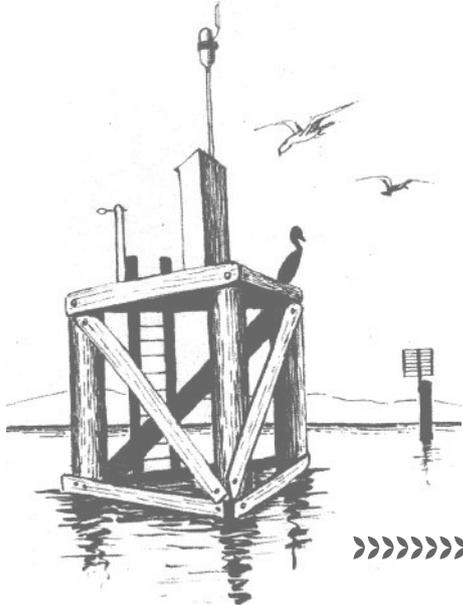




FEB
2021



The Dolphin



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



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- New Blue Book Published
- Junior Sailing
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- Sail Peninsula

Hastings Yacht Club

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2020-2021 GENERAL COMMITTEE

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COMMODORE'S REPORT

MARK PALMER

This past 12 months has been challenging for the Hastings Yacht Club and its members due to COVID. Being locked at home has not allowed us to sail as often as we usually do and, for some, it has been a trying time. I hope all our members have coped with these trying times.

We have managed to keep on top of things with limited access to the club and meetings via Zoom. Thank you all for your patience and perseverance to make this happen. A big thanks to our Secretary Kenton for all his work along with Daryl Hergt who volunteered his time to help set up the AGM and ran it behind the scenes for us.

As a practice for our AGM we held a few information sessions on Zoom. Phyllida Rixon gave an informative talk on sails and Shaydon English, just as informative, on the workings of our diesel engines. These went across well with our members and I am keen to see more. If you have any ideas on sessions we could run on zoom let us know.

We have had a busy racing calendar to catch up on all the races we missed due to COVID. Thanks to Donno and his crew for making it all work. Our Club Captain's Regatta held 23-24 Jan was a great success thanks to our racing committee led by Peter Donaldson, our land-based volunteers for great after race meals on both days and the generous donation from Pam's Charcoal Chicken in Hastings.

I have recently called for volunteers to help us put together a Social Calendar for 2021. Your help will be greatly appreciated in setting the calendar and giving a hand to set up and run these events. If you have any ideas on some social events we all may enjoy please send me a message or give me a call. Hopefully COVID will allow us to get back to some level of normalcy. I look forward to having a cup of tea (or something stronger) with you.

We missed out on our usual working bee in 2020 so maybe we can work something out soon so we can get a few little clean up and repair jobs sorted. As always, if you see something around the club that needs some attention please let me or a committee member know or put it in the maintenance book in the radio room. We do keep an eye out for repairs around the club but we do miss things.

Club members, Graeme and Joan Cox, are moving out of the area to be closer to family. I wish them all the best in their new home and hope they come back to Hastings regularly to visit us.

Happy Sailing and stay safe!!!!

Mark Palmer
Commodore



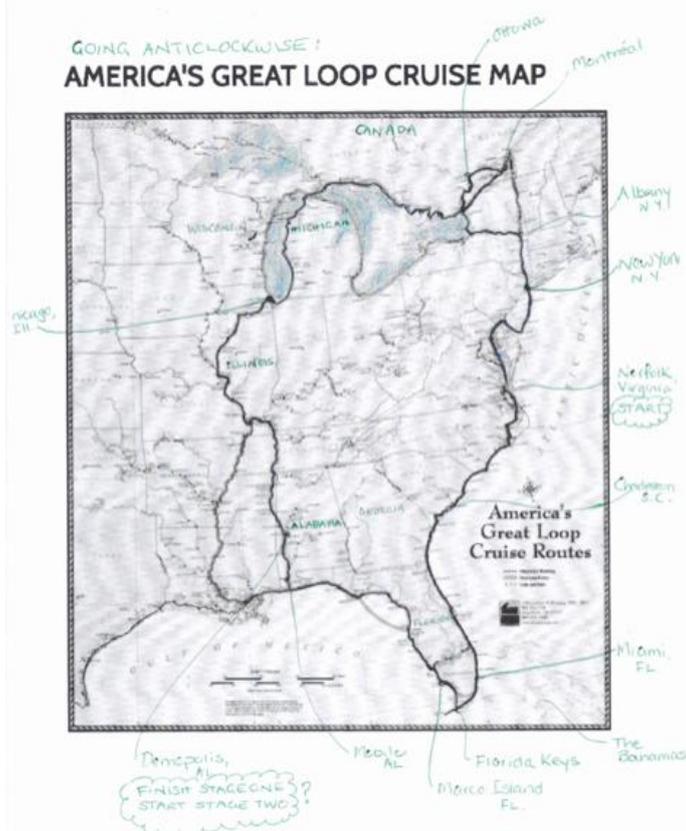
FROM OUR MEMBERS...

*America's Great Loop**Martin Jones, Denise Williams**Part One – Norfolk Virginia to Chicago, Illinois**April – Sep 2019*

Idly flicking through the Afloat magazine on a lunch break at the Hastings Yacht Club while doing some work on our Noalex 25, Grasshopper, I found a review of a book about two Australians who had completed America's Great Loop. Derrick Baan, with a friend, journeyed 6000 miles in five months, in a borrowed 26ft power boat, on the inland waterways of the US. After enjoying two sail boat charters in the Mediterranean I wondered if this could be our next adventure. To that end I brought the magazine home and casually left it on the dining room table. Denise soon discovered the article and suggested that we could undertake this adventure. Little did we know this wasn't going to be any holiday but nine months of high adventure.

America's Great Loop is a complete circuit, usually travelled anticlockwise, which runs north up the Atlantic Coast, using the Intra Coastal Waterway, then via the Hudson River (actually not a river but a fjord), through the Erie and Oswego canals, across Lake Ontario to Canada. Usually "Loopers", as people who undertake this voyage are called, go via the St Lawrence Seaway to Montreal and up the Ottawa River to the National Capital. The route then enters the Rideau Canal via a system of 8 locks rising through the centre of Ottawa. There are variations of the Loop, but most people travel westerly through the Trent Severn Canal to the north of Toronto and then to Georgian Bay and Lake Huron in Canada. The return to US waters begins in Lake Huron then travel is via lake Michigan and through the centre of Chicago and south into the river systems. The rivers, largely carrying commercial traffic, comprise the Illinois, Mississippi, Ohio, Tennessee and the Tenn. Tombigbee waterway. This system of canals and locks which are actually larger than the Panama Canal in terms of earth moved, heads south to the Gulf of Mexico. Heading east from the coast at Mobile, Alabama, the route continues on inland waters along the rim of the Gulf until eventually an open water crossing of the Gulf proper is required in Florida.

From Florida there are two alternate ways back to the Atlantic Coast. With the exception of the one-day open water Gulf of Mexico crossing and a leg in the Atlantic Ocean from near Atlantic City on the New Jersey Coast to New York City, the entire route can be undertaken on enclosed waters. While this sounds comforting, it was not necessarily so. The intra-coastal waterways were originally set up to avoid German submarines in both wars, although many sections on the east coast are no longer used commercially. Maintained by the Army Corps of Engineers, dredging budgets have been cut and some parts are only navigable above half tide. About 250 boats go Looping annually – some spend years doing it.



Our decision to undertake the journey seemed easy compared with all the issues associated with finding and acquiring a boat. We didn't know anyone who had undertaken the Loop or what boat would suit us best. Fortunately, there was an American Great Loop Cruisers Association (greatloop.org) with a very active forum of boaters, various podcasts and stuff for sale – books and boats. Joining that gave us a leg up. Mainly focussed on the US, it didn't help us with the issue of how foreigners could find and register a boat for the journey. The forum fortunately did lead us to a couple of Australian Loopers who were very helpful in sorting out how to accomplish this adventure. A couple from Adelaide, who had a boat in Florida, visited us in Melbourne while they were back taking a break. They told us exactly how to register a boat and recommended a boat belonging to their friends which was to come on the market in Norfolk, Virginia, in May 2019 – perfect timing for us. In January, we flew off to Florida and inspected Band Wagon 3 and offered a deferred settlement subject to mechanical and full survey.

She was a 2002 Mainship 390, a 39 ft “trawler” as the Americans classify them. She was fitted with a single Yanmar 370 HP turbo diesel (less than 1000hrs), with a bow thruster, two staterooms, electric head, electric hot water, oven, cooktop, microwave, fridge/freezer and coffee maker. Equipped with AIS (Tx and Rec), radar, Raymarine autopilot, radios, MMSI and chart plotter. All instruments were duplicated to the fly bridge, from where we operated, except in the very worst of weather. In addition to the plotters we used charts, Navionics and tracked our route with NEBO on the iPads. We had back up nav on the iPhones. Crucially the air draft was sufficient to pass under all the bridges in Chicago. The Mainships are very popular with Loopers and we saw at least one in almost every marina we visited. It's the Holden of the waterways, although the newest models built under Marlow are more upmarket. We liked the fly bridge as it provided good visibility particularly in the rivers where we could see over the levee banks. An extra bonus was a 10 ft dinghy with a mere 20hp outboard – I didn't ever find a vessel underpowered in the US! People have done the journey in all kinds of vessels from jet skis to 60 foot or more luxury yachts. The Mainship turned out to be a very good boat for our purposes and had more endurance in rough weather than the crew. The rule generally in these waters, especially fresh water, is to not venture out in seas over 1 metre and winds over 15 knots max, as we shall see later.



Band Wagon 3 – Mainship 390

Everything looked set for a May handover – 6-month visas in hand, tickets procured, 4 lots of baggage, surveyors booked and the bank account filled. We should have realised all would not go to plan when we arrived in Norfolk and the hotel pick up, as promised and confirmed did not arrive. Eventually we found a scarce taxi and got to our hotel, all the more exhausted, but keen to get on with the surveys and start the adventure. Unfortunately, Band Wagon 3 failed the sea trial. We were faced with walking away from the deal and finding another boat somewhere else, or living on the boat on the hard while we waited for repairs to an improperly repaired propeller, a damaged shaft and a leaking seal throwing sea water up all over the generator.

Our only real choice was to stay and see it through. Fortunately, Norfolk is a huge naval town with every machine shop imaginable. There were five aircraft carriers in dock, destroyers, hospital ships, including the one that went to New York City during the peak of COVID 19, supply vessels and submarines. The rules were if you got too close to any Navy boat, they could blast you off – message clear! After four weeks we were back in the water and took her away for a weekend trial run before engine alignment.

Finally, the day came for us to leave, 5 weeks later than planned, on 8 June 2019. Like so many Loopers setting out, we had a bad dose of dock fever and left on a marginal day that was rainy, windy and wavy, although that didn't deter the crabbers who were laying their pots along our planned route. Not wishing to have a line wrapped around the prop on the first day out, we took the long way to our first destination and successfully anchored for the night. That was after a vicious 7nm trip which not only re-arranged the cabin furniture and tested our fortitude, but had us hanging on for dear life. We were more careful about the rules for departure after that. Another couple we met almost lost their boat in that area on their first day out: in similar conditions, waves stirred up sediment in the fuel tanks causing power loss. Coast Guard were deciding whether to rescue them plus the boat or just them.

One thing distinctly noticeable in the US when compared with Canada and Australia, was the amazing assistance available everywhere in US waters. US Coast Guard is a huge organisation with a massive and impressive fleet of vessels. In addition, there are two privately run rescue services, Boat US and Tow Boat US – like RACV on the water. In Canada we received several Mayday calls, which also pop up on the chart plotter. However, Canadian Coast Guard rely on boats in proximity to the incident to assist. One morning, crossing a very nasty piece of water in similar conditions to our first day, we received such a call, but given the distance and direction, assisting would have put us on a beam sea creating more of a liability than a rescue. Another friend lost his dinghy off the transom in high seas in the Chesapeake Bay. The US Coast Guard found it and put out a search for them. It was so important to have good radios, plotter, MMSI and AIS in case anything went wrong.

Departing Norfolk later than we desired meant we started to run up against quite a few restraints. The benign spring weather was now in full summer mode, meaning afternoon thunderstorms, heavy rain and strong winds. We were wary about travelling and anchoring in these conditions. Hurricane season starts in June and can affect areas from Florida as far as New York City, not to mention tornadoes. One of the Australians who advised us, had his Bimini and fly bridge badly damaged in a 10-minute blast one afternoon. While living on the hard, we had to head into the nearest pub one night to shelter from a tornado. Alarms were going off throughout the neighbourhood where the boat was standing. On the other hand, we were trying to play catch up and get ourselves north before the summer exodus in Canada. The Quebecois have an annual summer break and they take to their boats in droves, clogging the canals and leaving no space to tie up. Looking way forward, deteriorating weather on Lake Michigan makes it more difficult to enter and cross in September, worse in October and improbable in November. Summer is short in the north and marinas start to close in late August. On the other hand, there are any number of weather services and wave forecasts similar to MetEye™ here. Some specialise in specific geographies and are focussed on Loopers and are free or inexpensive. A major constraint in 2019 was maintenance on the locks exiting Chicago. Three of these five major locks were closing for three weeks maintenance in late September. As it happened, we managed to clear them with a day to spare, notwithstanding getting caught in a busy river in the dark, with nowhere to tie up. Failure to clear the locks meant being bottled up in Lake Michigan with increasingly poor weather and marinas closing down for winter.

We started looking at alternatives such as trucking the boat around the locks. Those Loopers who did get caught struggled with a large mass of boats travelling together and an inability to find berths as they travelled the rivers. The motto is to not travel to a schedule, which can be difficult for foreigners who have visa constraints and return flights to worry about. All in all, we were under pressure to keep moving and missed seeing Montreal and the Thousand Island areas in Lake Ontario with all its island mansions. We concluded that North America has the most amazing waterways which can come with some vicious weather. Australia has wonderful weather but not such extensive waterways.

Highlights of the journey to Chicago:**Most Scenic:**

Canada was vast, extensive and mostly beautiful. However, the remoteness and beauty were spoiled in some places by massive windfarms and the desire for everyone in Toronto to own a house on a remote island rock. Some houses were complete with their own float plane. The first of the two canals we used in Canada, Le Rideau, built in 1832 and well preserved, was reminiscent of the French canals. The Trent- Severn Canal, 220nm long and completed in 1920, provided transit from Lake Ontario to Lake Huron and the Georgian Bay area. It had some interesting technology with two of the locks consisting of hydraulic “baths” which boats sailed into. One balances the other. Heading west we up locked from Lake Ontario to the highest point and then down-locked into Lake Huron. One of the locks was actually a small rail carriage – three boats motor into the open carriage, and suspended on slings, lifts them up and across a small hill and a road. Hang Dog Channel, suited to a max boat length of 40 feet was amazingly beautiful and challenging. An area also known as 10,000 islands (and 30,000 below water and all rock) was as spectacular as it was dangerous. Many of the rocky passageways only allowed one boat at time to traverse, so AIS and the radios were in full use. At one point, between channel markers on a 90-degree port turn, was a huge rock in the middle of the channel with only a few metres clearance either side. It was so tight that we had to back up to make the turn. Only later did we learn that this route should not have been undertaken by anyone without considerable experience in this area!

**Peterborough hydraulic lock – Trent-Severn Canal, Ontario****High Adventure:**

We anchored about 1 in 3 nights. On a side trip to Baie Fine in Canada we sailed up a long fjord to visit Ralph Evinrude’s (of outboard motor fame) summer house. The adjacent protected anchorage was full, forcing a stay at the end of the fjord. A wind shift was due in the early morning with a fetch the length of the fjord. Unfortunately, the wind blew in early, at 25 knots, from late evening. The anchor alarms woke us and we spent the remainder of the night on anchor watch to ensure we didn’t end up on the rocks. Our two friends’ anchors both dragged in the night and they had to reset. Our 21kg Manson Boss was rock solid throughout the trip.

Lake Michigan is a very dangerous piece of water. Winds and waves can vary across the Lake in direction and intensity. Entry to the Lake from the north is through a relatively shallow channel through which massive amounts of water can flow, creating unexpected waves. We set out to enter one morning in 10-15 knot winds and turned back on the advice of boats ahead of us. In the entry channel they faced frightening eight-foot seas on short periods. We had to wait several days for benign conditions. The journey down the Lake took 11 days. We travelled in the company of two others.

One 45-footer was solo and didn't have radar. On the worst day we put him between the two boats with radar – visibility was less than 30 metres in fog and we were able to provide course direction from radar. We faced heavy rain and lightning. The fog lifted at one point, then came down again – from the fly bridge we couldn't see the water, but could see blue sky above. On our AIS, large commercial vessels were visible transiting the Lake. Laker boats, mostly ore carriers, can be 740 feet long and over 20,000 DWT. Best avoided at all times.

Most Memorable Food:

Americans like to find marinas so they can eat out – usually the first selling point for a marina is the local restaurants. Denise likes to cook, so we mostly ate on board. In Virginia she managed to procure fresh crab from a crabber right out of the pots back and as soon as the freshly harvested sweet cob corn hit the shops, we were into that for a couple of months. We did enjoy a fine dining out night at Shaw's Crab House in Chicago. It was a celebration to have made it to Chicago in time to clear the locks and a birthday as well.

We enjoyed brunch at Northside espresso + kitchen - Café in Kingston Ontario owned by Aussies – first espresso on the trip and just like a Melbourne café. Apart from Manhattan, espresso is hard to find in the US.

Wonderful local hosts we were fortunate to meet in Trenton, Ontario, showed us all over the local area and shouted lunch. We met a former RAAF pilot who was involved with the Royal Canadian Air Force Museum, which houses the only intact Halifax bomber, recently raised from a fjord in Norway, where it crashed in WW2 on a covert mission.

We discovered beaver tails (fried dough pastries stretched to a beaver tail shape with sweet or savoury toppings) in Sault St Marie, Ontario and pasties (the real thing) at Mackinaw City, Michigan.

Most of all we enjoyed eating fresh fish caught locally and prepared simply in humble places along the way. Pickerel in Canada, catfish on the US rivers and shrimp and crab down South in Florida.



Best side trip:

We spent a weekend in Ottawa exploring the National Capital – met up with two other Loopers we knew. One was transiting the locks in a magnificent and rather large boat. The lockkeeper let the water out without paying attention and grounded the boat in the lock. I've never seen lock keepers move so fast to re-float the boat.

Ottawa was stinking hot and humid, but has an interesting science and technology museum, art gallery and the tour of the magnificent parliament houses was of special interest to me as a former lobbyist.

Other amazing moments:

Departing Staten Island, the cricket capital of America, sailing under the Verrazano Narrows Bridge and avoiding rush hour ferries past the Statue of Liberty was a unique experience. Extraordinary views of Manhattan on a sunny summer's day and running hard against the outflowing tide under the George Washington Bridge was an exhilarating start to the arduous journey up the Hudson Valley to Albany, capital city of New York State.

Part 2 of the journey in the next edition of Tell Tales, will include the treacherous river journey from Chicago to Florida and how COVID aborted the trip.

The Cape Schanck Siren

A poem by Joe Attard

She whispered sweet things in his ear, like he'd never heard before,
the Cape Schanck siren hummed and cried, begging him to sail to shore.

He said "Ease up on me sweet siren, for weeks I've been to sea,
you know that I am vulnerable, why do you this to me?
I've heard your call so many times, and till now I have been strong ,
for I am mortal, you are not, our connection would be wrong."

"Heed to my cries lone sailor man, I once was mortal too,
you are the man I need to hold, that's why I call to you.
I've seen you sail by many times, in that snug yacht of yours,
and I have beckoned you to me, but you never change your course.
Come, make your suntanned arms obey, and veer towards the Cape,
you know you can't resist me now, I'll not let you escape."

So he was blinded by her call, and he helmed towards the land,
not knowing where his yacht would crash, on jagged rocks or sand.
And the loud sound of crashing waves, was dulled by her sweet voice,
while with full sail he raced to shore, just like if he had no choice.
But just before he hit the rocks, as he surfed off a big wave,
he found himself sailing into, the mouth of a huge cave.

And what he bewildered him, he could not believe his eyes,
beneath the rugged Cape Schanck hills, was a hidden paradise.
There were a few small white buildings, the land was rich and green,
and there were more laden fruit trees, than he had ever seen.
Pretty birds flew everywhere, animals roamed around free,
and schools of fish just swam about, in canals that ran to the sea.

And then he saw the woman, that had lured him to this place,
and as he walked up towards her, his heart began to race.
She was more than just a woman, more like an angel from above,
so before he held her in his arms, he was falling in love.
And he seemed to live in peace with her, never wanting for anything,
as he enjoyed the fruits of life, such a sweet angel can bring.

But while he slept he dreamt he sailed, across the open sea,
and before long he realised, the he needed to be free.
So one day he told his lover, that soon he would sail away,
but she became very angry, and demanded that he stay.
She screamed "You will not leave this place, this will always be your home"
and suddenly he felt real cold, she had turned him into stone.

It was the cold that woke him up, from his dream or fantasy,
and right away he changed his course, to much further out to sea.
Never again did he commit, to a promise he couldn't keep,
and then sail off a dear love, leaving her to sigh and weep.
Past guilt had thought him this lesson, but he had to thank,
for she gave him a chilling warning, the sweet siren of Cape Schanck.

Club Captain Regatta Jan, 2021



The New 'Blue Book'

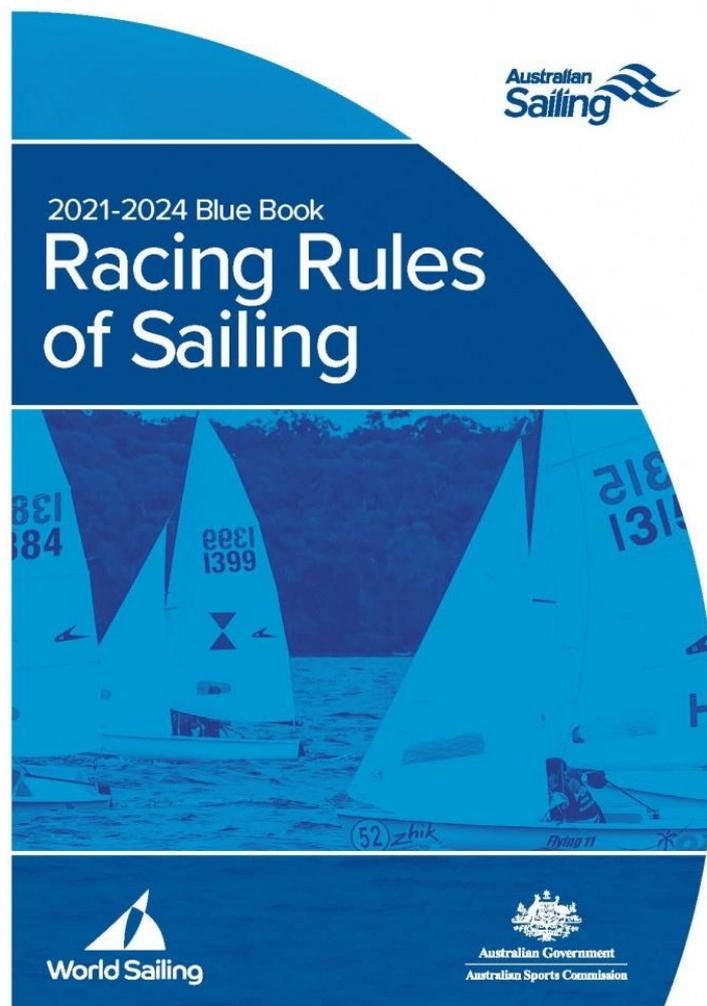
The **Racing Rules of Sailing** - Blue Book is revised and published by World Sailing every four years. The newest edition, **2021- 2024** came into effect as of the 1st of January, 2021.

The Racing Rules of Sailing (RRS) governs the sport of sailboat and sailboard racing worldwide.

As always there have been many changes made however here's what you need to know;

- Start and finish now occur when any part of the hull is over the line; the boat's crew and equipment were removed from the definition.
- Sail the course definition was added. This will allow RC to disqualify you without protesting and holding a hearing. You can still request redress.
- Exoneration is clarified and consolidated in a new rule.
- A solid blue flag can replace the orange flag for the finish line.
- The code flag V requires competitors to monitor the RC channel for search and rescue instructions.

To download the newest version of Blue Book or if you are interested in reading about further changes made go to;
<https://www.sailing.org/documents/racingrules/>



The Bureau of Meteorology App



The Bureau of Meteorology have just deployed a new marine update to the BOM Weather App!

If you're heading out on the water, check out these new features:

- marine forecasts and warnings for the days ahead;
- hourly wind forecast and gusts in knots for the next 72 hours;
- 3-hourly total wave height and direction information for the next 72 hours;
- high and low tide times for the days ahead; and
- moon phase for today and the days ahead.

The marine updates complement hourly and 7-day forecasts, severe weather warnings and radar already available through the BOM Weather App.

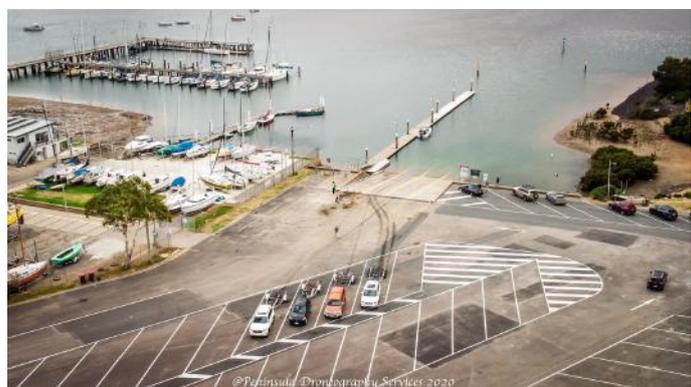
Hastings Boat Ramp Upgrade



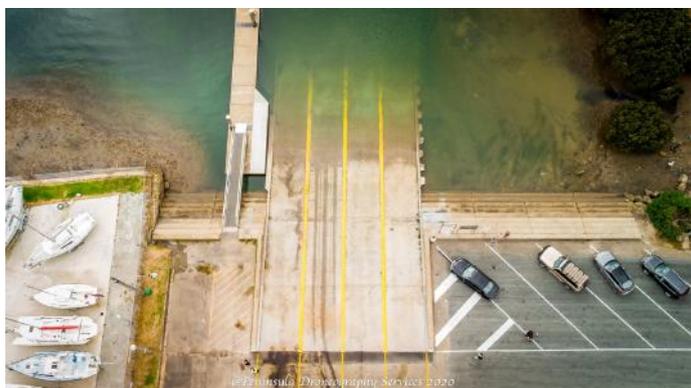
Although we are lucky enough to have our own launching facilities at HYC we often see how busy the neighbouring public ramp can get on a sunny day!

Known to be one of the busiest ramps on the Mornington Peninsula the Hastings boat ramp needed an upgrade to service the growing numbers of people who want to go boating in Western Port.

Together Better Boating Victoria and Mornington Peninsula Shire managed the \$1.6m project which commenced in July 2020.



It was a sight to see with a large cofferdam wall craned into place. In September 2020, half way through the operation, the steel wall buckled from the weight of a high tide requiring construction workers to start again.



After a short delay the completion of the new four ramps and facilities occurred in November 2020 just in time for the relaxing of the Covid Restrictions. The structure now extends deeper into the bay than ever before providing all-tide access to Westernport bay.

Stage two of this project is due to be complete mid-2021 which includes the dredging between the end of the channel and boat ramp.

Photographs taken and owned by Peninsula Droneography Services

SUMMER SAILING CALENDAR 2021

Saturday - Multi Hull, Keel & Trailables

Date	Event	High Tide (Hastings)	Tide Height	Start Time
13-Feb-21	Summer Series Race 5 Lady Helmsman Trophy Race	0312	2.84	1100
20-Feb-21	Flinders Trophy Race	0717	2.70	1000
27-Feb-21	Summer Series Race 6	0136	2.60	1100
13-Mar-21	Summer Series Race 7	0142	2.6	1100
27-Mar-21	Summer Series Race 8	1125	2.3	1100
10-Apr-21	Bill Tamo Night Race	1122	2.32	1700

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	0432	2.99	16	0514	2.90	1	0317	2.82	16	0405	2.77	1	0414	2.85	16	0329	2.67	1	0327	2.82	16	0323	2.65	1	0444	2.77	16	0414	2.62												
MO	1013	0.90	TU	1100	0.68	MO	0857	0.95	TU	0951	0.71	TH	1003	0.33	FR	0923	0.52	SA	0924	0.17	SU	0919	0.53	TU	1038	0.41	WE	1003	0.63	WE	1748	3.17	TH	1710	3.05						
	1629	2.66		1728	2.69		1523	2.65		1630	2.75		1700	3.17		1615	3.02		1634	3.34		1622	3.12		2325	0.96		2249	1.12												
	2212	0.47		2308	0.67		2107	0.61		2211	0.78		2235	0.75		2158	0.97		2207	0.91		2203	1.10																		
2	0513	3.01	17	0545	2.86	2	0403	2.90	17	0440	2.77	2	0457	2.87	17	0359	2.69	2	0414	2.83	17	0359	2.66	2	0535	2.71	17	0455	2.61												
	1056	0.73		1136	0.61		0946	0.72		1028	0.61		1050	0.20		0955	0.49		1012	0.18		0954	0.54		1125	0.57		1041	0.68												
TU	1718	2.74	WE	1807	2.71	TU	1620	2.82	WE	1709	2.82	FR	1750	3.23	SA	1648	3.03	SU	1722	3.29	MO	1656	3.09	WE	1830	3.04	TH	1743	2.99												
	2259	0.50		2345	0.74		2200	0.58		2249	0.81		2323	0.76		2230	0.98		2254	0.92		2236	1.11					2326	1.07		2326	1.07									
3	0549	2.99	18	0614	2.81	3	0445	2.93	18	0509	2.76	3	0538	2.87	18	0429	2.68	3	0500	2.80	18	0433	2.64	3	0011	0.96	18	0538	2.59												
	1137	0.58		1209	0.56		1031	0.52		1101	0.54		1135	0.14		1028	0.49		1058	0.26		1028	0.58		0628	2.62	18	0538	2.59	18	1121	0.75									
WE	1808	2.80	TH	1843	2.71	WE	1713	2.95	TH	1744	2.86	SA	1838	3.22	SU	1720	3.02	MO	1807	3.18	TU	1730	3.03	TH	1211	0.76	FR	1816	2.93	TH	1211	0.76	FR	1816	2.93	TH	1211	0.76	FR	1816	2.93
	2345	0.56					2249	0.59		2323	0.84		2300	1.01		2340	0.94		2309	1.12		1909	2.90																		
4	0625	2.95	19	0020	0.82	4	0525	2.94	19	0536	2.74	4	0010	0.81	19	0500	2.66	4	0546	2.73	19	0510	2.59	4	0056	0.97	19	0003	1.01												
	1219	0.45		0639	2.75		1115	0.35		1132	0.49		0519	2.83		1059	0.51		1144	0.41		1101	0.63		0722	2.53	19	0626	2.58												
TH	1858	2.83	FR	1240	0.52	TH	1802	3.03	FR	1815	2.88	SU	1119	0.17	MO	1753	2.96	TU	1851	3.03	WE	1804	2.96	FR	1258	0.96	SA	1204	0.85	FR	1258	0.96	SA	1204	0.85	FR	1258	0.96	SA	1204	0.85
				1917	2.70		2336	0.63		2355	0.88		1825	3.13		2332	1.05		2342	1.14		1948	2.77					1851	2.87		1851	2.87									
5	0031	0.66	20	0053	0.90	5	0603	2.92	20	0603	2.72	5	1825	3.13	20	0532	2.61	5	0025	0.99	20	0547	2.55	5	0142	0.99	20	0045	0.92												
	0700	2.89		0705	2.70		1159	0.23		1203	0.47		2354	0.88		1130	0.56		0635	2.63		1137	0.69		0820	2.46	20	0721	2.58												
FR	1300	0.36	SA	1311	0.51	FR	1851	3.05	SA	1848	2.88	MO	1910	2.99	TU	1828	2.89	WE	1229	0.60	TH	1839	2.88	SA	1346	1.14	SU	1253	0.98	SA	1346	1.14	SU	1253	0.98	SA	1346	1.14	SU	1253	0.98
	1948	2.83		1953	2.68								2354	0.88					1934	2.87					2028	2.65		1930	2.80												
6	0117	0.79	21	0127	0.99	6	0022	0.71	21	0027	0.93	6	0601	2.76	21	0004	1.11	6	0111	1.04	21	0017	1.13	6	0230	0.99	21	0130	0.82												
	0736	2.82		0733	2.63		0641	2.87		0630	2.68		0645	2.66		0607	2.54		0729	2.51		0630	2.50		0923	2.44	21	0130	0.82												
SA	1342	0.32	SU	1342	0.53	SA	1242	0.19	SU	1234	0.47	TU	1247	0.43	WE	1202	0.62	TH	1315	0.81	FR	1216	0.78	SU	1444	2.29	MO	1348	1.13	SU	1444	2.29	MO	1348	1.13	SU	1444	2.29			
	2041	2.80		2031	2.64		1939	3.01		1921	2.84		1956	2.84		1904	2.79		2018	2.72		2016	2.80		2113	2.54		2016	2.73		2016	2.73									
7	0204	0.94	22	0202	1.10	7	0107	0.82	22	0059	0.99	7	0124	1.06	22	0038	1.17	7	0201	1.09	22	0058	1.10	7	0321	0.97	22	0223	0.72												
	0815	2.72		0805	2.55		0718	2.79		0700	2.63		0733	2.53		0645	2.47		0830	2.40		0723	2.47		1029	2.48	22	0937	2.71												
SU	1426	0.33	MO	1415	0.58	SU	1323	0.23	MO	1304	0.51	WE	1333	0.62	TH	1238	0.70	FR	1409	1.01	SA	1303	0.90	MO	1548	1.40	TU	1453	1.27	MO	1548	1.40	TU	1453	1.27	MO	1548	1.40	TU	1453	1.27
	2136	2.75		2114	2.58		2028	2.92		1957	2.78		2045	2.69		1945	2.70		2107	2.60		2000	2.73		2203	2.46		2113	2.67		2113	2.67									
8	0254	1.08	23	0242	1.21	8	0152	0.95	23	0131	1.08	8	0215	1.15	23	0118	1.20	8	0259	1.10	23	0146	1.04	8	0416	0.93	23	0324	0.62												
	0900	2.62		0842	2.45		0758	2.69		0733	2.55		0831	2.41		0731	2.41		0830	2.48		1130	2.59	23	1050	2.83															
MO	1514	0.38	TU	1452	0.64	MO	1406	0.32	TU	1336	0.57	TH	1428	0.81	FR	1322	0.79	SA	1514	1.18	SU	1401	1.04	TU	1657	1.45	WE	1607	1.37	TU	1657	1.45	WE	1607	1.37	TU	1657	1.45			
	2236	2.70		2204	2.52		2117	2.80		2035	2.69		2141	2.57		2033	2.62		2202	2.51		2259	2.42					2217	2.63		2217	2.63									
9	0351	1.21	24	0328	1.33	9	0239	1.07	24	0206	1.17	9	0318	1.19	24	0208	1.20	9	0401	1.07	24	0245	0.94	9	0510	0.87	24	0431	0.52												
	0955	2.51		0927	2.36		0843	2.58		0809	2.47		0945	2.32		0835	2.37		1057	2.40		0948	2.57		1227	2.72	24	1201	2.98												
TU	1611	0.46	WE	1537	0.71	TU	1453	0.45	WE	1411	0.64	FR	1536	0.98	SA	1420	0.92	SU	1629	1.27	MO	1513	1.18	WE	1800	1.43	TH	1726	1.39	WE	1800	1.43	TH	1726	1.39	WE	1800	1.43	TH	1726	1.39
	2342	2.68		2305	2.49		2211	2.68		2120	2.60		2245	2.51		2132	2.57		2303	2.47		2352	2.42					2328	2.62		2328	2.62									
10	0459	1.29	25	0425	1.41	10	0331	1.18	25	0247	1.26	10	0431	1.17	25	0313	1.16	10	0504	1.00	25	0353	0.81	10	0600	0.79	25	0540	0.43												
	1102	2.42		1026	2.28		0938	2.45		0853	2.38		1110	2.32		0958	2.41		1207	2.52		1315	2.86	10	1315	2.86	10	1309	3.12												
WE	1719	0.54	TH	1636	0.76	WE	1547	0.61	TH	1454	0.72	SA	1657	1.06	SU	1535	1.04	MO	1742	1.29	TU	1634	1.26	TH	1855	1.39	FR	1840	1.34	TH	1855	1.39	FR	1840	1.34	TH	1855	1.39	FR	1840	1.34
							2313	2.59		2215	2.53		2353	2.51		2240	2.56		2300	2.62																					
11	0051	2.70	26	0015	2.51	11	0436	1.25	26	0340	1.32	11	0544	1.07	26	0428	1.03	11	0001	2.47	26	0504	0.64	11	0042	2.46	26	0036	2.65												
	0617	1.29		0537	1.42		1048	2.35		0952	2.31		1229	2.43		1126	2.56		0600	0.89		0645	0.71	11	0645	0.71	11	0645	0.71												
TH	1222	2.37	FR	1142	2.25	TH	1657	0.74	FR	1551	0.82	SU	1813	1.07	MO	1701	1.09	TU	1305	2.69	WE	1755	1.26	FR	1400	2.98	SA	1411	3.22	FR	1400	2.98	SA	1411	3.22	FR	1400	2.98	SA	1411	3.22
	1834	0.57		1749	0.77					2320	2.50		2348	2.60		1845	1.26		1942	1.33		1945	1.24		1942	1.33		1945	1.24		1945	1.24									
12	0159	2.76	27	0124	2.60	12	002																																		

HASTINGS YACHT CLUB

Junior Sailing

COMMENCES 28TH FEBRUARY 2021

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

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

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

**DUE TO THE NATURE OF THE SPORT, VARIABLE TIDES HAVE MADE IT
DIFFICULT TO SCHEDULE DATES THIS YEAR. THIS PROGRAM HAS ROSTERED
FOR 5 SUNDAYS, EVERY SECOND WEEKEND PLEASE SEE DATES BELOW.**

WE WOULD APPRECIATE YOUR SUPPORT AND COMMITMENT

12PM- 3PM

**SUNDAY 28TH OF FEBRUARY
SUNDAY 14TH OF MARCH
SUNDAY 28TH OF MARCH
SUNDAY 11TH OF APRIL
SUNDAY 25TH OF APRIL (ANZAC DAY)**

SAILORS ARE ENCOURAGED TO RIG / DE-RIG THEIR OWN BOATS
SAILORS SHOULD BE READY TO HIT THE WATER AT 12PM EACH WEEK

HAVE SAILING / 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 TO REGISTER



SAIL PENINSULA 2021
MARTHA COVE
MORNINGTON PENINSULA



Sail Peninsula Regatta 2021

THE ACTION STARTS WITH YOU

19/20/21 FEBRUARY 2021

Hosted by **Safety Beach Sailing Club**
Sailing from **Martha Cove Marina** at Safety Beach.
FOR MORE INFORMATION www.sailpeninsula.com.au





USED BATTERIES

Members are encouraged to leave their used batteries at rear of shed.

HYC organises for an external agency to buy the used batteries and the club uses funds for members facilities.

CLUB MERCHANDISE & REGALIA FOR SALE

LOCATED IN DOWNSTAIRS CLUBROOMS
CONTACT TREASURER@HASTINGSYACHTCLUB.ORG.AU

CAN BE PERSONALISED!!



VOLUNTEERS NEEDED

Interested in joining us?
We are always looking for assistance with Social Events, Sailability, Sail Training and Race Management
Get in touch!

Connect with us on Facebook

Going Cruising? Looking for Crew?

Make sure to like our Facebook group "Hastings Yacht Club," to stay connected.
We also have two private groups which you can join, HYC Cruising Group and HYC Crewing Group to get in touch with like minded people!

A FRIENDLY REMINDER:

SMOKE FREE ZONE

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