

JULY
2019

The Dolphin Newsletter



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Hastings Yacht Club

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LATEST PHOTOS



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COMMODORE'S REPORT

LEON ALEXANDER

The winter series has kicked off with perfect weather on race days, good fleets and some close sailing.

A good news story and many will know the people involved. As we all no doubt do I was at Sport Philip the other day and I remarked to Jamie, who was serving me, on the timber RC model yacht sitting above the workshop doorway. A beautiful piece of work that Jamie advised was made by Peter DeLange. As it happens I had been talking with Peter at the club the day before. He was working on the recently slipped "Anna". Jamie replied that he had also been working on the Anna at the club. He then commented, "What a great club, I needed a saw to cut a small piece of wood and a member immediately helped me out. A very friendly club." De Lange is the dynasty, Peter built the RC yacht and Jamie (not a De Lange) regularly crews. Anna is the yacht and the custodian is Rolly DeLange who has renewed HYC membership. Many will know Rolly, and many more will recognise these connections. Isn't that fantastic and well done to David Arnott who upheld the club ethos and all the members who enthusiastically keep the club and their interests ticking.

It is the time of year when club management requires consideration of EOFY, and AGM on 16th Aug. The club requires a robust committee to look after business, maintain club assets, respond to immediate needs, and recognise and plan for future. We need a thoughtful and progressive committee. This does take some commitment on the part of committee members and the rewards are expressed in terms of seeing the club prosper whilst supporting the excellent sport of sailing.

As is usual there will be some changes to committee for next year. If you would like to join the team speak with a current committee member or myself, and consider nominating. Please give it some thought over the next month.

One of the current issues being discussed is the next stage of sail training and experience for older children. What should we aim for and what should be expected from parents. Formal training can be offered but not in isolation of opportunities to gain more experience. The club owns a number of small but capable vessels that just need some "tlc" and use. We need family support in all aspects such as rigging, derigging, safety and supervision. The club offers sailing vessels, support vessels and event management.

For the bigger children it was pleasing to note that Sarah, Valda, Rhona and Chelsea have just recently completed the Australian Sailing (AS) Australian Race Officer course. Any member who wishes to pursue AS qualifications may be funded by the club. And note there are a variety of skills being accredited.

And so to some of the club activity highlights over the last months.

Ken's Sailathon. This was a great outcome for all those involved and it raised \$3,000 which was donated to Westernport Community Support. A first of what should become an annual event which supports our clubs local community. An outstanding outcome thanks to all who contributed.

Our Annual Dinner Dance was very enjoyable with good food and entertainment including Roberta with a well prepared presentation on club history and characters, and winding up with a mass singalong to finish! A typical social group event with Malena setting out the room and Roberta's presentation and other helpers.

We can now look forward to the presentation evening post race on Sat 29th June. More fun and games with good food and bar open. Don't forget if it looks like a wet cold day the blinds will be down and the heaters on. No one will be left out in the cold!

Planning for the social calendar will probably start this September so watch out and I will advise of a date when those interested can get together and discuss the possibilities. The social group has been doing a great job and the tasks have been spread out. If you wish to become involved and or run an event then you will really appreciate the team support that makes it happen.

Club projects and equipment maintenance are progressing. Al has been superbusy. Concreting, HS11 will be back soon with significant works done and Shamrock has had maintenance attention as well. Glen finished the rain cover over the front entrance. I love the stainless steel drain pipes!

Finally, council has advised that lease negotiations will commence again next month.

Lots happening .

Happy sailing,

Cheers, Leon.

Sailathon

Organised by Ken Bradley



Living the Dream - The Realities of Cruising

Craig McIntyre

In 2015 we took a year out from life as we know it. The McIntyre's – Craig, Linda, Grace (aged 11), Olivia (aged 9) and Rose (aged 5). Completely out of our comfort zone we said goodbye to friends and family to follow every yachties dream; taking a year out of work, school, social and daily activities to leave the safety of shore and explore.

Such an incredible experience is difficult to capture in an article without going on and on so probably the best way to describe this is a day in the life – actually two days; the first while at sea, and the second is while on anchor.

At sea:

We will use an overnight sail that we did from Suva to Savusavu. This was a relatively easy downwind trip of around 100miles. One of the key point that some southerners would be aware of is that except for the main shipping lanes, charts are a guide at best (some are still based of the workings of Cook and Bligh) and so arrival into any new location is only between the hours of 10am and 4pm when you can see the coral. This means a lot of overnight sailing since 6 hours will give us around 40miles tops (we never do more than 6kts in case of hitting a reef).

So we left Suva around 2pm and headed out into the first sunshine that we had seen for the fortnight since arriving in Fiji. Our first test is always making sure that the track we took on the way in is still logical, and there after I steer the boat and Linda gets to her first challenge... Although Olivia gets bad sea sickness, she will not take a sea sick tablet regardless. No matter what we do crush in custard, bribe with lolly's, she will not take it. It is very frustrating, when you can see the solution to a child's problem and she will just not take it. (One time in NZ Olivia would not take the tablets so I did a couple of demos for her. Unfortunately after all the failed demos I ended up taking more than double the adult recommendation – I almost fell asleep standing at the wheel motoring into Auckland). So in the end we usually loose and Olivia is sea sick after a couple of hours into the trip.

At 3pm all is comfortable and we are sailing at a comfortable 9 kts on at 120deg with two reefs – easy sailing. However we need to be doing ave 6 kts so we are still breaking my route plan right from the start. We are having too much fun sailing on a beautiful day (except Olivia of course, who has her head in a bucket).

At around 5pm, we start prepping for the evening. We squared off (running with the wind) so the boat became a little roly, and also reduce sail area. We have a couple of rules at evening;

1. Always reef the main (this night we put it away completely)
2. Adjust the sails to the strongest gust then switch the motor on if we drop below 6 kts in speed.
3. Always stay harnessed on, and no-one leaves the cockpit except me with Linda on watch (never had to do this at night as yet due to rule 1 and 2).



We had a late lunch so decided to have a light dinner, and by around 6:30 we were in night mode. As always, a coastal vessel came past that was not on AIS (AIS allows you to see the other boats on the plotter) to warn us that we are not alone – ever. Olivia stayed in the cockpit with a blanket (and harness). Linda went to bed and tried to get some sleep which is near impossible at 6:30pm. I knew that around 11pm that we would have a coral passage of around 6 miles long, and as narrow as 1 mile wide in some parts. This in daytime with a full crew and up to date charts would be a non-event, however, it took most of my focus to stay on the safe side of everything. To add to this, there was another coastal vessel (again no AIS) at the entrance to keep me awake.



Although a passage like this you are wide awake, staying awake is extremely difficult. Partying in pub or restaurant to 4am is a cinch to staying awake on a gentle rocking boat. Try sitting in your backyard from say 11pm to midnight without TV or other people, and you are close to what we do. Linda and I have different methods; reading a dull (low light) e reader (can't be bright otherwise you lose night vision). Planning the next trip day's sail, hand steering, solitaire on the iPad, or looking at the stars and phosphorous in the water as we sail along. All of these I try, however the only fail safe that we use, is a 15min alarm on the phone with the worst sound possible.

Anyway around midnight, I handed over the watch to Linda. Before I go down so get some sleep, we roll up the genoa to around 50% which slows us to 4kts so we won't get there too early, (this is the price of the fun 9kts we had yesterday) so now we are rolling on a dead run with everything banging. While I was so tired on watch, sleep is almost impossible so I lie there listening to things bang around me. Every sound is amplified down below in the cabin.



Here is the other interesting fact. There is no doubt that when cruising, we all want the wind behind us. However running directly downwind means that the boat tends to roll both ways. On a normal heel everything falls to one side and eventually ends up at a point (usually the floor) where it can go no further. On a run all the boat stuff (the galley stuff is the worst) roll and move backwards and forwards with the regularity of a dripping tap.

In the meantime, Olivia has slept since 7pm which means we do not have to hand the bucket to her and throw it overboard. We have done it so often now, that I can steer a broaching boat with one hand and keep Olivia's hair out of the bucket with the other.

Times are hazy however I think that Linda was on watch until around 3:30-4am that is a mammoth 3-4hrs at night –the graveyard shift. Good effort for anyone.

I take the watch over at 4am and turn the engine on some battery recharge. This means that it is only 1.5 to 2hrs of dark until sunlight. Around 6am it gets light here and since all the children were in bed before 7pm, all are awake and hungry. So Linda gets up again, turns on the kettle and gets some food after around 2hours of sleeping.



At around 9am we break the golden rule (i.e. arriving in a new location between 10 and 4pm) and head into port. Incidentally, I have to mention that any sail changes or work on the foredeck usually means the help of Grace our 3rd crewmember. Grace can steer, handle loaded winches, manage the engine speed and navigate better than most yachties out there. Grace switches from an 11yo girl to a helmsman, responsible for all on the boat and she does it with the calmness, control and conviction of anyone 30 years her senior.

Once anchored, the contrast to who has been on watch at night becomes apparent. For Linda and me, we like a sleep however the kids are ready to explore and of course Olivia is ready to eat again. (Incidentally after 12 hours at sea, Olivia always gets over her sea sickness).

So that is a day at sea. In short a lot of sitting around, trying to stay awake and trying to sleep at abnormal times. Surprising enough, this is only around 10% of the time. The rest of the time we are on anchor and the boat takes on more of a floating hotel room and a holiday that we are all used too. The children fight with us and each other as regular as home and complain about doing school work or missing out on some biscuit that the other had.

On Anchor:

On anchor the day starts around 6am with Rose coming into our cabin because that is what 5yo do. I am usually up first and check on the batteries which are generally low so I start our little Honda generator at the back of the boat. This wakes the older girls up (who are usually in a grumpy mood). Due to the continued scarcity of fresh water, our shower is a morning swim. Beautiful for the first few days, however salt is everywhere and the skin gets a strange feeling after more than a week without fresh water showering.

Breakfast is really based on the last time we were at a store, if recent and bread is not stale then toast is on the menu. This fits nicely with the generator still operating since it is the only way we can produce the 1000w for the toaster. If the bread is too dry, Linda makes french toast, and if we have no bread then we have pancakes or cereal.

After breakfast, it is school work (we call it skwork for short). I supervise Grace and Olivia and Linda supervises Rose. Generally 'skwork' lasts around 2-3 hours and on any day we can do it. There are no weekends and no holidays as such but there are plenty of missed days. Myself during skwork, I can spend 50% of the time helping the girls and the other 50% working on boat maintenance. Skwork, although very rewarding can be just plain hard work. The syllabus supplied is brilliant and the older girls could almost self-manage, however it is the quality that is the issue. It is very similar to the parent helping the child do the school project that is due the next day. The tears, the stress and the quality issues all come to the surface. This however happens several times each day – creating a lot of stress on board. Rose who is prep on the other hand is very hard work, attention span is 5min at best and she cannot read the notes (I have new found respect for prep teachers).



So while we are doing skwork, I am on boat maintenance (up to two hours a day). We have found a new definition for the term “cruising” – Fixing boats in exotic locations!

For those of you who do not know, Nika is a 2007 Bavaria yacht and in boating terms is still relatively new, however the maintenance required is quite remarkable. This is after we did a lot of preparation in both Aus. and NZ. From major breakages of anchor winches, replacing the stays, to watermaker repairs ... it is just incredible and never ending. We treat Nika as a member of the family and she gets her fair share of focus.

So today while I am writing this during skwork there have been three meltdowns, one from each child and I have sat through three separate fights on where the eraser is.

Once skwork is finished (circa 11:30-12) we have a quick lunch and the afternoon is free to do stuff. A lot of this really has to do with water, diving, snorkeling maybe sailing a couple of miles to the next anchorage, a kite surf or just jumping of the boat. Land activities are hikes (always in the heat though), walking to a village or resort, and finally restocking supplies (fuel, water, food) this takes many times longer in these remote islands than you would have imagined. Also a lot of what we do is governed if there are other boat kids around to play with.

By around 5pm we have ‘sundowners’ on a nearby rally boat for an hour then head back to the boat for dinner and children in bed around 7:30.

Linda and I spend the evening either checking emails (when we have internet – 25% of the time at best) or watch a movie on the TV – just like home.

If it is a really bad night I have anchor watch on the ipad near my pillow and I probably get up every hour to check the boat outside.

So after over 6 months, we are well and truly into the routine. Once you are in a routine however, the day to day stress come to the surface, the children fighting and complaining about how unfair things are. Me getting angry at the state of the kids books, lego, school work and hair all over the boat.

Spending 24hrs a day, and 7 days a week with family contact time can test the strength of any relationship! Having said this, I am writing this while all my peers are at work and I am in the cockpit in 27deg after spending the morning diving for manta rays. So who am I to complain, life is good and we are all fit and healthy in a beautiful part of the world and living our dream. So in short, if any of you have an inclination of doing something that may fit under the loose banner of family adventure. Do it. We only have one life, and have no regrets whatsoever.





Stranded in Portsmouth

Martin Jones and Denise Williams

America's Great Loop is 6000nM circular journey through the US and Canada embracing the Atlantic Intracoastal Waterway, Hudson River, Erie Canal and the St Lawrence Seaway. We will stop in Montreal and Ottawa and then head west through the canals of Canada, down Lake Michigan, through the centre of Chicago, south to Mobile, around the Florida Keys and back up the east coast waterways. The construction of the Intra Coastal Waterway was commenced by George Washington and has been extended over the years. During WW2 it was used to transport goods up the coast to avoid U-boats in the Atlantic. The only ocean crossings on the whole journey are from Mobile across to Florida and 40nM from near Atlantic City to New York Harbour.

Derrick Baan, an Australian adventurer, undertook this trip three years ago in a borrowed 26-foot fast boat, called a C-Dory, completing the trip in 6 months. This is about the length of visa available to Australians for extended vacations in the US. In our boat Band Wagon 3, a 39 ft Mainship single Yanmar 370 with bow thruster we expect the trip to take 12 months. Derrick published a book about his journey and a summary appeared in the Afloat magazine which was lying around the HYC Clubhouse. Intrigued, I took the magazine home for Denise to look at and inspired by the book review she said it was a trip we should do. And so started the journey, which hasn't really actually begun yet!

It took about 18 months of planning to figure out what kind of boat we wanted, how a foreigner could own and then sell a boat in the USA, visa types, licences, navigation issues for inland waters and charts. Navigation is somewhat different here because port is green and starboard is red – they also don't seem to use cardinal marks but instead have different buoys to signal danger zones. Eventually we convinced ourselves that we could become "loopers", as people who undertake this journey are known. Through the Great Loop Association, we found a couple who wanted to sell their boat at the time and place we wanted to buy one. In January we flew to Marco Island in Florida to inspect the boat and arranged to buy it in May in Portsmouth subject to survey.



The plan was to complete the survey at end April, service the engines, stock and stow the boat and head off early May. Fortunately, we had a top mechanic as well as a surveyor on board. He identified what initially appeared to be a bent shaft. The log was leaking and throwing seawater all over the generator. It turned out that the prop had been bent after our January inspection and improperly repaired in Marathon Florida. In the journey north the vibration damaged the log and caused the key in the coupling collar to turn. Furthermore two out of the 6 bolts in the coupling collar were loose as well as the locating screw which was only finger tight. The boat was heading for a disaster. Being a 2002 boat we could not locate a coupling with the required SAE taper to fit the shaft and waited 8 days for a machine shop to modify the replacement.

Meanwhile we were living on the hard, climbing a ladder every time we wanted to access the boat. It has been unseasonably hot here and one day it was 36C on the boat – all we could do was lie on the floor with damp towels and a fan. Eventually all the parts arrived and after 14 days of hard living the boat was launched, trialled and we could use our two air conditioners. As I write it has been 36 for 2 days in a row. We are in a marina called the Portsmouth Boating Centre. Not exactly a retail marina - all lovely and nice – it is a working boat yard, so in that respect it has been a good place for getting stuff done. Mike Davis the owner seems to be profiting quite nicely from other loopers – two with prop damage and one with a bent shaft in the last couple of weeks. The yard has a 70-tonne travel lift which can handle a beam of 25 feet, so all the catamarans come in here too. This whole area is all about boats, big ships and the military. There are 4 aircraft carriers in the area at present – one third of the US carrier fleet. In one dock there were 16 other ships for re-fit, servicing, re-provisioning etc. Up one of the rivers are 50 ships on standby. When the propeller workshop owner was asked about the capability to repair propellers the owner said- I am the best in the world. When questioned about his credentials, he said- I make props for the US Navy. It is reputedly the biggest naval base in the world.

Once we launched, we took the opportunity to spend the Memorial Day weekend at a University town called Hampton. This was a very quiet and friendly town and was the first place where slaves were freed. We visited the oak tree where the emancipation act was declared 200 years ago, 200 years after slavery began in the US. We would have stayed longer but found we had a blocked head, so we needed to hot foot it to a marina. We arrived back at Mike's place with engine maintenance scheduled. Heat exchangers were removed and by the look of them only one had been serviced since the boat was built. Even though the hours were low, 1200, no valve lash adjustment had been done and the generator might have had an oil change but not much else. The 9-foot dinghy has a 20HP Yamaha – hard to manage at low speed but gets up on the plane very easily. Everything takes time in May as all the boaters are trying to get their boats in the water after winter and everyone wants them fixed at the same time – not to mention work from the navy coming into the local shops. Furthermore, radiator shops are closing because of the cost of compliance with environmental regulations dealing with coolant and people don't want to do that kind of work here anymore. The other interesting demographic is that the baby boomers are selling their sailing boats and buying power boats. Sailing boats are very cheap and very hard to sell.

If the winds are favourable, we should be heading out into the vastness of Chesapeake Bay. The plan is to head north to Annapolis, Cape May, Atlantic City and New York. We plan to have three clear days in New York and will use a yacht club at Staten Island as our base. Hopefully we will be in the Great Lakes in July and will have more to add to the adventure in the next Dolphin.

Martin & Denise



WINTER SAILING CALENDAR

SATURDAY - MULTI HULL, KEEL & TRAILABLES

Date	Event	High Tide (Hastings)	Tide Height	Start Time
01-Jun-19	Winter Series Race 1 Phil Jenkins Cup	1054	2.56	1100
15-Jun-19	Winter Series Race 2	1058	2.86	1100
29-Jun-19	Winter Series Race 3	0907	2.59	1100
13-Jul-19	Winter Series Race 4	0935	2.85	1100
27-Jul-19	Winter Series Race 5	0742	2.68	1100
10-Aug-19	Winter Series Race 6	0816	2.92	1100
24-Aug-19	Winter Series Race 7	0631	2.82	1100
07-Sep-19	Winter Series Race 8	0703	3.05	1100

SUNDAY - TRAILABLES & OFF THE BEACH

Date	Event	High Tide (Hastings)	Tide Height	Start Time
02-Jun-19	Winter Series Race 1	1203	2.73	1100
16-Jun-19	Winter Series Race 2	1206	2.98	1100
30-Jun-19	Winter Series Race 3	1012	2.65	1000
07-Jul-19	Winter Series Race 4 Sandstone Island Trophy Race	1652	3.31	1430
21-Jul-19	Winter Series Race 5	1625	3.09	1430
18-Aug-18	Winter Series Race 6	1520	2.99	1400
01-Sep-19	Winter Series Race 7 Winter Series Race 8	1427	3.09	1300



UPCOMING EVENTS



Hastings Yacht Club

Friday Night Social

Every second Friday Night of the Month

BRING YOUR OWN DINNER / BBQ

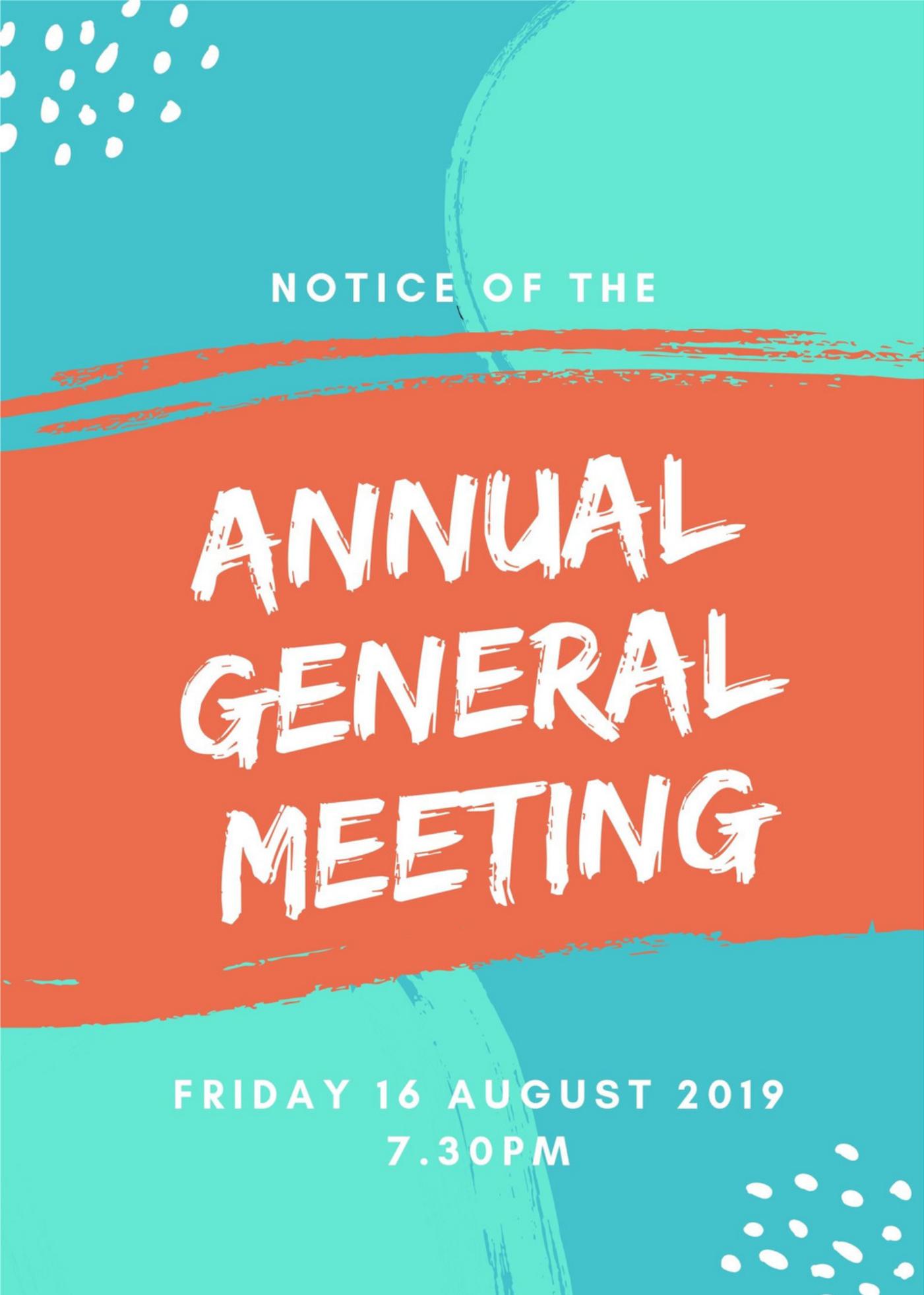
Bar Open

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



NOTICE OF THE

ANNUAL GENERAL MEETING

FRIDAY 16 AUGUST 2019
7.30PM

UPCOMING EVENTS

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)

ANNUAL DINNER PHOTOS



POEMS BY JOE ATTARD

The Mermaid

“Go away you silly mermaid, you’ll bugger up my drinking,
I’ve come out here to be alone, to do some serious thinking.
You just don’t know what luck you have, your life is so care free,
while all the nightmares that I’ve feared are now here to haunt me.
I have known you for forty years and you haven’t aged a day,
while all my youth has disappeared now I’m getting old and grey.
No, I don’t want to play a game, I just need to be alone,
let me enjoy my last kingdom on this here yacht my throne.”

“In my eyes you are still handsome you silly troubled man,
come on, stop being such a grump, enjoy life while you can.
Your body is still strong enough, your mind is very clever,
just trust me like I trusted you and we’ll have life forever.
I remember when you risked your life and you did it to save me,
when you saved me from those fishing nets I was caught in out to sea.
Then you fought off all those fishermen that were trying to take me,
and I have loved you ever since and will for eternity.”

Then she gave him that wicked smile that melted him inside,
so it didn’t take him very long to push his gloom aside.
He shed his clothes, jumped in the sea and swam up close to her,
wanting dearly to live his life, without hassles, without care.
She took him gently by the hand and led him far away,
into her little magic place where she said he could stay.
She told him she could change his life, change his body and his mind,
if he was ready to move on and leave his world behind.

And a big search was taking place, the executive had to be found,
so they’d know what really happened and why his yacht had ran aground.
And all the shining dignitaries, the taxman and the priest,
were all present at his funeral, scavengers to a big feast.
But somewhere deep in Westernport in a place of happiness,
the mermaid and her reborn man really just didn’t care less.
Though sometimes he thought about his past and the emptiness he had worked for,
now his mermaid is his happiness and he has her for ever more.

TIDES TIMES

JUNE				JULY				AUGUST				SEPTEMBER				OCTOBER														
Time	m	Time	m	Time	m	Time	m	Time	m	Time	m	Time	m	Time	m	Time	m	Time	m											
1	0336	1.03	16	0435	0.64	1	0341	0.81	16	0504	0.64	1	0511	0.57	16	0032	2.41	1	0116	2.71	16	0203	2.58	1	0216	3.01	16	0326	2.81	
	1042	2.47		1154	2.89		1108	2.68		1228	2.88		1245	2.90		0635	0.75		0710	0.50		0756	0.83		0800	0.61		0913	0.93	
SA	1607	1.43	SU	1720	1.28	MO	1626	1.49	TU	1757	1.33	TH	1810	1.36	FR	1345	2.81	SU	1415	3.00	MO	1433	2.76	TU	1437	2.94	WE	1529	2.67	
	2227	2.47		2332	2.61		2234	2.50		2359	2.50	●				1926	1.19		1954	0.81		2021	0.86		2023	0.37		2119	0.60	
2	0437	0.93	17	0537	0.57	2	0444	0.71	17	0603	0.63	2	0016	2.56	17	0130	2.47	2	0224	2.87	17	0247	2.69	2	0315	3.15	17	0407	2.93	
	1151	2.64		1256	3.01		1215	2.83		1324	2.94		0621	0.49		0729	0.73		0812	0.47		0836	0.82		0854	0.60		0950	0.90	
SU	1720	1.43	MO	1829	1.25	TU	1739	1.46	WE	1900	1.28	FR	1345	3.02	SA	1430	2.87	MO	1507	3.07	TU	1507	2.79	WE	1525	2.96	TH	1603	2.71	
	2330	2.49	○				2341	2.52	○				1917	1.21		2014	1.08		2048	0.59		2056	0.74		2112	0.23		2155	0.50	
3	0535	0.80	18	0033	2.61	3	0547	0.60	18	0058	2.51	3	0127	2.67	18	0220	2.55	3	0326	3.00	18	0328	2.79	3	0408	3.21	18	0445	3.01	
	1252	2.83		0634	0.53		1316	2.99		0659	0.62		0725	0.42		0815	0.73		0907	0.48		0912	0.82		0943	0.63		1027	0.88	
MO	1826	1.37	TU	1352	3.10	WE	1845	1.37	TH	1415	2.99	SA	1442	3.12	SU	1508	2.90	TU	1554	3.09	WE	1539	2.81	TH	1608	2.95	FR	1637	2.73	
●				1929	1.20	●				1954	1.21	●	2016	1.02		2055	0.99		2138	0.42		2130	0.65		2158	0.17		2230	0.44	
4	0030	2.54	19	0129	2.62	4	0045	2.58	19	0150	2.54	4	0232	2.78	19	0305	2.61	4	0422	3.08	19	0405	2.85	4	0456	3.20	19	0523	3.03	
	0630	0.66		0726	0.50		0647	0.49		0749	0.62		0823	0.40		0856	0.74		0958	0.54		0946	0.82		1029	0.68		1103	0.88	
TU	1347	3.01	WE	1442	3.15	TH	1413	3.12	FR	1500	3.02	SU	1532	3.17	MO	1543	2.90	WE	1637	3.06	TH	1608	2.81	FR	1647	2.90	SA	1712	2.72	
	1922	1.29		2019	1.14		1945	1.26		2041	1.13		2110	0.84		2130	0.90		2224	0.30		2202	0.57		2241	0.19		2307	0.41	
5	0124	2.60	20	0217	2.64	5	0146	2.66	20	0238	2.58	5	0333	2.87	20	0345	2.66	5	0514	3.10	20	0442	2.88	5	0541	3.12	20	0601	3.02	
	0721	0.53		0814	0.51		0745	0.42		0834	0.64		0918	0.42		0932	0.77		1045	0.62		1021	0.85		1113	0.76		1140	0.90	
WE	1439	3.14	TH	1526	3.15	FR	1505	3.20	SA	1538	3.02	MO	1619	3.17	TU	1613	2.90	TH	1717	3.01	FR	1638	2.79	SA	1726	2.82	SU	1745	2.69	
	2013	1.21		2105	1.10		2038	1.14		2122	1.07		2200	0.67		2203	0.82		2309	0.26		2236	0.52		2322	0.28		2344	0.41	
6	0215	2.67	21	0301	2.64	6	0245	2.73	21	0322	2.60	6	0430	2.93	21	0424	2.70	6	0603	3.05	21	0519	2.88	6	0724	3.00	21	0640	2.97	
	0810	0.44		0857	0.54		0838	0.38		0915	0.68		1010	0.48		1007	0.81		1131	0.73		1058	0.89		1254	0.85		1217	0.94	
TH	1527	3.24	FR	1605	3.13	SA	1554	3.23	SU	1613	3.00	TU	1702	3.14	WE	1641	2.88	FR	1756	2.92	SA	1710	2.75	SU	1904	2.71	MO	1821	2.64	
	2100	1.13		2146	1.07		2129	1.01		2200	1.02		2247	0.53		2235	0.74		●	2351	0.29		2310	0.50	●					
7	0304	2.71	22	0343	2.64	7	0340	2.78	22	0402	2.61	7	0526	2.96	22	0501	2.72	7	0651	2.96	22	0558	2.86	7	0703	0.41	22	0021	0.45	
	0858	0.39		0937	0.60		0930	0.40		0952	0.74		1100	0.59		1041	0.86		1215	0.86		1134	0.96		0804	2.85		0719	2.89	
FR	1613	3.24	SA	1640	3.08	SU	1640	3.22	MO	1644	2.97	WE	1744	3.08	TH	1709	2.85	SA	1833	2.81	SU	1743	2.69	MO	1334	0.95	TU	1256	1.00	
	2146	1.06		2225	1.05		2217	0.89		2233	0.97		2332	0.44		2307	0.68		●	2345	0.50	●	2345	0.50		1943	2.58		1900	2.58
8	0352	2.74	23	0422	2.62	8	0435	2.82	23	0442	2.61	8	0620	2.95	23	0540	2.73	8	0737	2.84	23	0639	2.80	8	0845	2.70	23	0100	0.50	
	0945	0.39		1015	0.68		1021	0.46		1028	0.81		1148	0.73		1116	0.92		1259	0.99		1212	1.04		0845	2.70		0801	2.79	
SA	1657	3.21	SU	1713	3.02	MO	1723	3.17	TU	1713	2.93	TH	1823	2.99	FR	1738	2.81	SU	1259	0.84	MO	1817	2.62	TU	1415	1.06	WE	1336	1.05	
	2232	1.00		2300	1.04		2304	0.78		2305	0.91	●				2339	0.64		1913	2.67		1913	2.67		2024	2.45		1945	2.51	
9	0440	2.74	24	0500	2.59	9	0530	2.83	24	0520	2.61	9	0017	0.42	24	0619	2.73	9	0115	0.51	24	0021	0.52	9	0225	0.74	24	0144	0.59	
	1032	0.45		1051	0.78		1111	0.58		1101	0.88		0713	2.90		1153	1.00		0824	2.72		0723	2.73		0929	2.57		0849	2.69	
SU	1739	3.15	MO	1743	2.95	TU	1804	3.10	WE	1740	2.88	FR	1235	0.88	SA	1810	2.75	MO	1344	1.12	TU	1251	1.13	WE	1500	1.16	TH	1423	1.07	
	2317	0.95		2333	1.03	●	2351	0.69	●	2337	0.86	●	1901	2.88	●				1954	2.53		1858	2.55		2113	2.32		2042	2.46	
10	0530	2.73	25	0540	2.55	10	0627	2.81	25	0600	2.60	10	0101	0.44	25	0013	0.61	10	0200	0.65	25	0102	0.56	10	0313	0.90	25	0237	0.70	
	1119	0.54		1126	0.88		1200	0.72		1137	0.96		0804	2.83		0703	2.70		0914	2.61		0815	2.65		1019	2.46		0945	2.62	
MO	1820	3.07	TU	1812	2.88	WE	1845	3.01	TH	1809	2.83	SA	1322	1.03	SU	1231	1.09	TU	1433	1.23	WE	1338	1.20	TH	1556	1.23	FR	1520	1.06	
●			●									1942	2.75		1844	2.67		2044	2.40		1949	2.49		2215	2.24		2157	2.44		
11	0003	0.90	26	0006	1.01	11	0037	0.63	26	0009	0.82	11	0145	0.51	26	0048	0.60	11	0252	0.79	26	0154	0.62	11	0415	1.03	26	0344	0.82	
	0625	2.70		0621	2.51		0725	2.79		0643	2.60		0858	2.75		0750	2.66		1010	2.53		0915	2.61		1118	2.40		1050	2.58	
TU	1208	0.68	WE	1200	0.99	TH	1249	0.89	FR	1215	1.06	SU	1412	1.17	MO	1314	1.20	WE	1534	1.31	TH	1437	1.24	FR	1704	1.24	SA	1632	0.99	
	1901	2.97		1842	2.80		1925	2.90		1841	2.76		2026	2.62		1922	2.59		2145	2.31		2059	2.44		2332	2.23		2325	2.51	
12	0049	0.86	27	0040	0.99	12	0124	0.60	27	0044	0.78	12	0234	0.60	27	0130	0.60	12	0355	0.89	27	0300	0.69	12	0530	1.10	27	0506	0.90	

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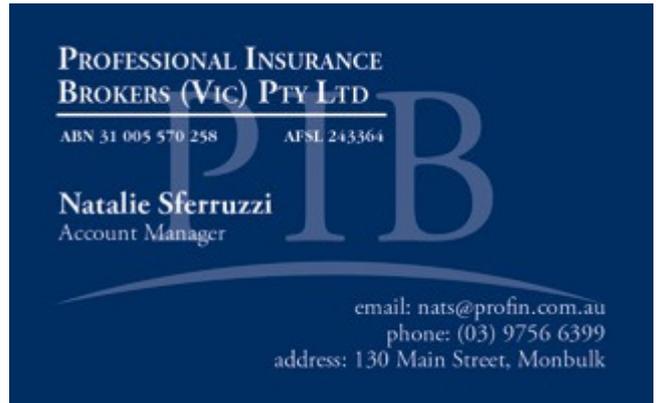
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