

CATCHAT



- President's report
- Tornado Report
- Perception of cat sailing

- New Race Program Format
- FunSail / Junior Division
- Trivia night

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President's Report

Start of Season October 2010

The 2010/2011 season was off to a great start with twenty three boats sailing on the first day. This has dropped off somewhat, but numbers remain excellent.

Major works were carried out on the club verandah decking recently. All decking planks were completely removed and new ones installed. Also a number of bearers were replaced, bringing the verandah back to better than new. Thanks to all members who participated in this maintenance work, particularly Tony Wainwright who organized the timber and provided the cutting machinery.

Most of you are aware by now that the Junior Division boat storage facilities are complete. This project was undertaken by the junior fathers, led by John Flewin and is a very professional job. Along with the "owned" BIC boats, we also have two club boats, courtesy of Caltex Refineries. These will be used as training or "try out boats" to allow kids to have a go at sailing without having any initial costs. Also they will be made available to families who aren't able to afford a boat. We have been approached by other Open BIC clubs regarding reciprocal regattas, so the juniors are really powering. Adult club members are requested to assist juniors where possible.

Following representations to Sutherland Shire Council, they have installed a speed monitor and car counter in front of the club to determine justification for some type of pedestrian protection when crossing Prince Charles Pde.

It's early days yet, but preparations are well in hand for next Easter's Mega Multi Regatta. One of the enticements we are offering is to provide crew with knowledge of Botany Bay to assist boat owners who are not familiar with the area.

Please try to keep this period free and lend a hand.

We had our first and only social night, in the form of a Trivia Night, on October 16th. There will be a report further in Cat Chat, but suffice for me to say I was really pleased with the big crowd, particularly the group from the Junior Division.

Two of our group, Glen Billington and Kevin Bessell will be competing in this year's China Cup which is a regatta held within China late October to early November. Graham Dicker and I sailed in this regatta last year and I hope our advice is useful to Glen and Kev. We experienced the back end of a typhoon last year and I notice this is being repeated again. Looking forward to their reports when they get back.

Not to be out done, our intrepid big cat sailors, Peter Backhouse and Tony Wainwright will be crewing on a big cat to Lord Howe Island. Once again, I'm sure there will be plenty of stories to tell when they get back.

Thanks to our Webmaster, Doug Lucock, we have a new computer and will have Internet connection which will provide more accurate weather information on those marginal days. Makes for happier and safer sailing.

Our trusty tractor mechanic, Stoney, reports the tractor isn't feeling too well and should be considered for retirement in the medium term. Before this can occur, we need a replacement vehicle, so please keep your ears to the ground.

Regards to all

Barry Willis

Tornado is well prepared

Tornado is well prepared for the future and the Olympic Games.

In 2008, on the back of one of the more misguided and certainly most contentious decisions the ISAF Council have made - to drop the multihull event from the 2012 olympic sailing regatta - the ISAF formed an olympic commission which looked at the structure of the whole Olympic sailing event.

Maybe it is an overdramatisation to say that the multihull decision was the genesis of the Olympic commission. But the astounding move in November 2008 certainly turned up the heat on a pot that had been close to boiling over for several years. The outrage from the multihull exclusion forced the ISAF executive committee's hand, and the Olympic commission was established. More info on www.Sailworld.Com.

Following the formation of this commission, it appears pretty certain that multihulls will reappear at the 2016 olympics.



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With the new and strict high quality one design concept, the Tornado is well prepared for the future and the Olympic Games. Sometimes it is good to take a break and re-think what the sailing future really needs.

On top of this we have clear instructions about what the IOC and the ISAF want to have:

- More media attention to promote Sailing and reach higher media value for event and team sponsors.
- More spectators for Olympic Sailing ticket sales
- Low cost for Olympic Campaigners and MNAs
- Worldwide boat availability and class structure
- More nations competing
- Easy to sail for youth, women and mixed teams
- Attractive and sailable multihull for all ages and sizes of sailors in all nations worldwide



Glenn Asby and Darren Bundock representing Australia



An outside perception of our Sport



They are a race apart, all those, who take to sea beneath a sail, and strain their sinews and their minds to battle with the wind and waves. Ashore the Sunday strollers stare, but only see the scene afar, of sails that carve into the sky and hulls that slice the sea, seemingly in some chaotic dance, quick-stepping through the waves and clouds. Close up they'd catch the slap of water on the sides of yacht; the flap of sail and spinnaker; the calls of skippers to their crews and muttered curses at brief moments lost.

Too far out for the casual gaze, the intricacies of the rescue boat, bobbing confidently on a choppy wake, are played out almost as a ritual of flags and hooters, calls and signs; co-ordinated with the club ashore; where watchers sit binocularled and bright, watching for the slightest slip or deviation from the rules.

Marshalled at last and brought to line, each in its class, and each in turn; the vessels are now brought about, and, with a blast the race begun.

Now in company and competition both, the riders of the waves set out, to jointly battle with the complex beast that is the sea and wind combined. On one set course, marked out agreed, and graded by their craft and guile, they strive to prove their mastery over elements of sky and tide. Like matadors they swerve and flow, their sails the cloth that taunts the bull; swift charging, precision engineered, with cut and thrust the bows glide through the ever-changing sapping waves. But well we know, unlike the bull, this adversary will never die; the sea lives on with unabated power, un-dead untamed; we rule it but for one brief hour.

While on the day I watched "The Cats" compete out on Botany Bay, besides two men, Australia bred, who kept me company all the while, I couldn't help but feeling this all demonstrated freedom's worth. For they by choice now take to sea, a pleasant Sunday race it seems; but on the very waves where once, their ancestors in chains were brought, against their will, to be the slaves on whose backs this nation would arise, and give those here the chance their joys to find.

Peter Lane would like to thank Peter Backhouse, Stoney and Alan for the warm reception they gave Jim who was on a visit from the UK and is the author

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New Race Program Format



Last season the Club Championship format was reviewed, resulting in all classes once again racing against each other for the Club Championship as a single fleet, as distinct from the previous “Classic” and “Performance” fleets. This followed the successful introduction of KCC Yardsticks, based on the US Portsmouth and VYC yardstick tables, during the 2008/09 season. The two handicap series (Olympic and Short Course) were also reviewed and resulted in a single handicap series (Olympic) and a KCC yardstick Club Championship series (John Goodier Challenge).

Following the successful implementation of these and other reforms over the past two seasons, there have been further significant and evolutionary changes to the Race Program format, Race Series and Race Courses for the 2010/11 season.

Race Program

The major change to the program for this season is that the Club Championship is now conducted over ALL races (42 heats), except for the Sprint Series (see below) and Regattas, based on KCC yardsticks. This reform is in response to feedback that Club Championship races should be held over a greater variety of courses (not just windward/return) and the fact that Club Championship race days always attract a greater number of competing boats.

Running concurrently with the Club Championship is two handicap events – the John Goodier Memorial Challenge (22 heats) and the Olympic Series (20 heats). These races also form the 42 heats of the Club Championship.

The Sprint Series is now a 6 race handicap program over two consecutive Sundays. This series has proved popular over the last two seasons and has been extended to 2 days in response. Handicap start times are still determined by back calculated yardstick based on previous results over this and/or last season and remain unaltered throughout the 6 race program.

Race Courses

The John Goodier Memorial Challenge course (Course A) remains unchanged as 3 laps of a windward/return course with a gate in lieu of a leeward mark. The windward/return format and gate creates more choices, hence more tactical complexity.

Windward/return courses are adopted almost universally for all major class championships, primarily to maxim-

ise the advantages of tactical skills. Consequently, the windward/return course comprises more than half of all Club Championship heats. The remainder are triangular courses as below.

Two alternating courses are provided for the Olympic Series, courses B and C. Both courses are 2 triangular laps only (no windward/return) with Course B having identical beam reaches and Course C a shy and broad reach. Course C also has a gate in lieu of a single leeward mark. Spinnaker classes should be able to carry spinnakers on all reaches except the shy reach, which is provided for those that like it fast and furious with the odd pitch pole capsize.

KCC Handicap System (Olympic Series & John Goodier Challenge)

Over the past few seasons the handicapping system for both the Olympic and previous Short Course series has been based on penalty adjustments to class yardsticks applying to individual boats. All boats started race 1 with their respective class yardstick with the first 4 places penalised ‘yardstick’ points (3,2,1,0.5) to apply to all subsequent races. Further yardstick penalties are applied for subsequent top 4 placings etc.

This handicapping system has only one benefit – simplicity. In all other respects it is flawed, primarily by failing to reward the improving and/or consistent or regular sailor(s), as evidenced by previous seasons’ results, which I believe all good handicapping systems should do. I have not been satisfied with this handicapping system since being first elected as Race Secretary and it is now an appropriate time to initiate a change.

The Sailwave computer results program, used by KCC for several years now, has a ‘built in’ very sophisticated back-calculated yardstick personal handicapping system. During the off season, I applied this handicapping system to the 2009/10 full season results of both the Olympic and John Goodier Challenge series. The results were interesting to say the least, being dramatically different to results as calculated using the penalty yardstick system above. Contrary to the penalty yardstick system, the back-calculated personal handicap system did produce results whereby the demonstrably improving and/or consistent and/or regular sailor(s) were rewarded.

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Continued:

Consequently, the committee has endorsed a trial of the Sailwave back-calculated, personal handicapping system for the 2010/11 season.

The system is mathematically simple (albeit somewhat difficult to understand) with results calculated based on individual competitors having a personal yardstick that may vary for every race. However, results for a particular race, once calculated, do not change.

A starting yardstick is adopted (can be a class yardstick or a back-calculated yardstick from previous race results) for the first race and is applied to that race for calculation of results. The median boat (e.g. 6th boat out of 11 finishers) for that race is then adopted and, based on individual elapsed times, the yardsticks of all other competitors are recalculated so that all have the same corrected time as the median boat. This corrected yardstick is then added

to all corrected yardsticks from previous races and averaged to give a back-calculated yardstick to apply to the next race, until all races are completed. DNC, DNF etc are not counted.

Fortunately, the club has a computer program to do all this for me. I have manually checked several results using a calculator to satisfy myself that there are no bugs in the program and race results are reliable and as intended.

I appreciate that the Sailwave personal handicapping system is difficult to explain in such a short article, especially without a detailed example. Therefore, I would be happy to brief any KCC member on this system should they so desire.

By Brian Chapman
Race Secretary

2010 Trivia Night



What better way to spend a Saturday night
Stretching your IQ, Catching up with friends or Witnessing spectacular dress sense.

Well a non-trivial fact is that you can do “all of the above” as a big turnout of KCC members and friends did at the second Trivia Night. It was certainly a competitive affair with everyone keeping their cards close to their team chest. Trevor “Forgetful” Lowder had a mental block when it came to commenting on the “Unilever” logo of his old employer, until he sat down at his own table that is!

Other teams were asking for the “cone of silence” and quickly worked out that a happy medium had to be found between excitement when knowing the answer versus keeping the answer “in the team” .

After a close run night with the lead changing around regularly the “younger generation” brought home the bacon with a win. Perhaps next year we will see a rush to the bottom in order to secure the coveted wooden spoon. Probably not as KCC’ers are too competitive and can’t help themselves but try to win.

Big thanks to **Marion Lucock and Gail Argall** who compiled all the trivia, coordinated the scoring system to give everyone a challenging and enjoyable night. No-one will forget our “Golden boy” and host Mr. Doug Locock, so skillful was his handling of the business end of the night that no-one noticed he gave everyone a physical workout as well as a mental one. I found “True or False” to be a great workout and instead of going to the gym I will in future be asking Doug to motivate me to stand up and sit down a helluva lot.

Do yourself a favour and get along to the next Trivia Night for a fantastic time.

Cheers

Glen Billington



Check out “Boats for Sale” on
the Website, www.kcc.asn.au

Junior Division



The juniors fathers have been busy over the off season preparing storage facilities for the kid's boats. This is now complete and the boats are securely stored. Some of KCC's older members also provided assistance in the project.

We initially had seven Open BIC boats, but this has now been expanded to nine thanks to the Caltex Refinery providing sponsorship monies to provide two additional boats. Caltex has been a supporter of KCC for many years and we thank them for this generous gift which will enable our local kids to experience the thrill of sailing. Who knows where this may lead?

There is another prospective junior member whose parents won an Open BIC in a raffle, bringing the number of boats to ten. Once the season gets rolling ,we expect more kids and more boats in this division.

The Juniors were due to commence their season on Sunday October 17th, but due to the recent spate of bad weather only a few have turned out. We expect numbers to increase as the weather improves.

Senior Division members, comprising three divisions, will, along with the parents, provide necessary assistance to ensure the kid's safety and assist them as required with rigging and any other issues that may arise.

John Flewin has agreed to be the Junior Captain and represent this division at committee level, allowing him to raise any relevant issues and passing on information to the group.

John reports that he has been in discussion with other clubs that have purchased Open BICs and there is interest in having reciprocal regattas. Although our kids aren't at that level yet, our aim is to provide them with the skills that will bring them to and beyond that point.

Our first aim is to get them sailing short races in front of the club. Hopefully they will be sufficiently experienced to the stage of being able to compete in next year's Australia Day regatta along with the senior division and the other Botany Bay and Georges River clubs.

A photograph of a child sailing a white Open BIC sailboat on the water. The sail is white with a red and blue hertel logo and the number 2628. The boat is moving quickly, creating a wake in the water.

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Boat Review

The new F18 "EDGE" produced by Windrush



After months of planning, design and hard work the EDGE is finally here. We managed to get a couple of photos to whet your appetite so we hope it sparks an interest.

Our initial impressions are that this boat will be very competitive upwind with other F18s like the Nacra "Infusion" and Hobie "Tiger". Downwind the EDGE felt like it will be a rocket but it is still early days and we are yet to do some serious benchmark testing against other F18s.

Two boats have already been completed and we are expecting several more orders.

The EDGE sailed by Brett Burvill and Ryan Duffield competed in the Australian F18 championships in Geelong in January coming 4th with the second boat sailed by Cara Lithgo and Joshua Fugill coming 11th. Keep an eye out for the EDGE as both boats are on their way to Europe for the F18 World titles! We will keep you posted with the results.

Additional information about the EDGE's specification, cost etc will be posted on this website shortly so check back here often.

After a good set of results in Europe this season for the F18 Edges, the team has returned to Australia and left the boats on loan for a few more regattas.

The boats performed well with a 2nd and 4th at the German F18 national titles (missing the win after a strange jury decision). AUS 501 (4th) was sailed by a second Australian team, their first sail on the boat being heat one. The field included several former F18 world title holders.

On return to the UK, AUS 500 was loaned to Oli Northrop, a Tiger sailor, for the UK F18 nationals, once again first taste of the boat was heat 1. Punching well above his weight he finished well in 10th and raved about the boat to anyone who would listen.

Designed by :
Stuart Bloomfield- Bloomfield Innovations
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