

MAR  
2020

# The Dolphin



Newsletter



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# Hastings Yacht Club

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# COMMODORE'S REPORT

LEON ALEXANDER

Hi All,  
First up I would like to thank those members and committee members whom have been involved in discussion and decision regarding Covid-19 club response. After shutting down normal activities but trying to maintain some social aspects, events overtook us. As I write this it has actually been only 2 weeks since really serious action has been occurring.

The current HYC position, ie lockout of main building but maintaining yard access whilst observing strict social distancing, cleanliness and infection control in the toilets is the most we can allow for. Sadly this means that all calendared events social and sailing are cancelled and there should be minimal casual meetings within the defined government social guidelines.

Lockdown will occur quickly if either we don't keep to guidelines of social behaviour or further government policy changes apply to HYC.

**It has been 3 months since the last Dolphin. Lots of good things have happened at HYC.**

**Sailing.** Members successfully competed in Geelong Week late January, Port Vincent King of the Gulf February, Sail Peninsula February and Marley Point March. We are a relatively small club and although in these events we generally have under 10 HYC yachts competing we get very good results. This is testament to the consistency of our sailing programs that Peter Donaldson has been running. Sadly, just recently, Valda, after working with Peter for 7 years has decided to take a break from that commitment. I note that Valda is a "clubperson of the year" recipient. Thank you Valda, great work and see you at the club. The usual individual sailing also was happening. Chelsea changed from Junior Learn to Sail to Junior Racing partly to be able cope with the unusual tides situations on the weekends.

**Social .** This year's Christmas party was really great and the food, club and decorations just fantastic. A special thank you here for Jill Whalley who supplied hand made table decorations and led in the event management. A huge effort and really impressive decorations. Jill has advised that due to family commitments she would be unable to take the lead for Christmas this year. Ken Bradley unfortunately had to cancel the Sandy Point BBQ due to strong Easterlies. Ken has also had to cancel his May comedy night. Dont, or do, worry his sense of humour is intact. Martin and Denise presented their around America Odyssey which I would have loved to have been there but was sailing.

I would like to put a call out for more club members TO JOIN THE SOCIAL GROUP, and bring in some new thoughts. The group SHARES the work and enjoyment of being involved in EVENTS. Just give me a ring.

**Building.** The major building works have been completed. Simply, I think it is fantastic. A large number of members assisted at various times. Sean Hamilton's design, Malcolm's management and attention to construction detail, Dave Arnott's significant support to Malcolm and numerous members assisting at various times has produced a quality and exceptionally functional space for both the Radio Room and the Bayview Room. We are now honouring a commitment as AI implements the NE fence and gate. Again Sean's design will produce an outstanding aspect to this area. AI has come up with an interesting detail design to offer privacy as required. Hopefully it will be completed soon unless Covid-19 restrictions impacts the build.

**Community.** The Mornington Peninsula Shire Council has been tasked with the extension of and associated dredging to improve the public launching ramp area. This is scheduled for implementation ASAP and completion before next spring /summer. We had the opportunity to bring together all stakeholders concerned in Hastings Harbour. Our stretch of water out front is a designated safe harbour and does need some attention. We had representation from, MPSC presenting their aims, HYC, Moorings Assn, Hayman Pacific, VMR, CG, Westernport Anglers, and the Marina. Good meeting.

I know at the moment things don't feel right but look after yourselves and each other and I look forward to seeing you all back at the best little club HYC.

Cheers,  
Leon.



# Junior Sailing



# From the members...

*Kenton Lillecrapp*

*Glenelg River Cruise - November 2019*

Participating: Silk Department – Kenton Lillecrapp  
Wanton – Eddie Flynn  
Yellow Boat – Gary Perkins and Katherine

Our cruise followed the Glenelg River which is near the border of South Australia, through the Lower Glenelg National Park from Nelson on the coast to Moleside approximately 50 - 60km upstream.

The river is wide and winds through beautiful bushland all the way. There are very high cliffs in a lot of places and where there are no cliffs access to the banks is restricted by thick reeds and mud. There are over 20 small jetties and small picnic grounds all with picnic tables and toilets, but nearly all of them are only usable by canoeists rather than trailable yachts.

We arrived at Nelson late on a very stormy Monday afternoon. The local caravan park looked after us very well and for a slab of beer stored our cars and trailers for the week that we were away.

The cruise was motoring only. We left masts and sails at home because of the potential danger of overhanging trees at landing places. Instead I have a short (approx. 1 metre) "mast" with a long horizontal piece for a boom tent or a sun shelter. The others had variations of this.

We had heavy rain overnight and in the morning but by late morning we set off in fine weather with a strong and chilly wind. Lunch was at Donovans at the biggest jetty (pontoon) on the whole river – a whole three boats long. The river was wide and deep with very high cliffs for most of the way. Also very quiet being midweek. Late in the afternoon we arrived at the little jetty below the Princess Margaret Rose Caves. Enough room for Silk Department and Wanton, but Yellow Boat had to raft up. We did the very steep walk up to the information centre but it was closed. We did the beautiful River View walk and then returned to Silk Department for Happy Hour.

Not wanting to wait for the Caves to open at 10.00am we set off in fine, chilly weather, still passing magnificent cliffs interspersed with heavily reedy river banks. Morning tea was at Hutchesons which turned out to be the best jetty for boats of our size on the whole river. We pushed on, destination for the night Batersbys, but found that it comprised three very small jetties, one of which had no mooring cleats. Not very useful to us for staying the night.

We pushed on with a very strong following wind for another hour to reach Prichards. Eddie the koala spotter saw two koalas (separately) enjoying the late afternoon sun on big low branches overhanging the water. We pulled into Prichards right on happy hour after a long day. Prichards was good for three boats our size, but very shallow for us to come alongside. Eddie suddenly had a very painful back and could hardly walk but this miraculously cured itself when we climbed the steps up to the little canoe campground and it just as suddenly clicked into place. In the campground was a group of Firbank Year 9 girls camping overnight and preparing for their canoe trip down to Nelson in the morning. They were camped under a single very large tarp stretched between trees. We did feel a little sorry for them that night as the rain poured down on our boats and possums jumped on the cabin roofs all night long. Lots of sounds of koalas grunting and fighting through the night too. In the morning the girls were bright and happy so no ill effects from all the rain.

Midmorning we rafted up for morning tea midstream near Wild Dog Landing which was too small to pull in to. The rain started again. By this time the topography had changed. The river was a little narrower but still deep and all the way along steep sided with thick bush down to the water. We motored on a further 30 minutes to Moleside and rafted up three deep on the little jetty. This was as far upstream as we were going.

In the little campground we met Lucy the bushwalker. She was walking from Portland to here and then following the river down to Nelson and from there back to Portland. A distance of 250 km. This is called the Great South West Walk. The afternoon was rainy again and so Eddie and I passed time with a couple of games of chess. Another party of Firbank girls arrived and prepared their canoes for the morning. Late afternoon there was a break in the weather so we did the short walk to the Moleside Falls which turned out to be a 40cm high concrete wall across a running creek. A little underwhelming.



A very cold 8 degrees in the morning and mist on the river with the Firbank girls setting off about half an hour before us. Our destination for the night was a landing called Wilson Hall. There was just enough room for our three boats but with a small dinghy launch ramp in the middle of the jetty, Yellow Boat's bow stuck halfway across the ramp. No problem – or so we thought. At about 6.00am there was a load knocking on Yellow Boat's hull by a very irritated fisherman. I got up to placate him but Gary and Katherine proved harder to wake. "If he doesn't hurry up and move his boat I'll launch my boat and take his bow off!" Just in time Gary and Katherine emerged.

The next drama came as we were about to leave Wilson Hall. Eddie's outboard would not run. It turned out that it could not suck fuel out of the tank. With Gary's assistance they discovered that an O ring on Eddie's fuel connector had broken so the motor was sucking air instead of fuel. They experimented with dipping the fuel hose straight in the fuel but then Eddie had an inspiration. He had a piece of fuel hose from inside the engine in his kit and this proved to be the exact diameter as the O ring. He sliced a couple of mils off and slid it onto the connector. The motor did not miss a beat all the way back.



We motored the short distance on to Hutchesons and saw a big dark coloured kangaroo in the picnic ground as we arrived. We walked up to the top of the hill and had our first phone service since we left Nelson even though it was pretty dodgy. At happy hour we sat at a picnic table and Eddie, who was sitting facing the bush said "Is that an old car tyre tube lying in the grass over there?" As he said it, Gary took one step and a huge black snake sensed the movement and slithered off into the bush. The snake had been lying exactly where Eddie had walked about half an hour earlier to take photos of the boats.



Very early in the morning it began to rain. Heavily. And it was very cold. We left about 8.00am so that we would arrive at Princess Margaret Rose Caves just in time for opening. It was very windy and we found it quite difficult to tie up at the little jetty. We walked up the steep path to the information centre and did the cave tour. Very interesting.

We left there and headed direct for Simpsons Landing where we had launched. By now we had cold and very windy conditions and found it quite tricky getting boats back into the pontoon. We retrieved boats and derigged, returning to the caravan park by mid afternoon. Once again the afternoon was very rainy and very cold, but we were OK. It was pouring outside but we were warm and dry in the Nelson pub.

More information:

1. I motored about 120km and used about 22 litres of fuel. This is for a 9.8HP two stroke engine.
2. The river is very well set up for parties of canoeists but most of the little jetties are not suitable for boats of our size. Maximum party size for trailable yachts would be three.

Kenton Lillecrapp  
Silk Department

## *Shaydon English*

### *Onboard Fuel Management - Keep the Water Out!*

All yacht owners are interested in keeping their engines running correctly and maximising their life. Yacht owners will also appreciate that poor quality fuel can result in diesel engine failure and premature replacement. However, how can we ensure that the fuel in our tanks is maintained to the highest possible standard prior to injection? Moreover, while engine failure at times is merely inconvenient while you wait for a tow, there are times when having an engine is a safety issue, such as in bad weather where the sediment in the fuel tanks can be stirred up blocking the engine filters.

Like the engines, diesel fuel can be maintained although this can come as a surprise to some. Herein I will outline a few simple routines that will minimize the likelihood of fuel degradation failures.

I will describe a simple test that may be conducted prior to embarking fuel in regions where the quality is unknown or suspected to be of poor quality. This is particularly important if you plan to take on a large volume of fuel which may reside in your tank(s) for extended periods of time.



Australian Automotive Diesel Fuel (ADF), which is that supplied in marinas, is a high quality diesel fuel by international standards. ADF may also be referred to as Marine Gas Oil (MGO) or Marine Diesel Fuel (MDF) which are very similar. Thus the problem we face in Australia is not the quality of the fuel itself but how it is stored and maintained by both the marina and ourselves. ADF can have a 'shelf life' of approximately 6 to 9 months and possibly longer if looked after correctly. Although the additives in the fuel don't take into consideration that it may be in a vessel's tanks for lengthy periods of time, this is generally not of great concern in the commercial maritime industry, as fuel is often burnt within a relatively short period of time. However, this is not the case for privately owned recreational vessels – especially yachts. In addition, one of the few distinctions between ADF used in yachts and cars and MDF used by large ships is that ADF may contain a small proportion of bio diesel which readily absorbs water.

Water contamination presents one of the more significant forms of fuel contamination, and may result in one or more of the following (list is not exhaustive);

- **Formation of Microbiological Contaminants** (i.e. fungi or bacteria such as yeast) with resultant blockage of filters and tanks and failure of sensitive fuel injection systems (this is of greatest concern within high pressure, common rail fuel injection systems). This occurs as the microbes live in the interface between the fuel (food) and water (source of oxygen) that has accumulated in the bottom of the tank.
- **Corrosion of fuel system components.**
- **Lower the lubricity qualities of the fuel.** Seized fuel injection pumps and associated components.
- **Cause the engine to emit exhaust that is white/grey in colour.**
- **Hard starting** – engine cranks but misses during the compression stroke (rough idling may occur once the engine starts).

Water may be present in ADF in the following forms;

1. **Free water:** Water introduced while refuelling and droplets that that cling to the side of a container and eventually settle in the bottom of a tank/container. Clearly visible to the naked eye and can be removed by draining from tanks (or by placing a hand pump suction hose down into the bottom of the tank). NB: If placing a small flexible plastic hose inside a tank, make sure that it is correctly secured (i.e. not electrical tape) to the pump, as they can prove difficult to get out of the tank...
2. **Entrained water:** In this form the water will be 'suspended' in the fuel in very fine droplets that may make the fuel appear cloudy. Entrained water will normally settle in the bottom of the tank over time (i.e. 24-48 hrs after embarkation). Entrained water is clearly visible to the naked eye when a period of settling time has passed. This water can be drained off or sucked out as mentioned above.
3. **Dissolved water:** In this form the water is chemically bonded with the fuel. This water is absorbed within the fuel and is temperature dependant – the higher the fuel temperature, the more water it will absorb and hold. This form of water generally has no effect on vessel fuel systems unless you are operating in very cold climates. If this were the case, anti-icing inhibitors may be required.

Particulate contamination in the form of dust, dirt, rust, sand and scale may enter during embarkation, or as a result of poor tank design, inadequate maintenance of fuel systems (tank filling and transfer system), valves, and fittings. Particles greater than 10 micron (micrometre: 1 millionth of a metre) are considered coarse contamination and less than 10 micron is considered to be fine contamination. Fine contamination isn't visible to the naked eye unless it accumulates in a system. On average, 40 micron can be seen with the naked eye (a human hair is approximately 70 – 120 micron).

Both water and particulate contamination can be removed from a fuel tank by bottom sediment and water stripping (drain) valves fitted to a well-designed fuel tank. Ideally, water and sediment drain valves should be opened and checked for water weekly and after refuelling. It is also best practice to ensure that these drain valves have double isolation (i.e valve and threaded plug arrangement). Tank breathers/vents should be inspected for corrosion/damage that may allow water and foreign particulates to enter.

Keep your tank full, especially aluminium and steel tanks. This will ensure the air is pressed out of the tank minimising 'sweating' and condensation effect (corrosion) in warmer ambient conditions. Ideally, tanks should be drained of accumulated sediment, cleaned and inspected every 12 months. A lube oil extraction pump could be used for this purpose. Tank sweating can also occur during long periods of engine operation. This may occur as the engine return fuel will be warm, thus producing a mild heating effect in the tank – this is most prevalent in smaller capacity tanks. It may be difficult to fit bottom drains if the tanks are situated at a very low point in the vessel. An option is to install a low point drain part way up the tank and fit an internal tube tracking down to the lowest point. The introduction of a small day tank that is topped up from the storage tanks through a polishing system may also be an option. When in a day sailing configuration, the storage tanks can be drained, cleaned and laid up (using only the smaller capacity day tank).

Prior to embarking fuel, you may choose to conduct a 'clear and bright test.' Take a clear glass (E.g. a pickle jar - approx. 750ml) jar and fill to 2/3 with a sample of the fuel that is to be loaded. Place the lid on and move in a swirling motion to establish a vortex in the centre of the jar. This will draw particulates and water particles towards the centre. It will also allow for a quick visual inspection – the fuel should be 'clear and bright' indicating that it is in serviceable condition (be mindful of entrained air during embarkation – it can give a cloudy appearance if not give sufficient settling time). Refuel a number of days prior to departure to allow water and particulate to settle (if present). Drain prior to departure.

Please note that the 'clear and bright' test is at best a good indication of fuel quality. If in doubt, request a copy of the fuel condition statement (FCS) from your supplier/marina staff. The FCS will show density, cetane rating, cloud point, flash point, etc.

Also before embarking fuel, you can use a fuel filter funnel which also separates and captures free water. These are easily available from some chandleries and from EBay. They are also useful for your garden machinery when refuelling from cans. I have not used one of these funnel filters, but I have been told they are brilliant. Be mindful of rust, water and other contaminants if refuelling from containers such as jerry cans. The aforementioned fuel filter funnel is really useful here.

If your tank design allows, you can check if you have water in the tank by using water- finding paste (E.g. Gasoila EP02). This is applied to a metal dipping rod (or sounding tape) and insert through an inspection cover or filling point until it reaches the tank bottom. The paste will change colour if water is present.

Primary Filter Water Separators (FWS) perform three separate functions to the fuel as it passes through the unit. The FWS imparts a centrifugal force/action on the fuel as it flows across the (static) turbine centrifuge, thus separating the sediment and water out of the fuel. The water droplets then coalesce (collect and join together) on the sides of the bowl and, being of a greater density than the fuel, sinks to the bottom of the bowl. Final stage filtration is provided by a filter element that does not allow the passage of water or particulate contamination, both of which will also sink to the bottom of the bowl. This element would have a micron rating of approximately 20 (please consult engine manufacture to confirm their recommendation). The bowl should be inspected and drained regularly. Although it may be considered uncommon to have a centrifugal type FWS fitted in a yacht fuel system, I believe it should be something to at least consider. If set up in a dual (parallel) configuration, the fuel can quickly be diverted to the other unit without the need to shut the engine down. The plugged filter element can then be changed at an opportune time.

If it is suspected (visual indications, poor performance) that the fuel system may contain microbiological contamination, you will need to clean the tank out which can be very difficult in some circumstances. It is far more important and much easier to regularly inspect filter bowls and tank drains for water than it is to treat and eliminate MBC from your vessel's fuel system.

In addition, please use biocides with caution (type and dosage rates are important) as these are normally hazardous chemicals in their own right and in some circumstances, can exacerbate the situation. It's always a great idea to carry a spare primary element on board (as a minimum). The elements generally come wrapped in light plastic. However, this plastic tears easily and you may choose to place the box in a sealed bag along with a moisture desiccant pack. It is best practice to incorporate a primary FWS and a secondary filter featuring an element with a 5 – 10 micron rating. Modern diesel engines (especially common rail systems) may also feature a tertiary filter with an element rating of 3 micron. Fuel polishing and purification systems are a good idea to help maintain fuel quality once on board, but they will not eliminate the need to perform the basic requirements addressed above.

These tips do not negate the need for regular maintenance of fuel filtration systems. A few minutes of due diligence on a weekly basis should lead to many years of reliable engine operation.

I would like to thank Tim Pedley for his contributions to this article.

Shaydon English

## *Joe Attard - The South Wind*

*She had a blanket wrapped around her, to protect her from the cold,  
she had stood there for so long now, she felt tired, she felt old.  
She really hated this breakwater, when the wind blew from the south,  
and the huge waves just rolled and broke, across the harbour's mouth.  
A mother's tears are always warm when they first leave her eyes,  
but when the south wind touched her cheeks, they felt as cold as ice.*

*She had begged him, "Don't go out now, don't go out in that sea,  
don't go out in that sea son, please son listen to me."  
But men don't seem to understand, they need to go to sea.*

*The big man walked up close to her, and he hugged her from behind,  
she loved him but she hated him, for what he did to her mind.  
She had always been his woman, right from the first 'hello',  
she should have never married him, but she'd been too young to know.  
A lover's tears are always warm when they first leave her eyes,  
but when the south wind touched her cheeks, they felt as cold as ice.*

*There were other women standing there, waiting for their men too.  
Will the boat make it in this sea? Well no one really knew.  
The wind gusts were getting stronger, the barometer was still dropping,  
but they waited in the freezing cold, sometimes praying, sometimes sobbing.  
Women's tears are always warm when they first leave their eyes,  
but when the south wind touched their cheeks, they felt as cold as ice.*

*Then someone yelled, "I saw a light, out there, way out to sea,  
they're coming back, it must be them, it must be, it must be!"  
And somehow and against all odds, the men made it home alive,  
although no one really understood, how they managed to survive.  
Happy tears are always warm when they first leave their eyes,  
but when the south wind touched their cheeks they felt as cold as ice.*

*The big man had disappeared now, just when she needed him most,  
but she should have been used to it, because he was just a ghost.  
He was lost at sea some years before, but sometimes he'd still hold her tight,  
when she was cold, and when she cried, through every south wind night.  
A widow's tears are always warm when they first leave her eyes,  
but when the south wind touched her cheeks they felt as cold as ice.*

*She had once begged him, "Don't go out now,  
don't go out in that sea, don't go out in that sea love, please love stay home with me."  
But men don't seem to understand, they need to go to sea.*

A FRIENDLY REMINDER:

# SMOKE FREE ZONE

Please refrain from smoking within  
4 metres of club rooms  
to adhere with the Tobacco Act 1987.

# Festival of Sails

Hastings Yacht Club was represented by four boats in this years Festival of Sails held on the Geelong Foreshore between the 25th and 27th of January, 2020. The Festival of Sails is Australia's oldest sporting event and the largest regatta in the southern hemisphere.

**Siren** - 1st in passage race EHC Div 1 Cruising AMS &  
2nd in the passage race AMS Div 1 Cruising AMS

**Mercedes V** - 2nd in the series in Div 2 Cruising with Spinnakers

**Condor** - 5th in the series for AMS Div 2 Cruising AMS

**Apache** - 8th in the series for AMS Div 1 Cruising AMS



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## WINTER SAILING CALENDAR 2020- 2021

*Saturday - Multi Hull, Keel & Trailables*

Date	Event	High Tide (Hastings)	Tide Height	Start Time
30-May-20	Winter Series Race 1 Phil Jenkins Cup	0544	2.62	1100
13-Jun-20	Winter Series Race 2	0600	2.57	1100
20-Jun-20	Winter Series Race 3	1227	2.73	1100
04-Jul-20	Winter Series Race 4	1159	2.93	1100
18-Jul-20	Winter Series Race 5	1036	2.59	1100
01-Aug-20	Winter Series Race 6	1029	2.78	1100
15-Aug-20	Winter Series Race 7	0847	2.58	1100
29-Aug-20	Winter Series Race 8	0904	2.75	1100

*Sunday - Trailables & Off the Beach*

Date	Event	High Tide (Hastings)	Tide Height	Start Time
21-Jun-20	Winter Series Race 1	1322	2.88	1230
05-Jul-20	Winter Series Race 2 Winter Series Race 3	1304	3.03	1200
19-Jul-20	Winter Series Race 4	1140	2.68	1100
02-Aug-20	Winter Series Race 5	1134	2.81	1100
16-Aug-20	Winter Series Race 6	0944	2.57	0930
23-Aug-20	Winter Series Race 7 Sandstone Island Trophy Race	1620	3.06	1430
30-Aug-20	Winter Series Race 8	1001	2.67	0930

# TIDES TIMES

MARCH				APRIL				MAY				JUNE				JULY				
Time	m	Time	m	Time	m	Time	m	Time	m											
<b>1</b> 0600 2.77		<b>16</b> 0013 0.67		<b>1</b> 0024 0.96		<b>16</b> 0021 0.93		<b>1</b> 0544 2.60		<b>16</b> 0042 1.04		<b>1</b> 0049 1.00		<b>16</b> 0135 1.02		<b>1</b> 0128 0.70		<b>16</b> 0134 0.85		
SU 1833 2.77		MO 1229 0.14		WE 1230 0.67		TH 1226 0.50		FR 1842 2.90		SA 1241 0.84		MO 1257 0.84		TU 1339 1.24		WE 1345 1.08		TH 1349 1.33		2000 2.57
		MO 1929 3.09		TH 1924 2.88		FR 1930 2.86		SA 1936 2.75		TU 1936 2.75		TU 1946 2.82		TU 2008 2.59		2012 2.78		2000 2.57		
<b>2</b> 0012 0.84		<b>17</b> 0057 0.76		<b>2</b> 0059 1.02		<b>17</b> 0102 1.02		<b>2</b> 0017 1.11		<b>17</b> 0123 1.09		<b>2</b> 0138 0.93		<b>17</b> 0218 1.01		<b>2</b> 0218 0.64		<b>17</b> 0215 0.84		
MO 0628 2.75		TU 0713 2.82		TH 0703 2.61		FR 0712 2.52		SA 0624 2.55		SU 0741 2.39		TU 0823 2.58		WE 0909 2.41		TH 0931 2.76		FR 0923 2.53		
MO 1229 0.51		TU 1311 0.22		TH 1302 0.50		FR 1307 0.68		SA 1219 0.62		SU 1323 1.02		TU 1354 1.00		WE 1431 1.38		TH 1446 1.20		FR 1441 1.45		
1909 2.77		2014 2.97		2002 2.81		2011 2.70		1922 2.82		2015 2.63		2036 2.75		2049 2.51		2105 2.72		2045 2.49		
<b>3</b> 0045 0.91		<b>18</b> 0140 0.88		<b>3</b> 0135 1.10		<b>18</b> 0147 1.11		<b>3</b> 0059 1.12		<b>18</b> 0209 1.13		<b>3</b> 0235 0.83		<b>18</b> 0306 0.98		<b>3</b> 0316 0.58		<b>18</b> 0302 0.83		
MO 0658 2.70		TU 0713 2.82		TH 0739 2.54		FR 0800 2.39		SA 0714 2.50		SU 0838 2.32		TU 0939 2.65		WE 1013 2.47		TH 1040 2.84		FR 1024 2.59		
TU 1300 0.50		WE 1352 0.35		FR 1339 0.54		SA 1353 0.87		SU 1305 0.72		MO 1414 1.19		WE 1501 1.14		TH 1534 1.48		FR 1556 1.32		SA 1541 1.52		
MO 1947 2.74		MO 2059 2.83		2045 2.73		2057 2.57		2009 2.74		2059 2.52		2136 2.69		2139 2.45		2207 2.64		2139 2.44		
<b>4</b> 0120 0.99		<b>19</b> 0224 1.00		<b>4</b> 0215 1.16		<b>19</b> 0238 1.18		<b>4</b> 0148 1.09		<b>19</b> 0301 1.13		<b>4</b> 0340 0.72		<b>19</b> 0400 0.93		<b>4</b> 0420 0.54		<b>19</b> 0357 0.80		
WE 0628 2.75		TH 0713 2.82		SA 0822 2.48		SU 0859 2.28		MO 0818 2.48		TU 0945 2.31		TH 1056 2.78		FR 1116 2.58		SA 1147 2.93		SU 1128 2.68		
WE 1332 0.51		TH 1435 0.52		SA 1423 0.61		SU 1448 1.04		MO 1402 0.85		TU 1517 1.32		TH 1619 1.23		FR 1643 1.52		SA 1711 1.35		SU 1648 1.54		
2029 2.69		2145 2.68		2136 2.65		2151 2.47		2105 2.67		2149 2.44		2242 2.66		2236 2.42		2315 2.61		2243 2.42		
<b>5</b> 0158 1.10		<b>20</b> 0311 1.12		<b>5</b> 0205 1.20		<b>20</b> 0341 1.21		<b>5</b> 0251 1.03		<b>20</b> 0400 1.10		<b>5</b> 0448 0.59		<b>20</b> 0456 0.86		<b>5</b> 0526 0.50		<b>20</b> 0458 0.74		
TH 0804 2.55		FR 0920 2.42		MO 0820 2.42		TU 1013 2.24		TU 0939 2.51		WE 1059 2.38		FR 1208 2.96		SA 1215 2.73		SU 1252 3.03		MO 1230 2.80		
TH 1407 0.53		FR 1523 0.69		SU 1419 0.70		MO 1600 1.17		TU 1515 0.99		WE 1631 1.40		FR 1738 1.25		SA 1747 1.50		SU 1823 1.31		MO 1756 1.49		
2115 2.63		2239 2.56		2139 2.60		2253 2.42		2211 2.64		2247 2.41		2349 2.66		2337 2.44		2350 2.45		2350 2.45		
<b>6</b> 0240 1.20		<b>21</b> 0406 1.21		<b>6</b> 0310 1.20		<b>21</b> 0448 1.17		<b>6</b> 0403 0.91		<b>21</b> 0459 1.01		<b>6</b> 0555 0.47		<b>21</b> 0549 0.76		<b>6</b> 0022 2.61		<b>21</b> 0559 0.66		
FR 0845 2.47		SA 1018 2.30		MO 0940 2.41		TU 1132 2.30		WE 1105 2.64		TH 1204 2.53		SA 1315 3.12		SU 1310 2.88		MO 0630 0.47		TU 1327 2.93		
FR 1450 0.56		SA 1621 0.85		MO 1532 0.81		TU 1717 1.22		WE 1639 1.07		TH 1741 1.40		SA 1848 1.21		SU 1845 1.43		MO 1351 3.11		TU 1858 1.39		
2212 2.58		2340 2.49		2251 2.60		2354 2.43		2321 2.65		2345 2.42		2043 1.08		2022 1.26		1927 1.23		1927 1.23		
<b>7</b> 0331 1.28		<b>22</b> 0514 1.25		<b>7</b> 0429 1.11		<b>22</b> 0551 1.07		<b>7</b> 0518 0.73		<b>22</b> 0552 0.90		<b>7</b> 0053 2.69		<b>22</b> 0035 2.49		<b>7</b> 0125 2.63		<b>22</b> 0055 2.52		
MO 0939 2.39		TU 1132 2.23		TH 1111 2.49		FR 1240 2.45		TH 1225 0.85		FR 1259 2.71		SU 0655 0.38		MO 0640 0.66		TU 0727 0.46		WE 0656 0.58		
SA 1546 0.62		SU 1734 0.96		TU 1659 0.86		WE 1825 1.20		TH 1801 1.07		FR 1840 1.36		SU 1414 3.24		MO 1400 3.02		TU 1445 3.15		WE 1419 3.03		
2319 2.56											1949 1.14		1935 1.35		2023 1.15		1952 1.27			
<b>8</b> 0439 1.32		<b>23</b> 0045 2.48		<b>8</b> 0003 2.66		<b>23</b> 0048 2.48		<b>8</b> 0028 2.70		<b>23</b> 0037 2.47		<b>8</b> 0151 2.72		<b>23</b> 0129 2.56		<b>8</b> 0222 2.65		<b>23</b> 0155 2.61		
MO 1054 2.35		MO 0628 1.22		WE 1054 2.35		TH 0643 0.94		FR 0625 0.53		SA 0639 0.78		MO 0750 0.34		TU 0727 0.58		WE 0819 0.49		TH 0749 0.52		
SU 1659 0.67		MO 1254 2.26		WE 1236 2.68		TH 1334 2.63		FR 1334 3.07		SA 1347 2.89		MO 1507 3.29		TU 1446 3.11		WE 1533 3.15		TH 1507 3.10		
		1850 0.99		1821 0.85		1920 1.15		1912 1.03		1929 1.29		2043 1.08		2022 1.26		2112 1.07		2042 1.12		
<b>9</b> 0033 2.61		<b>24</b> 0146 2.52		<b>9</b> 0108 2.75		<b>24</b> 0133 2.54		<b>9</b> 0129 2.75		<b>24</b> 0124 2.54		<b>9</b> 0244 2.74		<b>24</b> 0219 2.62		<b>9</b> 0315 2.66		<b>24</b> 0251 2.69		
MO 0600 1.27		TU 0734 1.11		TH 0656 0.68		FR 0727 0.80		SA 0724 0.36		SU 0722 0.66		TU 0841 0.35		WE 0814 0.52		TH 0908 0.54		FR 0840 0.49		
MO 1222 2.39		TU 1404 2.37		TH 1349 2.92		FR 1420 2.80		SA 1434 3.24		SU 1430 3.03		TU 1556 3.27		WE 1531 3.16		TH 1615 3.11		FR 1552 3.13		
1822 0.67		1956 0.96		1930 0.80		2005 1.10		2011 0.98		2012 1.23		2131 1.03		2106 1.19		2157 1.01		2129 0.98		
<b>10</b> 0144 2.71		<b>25</b> 0238 2.59		<b>10</b> 0205 2.82		<b>25</b> 0212 2.60		<b>10</b> 0223 2.80		<b>25</b> 0208 2.60		<b>10</b> 0333 2.73		<b>25</b> 0307 2.66		<b>10</b> 0401 2.65		<b>25</b> 0340 2.76		
TU 0718 1.10		WE 0828 0.97		FR 0754 0.45		SA 0805 0.68		SU 0817 0.26		MO 0803 0.58		WE 0928 0.41		TH 0859 0.50		FR 0952 0.63		SA 0930 0.51		
TU 1347 2.54		WE 1500 2.52		FR 1452 3.12		SA 1500 2.94		SU 1529 3.33		MO 1513 3.12		WE 1640 3.21		TH 1614 3.16		FR 1653 3.05		SA 1633 3.12		
1939 0.63		2048 0.92		2030 0.76		2044 1.06		2103 0.94		2051 1.17		2216 1.00		2148 1.11		2238 0.97		2215 0.83		
<b>11</b> 0245 2.82		<b>26</b> 0321 2.65		<b>11</b> 0256 2.88		<b>26</b> 0248 2.65		<b>11</b> 0312 2.82		<b>26</b> 0249 2.64		<b>11</b> 0419 2.71		<b>26</b> 0354 2.69		<b>11</b> 0446 2.62		<b>26</b> 0437 2.81		
WE 0826 0.86		TH 0910 0.84		SA 0845 0.27		SU 0842 0.58		MO 0906 0.22		TH 0843 0.52		TH 1013 0.51		FR 0944 0.51		SA 1033 0.74		SU 1018 0.57		
WE 1500 2.74		TH 1546 2.67		SA 1845 3.25		SU 1538 3.03		MO 1617 3.33		TU 1553 3.16		TH 1719 3.12		FR 1653 3.13		SA 1726 2.97		SU 1712 3.08		
2045 0.57		2132 0.90		2122 0.75		2119 1.03		2151 0.92		2130 1.13		2300 0.99		2231 1.03		2315 0.94		2259 0.70		
<b>12</b> 0340 2.92		<b>27</b> 0357 2.69		<b>12</b> 0343 2.89		<b>27</b> 0323 2.68		<b>12</b> 0358 2.80		<b>27</b> 0330 2.66		<b>12</b> 0504 2.65		<b>27</b> 0441 2.70		<b>12</b> 0529 2.59		<b>27</b> 0530 2.84		
MO 0922 0.61		FR 0946 0.72		TH 0933 0.17		FR 0917 0.52		FR 0952 0.26		WE 0923 0.50		MO 1055 0.64		SA 1029 0.56		TU 1112 0.85		WE 1107 0.67		
TH 1604 2.93		FR 1626 2.78		SU 1637 3.29		MO 1615 3.08		TU 1702 3.27		WE 1632 3.15		FR 1755 3.02		SA 1731 3.08		SU 1756 2.89		MO 1749 3.03		
2144 0.55		2210 0.89		2210 0.76		2154 1.02		2236 0.92		2208 1.11		2340 1.00		2314 0.95		2350 0.91		2343 0.59		
<b>13</b> 0429 2.97		<b>28</b> 0429 2.72		<b>13</b> 0426 2.88		<b>28</b> 0357 2.69		<b>13</b> 0442 2.77		<b>28</b> 0409 2.66		<b>13</b> 0548 2.57		<b>28</b> 0530 2.70		<b>13</b> 0611 2.55		<b>28</b> 0625 2.84		
MO 1014 0.39		SA 1020 0.62		MO 1019 0.15		TH 0952 0.49		WE 1036 0.35		TH 1002 0.51		SA 1135 0.79		SU 1115 0.65		MO 1148 0.97		TU 1155 0.79		
FR 1700 3.08		SA 1702 2.87		MO 1724 3.26		TU 1651 3.08		WE 1744 3.16		TH 1710 3.11		SA 1829 2.90		SU 1808 3.02		MO 1824 2.81				

## 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



**CANCELLED**  
**UNTIL FURTHER NOTICE**

# HASTINGS YACHT CLUB

## Junior Racing

COMMENCES 23RD FEBRUARY 2020

BRING YOUR OWN DINGHY OR IN JUMP IN A CLUB BOAT!

ACCOMODATING FOR THOSE WHO HAVE PREVIOUS SAILING EXPERIENCE.

CREATING A SAFE & SUPPORTIVE ENVIRONMENT FOR KIDS WHO ARE LOOKING TO  
PROGRESS THEIR SAILING SKILLS AND LEARN TO RACE.

LEARNING EVERYTHING FROM FINE TUNING TECHNIQUES,  
RACING TACTICS, STARTING SEQUENCES AND BOAT TUNING.

DUE TO THE NATURE OF THE SPORT RELYING ON TIDES, UNFORTUNATELY WE CAN  
ONLY ROSTER 5 SUNDAYS TO FACILITATE THIS PROGRAM BEFORE THE WINTER  
WEATHER SETS IN.

GIVEN THE WEATHER WE WOULD APPRECIATE  
YOUR COMMITMENT AND FLEXIBILITY.

12PM- 3PM

SUNDAY 23RD OF FEBRUARY

SUNDAY 8TH OF MARCH

SUNDAY 22ND OF MARCH

SUNDAY 5TH OF APRIL

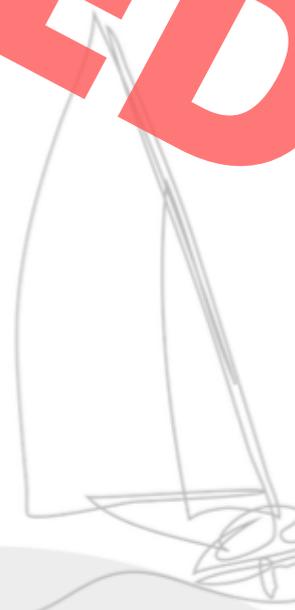
SUNDAY 19TH OF APRIL

HAVE RACING EXPERIENCE?

WE ARE LOOKING FOR EXPERIENCED MEMBERS TO SUPPORT US GETTING KIDS OUT ON THE WATER!  
IF YOUR INTERESTED IN SHARING YOUR KNOWLEDGE, PLEASE GET IN TOUCH!

PLEASE CONTACT [SAILTRAININGOFFICER@HASTINGSYACHTCLUB.ORG.AU](mailto:SAILTRAININGOFFICER@HASTINGSYACHTCLUB.ORG.AU) TO REGISTER

**CANCELLED**  
**UNTIL FURTHER NOTICE**





## Reduce your risk of coronavirus

- ✦ **WASH** your hands often with soap and running water, for at least 20 seconds. Dry with paper towel or hand dryer.
- ✦ **TRY** not to touch your eyes, nose or mouth.
- ✦ **COVER** your nose and mouth with a tissue when you cough or sneeze. If you don't have a tissue cough or sneeze into your upper sleeve or elbow.
- ✦ **STAY** at home if you feel sick. If you take medication make sure you have enough.
- ✦ **PHONE** your doctor or the hotline – **1800 675 398** – if you need medical attention. They will tell you what to do.
- ✦ **CONTINUE** healthy habits: exercise, drink water, get plenty of sleep.
- ✦ **WEARING** a face mask is not necessary if you are well.
- ✦ **BUY** an alcohol-based hand sanitiser with over 60% alcohol.



Find out more

[www.dhhs.vic.gov.au/coronavirus](http://www.dhhs.vic.gov.au/coronavirus)

If you are concerned, call the

**Coronavirus hotline 1800 675 398 (24 hours)**

**Please keep Triple Zero (000) for emergencies only**

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