

# FAST FORWARD



## Multihull Division



### Newsletter, Spring 2006

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#### 2005 Annual Presentation night and dinner – July 1

For the second year running, we joined the RMYC Sailing Division for a combined presentation night and dinner. Everyone agrees this is a great format with plenty of interaction between the tables hosting those preferring "half boats" and the rest of us opting for generally more stable platforms to float around on. The division was well represented with plenty of loud voice and good cheer to congratulate the series winners.

- Spring Series: Jim Rannard sailing *Nina*
- Summer Series: Jim Rannard, *Nina*



*Jim Rannard enjoying the evening*

- Autumn Series: Kurt Ottawa, *Scud*
- Overall Line Honours: Kurt Ottawa, *Scud*
- Overall 2005/06 Winner: Peter Barron, *Bluey Zarzoff*



*Peter Barron with Robin Ottawa*

➤ Homer Simpson “d’oh” Award: Robin Ottawa, *Summit* (for setting the course for the day, then proceeding to sail a completely different course himself!) The perpetual trophy for this award has pride of place in Robin’s cabinet. “I’m watching you guys closely,” he says. “Next year, next year...!”



*Robin Ottawa savouring the moment*

## 2006 Winter series results

The usual light and fading Pittwater winter winds dominated this 9 race series contested by 8-10 boats for a majority of the races. Based on the best 7 of 9 races, only one or two points separated the final placegetters. 1<sup>st</sup> Alan Brand sailing *Zorro* ; 2<sup>nd</sup> Robin Ottawa, *Summit* ; 3<sup>rd</sup> Stephen Barton ; *Big Bird* .

The Spring Series starts on 9 September. So if you haven't already done so, please register and pay your fees to the RMYC office. Must be in it to win it!

Non-RMYC members are welcome to join any of our races, either by paying a series racing fee or as a casual entrant. Ask the RMYC office for details or go to [www.royalmotor.com.au/multihulls/fees.html](http://www.royalmotor.com.au/multihulls/fees.html). All race participants are eligible for weekly and series prizes.

## Safety Audit and Lobster Beach BBQ – September 2

What a magic day this turned out to be!

We equip our boats to YA safety category 6 level and carry out periodic safety equipment checks.

Steve Barton came up with the brilliant idea of using the morning of the lay day between the Winter and Spring series for the safety inspections, then sail, motor, or both, to Lobster Beach, 8 nm to the north

on the edge of Bouddi National Park for a BBQ and a “quiet little drink”.

General consensus was that the inspections, carried out by safety officers Steve Barton and Jim Geddes, were “thorough but fair”.

Heading north after the inspections in the “race” to Lobster Beach were *Scud*, *Summit*, *Nina*, *Renegade*, *Nusa Dua*, *007* and *Big Bird* towing a dinghy full of BBQ provisions, salad, ice and the odd ale or two. Nearing Lion Island, the wind died completely and we all motored the rest of the way to arrive at our fabulous little spot in full sunshine, virtually no wind and 27<sup>o</sup> C temperature!

The conclusion was that Steve must have the right contacts in the right places to organise such a magnificent event with such magnificent weather on the very day we couldn't go sailing!

Beware Steve, there's increasing talk about making this an annual, or even more frequent, event!



*Lobster Beach BBQ and a quiet little drink*

## Safety audit - Stephen Barton's review - the business end of the day

A very good turnout out of multihulls fronted up to the outside wall for the category 6 equipment audits.

Overall, the standard of compliance is improving, albeit slowly, and with exceptions. Most defects were through a lack of understanding rather than deliberately trying to cut corners. That's where the auditing system works - the responsibility is with the boat owner and the auditors are there to help them get it right.

Here's a few points to remember for next time.

It isn't smart to merely have the required equipment on board. Try to work out ways to store the equipment on board in ways that it will give you half a chance when Murphy comes out to play.

Storing a crudded out extinguisher with a tag that you've punched yourself in an out of reach locker isn't likely to save the day. A blunt smooth knife in a galley drawer isn't going to help the guy at the mast with his hand caught in a winch with a spectra rope tightly bound around his hand. MOB isn't the time to be trying to work out where the heaving line is. An adequate anchor not ready to deploy instantly without the bitter end tied off could be the difference between rocks and no rocks.

Compliance with only the racing regulations won't guarantee that your boat will provide a safe environment.

For those people doing twilights make sure you are up to speed with the Maritime Authority's regulations. For example, at the beginning and end of summer it's easy to still be out on the water after nightfall. No nav lights? Anyone fancy having a water taxi run into them on a crappy rainy night at 30 knots?

Complying with the suggested equipment requirements and setting your boat up to be able to cope with all situations - especially extreme situations - is all part of smart boat'n. It's all part of the boating experience and not merely bureaucratic bullshit that's there to annoy us.

Anyway, well done to the bulk of you who went to a lot of trouble to comply. It's encouraging to see multihullers no longer satisfied with being the boating society's fringe dwellers and outcasts and are trying to raise the standard of boatpersonship.

## Lock Crowther Regatta update

As I write this, I come to the sudden realisation that it's only a few weeks until our premier annual sailing event - hosting the Lock Crowther Memorial Regatta - to be held over the October long weekend, 30<sup>th</sup> September and 1<sup>st</sup> October.

Someone probably says this every year, but this time we think we are getting all the ingredients together to make the 2006 regatta the "best one ever!"

We have secured generous "title" sponsorship from Australian freight forwarding company APC Logistics, as well as support from a range of associate sponsors including, at the time of writing, Arco winches, Dimension Polyant and Ultimate Media. Darren Drew, through his company Tactical Directions, is producing the promotion and advertising collateral for the event and we expect a heightened interest and a large turnout this year.

Tony Considine, CEO of APC Logistics will be campaigning his ultra fast, ferrari red, modified Grainger Raider cat *APC Max* which will then remain in Pittwater for a few months for Darren to "play with".

Discussions are continuing with Seawind Catamarans in respect of their involvement in the regatta including organising a separate division for the Seawind class.

We are also using the new website fairly extensively to support the regatta. You can download general information, sailing instructions and an entry form directly from the website. Otherwise, contact Cathy McDonald on 02 9997 5511 to have the forms posted out.

We're putting together some fantastic trophies and prizes and there will be good quality regatta shirts available again as a lasting memento of the event. Act now! Get your entry form in today!

And it's still not too late to display your product or service at the regatta. Call Darren Drew on 0411 601 771 or Stephen Barton on 0412 412 324 to discuss arrangements.



*"Regatta Central" - Lock Crowther Regatta 2005*

## Wangi Regatta on again

Mark down 19-24 November in your diaries. Lake Macquarie is a fabulous sailing venue within easy sailing reach of Pittwater. It would be great to see as many RMYC boats as possible make the journey to Wangi this year.

The format of the regatta has changed slightly this year to better appeal to both trailable and non-trailable multihulls.

For more information about Wangi see our website item under Upcoming Events or contact Shane Russell on 02 4975 4478 or [smruss@bigpond.com](mailto:smruss@bigpond.com).

## Arrivals and Departures

It was with some regret we farewelled Peter Barron's Burgess 10 tri *Bluey Zarzoff*, a long time Pittwater resident and friend, to its new home in Queensland.

At the same time we warmly welcome the arrival of F-31 007 owned by newcomer to multihull sailing Ash Banerjee. Peter is helping Ash find his sea legs while finalising plans for a new multi with a range of rig options, based around a couple of Burgess hulls he has acquired. We all look forward to what comes off the drawing board and out of the shed, Pete.

And we also look forward to the addition to the fleet of a new Corsair 28R due for launch within the next month or so for new owner Geoff Jack. Geoff is an experienced A-Class cat sailor so there is obviously plenty of potential there to give our fleet leaders a run for their money!

Ivan Schlederer on F28R *My Toy* is re-joining the fleet after a brief absence providing an additional level of competition.

If this keeps up, owners of Farrier designs will be demanding their own division in the fleet. Four F-28s, one F-31 and three F-24s. Good one, Ian!!

RMYC and multihull stalwart, Bill Salisbury, has taken delivery of his 'new' Catana 42 cat now parked at the club next to Te Arawa.

## 2006-2007 Committee

At the AGM in June, the following members were elected or otherwise dragooned on to the management committee for the coming year:

Captain	Robin Ottawa
Vice Captain	Barry Allertz
Treasurer	Peter Cope
Handicapper	John Lincoln
Lock Crowther	
Co-ordinator	Stephen Barton
Equipment Auditors	Jim Geddes Stephen Barton
Public Relations Officer	Darren Drew
Newsletter Editor (and webmaster)	Alan Brand

Phone and email contacts for each committee member can be found on the website under the Contact Us menu item.

## Here and there

The World Sailing Speed Record Council has ratified the crewed North Atlantic crossing record set between 2nd and 6th July 2006 by Bruno Peyron and

the eleven other crewmen aboard the *Orange II* maxi-catamaran.

The official ratified time is 4 days, 8 hours, 23 minutes and 54 seconds for the distance of 2925 nautical miles, with an average speed of **28 knots!** The previous record held by the American Steve Fossett aboard *PlayStation* in October 2001 has thus been beaten by 9 hours.

The WSSR has announced the ratification of a new world record for the greatest distance sailed in 24 hours – singlehanded by Yvan Bourgnon SUI on the 60ft trimaran *Brossard* of 610.45 nautical miles at an average speed of 25.76 knots. The previous record of 586 nm was set by Yves Parlier on *Mediatis-Region Aquitaine*.

(Amazing stuff! This is equivalent to a Sydney-Hobart in 24 hours)

And here's a pic of the new maxi tri *Groupama 3* which is about to take on the around the world crewed record of 50 days held by *Orange 11* skippered Bruno Peyron.



Back home, Robin Ottawa has now taken delivery of his new Hood mainsail, which he reckons will turbo-charge his F28R.



*Don't try this at home*

## OOps...!

Who was it who was spied frantically hand paddling his inflatable towards his drifting F-24 at Clareville beach? Person X, I think it was.

Draws up to mooring in F-24. Gets into dinghy (which is tethered to mooring) to manoeuvre mooring line around F-24 bow to starboard side. Absent-mindedly lets go of F-24 bow before attaching mooring line. Watches with horror and disbelief as F-24 drifts out of reach heading towards the beach. Starts paddling furiously in pursuit (yelling to RO on *Summit* "Save my boat"! ) Doesn't progress very far, however, since dinghy is still tied to mooring! Unties dinghy and paddles even harder - much to the amusement of onlookers!

This couldn't possibly be the same F-24 starting Race 9 of the Winter series with the spinnaker hoisted upside down?! Surely not!

***Good Sailing!***