

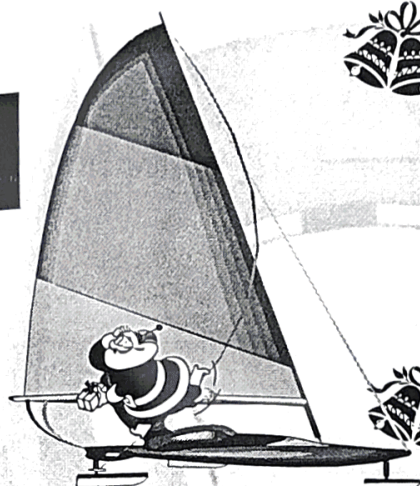


# MAIN SHEET

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

*May, June, July '03*

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



## *Xmas in July!*

*No snow, but a good time  
to be had at the Annual  
Presentation Night on  
July 5th—see page 19*

- *How to .... Sail Smart—picking the lifts and knocks*
  - *PBSC Kicks Butt (again) at QLD States*
  - *Reports*     *QLD State Hobie Titles , Manly QLD  
New Rules from IHCA*
  - *Profile—Lesley & Steve Kiely*
- and more .....

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



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## FOR SALE:

Ronstan 3 sheave main  
sheet ratchet block,  
repaired ( better than before)  
\$ 50 save nearly \$ 200.  
Contact Jan Jensen  
9905 4869

## NEXT ISSUE

## Classified Ads

Buy/Swap/Sell

Deadline

Place you ad by 25 July 2003

Cost :  
Negotiable.

*Farewell to Summer. Some of us extended ours by heading north to sunny Qld for the Easter break to compete in the Qld Hobie States. While you were sloshing about in rain soaked Sydney we were having beautiful warm sunny Qld days. If you are even thinking about the Nationals in Qld at Xmas—just do it. Great venue, sailing and people. After 6 months break from sailing I should be back in the saddle, or is that 'on the wire' just in time for the chilly winter. Even though the days are shorter and colder there is still some great sailing to be had both on Pittwater and at a few winter events. Don't miss our Xmas in July Party/Presentation night—get a table of friends together and come for some good Xmas fare and entertainment (John (Santa) Goldsmith??)*

*Robyn McCormick  
magic4@bigpond.net.au*

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## Commodore's Report

The Summer season has now finished and our winter sailing has started. Please remember Palm Beach Sailing Club is the only catamaran club that continues sailing regularly throughout the winter. We are happy to have sailors from other Clubs join us, so feel free to suggest to others to come and participate. We might even get a few more members to join.

The Easter break saw the Hobie sailors away at Brisbane, where the tradition of PBSC success was maintained by the Waterhouses, the Kielys, and the Corletts. Congratulations to these new Queensland State Champions. More of this is in the Mainsheet.

Other activities are on the go now. A much needed working bee is to be held on Saturday 24<sup>th</sup> of May at the rescue boat facility. Please come along and help. With more people we get it done quickly and can sail in the afternoon. Again, there is more inside.

The Annual General Meeting and Presentation Night is to be held at an earlier date than in past years. The date is Saturday 5<sup>th</sup> of July, and the venue is the Newport Surf Lifesaving Club. We have a theme this year that hopefully everyone will join in with - XMAS IN JULY – see the flyer included in the Mainsheet.

John Goldsmith  
Commodore

### chart

*1. A large piece of paper that is useful in protecting cabin & cockpit surfaces from food & beverage stains. 2. A common decorative motif on place mats. 3. A nautical map that assists the boatman in determining whether he is on the water (blue on charts) or on land (yellow).*

From sail-ing—a lubber's dictionary by Henry Beard and Ron McKie

SAILING CLUB



## UPU'S UPDATES—SAILING REPORT

The 2002/2003 racing season is over. Unofficial winter sailing has started. Here is some information on how our race series pointscores are calculated:

Race results are calculated using a program written by Data Systems call RACEMaster.

The program is very good. The program can calculate the race results for the fleet using the class handi-caps, and you can print the results for each class separately.

Elapsed time is calculated with the boat Yardstick, which gives you the corrected time. The corrected time is the finishing position for each race.

- There are 36 races programmed for Spring Series, drop 12 races at the end of series.
- Summer Series consists of 45 races, drop 12 races at the end.
- Club Championships consist of 21 races, through both Spring and Summer series. Drop 6 races.
- Club Championship results are calculated based on Yardstick of a boat.
- Five boats in a class qualify for separate race results.
- Skippers who don't pay their member fees, are NOT included in the final race results.

### Point Scoring and Abbreviations:

DNS	did not start	Total number of boats sailing on the day + one.
DNF	did not finish	Total number of boats sailing on the day + one.
DSQ	disqualification	Total number of boats sailing on the day + one.
RAF	Retired after finishing	Total number of boats sailing on the day + one.
DNC	did not compete	Total number of members + one
OCS	on the course side	Total number of members + one

### Note:

Please note that it is your responsibility to let me know if you get a new boat or a new set of sails, so I can update your boat details in the database.

Also, let me know when you go away to take part at other club regattas.

And the other thing is that most sailors don't write their names on the race sheet when they are on boat duty and they don't use the Point Scoring Abbreviations. Sometime, there is only the race results recorded. No names and no dates

It will make things easy for me when I enter the race results in the program if you **fill in the sheet properly and use the scoring abbreviations.**

## Calendar of Events 2003

June	6-8	Polar Bear Regatta	WangiWangi
	6-8	Brass Monkey	Long Jetty
July	05	Club AGM & Presentation Night Newport SLSC	
Dec 03	28-31	Hobie Nationals Series 1	RQYS, QLD All except Series 2
Jan 04	02-07	Hobie Nationals Series 2	RQYS QLD Open+Masters
July 2004	HOBIE 16 Worlds		Youths, Women's and Masters
	Barceló Maya Beach Resort approximately		May 5th -7th 2004
	75 kilometres from the Cancun Airport Mexico.		Open
	Qualifying May 8th-9th '04 Racing May 10th-14th '04		



## Rescue Boat News — please take note....

**CLEANING** After you return the rescue boat to the compound and have washed the boat and motor please ensure you empty the water out of the boat before wheeling it into the shed. Put the blue container under the motor to catch any residual water you may have missed.

Sometimes the shed is awash from insufficient draining of the boat and failure to put the blue container underneath. With your help we can keep our floor nice and dry.

## WORKING BEE

When: 24 May 2003 from 9am  
 Where: Rescue Boat Shed  
 Who: Everyone—the more people the quicker the tasks will be completed and then we can go sailing in the afternoon.

What:

### TASKS

### WHO TO CONTACT

Painting  
 Carpentry  
 Gardening  
 Cleaning

Jan Jensen  
 Mike Warren  
 John Goldsmith  
 Russell

Please call one of the above people to find out how you can help and what to bring. Lunch will be supplied if required.



# 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 03	<u>S. Taylor, F. Peters / Russell Sheppard</u>
10	Chris & S. Crook / Andrew Nelson
17	John Blackburn / Glenn Brown
24	M. Warren, S. Miller / Mark Uren
31	<u>OPS, A. Gordon / Kerry Richardson</u>
June 07	<i>Polar Bare Regatta/Long Jetty No sailing</i>
14	D. Fisher, T. Gowen / John Goldsmith
21	F. Costanz, Crew / D. Griffiths, J. Hamill
28	K. Ardern, M. Ardern / John Forbes
July 05	K. Moffett, Crew / Tony Hodson
12	C. de Veyrac, Lyn / Mark Jonson
19	Rod & Kerry Waterhouse / Jan Jensen
26	D. Bonallo, C. Raymond / Graham Allen
August 02	<u>D. Miller &amp; A. Tuite / N. Hextall</u>
09	Steve & Lesley Kiely / Michael & Peter Salter
16	Kyle & Peter Amadio / G. Machan !!!!! OPS's birthday 17 <sup>th</sup> !!!!
23	John & Robyn McCormick / G. Watson
30	S. Wood & Darien / D. Lawrence & S. Tebbut

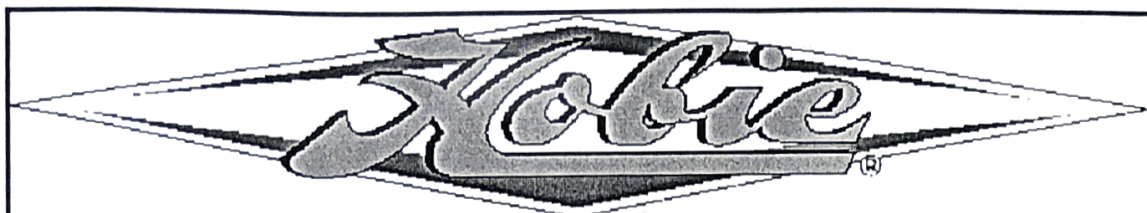
PLEASE REMEMBER ITS YOUR RESPONSIBILITY TO ORGANISE A REPLACEMENT IF YOU ARE UNAVAILABLE  
DONT LEAVE IT UNTIL FRIDAY NIGHT - Upu Kila 9401 7292/0412047501 IF ALL ELSE FAILS  
REMEMBER HOW PISSED OFF YOU GET WHEN YOUR READY TO RACE AND THE START BOAT DOESN'T TURN UP.

PLEASE WASH OUT MOTOR AND THE BOAT INSIDE AND OUT, PUT BLUE BUCKET UNDER MOTOR TO COLLECT ANY WATER NOT PROPERLY DRAINED & CLEAN OUT THE RUBBISH BEFORE YOU RUSH UP TO THE PARK TO HAVE YOUR FREE BEER.

## Note:

Make sure you write your name and the date on the Race Scoring Sheet, and also use the Point Scoring Abbreviations. It will make things easy for me when I enter the race results in the program.





## QLD State Hobie Titles

April 18, 19 & 20 2003, RQYS Manly, QLD

While some of you were all having a wet Easter in Sydney, some of us were having a great time at the Queensland Hobie State Titles held in Manly on Morton Bay over the Easter weekend. The RQYS has wonderful grounds and great facilities, especially for those of us who camped or caravanned. Registration was on Good Friday and was run very efficiently with most people pre-registering which saved a lot of time. The rigging lawns were very soft well maintained grass which led to a concrete launching ramp, which made beach rollers a necessity. Two races were sailed on Friday afternoon in very light conditions which continued on Saturday when 4 races took 6 hours to complete. All the 'usual suspects' were there from PBSC and as seems to be the norm these days PBSC placed well in all divisions. Upu Kila was using these titles to practice with a new crew for the South Pacific Games to be held in Fiji June/July where he will be representing PNG. Margaret flew into Brisbane from PNG the day before the first race and although they had not sailed together before they had a very pleasing series and should go well in Fiji. These titles are always very friendly and RQYS made us all feel at home providing a great bar and bistro with well priced and very tasty meals. Sunday was the final day of racing and in contrast to the preceding days it was blowing a gale—well not quite, but racing was delayed while we waited for the wind to moderate. Finally the last 2 races in the series were sailed in



### THE PBSC FAMILY AT RQYS

BACK ROW L TO R TRACEY, ANDREW, CLAUDIA, DAVID, PITTSY, KERLI, DAN, ROD

MIDDLE ROW STANDING AMY, ALI, KIM, KERRY

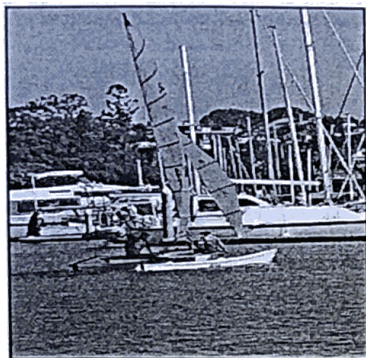
FRONT ROW STEVE, DAVE, LESLEY, SAM, UPU, MARGARET, JOHN, KARA, JASON MICHAEL, MISSING, BILLY, BRIDGET.



25 knots gusting to 35 knots. Capsizes were characterized by the ubiquitous 'Morton Bay Choc Top' and there was a fair amount of damage to gear. Let me tell you, that slimy grey mud is very hard to clean off the sails! The presentation night was held in the function room of the yacht club overlooking the marina. I have published the results below but would like to point out that PBSC sailors scooped the pool for the major prizes in 3 out of the 4 divisions:

# Congratulations

Hobie 16	Open:	1st	Rod and Kerry Waterhouse
Hobie 16	Masters	1st	Kerli and Ali Corlett
Hobie 16	Masters	2nd	Upu Kila & Margaret Frank
Hobie 18	Open	1st	Steve and Lesley Keily



Hobie 16 Open: 1st  
Rod and Kerry Waterhouse



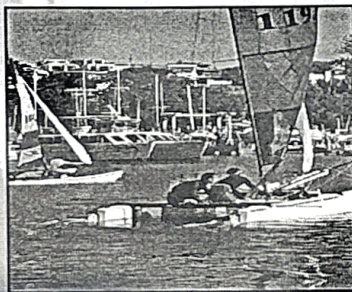
Hobie 16 Masters 1st  
Kerli and Ali Corlett



Hobie 18 Open 1st  
Steve and Lesley Keily



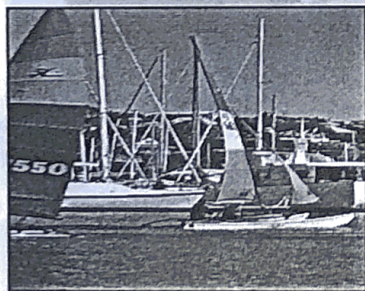
Hobie 16 Open:  
John & Michael McCormick



Hobie Tiger—Dan  
Corlett & Billy Sykes



Hobie 18—David Bonallo  
And Claudia Raymond



Hobie 16 - Allan Pitts  
And Toby Gibson



Hobie 16 - Sam Wood and  
Andrew Tuite



Hobie 16 David Fisher and-  
Tracey Gowen with Upu Kila



### QLD Hobie State Titles—Results Hobie 16 up to 10 places

Place	Name	Boat Name	SailNumber	State	Club
1	Rod Waterhouse	Kerry Waterhouse	2 CHANCES	105114	NSW PBSC
2	Andrew Keag	Naomi Angwin	JOLLY ROGER	105215	VIC PMYC
3	Rob Branch	Daniel Sims	SPEED LIMITED	105230	QLD
4	Brad Warneke	Helen Warneke	STARVING HUNGRY	107559	QLD
5	Mick Butler	Bridget Waterhouse	BRIDGE OVER	105372	NSW VSC
		TROUBLED WATER			
6	Kerli Corlett	Ali Corlett	SAILING SCENE II	105351	NSW PBSC
7	Warren Thomas	Barnaby Houk		104289	QLD MYC
8	Upu Kila	Margaret Frank	PNG	107593	PNG RPYC
9	Philip Kellond-knight	James Kellond-knight	CALVIN & HOBBS	104762	QLD SYC
10	Nicholas King	Cherie King	YES DEAR	107495	NSW BRSC

### QLD Hobie State Titles—Results Hobie 16 MASTERS

Place	Name	Boat Name	SailNumber	State
1	Kerli Corlett	Ali Corlett	SAILING SCENE II	105351
				NSW PBSC
2	Upu Kila	Margaret Frank	PNG	107593
				PNG
3	Philip Kellond-Knight	James Kellond-Knight	CALVIN & HOBBS	104762
				QLD
4	Nicholas King	Cherie King	YES DEAR	107495
				NSW BRSC
5	Murray Peterson	Lewis Wren	POINT 1	105297
				QLD
6	Bruce Tardrew	Sarah Turnbull	DISASTER MASTER	46
				QLD YCQ
7	Clive Kennedy		GNOME	107633
				NSW WSC
8	John McCormick	Michael McCormick	MAC 2	23
				NSW PBSC
9	Grahame Southwick	Zane Southwick	PHANTOM	107518
				FIJI RSYC
10	Allan Pitts			49
				NSW PBSC

### QLD Hobie State Titles—Results Hobie 18

Place	Name	Boat Name	SailNumber	State	Club
1	Steve Kiely	Lesley Kiely	RUM JUNGLE	16808 H18	PBSC
2	Brian Gatt	Andrew Johnson	CUNNING STUNTS	6783 H18	YBSC
3	Bill Holton	Erin Holton	WHAT THA	16786 H18	
4	David Bonallo	Claudia Raymond	ROLLER COASTER	16745 H18	PBSC
5	Richard Quinn	Michael Quinn	QUINNYBEAN	16850 H18	VSC
6	Kurt Fatouros	Jesse Dobie	ERRATIC	6619 H18	YBSC
7	Brad Owen	Jamie Moxham	HULL RAZOR	66 H18	YBSC
8	Jim O'Shannessy	Cathy O'Shannessy	BUTTERCUP	77080 H18	LBSC
9	Neil Moxham	Rachael Gatt	SPAT	16662 H18	YBSC

### QLD Hobie State Titles—Results Hobie Tiger

Place	Name	Boat Name	SailNumber	State	Club
1	Mal Gray	SUNSTATE HOBIE	980		QLD
2	Steve Fields	RPG	1157		NSW VSC
3	Neville Thompson	Mathew Hanon	THE BIG 1	802	QLD
4	Dan Corlett	Bill Sykes	SALING SCENE I	1197	NSW PBSC
5	Michael Cahil	Phillip Cavanagh		801	NSW CRSC
6	Aaron Worrall	Scott Fleming	TBA	806	VIC SYC
7	Tony Marsh	Adam Thompson	WHATEVER	808	NSW CRSC



# Profile

## STEVE & LESLEY KIELY

HOBIE 18  
"RUM JUNGLE"

Steve and Lesley have spent nearly all their lives messing around in boats. Steve grew up on the rocky shores of the Lane Cove River and began racing Sabots at an early age before graduating into the Moth class where he gained his skill of modifying everything to gain speed. Meanwhile, at the tender age of six Lesley was rigging up her Manly Junior on the sandy shores of Clontarf Beach, under the watchful eye of a father obsessed by ocean racing. At thirteen she moved into the Cherub class for five years, competing in state, national and world titles. It was in this class that Lesley first locked eyes with Steve. They were both competing in the annual Woollahra Two-of-a-kind Regatta but now Steve was sailing in the Finn class with great success and traveling to Europe for regattas. A strong friendship was born; Lesley became the forward hand on her brother's 16ft Skiff while Steve became involved in the 505 class and they regularly did "guest appearances" on each other's boats. At this time, Lesley sailed out of Middle Harbour Skiff Club and was slightly disturbed by the introduction of the Hobie class into the strictly mono-hull sanctuary. Disruptive people such as Kerli Corlett, his future wife Ali, Dave Bonallo, Andy Nelson and Bill Sykes were now sharing her bar space! But two years later she was to be one of their crowd.

In 1977 the two were married, on a boat no less, and decided to shock all their "mono-eyed" friends by sailing together in a Hobie 16 where conflict could be kept to a minimum due to a lack of spinnakers and where the thrills of speed and wave riding were a priority. After three great years in the Hobies, a child was born and the only way to keep the team competitive was to move into trailable yachts, which boasted a similar way of life. This move was well judged, as they spent the next fifteen years racing and cruising the entire east coast of Australia along with other ex-hobie sailors and their families. Trailable yacht regattas were very competitive and because they were not one design, Steve was able to hone in on his modifying skills again to develop an edge in this field and freely give advice and swap ideas with other competitors. Eventually, it was time to



move on as they fell in love with a yacht built from cedar and shaped like a greyhound, 34ft long and only 9ft wide. Short ocean races became the ideal and along with a crew of ex-skiff sailors, Steve, Lesley and daughter, Karina became "snotty yachties" for five years. Owning and maintaining a yacht was a very expensive pastime and the boozing and cruising lifestyle not at all good for the figure, so when the child became an adult it was time for a change.

A return to the past was a gamble that paid off for Steve and Lesley. They decided that off the beach cats would be fun and challenging at such a ripe old age, and opted for a Hobie 18 so Steve would have lots of strings to pull. Although they don't race regularly at the club, they attend all regattas and are thoroughly enjoying the speed and exhilaration of being once again out on the wire!





# IHCA News 6

## NEWS FROM THE RULES COMMITTEE:

Reprinted from an article in the IHCA Newsletter  
 Edited by Robyn McCormick -  
 full text available from the IHCA website

### IHCA News 6

#### NEWS FROM THE RULES COMMITTEE:

##### Hobie Class upgrades

Proposals on upgrades to more Hobie classes were discussed by the IHCA Council during the AGM in Singapore.

Decisions were as follows:

##### Hobie 16

###### 1) Spinnaker:

a) Shall the H16 class generally be upgraded with spinnaker? *IHCA Council vote: NO*

b) Shall IHCA accept spinnaker to be used with the H16 at special class events, e.g. certain youth regattas?

*IHCA Council vote: YES*

2) New jib halyard/rig tension system allowing adjustment easier to operate?

*IHCA Council vote: YES*

3) Controllable mast rotation system? *IHCA Council vote: YES*

##### IHCA News 7

4) Improved outhaul 2:1? *IHCA Council vote: YES*

5) Improved rudder system (less tolerances)? *IHCA Council vote: YES*

6) Adjustable Downhaul system? *IHCA Council vote: YES*

NOTE: Development and testing of the accepted H16 upgrades are currently in progress and it will take some time

before ready for implementation. Time is also needed for relevant class rule changes. All of it is subject to subsequent

ISAF approval and it means April 1 st 2005 may be foreseen as the earliest date of legality. This is however not

applying for the spinnaker kit for the special events as it shall not be part of the Int. H16 Class Rules. Spi kit and

related class rule supplement may be expected to be ready as of October 1 st , 2003. Also note the improved rudder

system with bushings may be implemented anytime as it is already legal under the current rules. Manufacturers have

been requested to notify IHCA well in advance before starting to supply the system as standard on new boats.

##### Hobie 14

1) Controllable mast rotation system? *IHCA Council vote: YES*

2) Improved outhaul 2:1? *IHCA Council vote: YES*

3) Improved rudder system (less tolerances)? *IHCA Council vote: YES*

4) Adjustable Downhaul system? *IHCA Council vote: YES*

NOTE: Same as for H16 (minus spi of course).



**MASTER/GRAND MASTER DEFINITION** It has been suggested to the Rules Committee that the age limit for the Masters and Grand Masters at Hobie Regattas be clarified. The Rules Committee has offered the sailors five options which are currently posted for sailor comments

as to how they would like the future Masters and Grand Masters to be held:

1. The Skipper for the Master series shall be 45 years or older at the start of the series. The Skipper for the

Grand Master series shall be 55 years or older at the start of the series.

or

2. The Skipper for the Master series shall be 45 years or older at the start of the series. The Skipper and crew for

the Grand Master series shall have a combined age of 95 or higher at the start of the series.

or

3. The Skipper and crew for the Master series shall be 45 years or older at the start of the series. The Skipper

and crew for the Grand Master series shall be 55 years or older at the start of the series.

or

4. The Skipper and Crew for the Master series shall have a combined age of 85 years or higher at the start of the

series. The Skipper and crew for the Grand Master series shall have a combined age of 105 or higher at the start of the series.

or

5. The Master combined age shall not be less than 85 years with the skipper not less than 45 years of age at the

start of the series. The Grand Master combined age shall not be less than 95 years with the skipper not less

than 55 years of age at the start of the series.

Which option 1, 2, 3, 4 or 5 do you prefer? Please let us know.

Comments to be sent to: [rules@hobieclass.com](mailto:rules@hobieclass.com) . Deadline is May 1 st 2003

## radar

*Extremely realistic kind of electronic game often found on larger sailboats. Players try to avoid colliding with 'blips' which represent other sailboats, large cargo vessels and supertankers*

From sail-ing—a lubber's dictionary by Henry Beard and Ron McKie



HISTORY OF

NOW KNOWN AS

## THE COMPOUND

### THE BOAT SHED

#### PREAMBLE

Several members have asked questions relating to the Club's background and history of the *Boat Shed*, previously known as *The Compound*, and so I have endeavoured to summarise the history and background prior to the construction of the Boat Shed.

About mid 1999 it was agreed by the Committee that the Pittwater Catamaran Club needed a more secure facility for its rescue boat and a place to effect general repairs and maintenance on the boat. In view of the apparent complexities and uncertainties in respect of the ownership of the land it was agreed that as Commodore I would affect the necessary research into the history of the land and hopefully clarify the situation prior to discussions on the possible construction of a Boat Shed.

#### THE LAND

Initially Crown Land, lots 11 and 12 Barrenjoey Road Palm Beach were granted to a James Napper in 1816 for services rendered.

In 1932 the land was transferred to Audrey Swain as proprietor of the estate in fee simple.

The Palm Beach Sailing Club was formed in 1949 and at the end of 1951 some 100 members raised 900 pounds and purchased both lots.

Custodianship of the land was vested in 3 members of the club as joint tenants to act as trustees. New trustees were appointed as required whilst the PBSC was an operating entity.

Unfortunately however even after several searches the original deeds and documents for the property have never been located.

Since 1951 the PBSC had endeavoured to obtain permission to build a clubhouse on its own land or more suitable sites in the Palm Beach area either by selling the land or exchanging lots 11 and 12. In association with other clubs and sailing associations the PBSC was also involved in a proposal to build an extensive sailing club complex at Governor Phillip Park

All proposals were rejected by local council and attracted negative responses from local residents. Appeals to the Land Council and Members of Parliament were also unsuccessful.

At its peak the PBSC had a membership over 120 and sailed several classes of off-the-beach dinghies, but by about mid 1980 due to falling membership the club was no longer active.

The club's records were stored in an old caravan on the land and the compound was leased out to a commercial sailboard operator for storage as well as being used for the storage of the Pittwater Catamaran Club's and other rescue boats. A small storage shed was erected to replace the caravan and over time a large amount of sundry junk accumulated on the land.

#### PCC INVOLVEMENT

In 1993 three new trustees were appointed to manage the assets of the PBSC even though it no longer operated as a sailing club, these trustees represented the PBSC (as owners of the land), the PCC and the Stormriders Sailboard Club (SSC) as users. Generally speaking PCC members maintained the property.

By 1997 the SSC had also ceased to function and members of the PCC officially took over the total management of the compound although the trustees remained the same. The fencing and gate were in poor condition and items stored by the PCC were being stolen or damaged. The rescue boat stored in the open was deteriorating and it was difficult to carry out any general maintenance on the boat and trailer. In December 1997 the PCC approached the Pittwater Council with



a proposal to build a Rescue Boat Facility at Iluka Park (adjacent to the toilet block) in conjunction with renting out the compound on a commercial basis however this was rejected 8 months later. Further discussions with Council ensued but the Club was advised that as the land was zoned 2 A residential it could not be used for any commercial activities. The Council would however give consideration to plans for the construction of a storage building for a rescue boat and ancillary equipment owned by and for the use of a sporting or aquatic club. As a consequence the commercial sailboard operator had to vacate the premises, the resulting loss of revenue being of some concern to the trustees.

After an agreement was reached between the PCC and the trustees a Development Application for the construction of a Rescue Boat and Storage Facility at the compound was lodged with Pittwater Council in March 1999 by PCC on behalf of the PBSC as owners of the land. This was finally approved in February 2000 with a number of restrictions on the use of the facility.

## FUNDING

The initial budget for the building and landscaping was \$20,000. The PCC funds were below this figure and an application for a grant from the Department of Sport and Recreation was rejected. Consideration was given to a concept of loans from Club members and it was also decided to approach the trustees for financial assistance.

In addition to the challenge of raising funds I was concerned about the PCC's position and future tenure of the property as ownership of

the building would continue to be vested in the PBSC and while the PCC was the only current user in the future other clubs would be entitled to use the facility should the trustees give permission. This situation was further complicated by the fact that the PBSC had never been incorporated. I therefore approached the Solicitors previously involved with the PBSC with the concept of the PCC changing its name to the PBSC and thereby becoming the owners of the land and any subsequent building. After 3 months of negotiations an agreement was reached whereby the PCC would change its name to the PBSC and amend its constitution accordingly and the funds of both organisations would be amalgamated with \$5,000 being retained in a separate account to cover contingencies should the newly incorporated PBSC fail and be wound up. It was also agreed that the trustees would be made life members of the PBSC but would have no involvement in the management and/ or operation of the PBSC. These changes were ratified by resolutions passed at an extraordinary general meeting of the PCC on June 25, 2000.

The combined funds allowed building to commence and the Brian Cooper Rescue Boat Facility was officially opened in September 2001.

*The original Certificate of Title and Trust Deed are held in safe custody by Solicitors Roper Shipton & Steggall at 63 Sydney Road, Manly.*

Jan Jensen  
March 2003

SAILING CLUB



## How to .....

### ***HEADERS (KNOCKS) & LIFTS***

These two terms relate to changes you must make in your boat direction in response to changes in the wind direction. They are the primary means by which we can identify wind shifts and the direction of the shifts.

A lift means the wind has shifted more aft or behind you and will make you sail a course higher than your previous course. A header, on the other hand, means the wind has shifted around more in front of you and will make you steer a course lower than your previous course. When going to weather, this will translate into: A lift lets you sail more directly toward the weather mark: a header will make you sail farther away from the weather mark. When going downwind, the reverse is true, because a lift will take you farther away from the leeward mark and a header on the other hand takes you closer.

Some sailors have some trouble at times working out what's going on. The most obvious way to tell that you are on a lift or header is by noticing a change in your steering direction. If you have been steering toward a smokestack on shore and now notice that you are steering well below the stack, then you are on a header.

One of the best ways is to relate yourself to other boats. When you are sailing a lift, you will appear to have gained on boats below you and fallen behind the above you. When you are sailing a header, you will appear to be falling behind boats below you and gaining on boats above you.

*Info is from the book Catamaran Racing: for the 90's*



# Nautical QUIZ

by Jan Jensen



## May/June/July Questions

1. What is a Nautical Fiddle
2. What is a nautical Camel
3. What is a Dunnage

## Answers to last edition's Nautical Quiz

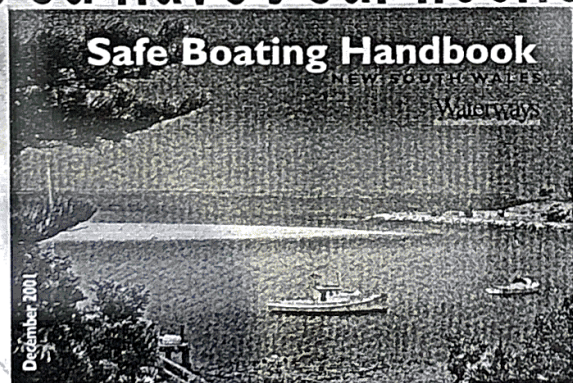
**Ligan:** Sunken cargo or gear thrown overboard and buoyed and remains the property of the owner, or the Crown if not claimed by the owners.

**A Muzzler:** A gale blowing from right ahead.

**Scantlings:** Dimensions of the various parts of a ship's superstructure.



## 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.**



## TINY TREK IN TASMANIA

Your correspondent had the opportunity to participate in a walking holiday of one week with a group of friends in February. The plan was to walk in the northern part of Tasmania in the Cradle Mountain World Heritage Park. This was not going to be an arduous or difficult trek, but one that was guided and well provisioned.

There are two methods of trekking in the Park. The first is to carry your own gear - clothes, tent, food, water and wine if required - and use the public accommodation facilities. These facilities are rudimentary huts with no washing facilities, or campsites, both of which are located in well controlled areas. This is the cheap method, where all you pay is the entrance fee into the Park.

The second option is to pay considerably more money to utilise private facilities of reasonable comfort. Accompanying the group are two guides who basically look after the group, cook the meals, wash up and clean the building, and provide us with a good time. At the end of the day there is a hot shower available and a bottle or three of pinot noir.



The Park relies upon air transport to operate. There are no roads or tracks for wheeled vehicles. All supplies for the private huts are flown in by helicopter and all rubbish and waste is taken out on the return trip. The whole area is set up to operate on a sustainable basis and "minimal impact bush walking" is encouraged. There is a question of sustainability about bringing in the pinot noir and chardonnay by helicopter, but, this was a holiday!!!

The start of the Cradle Mountain and Lake St Clair Park is about a two hour drive from Launceston. The group met and were taken to the Waldheim Hut at the very start of the trek where we checked our gear, back packs, and boots. Then OFF WE MARCHED. Ahead of us were 85 kilometres of up and down, and side to side, walking to be spread over six days. Our group had an average age of about 55 years, and we were led by two young guides, both university students in their early twenties.

Our first day was a steep climbing session before lunch to Marion's Lookout, a high point overlooking the Cradle Lake, Dove Lake and our starting point way down in the valley. We puffed our way up the hills and reached Cradle Lake, whereupon one of our guides marched fully clothed into the lake to cool off, boots and all. When we had recovered from our initial surprise, we all ended up in the lake in various states of dress, to cool off. This set the tone of the trek from the beginning: an attempt to break the record for the known number of swims on one trek. Needless to say this was no great problem.





We jumped into mountain streams, lovely lakes, pools at the bottom of waterfalls, rapids – all of which were rather cool! A grand total of fourteen swims each was reached by two determined and fiercely competitive female members of the party!

After fourteen kilometres of marching and climbing we reached the hut for the first night. This was really welcome: a hot shower, food, drink and a night's sleep.

The routine each day was to rise, take breakfast, pack our gear, walk and wherever possible swim, have lunch on the trail, walk again, swim again maybe, reach the next hut, and recover. Within this routine were side adventures, mainly to out of the way lakes for swimming, but on one day we made a big effort.

Mount Ossa is the highest peak in Tasmania standing about 1700 metres above sea level. We decided to make this climb and set out very early one morning in cool part of the day. Climbing Mt Ossa requires a deviation of six kilometres off the main track, and a climb up of about 500 metres – not too hard really, but actually quite tiring to our old legs! The climb took about three hours including time at the summit for a pleasant lunch in the sun. Below us the whole of the park was laid out, with views all the way back to Cradle Mountain that we had passed on day one. The silence was uncanny, the air was very still and the only occasional sound was the cry of a bird. No rumbling traffic, very few people, clear and warm air, absolutely NOTHING as far as the eye could but raw native wild Tasmania. Civilisation did intrude at one level, though, mobile phone reception was possible!



The big feature of the Park was to see Tasmania in its original state, as it existed before human habitation. The landscape in most of Tasmania, while beautiful, has been modified by farming, cities, transport, and the like. The Park has not had this interference. There are giant gum trees, tracts of native grasses, teeming wild life, abundant flora. It is all this native diversity that makes the place so unique and deserving of its World Heritage listing.

The end of the trek is at Lake Saint Clair. The lake is fairly large, perhaps fifteen kilometres long and one or two kilometres wide. We did not have to walk this stretch, although it is possible. Our transport was a fast small ferry, and we were treated to an exhilarating speedy ride along the length of the lake. This was a relaxing way to finish, so much so that I was seeing in my mind's eye a large fleet of Tornados or A class racing in a wonderful setting.

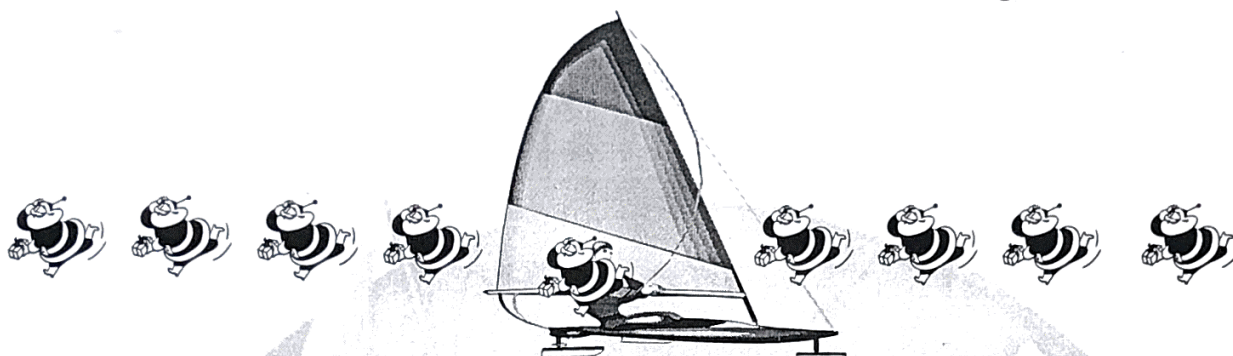


*by John Goldsmith*





# Palm Beach Sailing Club Annual Presentation Night



## Christmas in July

*We are busily preparing to make this year's Presentation night one to remember. We have a great venue which will be decorated in the Christmas theme, a wonderful fully catered Christmas dinner and music to dance the night away. Your attendance will ensure the success of this fun night—get a table of friends together and have a great time*

**When:** Saturday July 5th 2003  
6.30pm AGM                      7.30pm Dinner.  
Presentation of trophies and awards 9.00pm

**Where:** Newport SLSC, Newport Beach, Newport.

**How Much:** \$25 per head—includes themed Christmas in July meal of roast ham & turkey, vegetarian alternative, hot veges, Christmas pudding and brandy sauce, ice cream & fruit, tea/coffee.

**Drinks:** BYO wine/champagne. The 'Esky' will be available for those wanting beer/softdrinks at our usual reasonable club prices.

**Dress:** Smart Casual Christmas attire. Red Suits with white fur trimmings positively encouraged!

Tickets available from Robyn McCormick m4magic@aol.com (9999 4990)  
or ask any committee member. Please advise if Vegetarian meal required.  
Don't let Drink-Drive worries stop you from having a good time.  
If you need/or can offer accommodation for the night on the northern beaches please give Robyn a call so we can co-ordinate this.



# Wanted

If anyone has, or knows some who can help us with the following items  
please

contact Sheriff John Goldsmith

- New/Used marker bouys
- Filling cabinet for Club records
- Pump to inflate marker bouys
- Hisotrical Information about the Club  
(contact deputy Jan Jensen)



Palm Beach Sailing Club (formerly Pittwater Catamaran Club, has been around for some time now. Before any more time passes we though it important to put out a plea for any memorabilia—photos, trophies, memories etc to ensure that we don't loose track of the club's history.

At the last committee is was decided to elect Jan Jensen to head a sub-committee charged with history acquisition and preservation.

If you have or know the whereabouts of anything you consider interesting and relevant to the club's history please contact Jan.Jensen



## PBSC Member Contact List

First Name	Surname	Class	Sail no.	Tel - home	Tel - wk/Mobile	
Ainslie	Gordon	Hobie 16		9970 8834	0418 679 443	
Alan	Pitts	Hobie 16	tba	4956 7933	0412 359 532	
Andrew	Nelson	Hobie 18	7084	9971 9590	0419 165 282	
Andrew	Tuite	Hobie 16			0408 456 066	
Belinda	Zanesco	Hobie 16	tba		0408 525 683	
Bill	Sykes	Hobie 16	71TNT	9905 2016	0402 318 779	
Chris & Lyn	De Veyrac	Hobie 16	104959	9817 7234	0418 241 745	
Claudia	Raymond	Hobie 18	16745			
Chris	Crook	Hobie 16	97381	9948 1159	0403 922 940	
Sophie	Crook	Hobie 16		9948 1159		
Damien	Miller	Hobie 16	36	9913 3137	0438 884 655	
David	Bonallo	Hobie 18	16745	9973 1871	0415 234 658	
David	Fisher	Hobie 16	107588	9484 8800	0425 267 794	
David	Griffiths	Nacra		9918 7475	0412 013 480	
David	Lawrence	Hobie 18	16649	8812 2354	0407 833 324	
Felicity	Peters	Hobie 16		99731983	0419471520	Secretary
Frank	Costanzo	Hobie 16	97625	9918 6339	0403 260 258	
Geoff	Watson	Taipan 4.9	AUS 126	9929 4138	0418 214 401	
Glenn	Brown	A' CLASS	AUS 813	9997 6029	0416 000 775	
Graham	Allen	Taipan 4.9	AUS 128	9484 0611	0412 056 300	
Guy	Machan	Hobie 17	6239	9894 8115	0408 020 524	Vice Commodore
Hal	Evans	Hobie 16	103119	9484 9215	0419 801 899	
Llewellyn	Evans	Taipan 4.9			040 202 3377	
Jan	Jensen	Hobie 17	5735	99054869		
Joanne	Boyne				0414 603 210	
Johnathon	Fisher	crew		9978 4590	0438 062 548	
John	Blackburn	Hobie 17	2337	9659 0537	0400 694 397	
John	Forbes	Tornado	AUS 000	9982 9995	0418 267 755	
John	Goldsmith	A' CLASS	AUS 750	9975 2231	0412 023 720	Commodore
John	McCormick	Hobie 16	23	9999 4990	0404 812 215	
Robyn	McCormick	Hobie 16		9999 4990	0425 314 495	Publicity Officer
Josh	Hamill	Nacra	514	9918 7475	0412 013 480	
Kerli, Ali, Dan	Corlett	Hobie 16	tba	9999 2401	9979 6546	
Kerry	Arden	Hobie 16	104294	9899 7858	0412 894 604	
Michael	Arden	Hobie 16		9899 7858		
Kerryn	Richardson	crew		9977 2957	9228 6353	
Kevin	Moffett	Hobie 16	95887	9905 1146		
Kyle	Amadio	Hobie 18	16607	96743091	0411707081	Treasurer
Mark	Johnston	A' CLASS	AUS 822	99744759	0412 273 167	
Mark	Uren	Hobie 17	5960	9876 8602	0418 474 235	
Michael	Warren	Hobie 16	107595	9918 7024	0414954550	
Nigel	Hextall	Hobie 16	3180511	9769 0419	0418 970 289	
Peter	Salter	Hobie 16	81303	9452 4320	0412 865 795	
Michael	Salter	Hobie 16				
Robert	Forbes	Marstrom 18	AUS 059	9999 2882	0414 400 440	
Rod	Waterhouse	Hobie 16	104293	9979 8001		
Kerry	Waterhouse	Hobie 16		9979 8001	9499 7799	
Ross	Porter	Hobie 16		265847073	0419991004	Life Member
Russell	Sheppard	Hobie 17	2912	99972128	0418 281 308	
Sam	Miller	Hobie 16	104818	9974 4998	9970 5555	
Sam	Wood	Hobie 16	105271	9988 3850	0417 664 077	
Ross	Wood	Hobie 16		9988 3850		
Simon	Taylor	Hobie 16	99876	9973 1983	0409 598 884	
Sophie	Tebbutt	Hobie 18		8969 6859	0402 429 274	
Steve	Kiely	Hobie 18	16808	9918 3198	9997 6024	
Lesley	Kiely	Hobie 18		9918 3198	9997 6024	
Tasha	Micheli	crew		9439 6150	0410 676 677	
Tony	Hodson	Hobie 17	6403	99481208	0414948120	
Tracey	Gowen	Hobie 16	103542	9484 8800	0438 948 487	
Upu	Kila	Hobie 16	107593	9401 7292	0412 047 501	Race Secretary



A big *"THANK YOU"* to ...



Pioneer Building Products  
116 Long Street  
Smithfield

Thanks to the generous donation of paving blocks from Pioneer Building Products we now have this very professionally finished driveway into the Rescue Facility.

Please support Pioneer Building Products as they have supported us! See contact details above

A big *"THANK YOU"* to ...

Our thanks go to Quantum Sails MD Geoff Couell who generously donated the materials for our 2 new PBSC club flags.

Show your support for Quantum next time you need well made new sails or professional repairs.



Contact details:  
5/2 By The Sea Road, Mona Vale NSW 2103  
Tel 02 9997 3779  
Fax 02 9997 6376

A big *"THANK YOU"* to ...

Our thanks go to Alan Pitts, one of our newest members for the great mirror he so generously donated and affixed in record time in the shower at the Rescue Boat Facility. Much appreciated. Alan has his own business, Elmore Wardrobes, and he can supply and install to your specifications.

Call Alan on (02)4956 7933 or 0412 359 532  
or email [elemore@hotmail.net.au](mailto:elemore@hotmail.net.au)