



MAIN SHEET

April/May/June/July 2004

From the Editor

Well it's almost half way through the year and although the coldest weather is yet to come, we can look forward to the return of sailing in just a few short months. The Club has completed the year with the AGM and Prize giving dinner a little earlier in the year than previously – and this will now be common practice so that there is not such a long break between end of racing and awards night. The rescue boat has been a great asset to the club and the clubhouse and grounds are also looking good after the recent working bee.

My apologies for the lateness of this 2nd newsletter for the year – unfortunately a shoulder operation has put me out of action on and off for the past few months. Lucky for me, not a lot has been happening in the wind down of the sailing season. Enjoy the report by Andrew Nelson about the Wangi Regatta (Polar Bare) held in June, and reading about the Annual Prize giving dinner, plus we have an update on the Wandering Waterhouses in "Where are they now?" section.

Congratulations to club members who competed in the Hobie Worlds in Mexico. See the article on the worlds for results.

See you 'on the water' brrrrrrrr!

Robyn McCormick
Magic4@bigpond.net.au

COMMODORES ADDRESS, 2004 AGM

The Club has moved forward over the last year in a number of ways.

The most obvious way has been the arrival of the new rescue boat. A lot of people have had a hand in this. The subcommittee reviewing the choice of boat put a lot of time in, while John McCormick handled the arrival of the boat in a very professional manner while I was overseas. Thank you to the subcommittee.

Those who have done their start boat duty generally agree the new boat performs well and is a great step forward.

The Club has a little more infrastructure than it did a year ago. Lamoore very kindly replaced the covers on the small rounding marks so that they could be seen again, and development continues on a set of larger rounding marks, primarily for Regatta use.

We now have available two alfresco showers for use if there is a large anticipated usage.

The annual Beware the Bullets Regatta went off extremely well and was another step forward in our ability to hold large well run regattas. The Regatta was anchored by inviting the Taipan Class to hold their State Championship as part of the Regatta. This move ensured a good turnout of boats. This November the A Class catamaran will hold their State Championship in conjunction with the Regatta. Other moves that improved the Regatta were the use of John Hooper as the Principal Race Officer and the Spit Roast after racing on the Saturday.

The Club participated in the Rotary Club of Narrabeen lakes Community Service Appeal for the 2003-2004 year. The net contribution to Club funds was \$4090 and I thank those members that supported the Raffle by selling tickets. Whether the Club participates again this year is not decided.

In the coming season it is necessary to expand our range of sailing activities so we are able to attract more people to join us. This is the challenge for the Sailing Committee

The main Committee (Guy Machin, Kyle Amadio, Tracy Gowen, Upu Kila, Robyn McCormick) has worked hard this year. Guy and Upu are standing down after years of service and need to be replaced. Thank you all on behalf of the membership and myself. Congratulations to the new committee members, Sam Miller, Vice Commodore, and John McCormick, Race Director.

John Goldsmith
June 6, 2004

Racing Rules of Sailing

Compiled by John McCormick, Race Director

A good understanding of the racing rules will contribute to the enjoyment by all during both club and Regatta racing. I intend to raise rule situations in each Mainsheet issue. At the very least it will make people aware of the more important aspects of the rules and I encourage discussion at the after racing barbeque.

The following are common situations off the wind and are often encountered in both club and regatta racing/

Rule 11, on the same tack, overlapped. This scenario is governed by the definition of keeping clear. Windward (W) and leeward (L) boats are overlapped and sailing on exact parallel courses (Fig 1). If they continue this way, no contact will occur. Does this mean W, the give-way boat, is keeping clear? NOT NECESSARILY!!

The definition of keeping clear has an extra clause regarding boats that are overlapped and on the same tack: "One boat keeps clear of another...when boats are overlapped on the same tack, if the leeward boat can change course in both directions without immediately making contact with the windward boat". W must be far enough away to allow L to change course, even if L decides not to.

Luffing Rights. A leeward boat (L) coming from behind establishes an overlap on a windward boat, W (Fig 2) which had been sailing clear ahead. The right of way shifts to L, but with limitations. Since L got the overlap from behind, L has no luffing rights. Though the term "luffing rights" is not defined in the rules, it has meaning in this case. L can't sail above its proper course for the duration of this overlap. W has to stay clear even if it sailing above its proper course. As rule 11 states, staying clear includes being far enough from the leeward boat to allow it to change course in both directions without immediately making contact.

Overlapped at the mark. This is a common occurrence at the leeward mark. In Figure 3, two boats that were overlapped when entering the 2-length zone are about to round the mark to port. THE INSIDE BOAT IS NOT ONLY ENTITLED TO ROOM, IT IS ALSO THE RIGHT-OF-WAY BOAT ON STARBOARD TACK. But the inside boat is limited by rule 18.4 (Gybing). Since gybing is part of its proper course to the next mark, it must gybe before leaving the mark. This rule can be a bit confusing as it overrules rule 10 (on opposite tacks), which would require the port-tack boat to stay clear.

The modern rules are purposely (and thankfully) very short. They also require careful study. The four right-of-way rules (rules 10-13) occupy only half a page of text in the

rulebook, but you must first learn the definitions in the back of the book to fully understand them.

Rules 14-17 fill an entire page, including limitations on the right-of-way rules. Rule 18 (rounding and passing marks and obstructions) takes up two more pages. The racing sailor should have a good working knowledge of Part 2 (When Boards Meet) and of the definitions in order to develop sound strategies and tactics when competing.

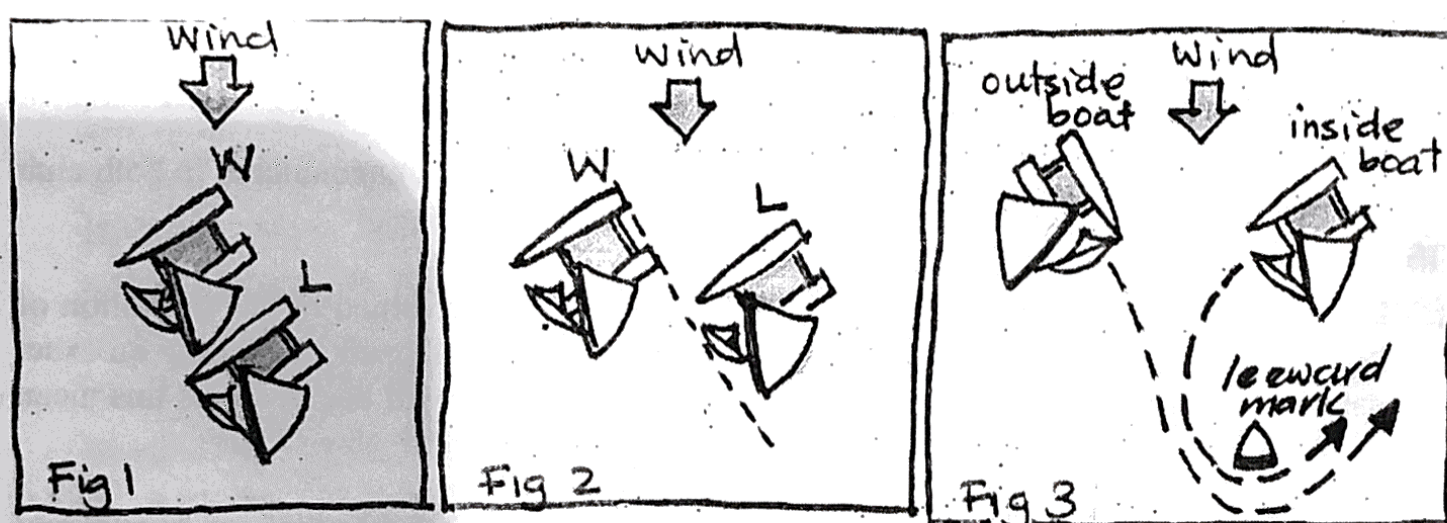


Figure 1: W keeps clear by giving L room to change course.

Figure 2: L establishes overlap from behind and has limited rights.

Figure 3: Though on starboard, the inside boat must gybe for a port rounding.

Extract from SAIL magazine

Where are they now?

When we last reported on the Waterhouse family they were about to take a giant leap off into the Atlantic, participating in the Atlantic Rally for Cruisers (ARC). I have to report that they finished 64th in a field of 208 after a dream run across the Atlantic to make landfall in St Lucia, Caribbean. They spent the next couple of months cruising up and down the Leeward Islands ending up in the British Virgin Islands in the northern end of the chain. This was the jumping off point for Cancun in Mexico and the Hobie 16 Worlds. By all accounts

there was much sailing, partying and getting reacquainted with friends from the Hobie community – especially those from Australia. At the conclusion of the Worlds another challenge was set – to beat to windward for 900nm to reach the Panama Isthmus and transit the famous Canal. With typical 'Wardy' luck the wind turned from SE to NW and was a very pleasant and fast beam reach down the coast to reach the port of Colon in Panama in 5 days. The transit was scheduled for 4 days time and it was trouble free. Once through the Canal you are on the Pacific side in the Panama City, a modern bustling metropolis and the last real chance to provision at reasonable prices until the Cook Islands – months away. Panama is also the place to take on all the fuel you can carry as it is so cheap and when you get to the doldrums it's nice to know you can turn on the Iron Sail if necessary. About 8 hours out of Panama on the way to the Galapagos you pass Los Perlos Islands – where Survivor Pearl Islands was filmed and then it is about 6 days to Galapagos – precluding any problems. Engine exhaust trouble meant they had an unscheduled stop in Salinas, Ecuador for repairs. Last we heard they made it safely to the Galapagos Islands and were spending quality time with some very friendly seals!

Hobie 16 Worlds

Congratulations to:

Rod and Bridget Waterhouse sailing in the masters for the first time and getting a 2nd place; Team Sailing Scene (Kerlie and Ali Corlett) attaining a 5th in the Masters Series along with Alan Pitts (Pitsy) with a creditable 38th and he was sailing with a crew he picked up on the internet! Congrats also to Bridet Waterhouse sailing with Mick Butler in the Opens to finish 12th in the world beating her parents Rod and Kerry Waterhouse finishing 23rd in the Open Series.

Results



Women's World Championship

Women's World Championship
Official Results, Riviera Maya, Mexico

1	PamelaNoriega	MarthaNoriega	MEX
2	RosaritoMartínez	KamilBerrios	PUR
3	BelindaZanesco	NickySouter	AUS
4	LaurenPELEN	LeaJeandot	FRA
5	MarieDuvignac	PaulineThevenot	FRA
6	AnnieGardnerNelson	ElizaCleveland	USA
7	SusanKorzeniewski	KathleenTracy	USA
8	KatieSpithill	ReneéWinchester	AUS
9	DonnaKENNEDY	BelindaWALKOM	AUS

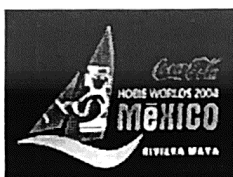
Masters:



Masters and Grandmasters Overall Results, Riviera Maya, Mexico

Official Results, Riviera Maya, Mexico
May 2004

1	JensGoritz	SimoneMonreal	GER
2	RodWaterhouse	JasonWaterhouse	AUS
3	JuanE.Maegli	JoseDanielHernandez	GUA
4	MikeMontague	KathyWard	USA
5	KerliCorlett	AliCorlett	AUS
17	BruceTardrew	SarahTurnbull	AUS
25	StephenToms	VickiPethybridge	AUS
27	CliveKennedy	GeorgiaKennedy	AUS
38	AllanPitts	BruceDouglas	AUS
43	PeterHancock	MarkPreedy	AUS



Finals – Open Series

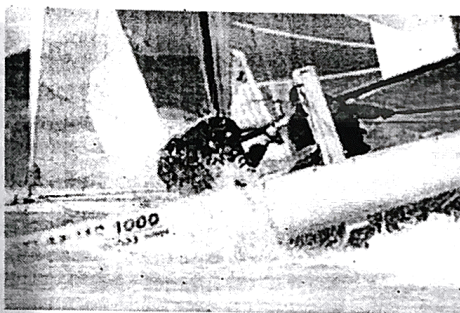
Official Results, Riviera Maya, Mexico

May 2004

1	AxelSilvy	PaulineJupin	FRA
2	GavinColby	SimoneMattfield	AUS
3	AndrewKeag	NaomiAngwin	AUS
5	TimShuwalow	SusanEtherington	AUS
12	MickButler	BridgetWaterhouse	AUS
13	AaronWorrall	SeanSeibold	AUS
15	BobEngwirda	AnnaWennmo	AUS
16	DarrenSmith	NatalieHill	AUS
23	RodWaterhouse	KerryWaterhouse	AUS
25	TimCotsel	AiyanaElliot	AUS
46	FletcherWarren	GeorgiaMyers	AUS
49	JeromeBinder	JasonBinder	AUS
56	RobbieLovig	GlenDouglas	AUS
58	BruceTardrew	SarahTurnball	AUS
60	ChristopherHancock	SeanMcQuilken	AUS

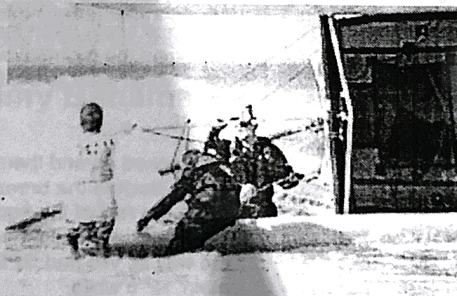
WHAT THE....

For the second year the Tybee 500 was run in May off the east coast of the States, between Islamorada Florida and Tybee Island. The first time it was run was in 2003, when the Worrell 1000 fell over (for the 3rd time from memory) and was deemed to be a raging success, with Rod Waterhouse competing with Kirk Newkirk from KEY Sailing. The race has now been incorporated into the Atlantic 1000 with the first leg being the Tybee 500 run in 6 legs in the order of 100 miles (yeah I know it doesn't add up) consecutively over 6 days.



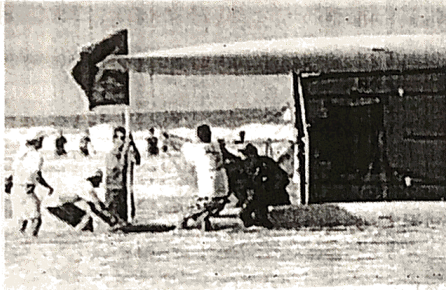
Castrol finish—this can't be good!

It is the stuff that has all the big cliché phrases you have heard before.... "White knuckles and a prayer"..... "iron men, plastic boats".... "20 knot winds and confused seas where the wind-driven waves clash with the Gulf Stream and the longshore current have tested some veteran sailors to their limits, and dashed the dreams of others"....etc.... and I guess it must all be true. At least it is a bit tougher than the club sail on Saturday.



Dragging boat back to the finish line

Below is an edited summary from the Harkin web site written by John Williams-Tommy Bahama Sailing Team of the last day of sailing.



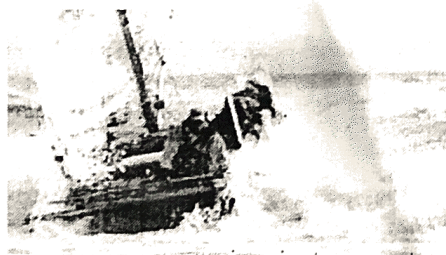
Made it! An ignominious way to finish!



Ready to go

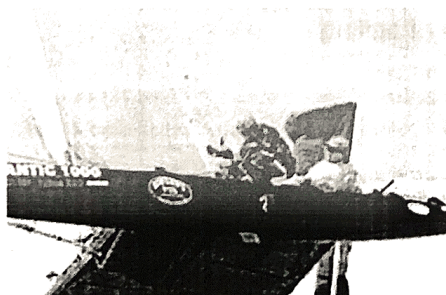


A rough start



Crashing through the surf

Big surf for breakfast!



In heavy air it's a question of muscle

Castrol Wins Tybee Island Second

The fair conditions experienced by the fleet Friday were apparently intended to lull them into a false sense of security.

With the east breeze forecast to clock to 165°, many teams were contemplating the offshore 101-mile rhomb line to the finish. Traditionally, the straight line has meant sailing through maddeningly light winds while the teams sailing along the beach enjoyed a fast run along the shore compression. But with the race drawing to a close and the fleet's overall times still relatively close, two positions could be picked up with a mere half-hour advantage. Only six minutes separated the leaders ... it was as though they were back to scratch. Mother Nature, however, had one more bag of tricks to play.

The fleet got off to a good start with only one or two teams taking a stutter-step in the big surf. As the day wore on, however, some interesting things were happening to the wind.

"About 50 miles from the finish, we found ourselves beating to weather," said Key Sailing skipper Kirk Newkirk. The breeze had backed all the way to around 70°, and Newkirk was trading the lead back and forth between Howard's Pub and Tybee Island. "The pack of us sailed together for the entire 100 miles. **We'd swap spots, gain a little, then lose it back again. It was, no lie, fierce concentration the whole time. And Castrol was nowhere in sight.**"

In a very risky move, Castrol (current leaders) and a couple of other teams continued offshore, letting Tybee Island split and sail the longer route nearer the coastline. Generally between one to two miles outside the shore break, the leaders of the leg were close-hauled in 10-12 knots. Meanwhile, offshore buoys were recording a meagre 4 knots. With the wind backed instead of clocked, it seemed the rhomb would be the absolute last place a team would want to be. But that's when the squall popped up.

"We looked up and there was a line of clouds moving in fast. It clocked the breeze around pretty hard, and here came the rest of the fleet being pushed out in front of it," said Newkirk. "We jumped into it with them and rode it all the way in. We had **GPS speeds of 23 knots**, jib and main, for a while."

On the beach, the ground crews and race officials were pacing. The marshy South Georgia coastline offers little in the way of vantage points, so nobody knew how the fleet was doing. Would Team Tybee pull off a last leg *coup de grace* as they had last year? Was Castrol covering? Could

Key Sailing leapfrog the 29 minutes needed to move two places into third?

The spectators watched the line of approaching clouds with some trepidation. Then, out of the rain, emerged a sail.... The squall was slowing as it approached the shore, and the leaders squirted out of the darkness and into the sunlight

The crowd on the beach didn't even get to catch their breath – as they got out in front of the rain, Team Tybee (currently 2nd) was able to set the spinnaker as they set up for the final gybe to the finish line. **Castrol had ridden the storm in from outer space, but they were several hundred yards behind the home team. Team Tybee only needed six minutes to pull off another upset, and Castrol was charging hard, also able to finally set a 'chute.**

Tybee crossed the line with crew **Kenny Pierce still on the wire**, sheeted in hard. They had **never taken their foot off the gas**, knowing that it was down to mere seconds... **it appeared, however, that Castrol had closed the gap.** As they set up for their approach to the line, they were only a minute behind – enough to win and then some. But as they started their final gybe, it seemed the ocean, frustrated at having the fleet slipping from its grasp, reached out like a live thing in a last effort to exact a higher toll. A wave broke just behind the beach catamaran as they finished their turn and the retreating wave beneath them thinned to a rushing veneer. In slow motion, the stern began to rise to an alarming angle and the bows dug into the sandy bottom. **Castrol violently flipped in the surf, both men were thrown from the boat, and the longshore current swept them north... PASSED, not through, the finish line.** The onlooking crowd alternately gasped and screamed, while **precious seconds** ticked away. The sailors struggled for their feet in the churning water, falling, clawing, grasping for the now partially beach boat lying on its side, **only feet away from victory.**

With Herculean effort, the team gained control of the boat and began to drag it toward the line: Only the tip of the hull was needed to break the plane... they pulled and tugged, breaking the spinnaker pole in half, whipping dangling rigging and line out of the way to get some handhold. **Finally they gained momentum and a few inches of water swept in to aid them. Castrol dragged their broken boat across the finish line...** incredibly, the whole ordeal had only taken just over a minute to unfold. John Casey and Jay Sonnenklar had won the Tybee 500 by three minutes... and, as has often been said, the crowd went wild.

The 2004 Tybee 500 ended as it had begun – fast. After 525 miles, Castrol claimed the top spot with a cumulative time of 33 hours, 26 seconds – an average speed of almost **16 knots** for the week and a new record for the event. For some teams this year was a heartbreaker. For others it served to steel their resolve in another attempt. For all, it was a challenge unlike any other offered in beach catamaran racing today, pushing the limits of endurance, concentration and will in a contest against wind and waves. Despite the heartache, battered bodies and broken parts, they'll be in Islamorada again next year. And so will **Harken** – race-tested in the harshest conditions to give you the edge in your next race.

John Williams – Tommy Bahama Sailing Team

Report – Wangi Wangi Polar Bare Regatta

By Andrew Nelson

*Below is Wangi report. Unfortunately they do not seem to publish the results on the web so I have prepared this from memory. This means that it is a little Hobie biased as I did not monitor other fleets too closely.
Results are from memory so I hope no one gets their knickers knotted.*

Andrew.

The Background

The time is June long weekend

The venue is Wangi Wangi Amateur sailing club on the western shore of Lake Macquarie.

The fleet is split into four divisions with classes with more than 6 boats becoming a class within their division.

The divisions were F18 (it was their state titles)

Division 2 All boats with a yardstick less than 77. The A class were a class within his division.

Division 3 Which worked out to be a Hobie exclusive division. 16s having their own class within the division.

Division 4. The fourteen footers. Predominately sailed by younger sailors.

First day

Drive, arrive, rig, register. Then we get to go sailing. No one told the wind.

Two races on Saturday afternoon in slightly less than a drifter.

Mick Butler was travelling quick comparatively speaking but an OCS ruined his

day. Being kept honest by the Pittwater Cat Club contingent lead of Andrew Tuite and Maria Nelson on the Pink Pig with Dave and Tracey and Upu and Sam also supporting. However on Yardstick the day went to a Hobie 17 from Canberra followed by PCC Hobie 18 Sailing Scene (Thunderpussy) – yours truly. The A class of Glenn Brown and David Elvers held forth in Division 2.

Dinner was hosted by the club but as many crews were unaware it was on could have been better attended.

Second Day

The wind has decided to make an appearance. Albeit a shifty one. Three races are held. Two in the morning, one in the afternoon. With the wind varying from 5 to 12 knots and shifting, the sailing becomes quite challenging. The lighter crews are coming to the fore with Div 3 dominated by the Hobie 17 and Mick Butler (H16). The Pink Pig is holding position as is Sailing Scene, on yardstick. One PCC legend was seen inspecting the underside of his boat. In division 2 the A's were being dominated by the bigger boats but were having good racing within their class.

The Capricorns were ahead in the F18s with Brad Sumner keeping them honest in his Tiger.

The kids were having fun and good racing in their Fourteens.

That night PCC gathered at the Sam/Andrew/Upu/Charmaine/Dave/Tracy commune where a delicious dinner was prepared by Charmaine and Sam. The Yarra Bay contingent attempted the trek but were forced to turn back when their vital rum supplies ran low.

Third Day

The wind starts to build into something decent. After two races the wind has built to over 30 knots and everyone heads for home.

With a decent breeze Sailing Scene (H16) steps forward with Dave and Tracey (H16) hard on their heels. Mick Butler (H16) is still in chase followed by Andrew Tuite and

Maria on the Pink Pig (H16). The Seventeen fails to complete the last race. Upu and Sam (H16) are sidelined as they are distracted by their employment as a taxi service for F18 sailors they find floating around Lake Macquarie sans F18.

Division 2 is dominated by the Tornado. Within the A Class Dave Elvers on City Boating lays down the law. By the end of the day the only A Class left standing.

The breeze allowed Brad Sumner to work through the F18 fleet to finish 2nd overall to Mark Larouffa on the Capricorn.

The Tornado took out Division 2 however David's performance on City Boating earned him the A class gong.

Division 3 was won by Mick Butler followed by Sailing Scene and the 17 from Canberra. Mick Butler also won the H16 class followed by the Pink Pig with Upu 3rd.

The kids all had a ball on their fourteens and Wangi Wangi Amateur Sailing Club must be congratulated for supporting this entry level cat sailing.

The 2004 Polar Bear Regatta provided sailing conditions that tested sailors across the board and should be a fixture on everyone's regatta calendar.

Now we are talking.....

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# Quiz

By Jan Jensen

Answers to last quiz.

1. Gopher is a sailor's non alcoholic fruit drink or mineral water.
2. Fake. Is a coil inside a coil of rope.
3. Timid Virgins Make Dull Companions. (TVMDC) Is an aid to memory when converting a True course or bearing to a Compass or Magnetic course or bearing and vis versa. i.e To convert a True course or bearing to a Compass course or bearing first apply the Variation which will give you a Magnetic course or bearing, then apply the Deviation to get the Compass course or bearing, this can be used in reverse to convert a Compass to a True or Magnetic course or bearing.

Next Quiz.

1. What us a snotter.
2. What is a scan bag.
3. What is Killick.

Can you read this?

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Amzanig huh?

# **ATHENS STORY – TEST EVENT AUGUST 2003**

**AS EXPERIENCED BY JOHN GOLDSMITH**

Am sat by the pool at the Hotel Fenix in Glyfada, a beachside suburb of Athens on the Saronic Gulf. Temperature is warm, in the thirties, with a Meltemi blowing off the land. It is a day off from measuring at the Sailing Centre, and I am taking advantage of this to promote recovery from a respiratory condition sweeping the Centre.

The flight from Sydney to Athens was an achievement. About twenty-four hours with a stopover on Bangkok on Thai International. Pleasantly surprised by the great cabin staff. But the big deal was to sleep for seven of the twenty-four hours unaided by sleeping pills. Arrived in Athens at 0600 and managed to have a productive day before collapsing late into bed. Starting to get the hang of managing jet lag.

The Sailing Centre is HUGE. About 1.2 kilometres from end to end. So plodding around in the heat rather dehydrates one. Measurement takes place in a VERY LARGE AIR CONDITIONED TENT, and the team of measurers (about eleven of us, one for each class) set to work to welcome the sailors. I was given a Greek assistant who was particularly helpful throughout. In addition there were a couple of young Greek goddesses who did a bit, but mainly chatted on their mobile phones.

The Centre is essentially a huge marina that will be sold off after the Olympics. It is progressing well and is sure to be a completed and functioning operation. At the moment it is full of yachts, speedboats and all the paraphernalia of a top class regatta. The organisation looks after the officials well, with transport from the new airport, and daily special transport to and from the venue. The Fenix is a middle grade Best Western chain hotel of reasonable comfort. So what with the conditions at the Centre, the hotel, the transport, the speedboat, and so on, then things are very reasonable.

Racing is done on four courses off shore from the Centre. The Tornado course is subject to considerable shiftiness and gustiness. This means that a Tornado typically does about five or six tacks per upwind and downwind leg. There is quite a premium on tactics here,



most unusual for Tornado regattas. There is a huge advantage in a good start and hitting the first shift correctly. The gap between the winner and last boat can easily be one leg of the one nautical mile windward and leeward course.

The prominent people are here. I have met Gianna Angelopoulos who is the president of the Athens 2004, and had a 15 second chat with her in the measurement tent in front of the rolling TV cameras. Paul Henderson, President of ISAF, is here and he bought me a beer. Pugnacious chap.

Other greats noted are Cliff Norbury, Paul Cayard, Robert Scheidt, Col Beashel, George Andreadis (Greek billionaire highly interested in sailing and on the ISAF board), and the list goes on and on.

Now, halfway through the event, the Palm Beach Sailing Club member and World Champion John Forbes, and Darren Bundock, lead the event by a healthy margin after three wins from six races.

Saturday night was the first of the official events, dinner at the Piraeus Sailing Club. This was a casually elegant affair. The Sailing Club has a renowned dining room, and above that is the open-air cattle market where all the young and beautiful Athenians come to disport themselves. The dinner consisted of about seven courses supported by a perfectly acceptable white wine. One tended to forget respiratory problems for a bit.

After dinner I did a lap of the upstairs area but was driven out by the intense concentration of cigarette smoke. The amount of smoking in Greece, and a lot of Europe, is unbelievable.

Tonight, Sunday 24 August, is dinner at the house of George Andreadis. Time to see how this part of the population lives.

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Back from the dinner. Now, this was a classy event. Warm balmy night, slight breeze that dropped away to nothing. A large walled garden, relatively flat with feature terracing and a pool with in-water lighting casting a welcoming glow. An elegant house built in the classical style seen in the islands – white walls, split levels, cool tiled floors, and so on. Unobtrusive security.

Bar set up by the pool, waiters keeping the glasses full with whatever you wanted. About five circular tables seating ten people set up in the garden in the open air. Dinner was a self-service buffet style, and I have forgotten what I ate, but I do remember beef somewhere in proceedings.

My brush with fame tonight was with Queen Anne-Marie, wife of Constantine. She came out of the toilet as I went in.

And still the classy events continue. A couple of nights later at a sit down dinner at the Royal Hellenic Yacht Club, now called (I think) the National Yacht Club of Greece, I met ex-King Constantine. Anne-Marie did not pass me by at the toilet again. There was a hell of a commotion when the King arrived. Sycophantic fawning everywhere! But he is a gracious fellow, very cool and self-deprecating at least in public. He joined us at our table for ten minutes or so for a very convivial chat. It seems the feeling in Greece is Constantine is OK but the monarchy is not. A nice touch was that the Club dug out the old Dragon he used to win the Gold Medal (in Rome?), cleaned it up and put it on display.

Yesterday (Wed 27<sup>th</sup>) I took the bus into central Athens to check out some old memories vintage 1967. Perhaps I should not have done this. Uptown Athens is just plain awful, except for isolated places such as Kolonaki Square, Plaka, Monastiraki, and Lykabettus. Too much traffic, too much dust, too much crap lying around, too much pollution. I had a frappa in a cool, leafy pedestrian precinct and caught the bus back to Glyfada.

Oh yes. The sailing continues on with my role well and truly wound-down. Last day today (Thursday 28<sup>th</sup>), with the Tornados already won easily by Australia (Forbes and Bundock). There are two other crews still in the game, Austria and Argentina, with a giant gap to the rest. There is a prize giving ceremony tonight, and then it is on to London and Cadiz.

Did I enjoy this? Yes, and I might get the gig in 2004!



## Report - Prizegiving Dinner/AGM

June 5, 2004



It was decided to hold the Annual Prizegiving dinner and AGM earlier than in previous years to be closer to the end of the sailing season. Because of this there was not the usual length of notice given to members and many had prior commitments. We did still manage a very good turnout of 40+ people who enjoyed a great evening's food and dancing to the Juke Box. The theme, Under/Over the sea, was loosely interpreted by most members - some members were very creative and did a great job of dressing up. The food was a mixture of nice hot and hearty dishes to warm the insides on a cold winter's night. The AGM was over very quickly and saw the election of Sam Miller taking over the Vice Commodore position from Guy Machin, and John McCormick taking over as Race Director from Upu Kila.

Next Years Prizegiving and AGM will be on again in May - as close to the close of the season as practicable.

Check out the photos .....on our web site.

## Results 2003/2004 Season

| Heart Start      |                   |               |         |         |
|------------------|-------------------|---------------|---------|---------|
| Skipper          | Crew              | Class         | Sail No | Results |
| Steve Kiely      | Lesley Kiely      | Hobie 18      | 16808   | 1       |
| David Bonallo    | Claudia Raymond   | Hobie 18      | 16745   | 2       |
| Upu Kila         | Robyn McCormick   | Hobie 16      | 107593  | 3       |
| Spring Series    |                   |               |         |         |
| Skipper          | Crew              | Class         | Sail No | Results |
| Michael Warren   | Sam Miller        | Hobie 16      | 107618  | 1       |
| Chris De Veyrac  | Lynn Li           | Hobie 16      | 104959  | 2       |
| John McCormick   | Michael McCormick | Hobie 16      | 107965  | 3       |
| Jan Jensen       |                   | Hobie 17      | 5735    | 1       |
| Guy Machan       |                   | Hobie 17      | 6239    | 2       |
| Russell Sheppard |                   | Hobie 17      | 2912    | 3       |
| Andrew Nelson    | Don McPhee        | Hobie 18      | 16814   | 1       |
| Kyle Amadio      | Peter Amadio      | Hobie 18      | 16607   | 2       |
| David Lawrence   | Sophie Tebbutt    | Hobie 18      | 16649   | 3       |
|                  |                   | Miscellaneous |         |         |
| Brad Ashmore     |                   | A Class       | AUS750  | 1       |

|                           |                   |                      |                |                |
|---------------------------|-------------------|----------------------|----------------|----------------|
| John Goldsmith            |                   | A Class              | AUS843         | 2              |
| David Griffiths           | Josh Hamill       | Nacra 5.5            | AUS514         | 3              |
| <b>Summer Series</b>      |                   |                      |                |                |
| <b>Skipper</b>            | <b>Crew</b>       | <b>Class</b>         | <b>Sail No</b> | <b>Results</b> |
| Michael Warren            | Sam Miller        | Hobie 16             | 107618         | 1              |
| John McCormick            | Michael McCormick | Hobie 16             | 107965         | 2              |
| Andrew Tuite              |                   | Hobie 16             | 36             | 3              |
|                           |                   |                      |                |                |
| Jan Jensen                |                   | Hobie 17             | 5735           | 1              |
| Guy Machan                |                   | Hobie 17             | 6239           | 2              |
| Russell Sheppard          |                   | Hobie 17             | 2912           | 3              |
|                           |                   |                      |                |                |
| Andrew Nelson             | Don McPhee        | Hobie 18             | 16814          | 1              |
| Kyle Amadio               | Peter Amadio      | Hobie 18             | 16607          | 2              |
| David Lawrence            | Sophie Tebbutt    | Hobie 18             | 16649          | 3              |
|                           |                   |                      |                |                |
|                           |                   | <b>Miscellaneous</b> |                |                |
|                           |                   |                      |                |                |
| Brad Ashmore              |                   | A Class              | AUS750         | 1              |
| John Goldsmith            |                   | A Class              | AUS843         | 2              |
| David Griffiths           | Josh Hamill       | Nacra 5.5            | AUS514         | 3              |
|                           |                   |                      |                |                |
| <b>Club Championships</b> |                   |                      |                |                |
| Upu Kila                  | Ainslie Gordon    | Hobie 16             | 107593         | 1              |
| Michael Warren            | Sam Miller        | Hobie 16             | 107618         | 2              |
| John McCormick            | Michael McCormick | Hobie 16             | 107965         | 3              |
|                           |                   |                      |                |                |
| Most Capsize              | John Goldsmith    |                      |                |                |
|                           |                   |                      |                |                |



# 2004 BOAT ROSTER

## REMEMBER WHEN YOU ARE ON BOAT DUTY:

1. Pick up keys.
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.
6. Remove bungs, ensure trailer is back far enough not to hit roller door.
7. When on boat duty - Results sheets must include the date and names

DATE .....ON DUTY

### May

- |    |                                         |
|----|-----------------------------------------|
| 01 | Working Bee – May be Sailing ??         |
| 08 | Guy Machan/Peter Vaughan                |
| 15 | John & Robyn McCormick/Geoff Watson     |
| 22 | Sam Wood & Darien/Jan Jansen            |
| 29 | David Lawrence & Sophie/Russel Sheppard |

### June

- |    |                                       |
|----|---------------------------------------|
| 05 | AGM & PRESENTATION - NO SAILING       |
| 12 | Wang Regatta/Long Jetty - No sailing  |
| 19 | Chris Crook & Sophie/Andrew Nelson    |
| 26 | Damien Miller & A. Tuite/ Glenn Brown |

### July

- |    |                                           |
|----|-------------------------------------------|
| 03 | Steve & Lesly Kiely/John Goldsmith        |
| 10 | Opsy, Ainsley/Mark Uren                   |
| 17 | Dave Fisher & Tracy/Peter Campbell        |
| 24 | Fran Costanzo/David Griffiths & J. Hamill |
| 31 | Tony Hodson/ Kevin Moffett & Crew         |

### August

07 Chris de Veyrac & Lynn/John Blackburn  
14 Kyle Amadio & Crew/Nigel Hextall  
21 Michael Warren & Sam Miller/Graham Allen  
28 Kerry & Michael Ardern/John McCormick

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PLEASE REMEMBER ITS YOUR RESPONSIBILITY TO ORGANISE A  
REPLACEMENT IF YOU ARE UNAVAILABLE  
DONT LEAVE IT UNTIL FRIDAY NIGHT - John McCormick 0404812215/9999 4990  
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.

**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.

Boat duty - If the race secretary realises the mark or the start line needs to be  
repositioned, duty officers should act without any objection. It was also agreed at the  
committee meeting that the race course area to be discussed on the day with the race  
officer or committee members present.

## 2004- 2005 Draft Sailing Calendar

All series heats start at **1pm** (unless noted otherwise), this includes series where there are 3 races on the day.  
 "Other Regattas" dates are usually Saturday and Sunday of the weekend indicated - check with the organising Club for exact dates.

This calendar will updated when information is available – please check back regularly.

| Month<br>Year | Date | Series                                    | Notes                                 | Other Regattas                           |
|---------------|------|-------------------------------------------|---------------------------------------|------------------------------------------|
| Aug-04        | 07   |                                           |                                       |                                          |
|               | 14   |                                           |                                       |                                          |
|               | 21   |                                           |                                       |                                          |
|               | 28   |                                           |                                       |                                          |
| Sep-04        | 04   |                                           |                                       |                                          |
|               | 11   |                                           |                                       |                                          |
|               | 18   |                                           |                                       | PNG Nationals                            |
|               | 25   | Heart Starter                             |                                       |                                          |
| Oct '04       | 2-4  | Club Series Racing                        |                                       | Foster Wildcat Regatta *TBC              |
|               | 09   | Club Series Racing                        |                                       |                                          |
|               | 16   | Club Series Racing                        |                                       |                                          |
|               | 23   | Club FUN Event                            | Wild Goose Chase<br>Curious???        | ACT TBC                                  |
|               | 30   | Club Series Racing                        |                                       | Top Gun – Kurnell TBC                    |
| Nov-04        | 06   | Club Series Racing                        |                                       |                                          |
|               | 13   | Club Series Racing                        |                                       | Trial Bay - Southwest Rocks<br>TBC       |
|               | 20   | Club Series Racing                        |                                       |                                          |
|               | 27   | Broken Bay Beware<br>the Bullets Regatta, | Combined with A<br>Class State Titles |                                          |
| Dec '04       | 04   | Club Series Racing                        |                                       | Wangi TBC<br>Possible Hobie Training Day |
|               | 11   | Club Championship<br>(Round1)             |                                       | Possible Hobie Training Day              |



|         |                              |                                              |                                   |                                                                                                                          |
|---------|------------------------------|----------------------------------------------|-----------------------------------|--------------------------------------------------------------------------------------------------------------------------|
|         | 18                           | Club Series Racing                           | BBQ at Club TBC                   | Possible Hobie Training Day                                                                                              |
|         | 25                           | Xmas                                         | No racing                         |                                                                                                                          |
|         | 27 Dec<br>to<br>08 Jan       | Hobie                                        | See Hobie Web site<br>for details | H 17 Aus & Worlds : H 18 Aus<br>& Worlds: H16 Aus & Asia:<br>H16 Youths, Women,<br>Masters: Hobie Tigers Aus:<br>H14 Aus |
|         | 31 Dec<br>to<br>06 Jan<br>05 | A Class/ Tornado                             | See A Class Web                   | A Class & Tornado Nat'l<br>Hervey Bay                                                                                    |
| Jan '05 | 2 - 7                        | Nacra                                        | See Nacra Web                     | Nacra Nat Titles                                                                                                         |
|         | 08                           |                                              | No racing                         |                                                                                                                          |
|         | 15                           |                                              | No Racing                         |                                                                                                                          |
|         | 22                           | Club Series Racing                           |                                   |                                                                                                                          |
| OzDay   | 26                           | Australia Day                                | Wednesday                         | Marathon – Kurnel                                                                                                        |
|         | 29                           | Club FUN Racing                              | MARATHON                          |                                                                                                                          |
| Feb '05 | 05                           | <b>Club Championship<br/>(Round 2)</b>       |                                   |                                                                                                                          |
|         | Feb11<br>Feb12<br>Feb13      | Sport & Rec<br>Broken Bay<br>Regatta@Patonga | Details to be<br>provided         | Sport & Rec – Patonga                                                                                                    |
|         | 19                           | Club Series Racing                           |                                   |                                                                                                                          |
|         | 26                           | Hobie Regatta @PBSC                          | Sponsored by Hobie<br>TBC         |                                                                                                                          |
| Mar '05 | 05                           | Club Series Racing                           |                                   |                                                                                                                          |
|         | 12                           | Club Series Racing                           |                                   | Trial Bay<br>South West Rocks TBC                                                                                        |
|         | 19                           | Club Series Racing                           |                                   | Coffs Harbour TBC                                                                                                        |
| Easter  | 25,26,<br>27,28              | NSW Hobie State<br>Titles, Vincentia TBC     |                                   | Queensland State Titles<br>Hervey Bay                                                                                    |
| Apr '05 | 02                           | Club Series Racing                           |                                   |                                                                                                                          |
|         | 09                           | Club FUN Event                               |                                   |                                                                                                                          |

|           |       |                        |  |                          |
|-----------|-------|------------------------|--|--------------------------|
|           | 16    | Club Series Racing     |  |                          |
|           | 23    | Club Series Racing     |  |                          |
| Anzac Day | 25    | Marathon Pittwater TBC |  | Yarra Bay Marathon TBC   |
|           | 30    | Club Series Racing     |  | Last race for the season |
| May '05   | 21    | AGM/Prizegiving Dinner |  |                          |
| June '05  | 11-13 | Polar Bear Regatta     |  | Wangi- long weekend      |