

FEB
2019

The Dolphin



»»»»»»»»»»»»»»»» *Newsletter* ««««««««««««««««



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Hastings Yacht Club

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LATEST PHOTOS



2018-2019 COMMITTEE

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Child Safe Officer	Kenton Lillecrapp	0418 422 099	klillecrapp@gmail.com
General Committee Sailability	Kevin Baensch	0418 340 733	kev.cin@bigpond.com
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General Committee Club Maintenance	Malcolm Edwards	0412 699 088	
General Committee	Mark Palmer	0419 759 751	colorado1959@live.com.au
General Committee Members Duty Rosters	Peter Campbell	0449 030 100	itspetercampbell@gmail.com

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COMMODORE'S REPORT

LEON ALEXANDER

I hope you are all enjoying the summer break. Although there is no racing over this period the cruising members really get going and yachts get out and about to explore the wonders of Westernport and beyond. It is often said that racing helps you become more familiar with your yacht. I agree with this but I would also comment that cruising challenges your seamanship (is there a non gender term?) and ability to deal with a wide range of challenges without immediate support. My apologies if in the following I have some of the details incorrect .

A great example of HYC member's skills has been the unfortunate issue of Mike and Trish on Odysseus damaging their rudder and gearbox at Deal Is. At least they had power to maintain electricals and bilge pump to control a leak from the damaged rudder.

They set up a temporary rudder, albeit a smaller and less efficient hanging of the stern, and sailed home. For those who are experienced Odysseus was averaging good speed but with a quatering sea on a reasonable swell, What a challenge to helm under those conditions for over 24 hours, trying to keep a yacht under control surfing down the swells! As they neared Cape Woolamai in the middle of the night the wind dropped out and they were making 1 knot, frustrating. However they had been in touch with the HYC locals and Glen was watching their progress on marine traffic. Now the following day was forecast with high tide in the middle of the day and a weather warning of a Northerly front at 11:00 am. So Jeff and Vicki, along with Glen, Chelsea and Dean, went out, took them in tow, got back to HYC as the front was coming in, and then slipped Odysseus. Excellent work.

I also note that committee member Mark Palmer Navigated Gun Runner to a Sydney Hobart Corinthian Class win. Wow

I reiterate that the facilities, support and seamanship at HYC is absolutely magnificent. Incidentally another incident, Kevin parked on middle spit which led Glen going out to get Kev off. There was little fuel in HS11. That should not happen. Fundamental.

A random thought. There are some good sandy areas in middle spit maybe we could arrange a cricket match.

A brilliant day was held last Saturday with Ken's Sandy Point bbq. Well done Ken. Dave took his Dolphin down and ferried crews ashore. Challenges of anchoring in depth, current and afternoon "breeze" were presented and you really did need a proper cruising weight anchor. I had difficulties with my compliant racing anchor.

The next social event is a spit run on the evening of Hastings Festival 23rd Feb. We should be entering the festival with a float. I suggest that those who are involved with the float entry will get a free spit dinner. Anyone who wants to be involved with the social planning group please contact me.

All members will have received papers for an SGM. Alistair has put a huge amount of work into planning and executing works in the trailerable storage area and now has a much better evaluation of costs after doing the initial drainage and preparation work stage 1. The motion is well explained so please come along 1st Feb to register your vote.

Dave has been evaluating the North Eastern gate fence and entrance in accordance with our grant received from Council.

Malcolm is continuing with detailed first floor reconfiguration planning and costing . This project will tick many boxes including bringing the first floor up to current building standards, removing the sag in the sliding door, re-configuring the radio room and increasing usable floor area for club functions. Lots of good things happening at HYC.

Cheers, Leon

ROSTERS

My chance to give you all some feedback from the world of rosters. And to thank the many Club members who have tried and embraced the new rostering software. And, more importantly, to thank those who have shown up in all weather to do their (OO) duty. Turnout over the summer period, when many of us had better things to do, has been excellent. Summer is also a peak time for the Club, with off the beach / trailer sailers, training, more members of the public wandering in with enquiries etc. Some quick comments and feedback:

The HYC website has had last year's duty list removed and replaced with a link to Dutyman. If you can also use this link to access the Dutyman roster. You will need to log in to Dutyman, as well as the log-in to the Club site 'Members' options. Requiring a second log-in gives an extra layer of security and privacy and is how most clubs seem to manage Dutyman.

Most members are showing up for duty, but many are not clicking the 'confirm attendance' button on the right hand side of their Dutyman screen. This button puts a blue tick next to your name on that day's duty, and I and other members know that you have seen your roster listing and are planning to attend, not seek swap etc.

Some members have opted out of the Dutyman system, or their email address is not correct. I will continue to notify those members by phone. As an aside, members updating their own email addresses has meant that Dutyman currently appears to have a more accurate record of email contacts than the Club email listing attached to our accounting system etc. There has been some discussion around setting up a single Club information database that updates all systems instead of the current approx three data listings for members. All things will happen in time.

Have a great day. Wear your OOD badge with pride (the new one with gold edging and LED screen is on order).

Peter Campbell

NEW MEMBERS

Welcome to Hastings Yacht Club!

Andrew TSITAS
Joseph ATTARD
Phyllida RIXON
Mark GRAHAM

CONCRETING SUCESS!

Well after a successful SGM and the amendment to spend up to \$40000 to complete the whole concreting job of the Trailer Sailer parking area it was all go! All of the site preparation of the ground work including drainage had been earlier prepared by Al and his Canadian offsider Scotty, levels were checked and confirmed ready for concreting. Previously, Dave Evans had lined up his nephew Simon and and great nephew Jackson to do the concreting at family rates with another 4 paid helpers.

On the Tuesday Jackson and his helper put the boards around the boundry and set up the 32 sheets of reo on chairs. Come Thursday afternoon Al advised me that Simon and Jackson were coming to set out final levels and preparations. Friday was the day for the pour. Keeping an eye on the gate for their arrival I noticed a power boat had rocked up on the jetty and 2 people getting off with a laser level and chalk line in hand. They came from Corinella by boat!!!!

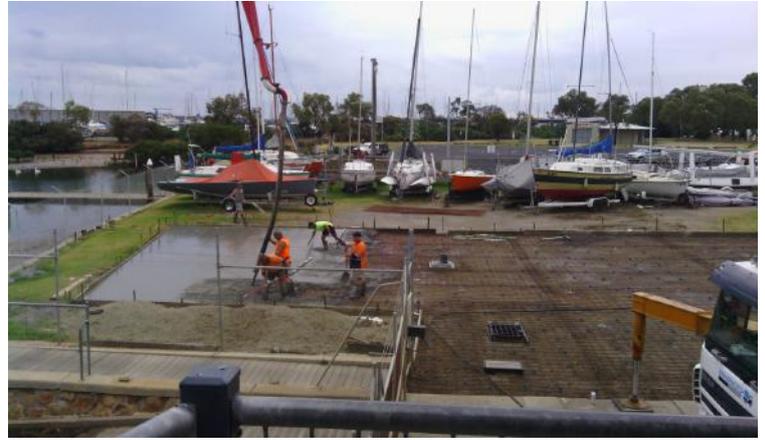
Friday morning Col Hammond had been asked to open the gates at 5am for Simon's 30 tonne concrete pumping truck and Jackson with 2 helicopters and crew. After setting up the pumper Dave came along to cook up a BBQ breakfast for the workers, apparently it was OK. Pumping started at 7.30am with a total of 8 trucks and 58.5 cubic metres of concrete, by lunch time it was ready for helicoptering and another couple of hours later - job done.

People that have seen it since comment on what a great job it is and look forward to the second half being completed early next month. So if you need any concrete pumped or concrete laid get on to Dave. Check out the below photos!

Glen Cooke

Yard Concreting

Glen Cooke



Kimberley Sailing

Tom Haughton

We All know how cold Melbourne is through the winter so best escape it if you can.

Our neighbour, Mark Wingrove, in the marina was planning on one last trip around Australia in his beautiful 13mt Grainger catamaran, Sampaguita before putting her up for sale. Various people were joining Mark on his voyage. Clare and I said we'd be available and would like to do the Darwin to Fremantle leg.

We flew to Darwin in July to catch up with Mark and resupply for the trip ahead. After some running around we were all set to depart Cullen Bay Marina and head west.

So warm and lovely sailing conditions at this time of year our first big destination was to be King George River. We arrived off the entrance after dark so anchored up for the night and to wait for the tide in the morning. There was a huge bush fire burning away on the shore but thankfully the wind carried the smoke away and I guess the fire just burns itself out as it's a long way from any CFA.

We had the river and gorge to ourselves for the next few days with no other boats at all.

KGR as its known is other worldly, amazing sights, a huge gorge and rocks stacked up each the size of houses. We'd read about a way to climb up to the top of the waterfalls and managed to do just that.

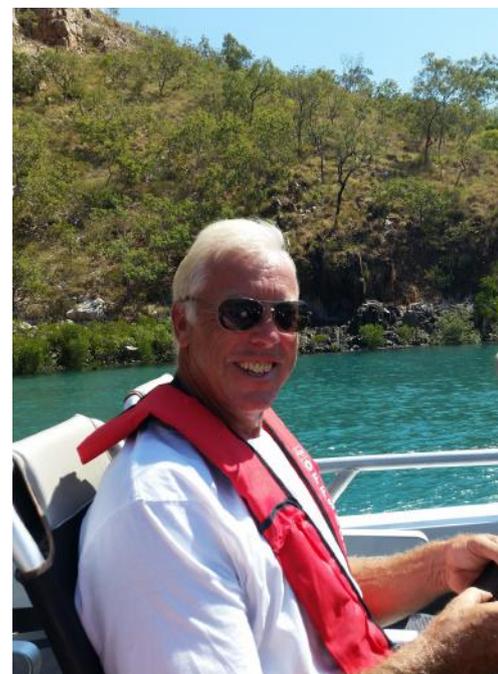
We've seen photos of the falls during the wet season but we were happy that there was still some water falling through the dry.

As we were leaving we saw a number of tour boats heading in with many tourists on board so we considered ourselves very lucky indeed.

We took our time heading west and stopped in any anchorage that suited us as there were so many to choose from. I couldn't get over the size and remoteness of the area with bays, inlets, rivers and islands available.

A major surprise was to be found in Silver Gull creek. We had heard about a water tank that was worth a look. Two pipes carry fresh water into the top of an old concrete water tank. A panoramic window has been cut into the side at about waist height and the water flows through the tank and out the window. With a shade sail over the top it was wonderful to soak in the cool soft water without having to worry about crocs and sharks for a while.

Something special to visit turned out to be the horizontal water falls. Now that's some tide change. We joined a jet boat tour to go through the falls and it was really something to experience.



The amount of fast moving water was just remarkable. It's not on the beaten track and it appears most people fly in from Derby or arrive on cruise ships but it is certainly worth the effort to see it all.

Broome was to be our next big destination, we happened to be there over the Broome Cup and the town was full. Not quite Melbourne Cup but they tell us the working on it. Broome is very small but still enjoyable to have a look around, helps a lot if you like pearls.

Leaving Broome our next major destination was to be Dampier. After an interesting crossing spent keeping an eye on all the shipping sailing into and out of Port Headland we arrived in this monster port. We anchored off the yacht club and were made very welcome. The harbour was beyond my comprehension. There were jetties working flat out all over loading iron ore, salt, chemicals, gas and more. I've never seen a pier with four bulk ore carriers being loaded continuously and as soon as one was full it was out and on its way with another in its place. We spent an enjoyable few days here waiting out some weather and meeting a number of other cruisers doing the same.

Exmouth was our next destination. The marina here was first rate and looked to be very new. Turns out most of these are run by the councils and it looks like they do a fine job of it. Exmouth is a wintering spot for people from Perth mostly, fishing seems to be the big attraction. We had been catching tuna, mackerel and shark since leaving Darwin and had to put the lines away for a while as the freezers were full.

After leaving Exmouth we are heading south mostly with a bit of west for good measure. This course fetched us up in Denham on the Shark bay.

We did a trip to Monkey Mia but didn't see any monkeys or dolphins. It seemed funny to us to have to pay to see dolphins that only work in the morning and had knocked off by the time most people arrive to view them. On paying the Parks fee we were told they fed the dolphins in the morning only and come back tomorrow at 7.00am, bizarre.

Actually we had been talking about how few dolphins we had seen on this leg but whales on the other hand, they were everywhere. Pretty safe to say whales are back from the brink of extinction. Mark left a motor running at night so hopefully we wouldn't run into one.

We made our way down to Geraldton and ended up staying nearly a week as there was a bit weather going through. Geraldton is perfect for visiting yachties. The marina is new and very well equipped and right on the edge of town. All the facilities are to be found here if any work needs doing and it's a lovely place as well.

The trip is coming to an end and one more overnigher fetches us up off Fremantle.

We stayed in the Fremantle sailing Club and what a spot it was. The marina is enormous and the club facilities are exceptional. We had a lovely dinner with Mark in the club restaurant and reminisced about our wonderful trip. We consider ourselves so fortunate to get the chance to join Mark and really do see it as a once in a lifetime event.



RECENTS SNAPS!



SAILABILITY 2018 -2019

KEVIN BAENSCH

Volunteers are needed and welcomed as always. Please call Kevin on 0418340733 for further details. These sessions start from 0900hrs and usually finish about 1300hrs.

Thursday 24th January
 Thursday 7th February
 Thursday 7th March
 Thursday 21st March
 Thursday 4th April



CHILD SAFE AT HYC

Hastings Yacht Club is a Child Safe Organisation.

With the 2019 season getting underway, and in particular sail training and Sailability, this is a reminder of our club culture and our obligations as club members.

The Club has developed its Child Safe Policy, its Code of Conduct and processes for what to do if an allegation of child abuse is made. These documents are available on the club's website. It is the responsibility of all members to understand and make themselves familiar with them.

The Code of Conduct aims to protect children and reduce any opportunities for abuse or harm to occur. This means that the club's culture is to acknowledge and be conscious at all times that the safety of children is continuous and ongoing.

Our policy also recognises cultural differences in the community and supports a zero-tolerance approach to discrimination.

The club promotes understanding and acceptance of diversity, including disability. If you have any issues or concerns or would like more information please talk to me on 0418 422 099.

Kenton Lillecrapp - Child Safe Officer

SAIL TRAINING

Sail training has kicked off for 2019! With the program in very high demand, we have seen over 15 keen young sailors take to the waters on Sunday mornings!

It's fair to say that the program is a community effort! With many parents, club members and past participants pitching in to get the job done it's very rewarding to watch. Whether it be launching rescue boats, rigging Opti's or assisting to catch our sailors as they come in 'hot' there has been many helping hands!

The keen sailors have all taken a liking to our new boats, Ozi Opti's. The ease of rigging, launching, storing and low-maintenance makes these plastic training boats very appealing. Yet to mention how light and fun they are to sail!

It is more than rewarding to watch the yacht club come to life every Sunday! To see kids as young as 7 learn life long skills. I am looking forward to seeing these young tackers grow and learn to love sailing like the rest of our members do!

Shout out to those who are always there, making sure it happens every week; Sarah Sandwell, Tim Fountain, Al Sandell, Shaydon English and Annika Zylstra.

Chelsea Edwards - Sail Training Officer



SUMMER SAILING CALENDAR

SATURDAY - MULTI HULL, KEEL & TRAILABLES

Date	Event	High Tide (Hastings)	Tide Height	Start Time
06-Oct-18	Summer Series Race 1 Commodore's Cup	0911	2.63	900
06-Oct-18	Open Day Sail Past	0911	2.63	1130
20-Oct-18	Summer Series Race 2	0921	2.52	1100
03-Nov-18	Summer Series Race 3	0856	2.75	1100
10-Nov-18	Summer Series Race 4	1542	2.70	1100
17-Nov-18	Flinders Trophy Race	0802	2.71	1000
24-Nov-18	Summer Series Race 5 Lady Helmsman Trophy Race	1412	2.53	1100
08-Dec-18	Summer Series Race 6	1420	2.52	1100
02-Feb-19	Summer Series Race 7 Westernport Challenge	1052	2.46	1100
16-Feb-19	Summer Series Race 8	0857	2.64	1100
02-Mar-19	Summer Series Race 9	0923	2.55	1100
16-Mar-19	Summer Series Race 10	0753	2.71	1100
30-Mar-19	Summer Series Race 11	0811	2.65	1100
13-Apr-19	Bill Tamo Night Race	1858	3.01	1800

SUNDAY - TRAILABLES & OFF THE BEACH

Date	Event	High Tide (Hastings)	Tide Height	Start Time
07-Oct-18	Summer Series Race 1	1118	2.60	1030
28-Oct-18	Summer Series Race 2	1622	2.74	1500
11-Nov-18	Summer Series Race 3	1622	2.70	1500
25-Nov-18	Summer Series Race 4	1505	2.61	1400
09-Dec-18	Summer Series Race 5	1508	2.55	1400
03-Feb-19	Summer Series Race 6	1154	2.38	1100
10-Feb-19	Summer Series Race 7	1752	2.75	1600
24-Feb-19	Summer Series Race 8	1804	3.11	1600
24-Mar-18	Summer Series Race 9 Summer Series Race 10	1659	3.19	1500
07-Apr-19	Summer Series Race 11 Resail (if required)	1456	2.88	1330

UPCOMING EVENTS



Hastings Yacht Club

Friday Night Social

Every second Friday Night of the Month

BRING YOUR OWN DINNER / BBQ

Bar Open

Catch up and enjoy the company of your fellow members every month!

Members are welcome to make use of club kitchen and BBQ



UPCOMING EVENTS



Hastings Weekend

SATURDAY FEBRUARY 23RD

A fun weekend celebrating all things Hastings!

Join us for an evening meal from 6.30pm - Bar open!

\$10.00 adults & \$5.00 kids

-Spit Roast Rolls

-Coleslaw

-Dessert

Join us for an adult Opti Race - All welcome!

In Hastings Bight from 4.00pm

RSVP to secretary@hastingsyachtclub.org.au - book in by the 20th of Feb!

Friday Social 8th Feb (bar open)

February 2019: Spit Dinner 23rd Feb - Merle Bradley

Friday Social 8th March

March 2019: SAILATHON 23rd Mar – Ken Bradley (Charity small yacht event near pier, need suggestions & local charity)

Friday Social 12th April (bar open)

Friday Social 10th May (bar open)

May 2019: Annual Dinner/Dance 25th May – Malene Zylstra & Roberta Williams

June 2019: Presentation Night 1st June – Sarah Sandwell & Peter Donaldson (details TBC)

Friday Social 14th June (bar open)

Friday Social 12th July (bar open)

July 2019: Pie Night 20th July – Sarah Sandwell & Jill Whalley

Friday Social 9th Aug (bar open)

August 2019: AGM 16th August

Friday Social 13th Sept (bar open)

September 2019: Round the World Foodies 21st Sep – Lisa Floyd

Friday Social 11th Oct (bar open)

October 2019: Opening Day 12th Oct

November 2019: Cup Eve 4th Nov (event details TBC – hat parade & probably cocktail)

Friday Social 8th Nov (bar open)

December 2019: Christmas Dinner 7th Dec – Jill Whalley

Friday Social 13th Dec (bar open)

UPCOMING EVENTS

50 YEARS
HARBOUR OF FRIENDSHIPS
Western Port Festival
22ND 23RD 24TH FEB 2019

**HASTINGS
FORESHORE**

**FREE
ENTRY**

**FREE
SANDSCULPTING
WORKSHOPS!**

SANDSTORM EVENTS
PRESENTS
FANTASEA
FAMILY FRIENDLY EVENT

CARNIVAL ● FIREWORKS ● PARADE
● CAR SHOW ● LIVE MUSIC
● ATTRACTIONS ● DISPLAYS
● FOOD VENDORS ● MARKET STALLS
& MUCH MUCH MORE!

www.westernportfestival.org.au
info@westernportfestival.org.au

BY JOE ATTARD

The Hastings Jetty

Our jetty's not just timber, it has a heart and soul,
it knows all those who come to it, to look or just to stroll.
Fishos, lovers, loners, dreamers, the yachties and their boats,
the sun, the moon, the wind, the tide, and all that swims or floats.

The jetty is a real old man, he's been there for so long,
for those who dolphin through their life, of character weak or strong.
Some say the jetty talks to them, he talks but has no voice,
that's why they all go back to him, it's as if they have no choice.

So the jetty knew this woman, he knew her from before,
because she came to look each night, for seven years or more.
Her tears mellowed his timbers, her sadness made them strain,
while in Hastings the tide running, came to fill and then to drain.

She was once a stunning woman, she once was strong and smart,
now the jetty was a refuge, for her painful broken heart.
Everyone seemed to ignore her, they said she was insane,
but the jetty knew this woman, and the jetty shared her pain.

She once had a handsome husband, and a beautiful young son,
who went out sailing one morning, 'cos that's how her men had fun.
No one knows what really happened, their bodies were never found,
nor the boat or it's equipment, so they had been presumed drowned.

But she knew they were still out there, they were always running late,
a broken heart doesn't allow, for months or years or date.
She could hear the diesel running, very soon they'd be in sight,
so with her friend the jetty, she'd wait for them all night.

The jetty had asked King Neptune, to give her back her men,
but Neptune said "She'll soon join them, she'll have to wait till then".
But the jetty wouldn't let her jump, wouldn't let her suicide,
so he wrapped himself around her, while she cried, and cried, and cried.

But then one day she disappeared, and we all searched around,
but like her men the tide made sure, she would never be found.
I know that she is happy now, now that her tears have stopped to flow,
and I thank the jetty nightly, for at last he let her go.

P.S. I've seen her there again since then, from the yacht club while drinking beer,
I got caught between her presence, and my friends' laughter and cheer.

But this time I saw three auras, not bright just nearly clear,
though when I walked the jetty, they seemed to disappear.

TIDES TIMES

FEBRUARY				MARCH				APRIL				MAY				JUNE							
Time	m	Time	m	Time	m	Time	m	Time	m	Time	m	Time	m	Time	m	Time	m	Time	m				
1 0336	1.11	16 0236	1.11	1 0220	0.95	16 0134	1.00	1 0316	1.18	16 0154	1.10	1 0230	1.20	16 0246	0.93	1 0336	1.03	16 0435	0.64				
FR 0948	2.49	SA 0845	2.55	FR 0831	2.60	SA 0741	2.62	MO 0921	2.32	TU 0814	2.49	WE 0849	2.27	TH 0939	2.57	SA 1042	2.47	SU 1154	2.89	SA 1607	1.43	SU 1720	1.28
FR 1557	0.56	SA 1452	0.47	FR 1434	0.48	SA 1345	0.43	MO 1525	0.89	TU 1409	0.71	WE 1437	1.16	TH 1509	1.03	SA 2227	2.47	SU 2332	2.61	SA 2227	2.47	SU 2332	2.61
2317	2.59	2211	2.61	2141	2.65	2048	2.74	2232	2.47	2119	2.67	2130	2.46	2158	2.67								
2 0434	1.22	17 0330	1.21	2 0303	1.08	17 0216	1.09	2 0411	1.25	17 0257	1.09	2 0329	1.20	17 0355	0.84	2 0437	0.93	17 0537	0.57	2 0437	0.93	17 0537	0.57
SA 1040	2.37	SA 0938	2.48	SA 0911	2.46	SA 0823	2.55	SA 1019	2.23	WE 0932	2.47	TH 1003	2.27	FR 1059	2.68	SA 1151	2.64	SU 1256	3.01	SA 1151	2.64	SU 1256	3.01
SA 1652	0.65	SU 1548	0.49	SA 1517	0.62	SU 1429	0.47	TU 1624	1.02	WE 1520	0.84	TH 1546	1.28	FR 1629	1.12	SU 1720	1.43	MO 1829	1.25	SU 1720	1.43	MO 1829	1.25
		2319	2.62	2230	2.55	2143	2.67	2333	2.42	2229	2.64	2230	2.43	2304	2.66	2330	2.49	○		2330	2.49	○	
3 0017	2.58	18 0437	1.28	3 0354	1.20	18 0308	1.16	3 0518	1.27	18 0413	1.01	3 0435	1.14	18 0504	0.71	3 0535	0.80	18 0033	2.61	3 0535	0.80	18 0033	2.61
SU 0540	1.28	MO 1048	2.42	SU 0958	2.33	MO 0918	2.48	WE 1136	2.21	TH 1100	2.55	FR 1122	2.37	SA 1213	2.85	MO 1252	2.83	TU 0634	0.53	MO 1252	2.83	TU 0634	0.53
SU 1142	2.29	MO 1659	0.52	SU 1609	0.75	MO 1524	0.55	WE 1739	1.10	TH 1645	0.92	FR 1705	1.31	SA 1746	1.13	MO 1826	1.37	TU 1352	3.10	MO 1826	1.37	TU 1352	3.10
1755	0.70			2328	2.48	2247	2.63			2340	2.67	2333	2.44			●		1929	1.20	●			
4 0118	2.62	19 0034	2.68	4 0455	1.28	19 0412	1.20	4 0038	2.43	19 0530	0.84	4 0536	1.02	19 0010	2.67	4 0030	2.54	19 0129	2.62	4 0030	2.54	19 0129	2.62
MO 0648	1.28	TU 0558	1.26	MO 1058	2.24	TU 1032	2.43	TH 0628	1.20	FR 1224	2.72	SA 1230	2.54	SU 0609	0.57	TU 0630	0.66	WE 0726	0.50	TU 0630	0.66	WE 0726	0.50
MO 1250	2.27	TU 1212	2.43	MO 1712	0.86	TU 1635	0.64	TH 1257	2.29	FR 1806	0.91	SA 1813	1.28	SU 1319	3.02	TU 1347	3.01	WE 1442	3.15	TU 1347	3.01	WE 1442	3.15
1858	0.71	1819	0.51					1853	1.11	○		○		1922	1.29	WE 2019	1.14	1922	1.29	WE 2019	1.14		
5 0215	2.69	20 0146	2.79	5 0031	2.47	20 0000	2.63	5 0136	2.49	20 0047	2.73	5 0030	2.50	20 0110	2.70	5 0124	2.60	20 0217	2.64	5 0124	2.60	20 0217	2.64
TU 0753	1.21	WE 0718	1.13	TU 0605	1.29	WE 0532	1.15	FR 0728	1.08	SA 0638	0.64	SA 0629	0.87	MO 0705	0.46	WE 0721	0.53	TH 0814	0.51	WE 0721	0.53	TH 0814	0.51
TU 1353	2.31	WE 1337	2.53	TU 1212	2.21	WE 1201	2.46	FR 1403	2.44	SA 1336	2.93	SU 1328	2.75	MO 1416	3.16	WE 1439	3.14	TH 1526	3.15	WE 1439	3.14	TH 1526	3.15
● 1956	0.68	○ 1937	0.46	1821	0.90	1800	0.69	● 1954	1.06	1916	0.87	● 1909	1.21	1954	1.04	2013	1.21	2105	1.10	2013	1.21	2105	1.10
6 0303	2.76	21 0251	2.91	6 0132	2.52	21 0115	2.70	6 0226	2.57	21 0146	2.79	6 0121	2.58	21 0202	2.73	6 0215	2.67	21 0301	2.64	6 0215	2.67	21 0301	2.64
FR 0848	1.11	TH 0829	0.93	FR 0714	1.23	TH 0654	1.00	FR 0817	0.92	TH 0736	0.46	MO 0715	0.71	TH 0756	0.39	TH 0810	0.44	FR 0857	0.54	TH 0810	0.44	FR 0857	0.54
WE 1449	2.39	TH 1453	2.68	WE 1326	2.26	TH 1330	2.59	SA 1458	2.62	SU 1437	3.11	MO 1417	2.93	TU 1507	3.23	TH 1527	3.22	FR 1605	3.13	TH 1527	3.22	FR 1605	3.13
2046	0.66	2044	0.41	1928	0.88	○ 1922	0.67	2044	1.01	2015	0.83	1957	1.14	2044	1.01	2100	1.13	2146	1.07	2100	1.13	2146	1.07
7 0346	2.83	22 0348	3.01	7 0226	2.60	22 0221	2.80	7 0209	2.65	22 0238	2.83	7 0206	2.64	22 0249	2.73	7 0304	2.71	22 0343	2.64	7 0304	2.71	22 0343	2.64
FR 0933	1.00	FR 0928	0.70	TH 0813	1.11	FR 0805	0.78	FR 0800	0.77	MO 0827	0.34	MO 0759	0.58	WE 0842	0.38	FR 0858	0.39	SA 0937	0.60	FR 0858	0.39	SA 0937	0.60
TH 1538	2.48	FR 1600	2.84	TH 1428	2.38	FR 1446	2.79	SU 1444	2.79	MO 1530	3.21	TU 1503	3.07	WE 1552	3.23	FR 1613	3.24	SA 1640	3.08	FR 1613	3.24	SA 1640	3.08
2130	0.64	2143	0.39	● 2023	0.84	2031	0.63	2026	0.96	2105	0.81	2041	1.08	2129	0.99	2146	1.06	2225	1.05	2146	1.06	2225	1.05
8 0424	2.86	23 0439	3.06	8 0312	2.68	23 0319	2.89	8 0248	2.70	23 0323	2.84	8 0249	2.69	23 0330	2.72	8 0352	2.74	23 0422	2.62	8 0352	2.74	23 0422	2.62
FR 1012	0.90	SA 1020	0.50	FR 0900	0.98	SA 0904	0.55	MO 0838	0.63	TU 0913	0.28	WE 0842	0.48	TH 0925	0.42	SA 0945	0.39	SU 1015	0.68	SA 0945	0.39	SU 1015	0.68
FR 1621	2.56	SA 1659	2.96	FR 1520	2.52	SA 1551	2.98	MO 1527	2.92	TU 1616	3.23	WE 1547	3.15	TH 1631	3.19	SA 1657	3.21	SU 1713	3.02	SA 1657	3.21	SU 1713	3.02
2209	0.65	2236	0.42	2110	0.81	2130	0.60	2105	0.92	2151	0.82	2123	1.03	2210	0.99	2232	1.00	2300	1.04	2232	1.00	2300	1.04
9 0458	2.88	24 0524	3.06	9 0351	2.75	24 0411	2.95	9 0324	2.74	24 0404	2.82	9 0330	2.72	24 0410	2.70	9 0440	2.74	24 0500	2.59	9 0440	2.74	24 0500	2.59
SA 1046	0.81	SA 1108	0.34	SA 0939	0.84	SU 0956	0.37	FR 0915	0.53	SA 0955	0.28	FR 0923	0.41	SA 1004	0.48	SU 1032	0.45	MO 1051	0.78	SU 1032	0.45	MO 1051	0.78
SA 1701	2.62	SU 1752	3.02	SA 1605	2.64	SU 1647	3.10	TU 1607	3.00	WE 1659	3.20	TH 1630	3.18	FR 1708	3.12	SU 1739	3.15	MO 1743	2.95	SU 1739	3.15	MO 1743	2.95
2245	0.67	2326	0.48	2150	0.78	2223	0.60	2145	0.90	2233	0.85	2204	1.01	2248	1.00	2317	0.95	2333	1.03	2317	0.95	2333	1.03
10 0529	2.87	25 0606	3.03	10 0426	2.79	25 0456	2.95	10 0359	2.75	25 0442	2.77	10 0410	2.72	25 0447	2.66	10 0530	2.73	25 0540	2.55	10 0530	2.73	25 0540	2.55
SA 1119	0.72	MO 1153	0.25	SA 1015	0.72	MO 1042	0.25	FR 0953	0.45	TH 1035	0.34	FR 1005	0.39	SA 1043	0.58	MO 1119	0.54	MO 1126	0.88	MO 1119	0.54	MO 1126	0.88
SU 1740	2.66	MO 1841	3.03	SU 1646	2.74	MO 1737	3.16	WE 1646	3.04	TH 1736	3.12	FR 1711	3.15	SA 1741	3.03	MO 1820	3.07	TU 1812	2.88	MO 1820	3.07	TU 1812	2.88
2320	0.70			2227	0.77	2310	0.64	2223	0.90	2313	0.89	2246	1.00	2325	1.02	●		●		●		●	
11 0558	2.85	26 0012	0.57	11 0459	2.80	26 0537	2.92	11 0433	2.74	26 0517	2.71	11 0451	2.71	26 0525	2.60	11 0003	0.90	26 0006	1.01	11 0003	0.90	26 0006	1.01
MO 1151	0.64	MO 0645	2.96	MO 1049	0.61	MO 1125	0.21	TH 1030	0.40	FR 1114	0.44	SA 1047	0.42	SU 1118	0.69	TU 0625	2.70	WE 0621	2.51	TU 0625	2.70	WE 0621	2.51
MO 1817	2.69	TU 1235	0.22	MO 1725	2.82	TU 1822	3.14	TH 1726	3.04	FR 1812	3.01	SA 1752	3.09	SU 1814	2.94	TU 1208	0.68	WE 1200	0.99	TU 1208	0.68	WE 1200	0.99
2356	0.74	○ 1928	2.98	2303	0.78	2354	0.69	2301	0.92	2349	0.95	2329	1.00			1901	2.97	1842	2.80	1901	2.97	1842	2.80
12 0627	2.82	27 0056	0.69	12 0529	2.80	27 0615	2.87	12 0509	2.71	27 0553	2.63	12 0533	2.67	27 0000	1.06	12 0049	0.86	27 0040	0.99	12 0049	0.86	27 0040	0.99
TU 1223	0.57	WE 0720	2.86	1123	0.52	1206	2.23	1108	0.40	1150	0.56	1130	0.48	MO 0602	2.53	WE 0724	2.66	TH 0706	2.48	WE 0724	2.66	TH 0706	2.48
TU 1857	2.70	WE 1315	0.27	TU 1802	2.86	WE 1904	3.07	FR 1805	3.00	SA 1845	2.89	SU 1833	3.01	MO 1153	0.82	WE 1258	0.84	TH 1239	1.10	WE 1258	0.84	TH 1239	1.10
		2013	2.88	2340	0.80	2340	0.80	2341	0.97	●		●		● 1845	2.83	1945	2.87	1915	2.73	1945	2.87	1915	2.73
13 0032	0.81	28 0138	0.82	13 0600	2.78	2																	

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