



**COBRA TALES  
NEWSLETTER  
JULY 2006**



**PRESIDENTS REPORT**

This year has been a transitional year for the cobras, with some new faces in the fleet, either with their own boats or leasing. Several lease boats were sold and replaced with the two we now have. Nikita and Catmando, Chris Wells has returned in new hands, but Mikes 007 has gone to Gippsland hopefully it will return one day.

The lease system will continue to run for at least the next year and to support the costs we may have to do some fund raising. Ideally we would like to move to better quality boats in future, but will then have to pay more

This year we instituted, with the support of PYC, a one year free membership to PYC, VCCA and the YV affiliation with any boat sold through our website. Two owners have taken up this option with a couple more ready to do so next season. A win win situation. The nationals went well again with Portarlington providing an excellent venue. For those who were there camping on the foreshore, enjoying the brisk sailing and didn't break their boats, it was a memorable experience. As always, the dedicated team on the committee worked soundly to make it all run smoothly, my thanks to you all.

Next year's nationals are to be organised by Queensland and we hope all is proceeding smoothly. The venue is Long Jetty (Lake Tuggerah NSW) DEC 30 -06 to Jan 5 - 07 Put it in your diary!

State titles were again successful with plenty of water and wind with some exciting

racing, (I didn't break down this time). We were hoping to break the participation record of sixteen boats, but some last minute withdrawals left us with eleven contestants. Still a good fleet but we can do better.

The introduction of the traveller series was a new initiative and we have had a chance to identify problem areas in the organization in time to rectify them for the next season. Look forward to flying the cobra flag around Victoria. On that note, the Australian yachting fraternity now knows that the cobras still exist, after the publishing of my article in the Australian yachting magazine. We had excellent placement in the mag and I will follow it up with more articles to Australian yachting and multihull world. As a result of the article I have had several callers looking to buy cobras but the old problem of supply keeps occurring. On the Downside, there still has been little movement in the establishment of a development pathway through PYC for juniors and intermediates. The VCCA put forward a proposal two years ago to help retain the juniors who had gone through the club, but there doesn't seem to have been much response. My concern is that we will pay the price for this in future years, losing potential sailors to other clubs or other activities. Perhaps the VCCA reps at the PYC could look again at this area.

On the positive side we have had a great season in the cobras. The beach is constantly covered in cobras and the social interaction has been terrific. My thanks to all of you who have played a part in this and keep up the good work.

Laurie.

Thanks Laurie

Tune in to the yachting Victoria radio station SEN 1116 at 1116 on the AM dial at 755 am every Saturday morning

Now for some more reports etc...

### **COBRA SOCIAL LIFE**

The past few months have been very quiet on the social front with the only event being the bowling held after the AGM. Twenty four people attended with a battle for highest score ensuing. With the benefit of the Geriatric retired bowling gene kicking in, Laurie won overall. Lisa Bolton was the highest placed female with 6<sup>th</sup> overall and Jayson Badrock winning the junior's at 7<sup>th</sup> overall.

We would normally be looking at running a Car rally at this time of year however some people have raised concerns with rising petrol costs and an alternative function is being investigated. We are planning to have a restaurant outing prior to the start of the season, more details to come.



### Overall bowling results

Name	game 1	game 2	overall
Laurie	129	157	286
John B	135	143	278
David	148	115	263
Peter	98	156	254
Lisa Bolton	129	122	251
Jayson	109	132	241
Sue	137	104	241
Rick	94	140	234
Colin	94	133	227
Nick	104	101	205
Russell	87	116	203
Wes	98	103	201
Stan	101	100	201
Johnny Bolton	82	113	195
Kim	99	95	194
Andrew	97	97	194
John O	87	107	194
Robbie	89	104	193
David G	85	97	182
Amanda	90	85	175
Anne	59	110	169
Lisa Badrock	66	96	162
Cane	76	77	153
Georgie	58	64	122

## STATE FINALS REPORT

The low down on the cobra state racing, well being months ago now,(it seems like years) as I jog my memory for indiscretions and highlights to put this report together my comprehensive notes at the time, have since been misplaced so I will do my best. At the start of racing ‘Scream’ was something to be reckoned with but with new skipper and new crew. (Good work Wes). Laurie and Johnie used a few tactical manouvres to take second place in front of David and Lisa. It was great to see some junior crew on board. Johnie Georgie and Maddy really did great, with Georgie making her mark as winning crew in the handicap. The look on John’s face was priceless when he realised they got second in the fourth race.

Our personal thanks go to Colin for making an effort for his crew. We all know you weren’t to well. It just shows solid teamwork. Stan and David had some rather close teamwork of their own with the them almost in each other’s pockets. Stan even gave David the helm. It’s always a terrific meal at the pub with Laurie taking out the local meat tray raffle, with which he promoted a BBQ night / sing along. It’ surprising how many would be cobra idols we have after a few drinks and the right music. The younger set, (Thornhills and gang) had there own sing along, I believe, which included card nights around an open fire. We had new blood on the water with Brian and Val. They started our social set with a great sing along night complete with all trimmings. (Thanks guys).

Seeing fubar on the water was great but I personally saw her a lot from behind. Dan’s great stories around the campsite put a boat history into perspective for us newcomers, but even with that beautiful paintjob Cath and Dan

just couldn’t get her past fourth place. (Keep trying guys).

Mal and Maddy were strong contenders as usual, tussling it out for first place with David and Lisa, with crews and skippers all working hard on four races. There were the usual nervous jitters on the eve of the last race, the decider between two likely candidates of which one decided an early night would be good strategy. (We all missed you at the camp fire Wesley).

Congratulations to David and Lisa, (Team Ronstan) for taking home the state titles. (Great job guys).

Some upheavals, as usual, with Scream Niketa and Turbo all exploring the murky depths. We had our share of murky weather too, with a great red dust storm taking over one afternoon, but us sailor types...

...we recover strongly, rising early, clean our boats down, fine tune the rigging, ready to peg back the rivals on the next sunny day of racing, which is where I must leave it now as the memory fades and more details evade me. Please feel free to check the placings at our website

regards Kim.



*From The Skipper Of Venom  
Comes The Poisoned Pen*



## THE MISSING LINK ?

Since time immemorial, Man has pondered his origins. There have been several theories put forward, some promoting the idea that we have evolved from single cell organisms that were formed in primordial cess pits. (The sort of thing you find around Berwick) The favoured progression is that of single cell to aquatic creature that became amphibious, then fully land based and that Man evolved through the apes to Homo-erectus and Homo-sapien. However at Lake Boga this Easter we may have discovered important evidence that our path may have been more directly linked with the amphibious water creatures.

Late on the Saturday night into the wee hours of Sunday morning, a strange creature was found mingling with the sailors. We were unable to communicate successfully with it as the only sounds it seemed to be able to make were strange gurgling noises. By observation it seems to be able to move quickly across the water at times with a weird humming noise and we believe when swimming it is quite proficient. Because of its vaguely humanoid characteristics and a remarkable similarity with a known Cobra sailor, we have called it the Malfish. We know that it is a fish rather than a human as when discovered it was **COMPLETELY LEGLESS !**

COLIN.

Remember how we said keep watching this space for car rally clues?

... Well !!!

Don't worry about it 'cos I'ts been cancelled due to rising petrol costs.

But !!!

Watch out for an up coming restaurant night!!!

**COBRA SAILORS  
BEWARE!!!! DUE TO  
ANOTHER FRUSTRATING  
SEASON THIS MAN HAS  
DECIDED THAT HE WILL  
PULL OUT ALL STOPS TO  
WIN A RACE. IT IS BELIEVED  
THAT HE WILL BE PLACING  
THIS SIGN AT THE BACK OF  
HIS BOAT HOPING THAT  
SOME ONE MAY BE BEHIND  
HIM AND ABLE TO SEE IT.**

WE ARE NOT SURE OF THE  
WHEREABOUTS OF THIS MAN,  
AS HE DID NOT ATTEND THE  
LAST PRESENTATION AND IT IS  
BELIEVED HE MAY OF SPAT THE  
DUMMY DUE TO HIS POOR  
PERFORMANCE.



What's this? Answering back to the poisoned pen ?

Thanks Colin and Malfish

### **GOING FASTER WITH STUART SCOTT**

#### **Victorian Cobra Catamaran Association Spring 1991**

Its time to think of all those little adjustments and repairs the boat might need in preparation for this season. With this in mind all you will need to do is wipe down the cobwebs and get it wet.

We all know the best part of sailing is telling the yachtsman's "fishing" story, about the time we read the 90deg wind shift about to come, or the time you came into a crowded buoy rounding and passed four boats, or even just survived a race in 30 knot winds with tight shy

reaches.

Well how do we do this consistently?

The answer is not in your bath tub with your rubber duck, -or watching the fastest spider weave another cobweb on your boat. It's out on the water racing against other boats or one on one sailing.

We all know our weaknesses. They can be highlighted in race conditions by others passing you or just in fun sailing, or when you feel uncomfortable controlling the boat in one direction or feel the boat is more like a submarine than a piece of wood floating on top of the water.

The pleasure of sailing, like anything else,

is in improving and eventually winning, or being able to control the boat in certain conditions.

In order to improve there are four main areas which we can break sailing into; the first two of which are covered in this feature.

## 1. SETTING UP

Aligned hulls the bow is wider than the transoms at the centre point and that from the tip of the bow to the centre point of the opposite hull transom on both sides are even.

Aligned rudders - that they are square from leading edge to trailing edge. Misalignment is noticeable if you have a heavy tiller or a lot of turbulence coming from the rudders.

Smooth and efficient foil shapes - both rudders and centreboards should be smooth and free of defects.(a little filler goes a long way)

Quick and efficient sheeting systems - sheets that can be easily accessible and run quickly in both light and heavy airs. ie: I have 8mm mainsheet and 6mm Kevlar jib sheet, all other sheets are the minimum I can use without cutting my fingers off.

Rig tension -very individual character for each boat and sail, but as a guide you shouldn't need a 16 stone gorilla to pull the forestay on, but don't have it too loose to cause the jib to sag.

Diamond tension - that when the mast is rotated the windward stay doesn't flog - needs tightening; or if your leach from the top down to about batten 6 is hooking - you need to loosen the diamonds. As a very good guide, the spreader arms should be set square and the diamonds done up firm but not tight.

Minimum weight the boat should be at or below 80kg.

## 2. SAIL TRIM

Flowing telltails - the aim is to have all

streamers flowing horizontally. If a) the windward streamer is not flowing say fluttering upwards, then you are pointing too high, or your sail is too full pull your downhaul on, outhaul on or just pull the mainsheet on. b) your leeward streamer isn't flowing ~ fluttering upwards, then you are bearing away too much, or "bag up" your sail, let some downhaul off, outhaul off, or let out some mainsheet. These principles are for upwind performance.

For reaching you are trying to "belly-up" your sail, let out/loosen downhaul, outhaul, pull centre-boards up until tiller becomes heavy, rotate mast, loosen mainsheet & jib sheet. Now we've done these adjustments look at your telltails. The main telltails that need to be flowing are the leeward ones, and, in particular the telltails that are nearest to the mast or the luff of the jib. The ideal setting would be to have all telltails flowing but concentrate on the leeward ones first, you will then find that all of a sudden the leach telltails will flow and then the windward ones will. By making adjustments to your sheeting systems the above can be done.

Crew weight ~ the ideal weight is below 20 stone for most conditions, however if you are regularly sailing in heavy conditions a crew weight over this will make the boat easier to handle.

Crew weight & boat trim - the aim in any conditions is to have the windward hull just bouncing on top of the water with only the bigger waves breaking over the bow and riding up to the front beam. To do this both skipper and crew must move together and keep close to each other. It is no use having the skipper sitting at the transom and the crew sitting/trapezing past the front beam, when trapezing both skipper and crew should be rubbing shoulders.

Sheet tension - sheets should be pulled on until most or all creases are out of your sails, keeping in mind "flowing tell tails".

Steering - steering should be an even, smooth and gentle action, reading the gust and



steering appropriately. This comes with practice. It would be wise to go out with an experienced skipper and see how they steer and prepare for gusts.

Smooth ride through/over waves the riding up and over waves, or off the wind, riding the waves but not running up the back of the next wave is linked with "crew weight & boat trim". Your ability in achieving a smooth tide will add valuable minutes to your sailing around the course, and may even be part of your tactics around the course if one side of the course has flatter seas than the other side.

Part Two in next newsletter

## COBRA CLASSIFIEDS:

(If you have that unwanted something, that old boat, a wetsuit that fit really well last season, or want that go fast gadget or something then place your ad' here in the Cobra Classifieds!)

### FOR SALE

Mistral 5.2 wave slalom board. Excellent learner/ intermediate windsurfer  
All in good condition with one small repair to the top section of the sail.  
fits easily on top of a Cobra if you need even more excitement in your life.

\$150

Laurie 9844 2491

can email photos if needed.

[braddies@netspace.net.au](mailto:braddies@netspace.net.au)

Editors note:- well its been a battle to get it all together in the off season but heres the newsletter. Putting it together has stimulated fond memories of last season and encouraged me that it won't be too long before the winter breaks and the sun shines on our hulls again.

...Looking forward to doing it all again.

Nick...