



CAT CHAT

Kurnell Catamaran Club

October -
November 2008

Phone: 02 96689295
PO Box 255
Caringbah NSW 1495

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Truly a "WILD THING" tamed by Gavin Davies

Quick Takes :

- Forster WILDCAT action, pg 7
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- Lots of on the water reports: page 5 in "on the lookout"
- **Next General Meeting:**
21st of December @ 10am
followed by Xmas party after racing



Kurnell Catamaran Club 2008 / 2009 Committee

PRESIDENT	Barry Willis	H 97716768		commodore@kcc.asn.au
VICE PRESIDENT	David Walkington	H 9548 1491	M 0408 640766	dwalkington@exemail.com.au
SECRETARY	Graham Dicker	H 9570 3031		GrahamDicker@hotmail.com
TREASURER	Ross Newman	H 9525 4708		drnew@optusnet.com.au
RACE SECRETARY	Brian Chapman	W 9520 4547	M 0412 856 118	race-secretary@kcc.asn.au
ASSISTANT SECRETARY	Ross Newman	H 9525 4708		drnew@optusnet.com.au
ASSISTANT TREASURER	Kevin Bessell	H 9543 1541	M 0438 309 928	kbessell@bigpond.net.au
ASSIST. RACE SECRETARY	Helen Herbert	W 9545 8695	M 0408 503608	helen.herbert@tmipacific.com.au
CRUISING DIV. DELEGATE	Bob Butler	H 9540 1609	M 0418 269 665	bobbutler@optusnet.com.au
PUBLICITY OFFICER	Brent Vaughan			brentvaughan@seawindcats.com
SOCIAL SECRETARY	Barry Argall	H 9773 8596		bgargall@optusnet.com.au
EQUIPMENT OFFICER	Ted Buys	H 4284 2913		
CANTEEN MANAGER	Peter Lane	H 9726 0805	0430 040 880	peterlane23@hotmail.com
BOAT CAPTAIN	John Stone	H 9267 5230	W 9759 2059	
EDITOR	Glen Billington	H 8764 0460	M 0412 123021	glen_billington@optusnet.com.au
DELEGATE 1	Doug Lucock	M 0421 052670		webmaster@kcc.asn.au
DELEGATE 2	Barry Willis	H 97716768		commodore@kcc.asn.au
WEBMASTER	Doug Lucock	M 0421 052670		webmaster@kcc.asn.au

Auxiliary Positions

OFFICER OF THE DAY	As per the ROSTER			
	As per the ROSTER			
DIVISION 1 CAPTAIN	John Riley	H 9527 7900		
DIVISION 2 CAPTAIN	Peter Backhouse	H 9522 6253		peterbackhouse@optusnet.com.au
DIVISION 3 CAPTAIN	Stephen Medwell	H 9952 6856	M 0417 409 412	stephen.medwell@bigpond.com
CRUISING DIV. CAPTAIN	Bob Butler	H 9540 1609	M 0418 269 665	barnaclebobster@gmail.com
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President's Report

Hi everyone

We are still awaiting resolution of our Development Application for the new boatyard by Sutherland Council. I understand there have been no submissions, so it's just a matter of being patient and looking forward to a positive outcome. In the meantime, I understand that the development next door to KCC has come to a halt and all the land is up for sale. Once again, we have to wait and see what happens.

Some of our members are concerned that VYC yardsticks have been altered. There will be more detailed information elsewhere in this edition, but I should mention that a great deal of work has gone into determining the new (KCC) yardsticks, even to the extent of going overseas and looking at relative class yardsticks in Europe and the USA where they have a great deal more boats racing than we have in Australia. This entire episode has, of course, come about by the apparent lack of interest by VYC in amending out of date yardsticks, even though we, and probably only us, have been providing VYC with mixed fleet results for the last three years. Yachting NSW (new name for YA) have offered to follow up with VYC, so let's hope this issue can be quickly resolved.

The participation by Dobroyd Aquatic Club sailboarders in KCC events is working quite well. This group sails with us once per month and their spokesman, Pat Coleman, reports his members are enjoying their participation immensely.

The Desalination Plant line status remains a little confusing. There isn't a lot of information flowing, but I'm told the plan has again been altered so we, like everyone else, will have to await their pleasure.

Our next big event is the Australia Day regatta, which is always a great experience. Next year's course will be a little different, depending on how the desalination line progresses. Also, we will be deleting the need to follow the George's River channel markers to and from Kogarah Bay. The only relevant fixed marks will be Towra outer Port and Starboard marks.

Following Australia Day is our annual Cock of the Bay regatta. Due to unforeseen circumstances, this will be brought forward to February 22nd, with other series adjusted accordingly. This will be a one day regatta. More on this later.



President's Report - cont -

Most of you are aware that Tiaan Walkington is undergoing major surgery in Adelaide hospital. Tiaan reckons he'll be back sailing in time for both of the above regattas. We had a little presentation for him recently to wish him best of luck with his operation.

Barracouta Sails

Unit 5
55 Willarong Road
Caringbah 2229
(next to Harvey Norman's Car Park)
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KCC would again like to thank Barracouta
for their continued support

Brian Chapman and I attended a meeting with Yachting NSW CEO and council members a week ago to discuss, amongst other things, the proposed banding system that will determine club affiliation costs and individual members YNSW membership costs. This issue is quite lengthy so I won't discuss it here. Suffice to say that it's a good deal for KCC and I endorse the principle as explained by YNSW. The proposal will affect the bigger clubs, so a kick back is expected which may see the plan defeated. It will be on the YNSW AGM agenda for discussion and voting.

Stoney is still on the sick list after his shoulder reconstruction and is progressing well. We hope to see him back at KCC soon, but he is under

strict orders not to sail until next season.

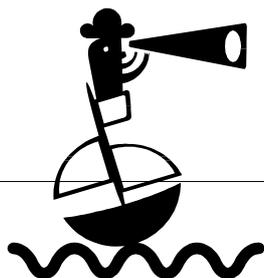
The current NSW Government financial situation has caused the loss of Sydney Ports Corporation sponsorship for this season. I'll be presenting our case to them again next year when the treasury may be in a better shape.

Finally, don't forget we have our Christmas BBQ and General Meeting on December 21st. This is for members and families, but in order to cater, please give numbers to our Social Secretary, Barry Argall.

With all the doom and gloom around the world at present, I'm reminded of the sign off words from Lock Percy, a previous Cat Chat editor . . . The Wind is Free.

Best regards to all and have a happy Christmas.

Barry



On the LOOK Out

John Goodier 12th of October.

Finally a day with the "Botany Combo" - crystal clear blue skies, warm water and a building North Easterly sea breeze kicking off from midday. In these typical KCC conditions we witnessed some great close action racing in every class on the water. High Performance campaigners Krank the Noodle, F'N Crazy and INOX were all mixed in together swapping the lead and line honours during the races. On handicap the F18s scored one race each. This takes Trev and Andrew to the current lead in the High Performance class but they know that they have a fleet of very competitive boats on their heels.

Division two also saw some close racing with Doug and Mitch on "The Phantom Menace" shading out 5.8 champs "Flat Chat" in the first race, only to see the tables turned in race two. "Flat Chat" also had a tussle with series leader Peter and Julia on "Taipanic" but weren't quite able to catch them. Taipanic claimed back to back wins and a strong claim for the championship at this stage.

Baz was celebrating his 65th birthday, so I thought what better to get the man who has everything than some race "benefits" To this end I managed to knock his competitor and our commodore - Barry Willis off the layline by calling him on Starboard near the top mark. Happy birthday Baz!. The result was some tight racing amongst the 14 square fleet. New comer to the 14 squares, but a veteran and high experienced cat sailor Tony Wainwright wins the award for "most prolific improvement" in one hour, he jumped 5 spots on the leader board in the second race and will definitely be a man to watch closely.

It was great to see Tom Batty participate in his first race on his classic A cat. He even took his Dad along for the ride and perhaps to dispense some advice along the way. This is a great way to get a feel for how it all works in the races

Glen , Nacra 14sq Sail #186

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See Peter at Kurnell Catamaran Club on Sundays



19th October 2008 Heat 3&4 Olympic Series

A glorious sunny Sunday with 8 knots from the north east at the start and building to around 15kts by the 2nd race.

Doug and Mitch on the support boat armed with camera and telephoto lens, so expect some new photos on the web sight in the near future.

A few regulars missing on the day but those there had a great sail. Uncle Ted nearly wasn't a starter as he had left his sailing gear back home at Wollongong, though after a bit of a walk around he had scrounged up enough to get him onto the water. And what a slim suave figure he cut in the borrowed "bit too small" wetsuit.

Kez and Greg had their F18 flying as did Graham and Ben on the Nacra 5.8 finishing first and second over the line in both heats, closely followed by visitor Bob Porter then Brian Chapman on 4.9 Taipans



Peter Lane and Garry took a swim in the first race, keeping up their dog paddling exercises, while John Riley broke his traveller and had to resort to a piece of string to keep it in place.

The start of heat 4 had first division on the line too early forcing Ted over and around the pin to start on port tack leaving a smile on the other 1st div starters. The elation didn't last long though.



Forster Regatta 2008 Report

(by Ross Cicognani & Peter Lane)

The KCC representation

Peter Lane and Gary Selwood - Taipan

Kevin Bessell and Ross Cicognani - Taipan

Julian Jenkins – A Class

Mr Brewin senior – F18

Steve Brewin A Class

Arrived Friday morning about 11.30am at Forster Sailing Club to find most camp spots taken so we headed for the end and managed to find high ground to set up on, this we found later to be to our advantage. We quickly set up camp, rigged the boats establishing our access to the waterfront. Les Porter from Port Kembla dropped in for a chat a few times to talk about the upcoming nationals, he sailed sloop rigged the week end. We did not dare to move our cars, soon as you created a space either a trailer, tent or boat suddenly appeared.

There were 80 Boats registered over the weekend broken into 6 classes. The Taipans started as Div 1 with Misc 1, which included Nacra 16 square, 14 footers, Nacra 5's.

F18, 8 Boats won by Brewin senior

A Class, 19 Boats won by Steve Brewin

Hobie 16, 23 Boats Waterhouse team

Taipan 4.9, 10 Boats Steve & Lesley Kiely

Nacra 5.8 5 Boats Ian Bowles

Misc 1&2 15 Boats Goodall team



into 6

Saturday we had three races, windward return and 1 triangle, downwind to finish.

The first race 8 to 12 knots, I found myself chasing a local from Fortser, Kingsley Pursch in a Taipan crewing on his own boat, Kingsley was demonstrating the Taipan 4.9 to Vanessa Dudley editor of Australian Sailing magazine. So keep a eye for upcoming articles.



2nd race 10 to 16, we managed a good start, running round the top mark around 3rd till we came off a amazing reach looked up, gained control, proceeded to sail right over the top of the clearance mark, straight between the hulls. We looked around and heard, you have to do a 360. We came in 6th in the fleet

During the same race Peter Lane was struggling to hold his boat down with his new standby crew of the age of 12. The final crunch came when he capsized and decided to put his feet through his mainsail. Peter retired after this event.



3rd race 16 to gusting 25 knots was hair raising, especially off the reach we managed to hang on to finish 4th



KCC Support

Boat Insurance Sponsor

Upon our return to the beach, we were hit with a really good thunderstorm, torrential rain. The storm managed to supply two waterfronts, the lake and the pond in front of our tents, Two families camped in front were flooded ankle deep in water and mud.

Julian arrived, with his red A class strapped to a metal frame on top of his Holden Ute. Julian also retired that day with his traveller base, ripping off the crossbeam. He was later wandering the camp with this hunk of twisted aluminium looking for someone who could help. It was Mr Bunning's who finally came to the rescue the next morning. Julian fixed just in time to start the days racing.



Sunday Morning, started out at blowing a very strong westerly but soon abated to nothing at 10.00am we all still headed out in nil wind living in hope. Gary Selwood joined us that morning to the relief of Peter Lane, the Adrenalin team once more united to sail. The wind did come in from the south and created a great day. Four races with 80 boats in all directions. The powers to be added a extra windward return to the Taipans as we were finishing too early. Greg Goodall won his Misc 2 class with the Viper F16. Greg was battling to beat the F18, I do not know who won between the two. The day ended perfectly with a good sunset over the water. The big screen set up for the footy final followed by movie clips of the days sailing.

Monday started out with nil wind with 20 to 30knots forecasted. We all once more paddled out to the other side of the lake for the start only to hear, called off so we all paddled back to the beach. The wind made another appearance so off we went again. We drifted around the start boat for hour or so, what seemed. Again it was cancelled so back to the beach for rush hour, derig , presentation and hit the road home. However we chose to stay the night, have dinner at the local in Forster. Upon our return we found the camp area almost deserted with a westerly blowing about 30 knots on shore. We parked the cars, trailers and boats in front of our tents for a windbreak to last the night. It would have been the worst night in a tent I have ever experienced. Three rigged Hobie 16's were left on the beach overnight we sighted them next morning in tangled mess in the bush.

The Forster experience was a overall enjoyable one with a lot of effort from the Forster Sailing Club members. The event was I thought well run and worth the effort to attend. Who is coming next year !



**Thanks to
Ross Cicognani & Peter Lane for this great
report.. (ed)**



John Goodier 26th of October

The dominant Nor Easter was back with us today, but it had a few twists and turns in store for some sailors. Unusually it swung strongly to the east at times creating a big hole on the North side of the course, which swallowed up some time for a couple of sailors, including Uncle Ted. Racing was the closest seen this season in the Classic division. For example on yardstick in race two the winners : Peter and Julia Backhouse on Taipan had a leisurely 5 second margin over second place getters Ben and Graham Dicker / Flat Chat who had a tighter race with me, enjoying a margin of only 2 seconds.

The wind gods were indeed smiling on some today, the last downwind run had some gybing off the fleet and then enjoying a huge sustained shift that pushed them right onto the mark. As I was one to benefit from this, I simply say - "Thanks"

From the bottom mark to the finish was a screamer of a reach, dropping down and gaining speed into the line. I think everyone enjoyed this run even if it sometimes came to an abrupt end. I was watching Ross and Kevin absolutely flying to the line, when uh oh - the nose dug in and one, two they both shot forward twisting and turning like acrobats at the end of their trap wires whilst their Venomous Taipan gently rolled onto her nose and then side. In division three, Bruce McArthur on his A class gave the resident F18s a good run for their money with close racing on the yardstick corrected scores.

Short Course 16th of November

It was good to see team "Adrenaline" Peter and Gary back on the water after some rudder repairs needed from the Top GUN regatta. They certainly got a full serve of action today with a powerful 20+ knots of Southerly and big chop to greet them on the bay. Similarly Peter Backhouse represented the International contingent having just flown in from LA and keen not to miss the action. He hadn't sleep for a long time but the exciting conditions made sure he didn't dose off!

The trickiest conditions were near the start off the runway with the chop reducing towards the clubhouse. A number of times the mid course gate proved tricky to judge with many overlaying the gate and some dropping off on the shifts and needing to put in an extra tack.

The 14 sq fleet again saw Tony Wainwright as the "newbie" contesting for the lead. Tony lived up to his heavy wind sailing reputation and with his sail staying on one piece this week he snared the second race away from the other 14 sq contenders on outright time. I saw John Riley with a grin on his face in the 20+ knots of breeze, unsure though whether it was fear or joy in the conditions/

Despite the lack of sleep and a breakage (that's Taipans in the heavy stuff for you) two convincing wins went to Taipan today for the first completed races of this year's short course.

Glen , Nacra 14sq Sail #186



Report 9th November 08.

HEAT 7 & 8 JOHN GOODIER CHALLENGE & CLUB CHAMPIONSHIP by Barry Argall

Once again the windsurfers came along, and I am told really enjoy sailing with us on the bay. A perfect sunny day, with a swinging east to s/east breeze at around 8 knots for the first race.

A port start seemed to be favoured by some of the divisions, taking the boats towards Silver beach on the first tack. Only one casualty that I saw and that was Tony Wainwright (14sq) having a ripping time with the top section of his sail nearing the last leg of the first race.

Second race and the breeze had increased slightly and swung a few degrees, or had the start line been adjusted, allowing a conventional starboard start.

Brad Wicht teamed up with Ross Newman on the Tornado. He enjoyed the big boat and they did very well on the day.

Stoney is out of action for the rest of the season due to a shoulder reconstruction. Maybe he should have his knee done, and any thing else needing attention while not sailing and while he can still afford to be retired.

Ross Cicognani (Taipan) was laid up after cracking a rib a couple of weeks ago then compounded the problem at the regatta when he dragged himself through the water after slipping from the boat. It's hard to let go when your boat



wants to sail away from you! Guess he'll be taking it easy for a couple of weeks.

Peter Lane and Garry Selwood did a quick rudder replacement during the week after shattering the casing while pushing their boat down to the water for the first race on regatta weekend. So ended their aspirations for a trophy even before getting the boat wet.



KCC Top GUN report

1st and 2nd of November.

The major distinguishing feature of this years Top Gun was the number of boats in close matched racing and even just in close proximity to each other at the marks and around the course.



The fact that punchy winds were pelting the fleet along certainly added to the eXcitement factor. More than once I saw boat sandwiched and surrounded on all sides by other cats, particularly at the bottom mark, creating a wind shield and making this a prime spot for overtaking if you could get through clean and fast.

Some very exciting reaches were enjoyed, particularly between the bottom mark and the finish and it wasn't uncommon to have a dozen boats flying down the short reach to the finish at high speed and within metres of each other.

Another great KCC regatta and sincere congratulations go to TOP GUNS and super consistent champs - Peter and Julia Backhouse on Taipanic. Greg and Kez used the power of "Krank the Noodle" to snare the silver and a popular third place getter Uncle Ted's trusty 14sq "In the Mood" enjoyed the winds on both days immensely.



Some were a little bruised and battered after the action on the water, but I think we all enjoyed it and well done to those who kept on plugging even with a few bruises to show!



YARDSTICKS REVISITED *Brian Chapman: Race Secretary*

For many seasons now KCC has adopted Yachting Victoria's yardstick table for mixed fleet 'off the beach' catamarans. This table is commonly referred to as the 'VYC Yardsticks'. However, this was not always the case and KCC, along with many other NSW Sailing Clubs, developed their own yardstick tables based on the VYC table, as modified by the results of local regattas, State and National Titles and the NSW Woollahra 'Two of a Kind' Regatta.

Nevertheless, to provide consistency across clubs and one 'umpire' to administer yardstick tables, the VYC table has been almost universally adopted across sailing clubs in NSW for some years now. However, and especially since the development of spinnaker catamaran classes, there has been rumblings of discontent regarding the accuracy and fairness of the VYC table. KCC race officials have been aware of this problem for some time, which three seasons ago resulted in the splitting of the Club Championship into the 'Classic' and 'Performance' fleets, primarily in recognition that non spinnaker catamarans could not compete on an equal basis with spinnaker classes, given the current VYC yardstick table.

There was a strong feeling that spinnaker (primarily F18s and Tornados) and development classes ('A' class in particular) had 'soft' yardsticks, compared to one-design and non spinnaker classes. KCC has for many years forwarded the results of our club and regatta racing as well as State and National Titles to Yachting Victoria. These results consistently showed anomalies with the yardsticks of spinnaker classes and the A class, compared to the well established yardsticks of one-design classes. Notwithstanding this, there have been no recent changes to VYC yardsticks and the 'A' Class yardstick has not moved since the 2003/04 season, an unsupportable position given the technological development of the 'A' Class (not available to one-design classes) over that period.



Enough history, in response to the above concerns, KCC has adopted a revised yardstick table to be trialed over the 2008/09 season. The 'KCC Yardstick Table' adopts the existing VYC yardstick for one-design classes, with the exception of the Taipan and Maricat, both of which have recently adopted technological developments designed to increase performance. There are also yardstick changes to some Hobie and Nacra classes (refer table below) and the creation of a 'sub-class' of Tornado for club/regatta racing only (more below).



YARDSTICKS REVISITED -cont -

Brian Chapman: Race Secretary

KCC yardsticks have been determined for all spinnaker and development classes by reference to the USA 'Portsmouth' ratings table. This table is mathematically identical to Australia's VYC and is widely respected, rigorously maintained/updated and extensively used in the USA and UK for mixed fleet catamaran racing. The 'Portsmouth Table' is a much more sophisticated rating system than VYC, having different yardsticks for a range of 4 wind strengths, based on the Beaufort wind strength scale. There is also a statistically derived yardstick value for 'average' wind conditions, referred to as the D-PN value. This value has been adopted for KCC and adjusted mathematically to bring 'Portsmouth' derived yardsticks to the same base as VYC yardsticks (refer to table below).

TABLE OF VARIOUS CLASSES COMPARING VYC AND PORTSMOUTH YARDSTICK TABLES AND THE ADOPTED KCC YARDSTICK TABLE

CLASS	VYC	KCC 2008/09	Portsmouth D-PN	Portsmouth Adjusted to VYC Average all 4 Bases
A Class	71.0	69.5	64.5	69.5
FI6	71.0	68.0	63.0	67.9
FI8	70.0	67.5	62.4	67.3
Tornado - Classic	69.0	69.0	63.9	68.9
Tornado - Intl	65.0	63.5	59.0	63.6
Taipan 4.9 Sloop	73.5	72.5	68.2	73.5
Nacra 5.0	81.0	83.0	77.0	83.0
Nacra 5.2	79.0	78.0	72.1	77.7
Nacra 5.8	72.0	72.0	66.5	71.6
Hobie 14	94.5	93.5	86.4	93.2
Hobie 14 Turbo	88.5	89.5	83.1	89.6
Hobie 16	81.5	82.0	76.0	82.1
Hobie 18	78.5	77.0	71.4	77.0



YARDSTICKS REVISITED -cont -

Brian Chapman: Race Secretary

The above table is shown in summary form only. The complete excel spreadsheet is available electronically (email race secretary at race-secretary@kcc.asn.au) to any member wishing to more critically analyse methodology, formulae etc. More information regarding the Portsmouth Yardstick Table is available at:

www.ussailing.org/portsmouth/tables08/tables08mh.asp

As mentioned previously, the Taipan class has adopted a revised 'big head' sail plan for the mainsail, based on sail technology improvements over recent years, primarily developed through the 'A' Class. Recent regatta results have clearly demonstrated the improvement in performance and, consequently, the VYC yardstick for all Taipan classes has been reduced by 1 yardstick point, pending further review and more detailed results. Similarly, the Maricat 4.3 Mk I I hulls are now manufactured using foam sandwich construction methods, resulting in significantly lighter and stiffer hulls. Consequently 2 VYC yardstick points have been deducted off all Maricat 4.3 Mk I I class derivatives only (original boats remain unchanged), pending further review and more detailed results.

The Tornado has developed significantly from around 2001, moving from a relatively unsophisticated design with one on trapeze to 2 on trapeze + spinnaker + big head mainsail and carbon masts/spars. The yardstick on Portsmouth adjusted values has moved in response from 69 (Classic) to 63.5 (International). Many Australian Tornados have adopted the twin traps + big head main and spinnaker but rarely the (very expensive) carbon masts etc. Reflecting this situation and in response to concerns raised by Tornado sailors and others, a new sub-class of Tornado has been adopted for club/regatta racing at KCC. The sub-class is identical to the current International design, with the exception that carbon masts/spars are prohibited. The sub-class is called the Standard Tornado with a yardstick of 64.5.

The Nacra 5.0 and 5.2 and several Hobie class yardsticks have also moved (refer table) based on 'Portsmouth' adjusted values. Nacra and Hobie class catamarans are USA derived classes, extensively sailed in the USA and in far greater numbers than in Australia. Consequently, US racing results are almost certainly more accurate than Australian results reflected under VYC. Therefore, 'Portsmouth' adjusted yardsticks have been generally adopted for the KCC yardstick table where the difference to VYC is greater than 0.5 yardstick points for these classes.

I appreciate that these developments have caused concern to some KCC members and all concerns have been noted and addressed where warranted. However, I and the Committee firmly believe the 'KCC Yardstick Table' more accurately reflects performance relativities between all classes actively sailed at KCC, over a windward/return course, than the 'VYC Table'. The US 'Portsmouth' ratings table, when adjusted based on well established classes common to both the USA and Australia, clearly demonstrates the anomalies within VYC, especially for spinnaker and development classes.

In this respect, I will be putting a motion to the next AGM that the KCC Yardstick Table and methodology be adopted (after the trial) for the Club Championship and Regatta events and the Club Championship be recombined as one Championship for the 2009/10 season, over a windward/return course.

I will also propose that the Olympic and Short Course Series be combined as one Handicap Series with 3 different courses, reflecting the courses currently sailed in these 2 series + the Club Championship 'Classic Fleet' triangular course.

I trust to have your support for these initiatives.

More detailed information will be made available prior to the AGM regarding how the KCC Yardstick Table will be administered and the relationship between the KCC, Portsmouth and VYC tables firmly established.

In conclusion, I am always open to member's comments and ideas in this regard: but please, I need facts, not conjecture or unsupported opinion.

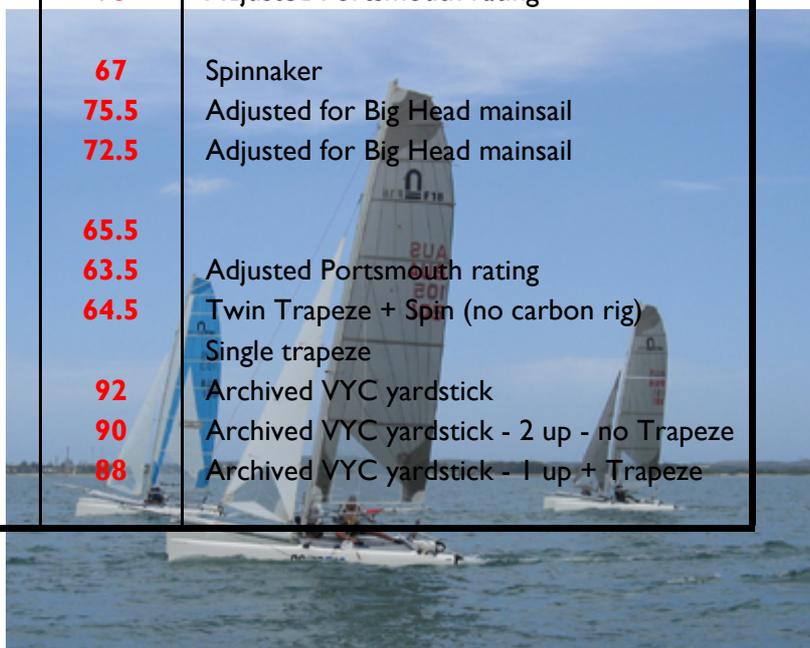


YARDSTICKS REVISITED -cont -

The 'KCC Yardstick Table' for the 2008/09 racing season is published below for me

CLASS	VYC	KCC	NOTES
A CLASS	71	69.5	Adjusted Portsmouth rating
F14	77		
F16	71	68	Adjusted Portsmouth rating
F18	70	67.5	Adjusted Portsmouth rating
HOBIE 14	94.5	93.5	Adjusted Portsmouth rating
HOBIE 14 Turbo	88.5	89.5	Adjusted Portsmouth rating
HOBIE 16	81.5	82	Adjusted Portsmouth rating
HOBIE 17	82.5		
HOBIE 17 Sport	79		
HOBIE 18	78.5	77	Adjusted Portsmouth rating
MARICAT 4.3 CAT	94		
MARICAT 4.3 Mk 2 CAT	94	92	Foam sandwich hulls
MARICAT 4.3 SLOOP	92		2 up - no trapeze
MARICAT 4.3 Mk 2 SLOOP	92	90	2 up - no trapeze - foam sandwich hulls
MARICAT 4.3 S/SLOOP	90		1 up - with or without trapeze
MARICAT 4.3 Mk 2 S/SLOOP	90	88	1 up - with or without trapeze - foam sandwich hulls
MARICAT 5.0	80		
MOSQUITO (Mk 1 & 2)	84		
MOSQUITO MK 1 - Spinnaker	79.5	77	
NACRA 14 sq	84.5		
NACRA 16sq	79.5		
NACRA 5.0	81	83	Adjusted Portsmouth rating
NACRA 5.2	79	78	Adjusted Portsmouth rating
NACRA 5.8	72		
NACRA 5.8 Spin	70	67	Spinnaker
TAIPAN 4.9 CAT	76.5	75.5	Adjusted for Big Head mainsail
TAIPAN 4.9 SLOOP	73.5	72.5	Adjusted for Big Head mainsail
TAIPAN 5.7	70		
TAIPAN 5.7 Spin	67.5	65.5	
TORNADO International	65	63.5	Adjusted Portsmouth rating
TORNADO Standard	65	64.5	Twin Trapeze + Spin (no carbon rig)
TORNADO Classic	69		Single trapeze
WINDRUSH 14 CAT	92	92	Archived VYC yardstick
WINDRUSH 14 SLOOP	90.5	90	Archived VYC yardstick - 2 up - no Trapeze
WINDRUSH 14 S/SLOOP	87.5	88	Archived VYC yardstick - 1 up + Trapeze
YVONNE	85.5		

Brian Chapman: Race Secretary





For Sale	Description	Price \$AUD
<p>NACRA 14sq</p>	<p>Sail no 6, beach wheels, sail box, 2 main sails, recently replaced wires, 8:1 main sheet, Trailer, but unregistered, e-mail: travellingcampbells@hotmail.com, Ph 43891763 or 0428891763. I would be interested in a trade on a sloop rigged mark 2 maricat</p>	<p>\$3400.00</p>
<p>Cat Roller wheels</p> 	<p>White UV stabilized polypropylene 8" by 4 3/4" (wheelbarrow rim but white) with a standard bore for poly bushes to fit a 1" axle. The rims can also be bored out to fit 50mm, 2" and 2.25" axles with no bushing. The tyres are tubeless 18" by 8.5" 4ply nylon radial (wider and larger diameter than standard wheelbarrow tyre) . Tough enough for any gravel or concrete surface yet still suitable for firm sand. An assembly includes 1 wheel fitted with a tyre and valve stem and two bushings. 2 Assemblies in a set.</p> <p>I can also supply a variety of axle types from stainless and corrosion resistant alloy to standard alloy in various lengths. (POA)</p> <p>Any Enquiries please call Peter on 0410 419 982 or email: icssales00@gmail.com</p> <p><small>(Ad re-posted 14/07/2008)</small></p>	<p>Wheel - \$20.00 ea Tyre - \$66.00ea Bushings - \$2.50ea Valve - \$2.50ea Assembly - \$88.00ea Sets - \$168.00</p> <p>Add \$5 to for each wheel to be bored out.</p> <p>All prices inclusive of GST.</p>





Kurnell Catamaran Club

CAT CHAT DEADLINES:

11/6/7, 13/8/7, 8/10/7,
10/12/7, 11/2/8, 8/4/8.

PLEASE SEND CONTRIBUTIONS

to the editor:

glen_billington@optusnet.com.au

AD RATES (6 issues, 12 months)

: Full page \$120, Half page \$65,
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\$Donation

COMMITTEE MEETINGS:

as per WEBSITE

WORKING BEES:

as per WEBSITE

WWW.KCC.ASN.AU

Phone: 02 96689295
PO Box 255
Caringbah NSW 1495

ABOUT KCC

The Kurnell Catamaran Club Incorporated (KCC) was established in 1972 and encompasses off the beach racing and a cruising division. The Club sails most Sundays from September until May each year.

Boats include:- Tornado, NACRAs, F18, F16, Taipans, Windrush, Maricat, Hobies, A Class, Stingrays, Mosquitos, Prindles and others. In addition the club has a considerable cruising division of larger catamarans. The Club also has on-site storage for boats long term.

KCC operates a "state of the art" Webster's 5.2 metre aluminum boat with a high powered 90hp Yamaha outboard to act as "start boat" and "support vessel" from the commencement of the 2002-2003 season. **KCC is a friendly, family oriented Sailing Club** located on the corner of Prince Charles Parade and Ward Street, Kurnell on the shores of Botany Bay, Sydney, NSW Australia. 2231

