



# COBRA TALES

Web Page:

Membership and enquires

Newsletter contributions

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## Presidents Report

This is very belated message from the President, just to show that you really do have one, who is looking after your interests TRUST ME.

To those of you who have not started sailing yet you will not have met our latest association member Jeremy Coles, who has taken over the association lease boat "Slippery When Wet". Laurie is attempting to sell our other boat "Sly Cat" as we have acquired another boat "Australia Who" and need some money to refurbish it so that it can join the lease program.

I believe the increase in Cobras Sailing from Parkdale is due directly to the lease boat program. Lease boat sailors become more competitive and want a better boat so every one moves up a notch. Last year at the Nationals I explained the program to The Queensland representatives and I have now been told that they are starting their own program.

Speers Point Amateur sailing Club has hosted the two National Series and it doing so again for us this year - December 29<sup>th</sup> to January 4<sup>th</sup>, we are all going aren't we? They have also been very enthusiastic in their acceptance of the Cobra Class and have now formed the NSW Cobra Association at their Club. The new association is to be called the Cobra / Stingray Association and will have Neil Hawkins as its President. Neil sails a Stingray and his daughter sails a Cobra, there are three Cobras sailing from Speers Point.

The big news is that Neil who is a boat builder has acquired the Cobra molds from Craig Conn and will be producing Cobras once again on Lake Macquarie. This will be under the watchful eye of Peter Cherry, who is giving Neil the benefit of his many years of Cobra building experience.

Interest in Cobras has revived in Tasmania where two good Cobras are sought to expand the Lauderdale fleet. Maybe we can sell two boats and order two new ones from Neil?

I would like to thank the members of the committee for their support and also for their willingness to try anything to further the class. Not being an I.T. type person the ways of the internet are a complete mystery to me. I still don't believe telephone work, but from the amount of hits the web page receives there is a lot of interest out there to be tapped. Our new bumper sticker has the web address so I suppose we can expect even more interest and hopefully eventually put more Cobras on the water.

Back to the Nationals, if you have not been to Speers Point the sailing is great, the club is very friendly and you can impress your friends by telling them that you are sailing for the title of National Champion. Next year I am going to put the motion that we sail the Cobra Worlds, I always wanted to be a World Champion.. Enough dreaming if you want a crack at the Cobra National championship Title you have to be there, forget the excuses see you at Speers Point.

## From the editors seat : Mast Rotation.....whats it do??

When I first got a Cobra most people recommended to not worry about the mast rotation control, just pull it on, its one of those things that you can worry about when you have learnt a bit more. That time to learn a bit more is past but the question still goes unanswered. After poking around in several books and on the Internet it seems that there are technical reasons to, “pull it on when it blows” or “play with it until it feels fast”. The mast on a Cobra being a pear shape is stiffer in one plane to the other. As you reduce the mast rotation the stiffer the mast section presented to the sail, this allows the top of the mast to fall away, causing the leech of the sail to open up, reducing power (fig 1) The more you increase rotation, the more the top of the mast moves to windward increasing the draft (fullness) of the sail (fig2). Over-rotation can cause the sail to stall and increase the heeling moment.

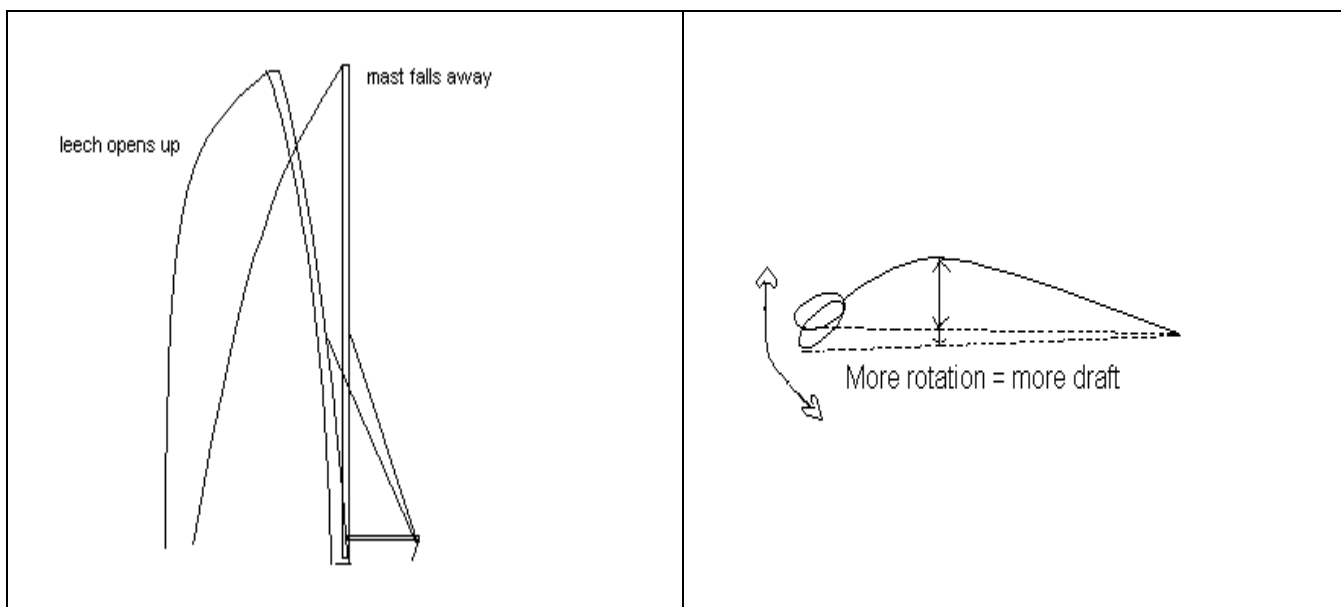


Fig 1

Fig 2

So this is the technical reasons, but getting back to my original question. When heading to windward it is the flow of wind around the leeward side of the sail that provides drive. Rotating the mast will clean up the turbulence created by it. It appears that when the winds are light to medium the mast can be nearly fully rotated. As the wind increases the section of the mast below the spreaders will start to fall away to leeward closing the slot between the main and jib and you will need to reduce rotation being mindful in maintaining a clean airflow to the leeward side of the main. As the breeze builds further you will need to reduce the rotation. This will flatten the main and allow the leech to open up, maintaining acceleration and reduce the heeling of the boat.

When sailing downwind , the same basic idea applies. If the wind is gusting and there is danger of nosediving then be careful of the mast rotation. If the boat stops suddenly the mast folds forward at the spreaders because the plane with the strength is across the boat rather than fore and aft.

Each boat will be different, depending on the fullness of the sails, the tightness of the diamonds and the flexibility of the mast and everyone will have a different way of making their boat go faster however rather than just setting your mast rotation and forgetting it have a play and see the difference it has on the sail shape and hopefully your speed.....db

## Colin's Poisoned Pen

This little snippet was heard a week before the first sternchaser;

“Jennifer it seems that next week for the first race, you will have to skipper the boat”

“Oh” she says, “I guess I'd better get Mal to give me some tips during the week”

“No, please anything but that, here take this it's Derek's phone number!”

This was heard after another race,

“Mal's going to be really upset. He spent all week cutting and polishing one hull and he has done so badly today.

Heard the next week after the race, ”Hey Mal, did you go and polish the other hull as well?”

The spokesperson for the crews union, (Megan) has indicated that she feels that Chris should be allowed to fill one of the top spots every race. When he gets a sniff of victory, he tries so hard that he doesn't have enough energy to molest the young girls on the beach after the race!

Speaking of Chris, we learnt the other week that the reason his wetsuit was wet before the race was not due to a plumbing problem, (read that as you will), but that he had been out walking in the water giving Kerry some advice on windsurfing. A surprised observer commented that surely Chris would have been walking **on** water.:- We love our president.

Peter on starboard tack forces Dave and Lisa on port tack to go about suddenly, with arms, legs, sheets, and curses flying (curses?!! Never hear a \*@#%\*&% curse pass my lips....db) all over the boat. They end up following Peter in his dirty wind. Colin crosses behind on port tack with a significant lift and calls “Hey Dave, you should try this tack, it's so much better!” If looks could kill!

By way of explanation, Peter was on starboard, because it was Sunday, he had been on port on Saturday and bourbon and scotch and.....

This was another presentation bought to you by 'Colin's poisoned pen'. The views contained within are not necessarily shared by the VCCA, at least not publicly.

## Cobra Nationals:

If you have not heard about the Cobra nationals then when have you been? They are to be held at Speers Point Amateur Sailing Club, Lake Macquarie NSW Saturday Dec 29<sup>th</sup>, 2001 to Friday January 4<sup>th</sup>, 2002. These championships encourage all levels of ability with an emphasis on sailing, social and family enjoyment. Onsite camping is available. It's a great place to sail and bring the family. Entry fee is \$85:00 if paid before December 1, \$100 after. If you need more info contact any of the committee or email to [secretary@cobracat.com](mailto:secretary@cobracat.com) .

## Mal's Christmas present:--

