3 times per set.  
Do 1 sets per session.  
Do 2 sessions per day.



### CERVICAL SPINE - 29 Chest/Bicep Stretch

Lace fingers behind back and squeeze shoulder blades together. Slowly raise and straighten arms.

Hold 30 seconds.  
Repeat 3 times per set.  
Do 1 sets per session.  
Do 2 sessions per day.



### CERVICAL SPINE - 24 Flexibility: Corner Stretch

Standing in corner with hands at shoulder level and feet 1 in. from corner, lean forward until a comfortable stretch is felt across chest. Hold 30 seconds.

Repeat 3 times.  
Do 2 sessions per day.





# How to .....



## The start rules

### By Grahame Burt Scenario

A perfect starting line at right angles to the wind. How ideal can you get? The first mark somewhere to windward but requiring at least one tack before reaching its lay line. A group of yachts all of equal speed and the only difference being their choices of action.

### Game Plan

To get to the first mark before anyone else.

### Solution

Sorry, there is no simple solution. However, there are some facts, which you need to believe, and some actions, which you must avoid, else you are guaranteed a poor position at the first mark.

### Fact

On our ideal starting line, there is no position that is nearer to any other to the first mark. As every yacht has to tack at least once to reach its lay line, it does not matter whether one starts at the pin end or the committee vessel end. The distance over the ground will always be the same.

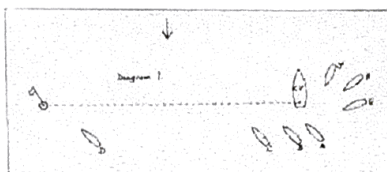
When the pin end is favoured by one boat length to windward of the committee vessel end, then the boat starting at the pin end has a one boat length shorter distance to the windward mark than one starting at the committee vessel end. When neither end is favoured, then the distance is the same.

### Conclusion

One's choice of position on our unusual square-to-the-breeze starting line is dependent on other factors, not on the distance to the first mark. There are plenty of other factors, the actions of other boats, your timing at the fall of the starting flag, your ability to start with maximum speed, your desire to sail up the left, right or middle of the course for reasons of weather or whatever. For a variety of reasons, not all of them are valid, a majority of helmsmen will try for a start at the committee vessel. In truth, there may be better places elsewhere, but that is another subject.

### What not to do

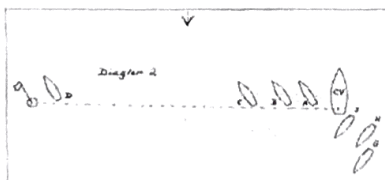
The gun has gone and the bulk of the fleet has started, crossing the line on starboard tack at top speed simultaneously with the starting signal. They have their own worries. None is further ahead of another boat but as they are all overlapped, all boats to windward must keep clear of boats to leeward and only the most windward boat is free to tack. The rest either mistimed their start or committed the most common error of all. They barged at the start and displayed their ineptitude to the world.



### The Chaos

The Diagram 1 illustrates the fleet approaching the line to start. Boats A,B,C,D etc will make all good starts. Boats G, H and J all overlap A and have no legal room at the committee vessel (Rule 18 does not apply at the starting mark).

G must keep clear of A (Rule 11), which effectively means passing astern of her. As H overlaps G and as H has no room to take any avoiding action, G must also give room to H (Rule 14), which means G passes even further astern of A. G may protest H (Rule 11) and H may exonerate herself by a 0 turn but both are now seriously in arrears of the fleet.



### But it gets worse.

Diagram 2 illustrates. J also needs room, not because she is entitled to it, but because H is bound by Rule 14 to avoid her. This means that G, H and J are all well behind A and with penalty

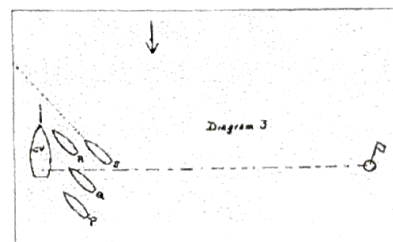
### turns to do Insurance

Only one boat can sail A's course. If you are not A, make sure that you are not on her windward side unless you are prepared to accept a second rate or third rate start. Anticipate early and find another place on the line.

### Penalties

If you are G, H or J and force boats to leeward of you to give you room, you can expect to earn their strong disapproval as you have probably spoilt their start, their race and their day. You will also be disadvantaged by having to exonerate yourself from your breach. Of course, having read the rules, you will know that you have infringed, so you will not wait for them to protest before you do your penalty, will you? One of the first lines in the rule book reads "A fundamental principal of sportsmanship is that when competitors break a rule they will promptly take a penalty or retire."

### Another Program



Should the race committee lay a starting line as in Diagram 3, make sure that you do not sail across the courses of boats P, Q or R.

Here Q and R have started but have not cleared the committee vessel. Neither has a right under rule 18, although R may luff to clear the committee vessel line if she is able.

Q is a disaster and she can no longer pass astern of the committee vessel and she has no room, or right to tack. She may luff and hope that a gap will open to enable her to tack.

S need only to honour her obligation as windward boat to keep clear but may protest a boat to leeward that luffs too quickly or tacks so as to allow S insufficient room to keep clear.

P has no right to tack but has a brief moment to bear away to miss the committee vessel. All boats have the right to luff those to windward, but must give them room to keep clear. Room includes the time as well as the space needed - read and understand the scope of this definition.



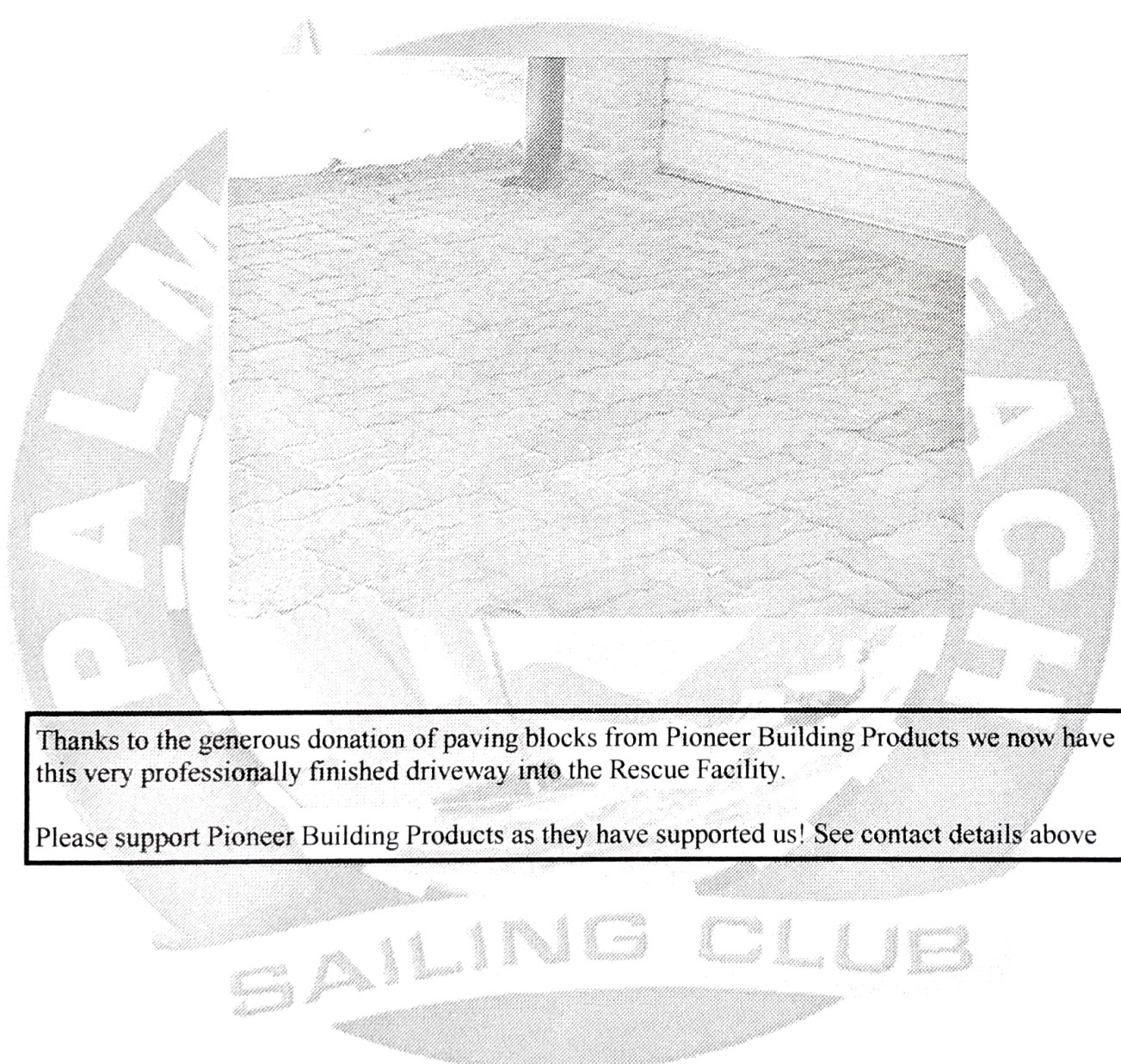


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