

JUNE
2021

The Dolphin



»»»»»»»»»»»»»»»» *Newsletter*



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Hastings Yacht Club

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FUTURE DOPLHIN NEWSLETTERS

ARTICLES DUE BY

8th October 2021

4th February 2022

3rd June 2022

PUBLISH DATES

15th October 2021

11th February 2022

10th June 2022

Please send articles and photographs to sailtrainingofficer@hastingsyachtclub.org.au by due date to ensure time for editing

COMMODORE'S REPORT

MARK PALMER

Dredging

Mornington Peninsula Shire Council has awarded \$120,000 towards the dredging between the Hastings boat ramp pontoon and the Hastings Jetty Pens, including around the HYC pontoon. Below is an **estimate** of the area this will cover. The final area will be determined in discussion with the consultant and the dredging contractor.



The Council has advised that, although they are paying for the dredging, the cost of the consultant to prepare the permit application to DEWLP (\$22,000 incl GST) will need to be met by HYC. An agreement has been reached with the following groups to meet this:

Hastings Yacht Club -	\$10,000
Hastings Jetty Pen Users Group -	\$10,000
Hastings Mooring Assoc. -	\$ 2,000.

In short, we are getting \$142,000 worth of work for \$10,000. This is only possible because Better Boating Victoria is doing the dredging works for the new Hastings boat ramp at a cost of approx. \$600,000. The plan at this stage is for the dredging to commence at start August and be completed by end August. Better Boating Victoria have insisted that the dredging works are not to impact on the schnapper season which starts in September.

Lease

The Council has advertised the new HYC Lease on their web site. It will be on display until 11 June 2021. It is expected that the new Lease will be signed by end June 2021.

Social

The Movie Night has been postponed until later in the year due to COVID Lockdown. Date to be advised.

Mark Palmer
Commodore

FROM OUR MEMBERS...

*America's Great Loop**Martin Jones, Denise Williams**Part Two – Chicago, Illinois to Fort Myers, Florida**September 2019 – March 2020*

The windy city was calm with mist but no rain. The tops of the skyscrapers were not visible but covered in clouds. We had an early start as we needed to clear through as many locks as possible. Worse than being trapped in Lake Michigan would be to get caught for three weeks between locks in a heavy industrial area with no shore access. The first lock separates Lake Michigan from the entire river system to the Gulf of Mexico. As the Lake level was unusually high, the first lock turned out to be the easiest passage of the whole journey. With only a one-foot drop, the large hydraulic rams of the entry gates were barely closed before the exit gates opened. There before us was the City of Chicago and the Ship and Sanitary Canal, built in 1900 by engineers who used this experience to go on and build the Panama Canal. On that day we travelled 57nm, passed under the bridges of Chicago (67 in total) and cleared the lowest air draft on the whole Loop with barely a foot to spare. The nature of the trip changed entirely as we were now in a tight commercial waterway environment where commercial tows took preference over leisure boats. We were very fortunate that day to have a friendly tow captain ahead of us pushing an empty chemical barge. He arranged for all the bridges, road and rail, to open for us.



Entering the Chicago Sanitary & Ship Canal



ATS Railway Bridge – lowest air draft on the Loop

Although called tows, they are actually a series of barges pushed by specially built pusher tug boats. A large tow can push 35 barges each of 1500t capacity or 48 containers each. Typically, we saw assemblies of 15 barges carrying chemicals, coal, gypsum, cement, other minerals and barges carrying wind turbine blades. The push tugs are enormously powerful with 8-foot screws and 3000+HP engines. They typically travel at about 4 knots. It was essential to converse with the tow captains – sometimes to hold station, while they or we navigated a bend, or to quickly pass them ahead of some other constraint. Every pass had to be set up beforehand as they were very clear about whether they wanted a port (“on the one”) or starboard (“on the two”) pass. Sometimes we would be passing as close as 10 feet where the river or canal was narrow. They don’t use radio protocols as we are trained to do. Only the US Coast Guard and Navy use correct voice procedure, everyone else in the US uses Hollywood language. They don’t use port or starboard but one or two. Frustratingly for us and probably them too, given our accents, many of the captains were from Louisiana, with accents we could hardly understand. We quickly decided only Denise should handle radio duties and work out the passing arrangements. This process continued for the next four weeks.

We had to carefully watch the AIS for oncoming traffic (as did the tow captains) and set up passing protocols. Debris was another issue with the rising river and although we didn't know it, this and other factors were going to become a huge issue further on in the journey. There were only two places to stop on this section of the Mississippi. One was a lock off the river in a side canal and a peaceful night was had there. The other was a narrow diversion canal. This short canal, about 30 metres wide, could not be used when raining as it flooded and flowed to the point an anchor would not hold. Fortunately for us it was dry and there were few boats, so anchoring securely was straight forward. To enter off the river, it was necessary to go downstream of the entrance and crab back up in. Exit was more difficult, as this was blind and had to be done at speed. A really nasty feature of the river was the whirlpools. These were unpredictable and would suddenly spin the boat at right angles to the bank even with full opposite helm. Travelling sideways down the river was hair-raising to say the least. Thankfully it did not occur in the vicinity of other traffic.

We exited the Mississippi to the Ohio River which was an enormous contrast and a great relief. At the confluence of the rivers was a clear line of muddy Mississippi water with the clear water of the Ohio. All water traffic was heavy and control of the boat was tricky with the various currents, but we safely made it through to an anchorage in the river. Although the Ohio was in flood it was mostly devoid of debris.

Life on the water became much easier for awhile as we tied up at the last town on the Ohio River – Paducah, Kentucky. The town had a spectacular quilt museum which surprisingly all the blokes enjoyed as well, although none of them thought they would. While here, the weather turned wintery, with day time temperatures dropping to zero and foggy conditions. No-one went boating that day and some didn't even get out of their pyjamas. A good day for hanging about.

The next leg of the journey took us out of the rivers into the Kentucky Lake, the largest artificial lake by area in the USA. It was created by damming the Kentucky River. Green Turtle Bay Marina was one of the best we stayed in and home to some of the largest houseboats we've ever seen. It is going to be home for Band Wagon 3 with the new owners in the near future. The journey down the Lake was peaceful with no currents, little breeze, sunny days and excellent anchorages. It led us to the Tombigbee River and a marina called Aqua. We left the boat and hired a car to tour Memphis and Nashville. Both had amazing music scenes. Memphis was grittier than Nashville. It was a thrill to visit the Sun Records original studio, which still retains Jerry Lee Lewis's piano, and the Bon Jovi drum kit. A few weeks before our visit, unannounced, Jerry Lee Lewis and Mick Jagger walked through the studio back entrance to the thrill of the tour at the time. Through one of the bands playing in Memphis we were introduced to a juke bar in one of the suburbs. As the only white people there and definitely the only Australians, we were made to feel completely welcome. The music was non-stop and amazing, as different musicians and singers took the stage. The only drawback was smoking was allowed – one of the last bastions surely?



Holiday houses built well up to avoid floods

We moved on down the Tombigbee River to a place famous to all Loopers, called Demopolis, Alabama. This is the first town with a marina north of the hurricane line and is a step off for the trip to the Gulf Coast. Many boat insurance policies in the US require boats to remain out of the hurricane zone during the season, which ends on November 1. Our policy did not have this requirement however, the marina was full of people just waiting for Nov 1 to tick over. We decided to stay in a small pool off the river and about 2 miles downstream of the town. Rain was forecast, but it was very underestimated as it turned out. It teemed down and by 0700hrs our pool had risen by several feet and the forecast was for it to continue. We decided to head upstream to the marina and having secured a berth over the phone, we ventured out. In heavy rain and fog we found the Tombigbee River to be rapidly building to a flood. Everything from telegraph poles to trees, branches and twigs were bobbing down the river which was fast flowing already. As we tried to make our way upstream, it was impossible to see from the lower pilot station and Denise had to stand on the bow in the cold and wet directing Martin to avoid the debris. Hitting one of those logs could seriously have damaged the prop or rudder. Only two miles downstream was a lock with an associated dam that was overflowing rapidly in the full flood. We nudged our way up to the marina, trying to find debris free spots in the river to avoid harm. Gratefully we were provided with an undercover floating berth. Demopolis was to be home for a few days as the river kept rising. The 1st of November people, who had a bad case of dock fever, took off in the flood and there were tales to tell there too. We stayed on to enjoy our first Halloween Party.

We delayed our departure until the river had peaked as it had hit new highs for the year, meaning more debris than usual would be carried downstream. Normally these rivers flood with the spring melt and this clears out all the debris. Our objective was to reach the quiet waters south on the Gulf near Mobile. However, there was only one place to tie up and one secure anchorage for the three-day trip. The tie up is at Bobby's Fish Camp. Their pontoon is 120 feet long and would normally take boats rafted up five deep, ie 15 boats. In the flood we could only raft up four deep. In making plans we arranged with others that 11 boats would leave Demopolis before first light. In the morning at roll call over the VHF, we found out we now had 14 boats in the fleet and one of them was a professionally crewed 80-footer. He passed the fleet, arrived at Bobby's first and tied up in the middle of the pontoon. We thought it wasn't for Australians to call them out and eventually persuasive common sense prevailed. Bobby's managed to accommodate 13 boats, with one tucked into the well flooded boat ramp. There was an anxious moment for us as it looked like we would miss out, as one boat panicked and jumped into our spot. However, this turned out to be to our great advantage the following day. The river was so strong, that we had to crab the boats in and tie them back to trees on the land. The pontoon had to be braced back to shore with additional lines. Tree trunks were flowing down the river and clunking between the boats hulls all night, creating an anxious sleep. The skipper of the boat who missed out eventually convinced the nearby lock master to allow a tie up at the lock, but he had to leave the mooring as the first daylight tow came through.

At normal levels there are small pools off to the side of the river where a bow and stern anchor will secure a boat for the night. A couple of the 1st November mob, who left ahead of us, stayed in these pools and got caught on the rising flood. With masts now in the trees, two boats broke loose. One dragged both of its anchors and got washed out into the main river at 1am in pitch black dark. The crew couldn't retrieve the bow anchor and cut it loose with a float attached for later retrieval. They then couldn't find Bobby's in the dark and managed to get a VHF call to a tow which was hovering nearby. Luckily for them, the tow happened to be directly opposite the pontoon and turned on its massive flood lights and so they managed to tie up. (Subsequently a diver was unable to retrieve the anchor but managed to salvage 100 ft of chain.) Next morning, they found another boat had rafted up to them during the night. Another mariner who was solo, got washed out of another side inlet with a big green mound of floating earth with an alligator on it. The earth was wedged between the bow and the anchor line and it took him an hour in the flooded river to break it free. How he manoeuvred the boat on his own in that river must have been amazing.

We had a memorable meal of fresh catfish at Bobby's very basic fish camp and prepared for departure next day. Last in fortunately meant first off. The lockkeeper was calling for the pleasure boats to come through quickly as it was going to be a busy day with commercial traffic. He allowed the first 4 boats through with a smaller tow and we were so lucky to be in that group.

The rest of the fleet, including the 80-footer, had to wait until afternoon to lock. By then they had no prospect of reaching safe anchor that night and were forced to anchor in the river. Anchored in a 6-knot flooded river with debris washing down and tows running all night is not conducive to a restful night's sleep.

Passing the lock was only the beginning of perhaps our most stressful day. The river was treacherous and for the rest of the day it was about survival. Swathes of debris, logs trees, branches and whatever else were washing down. The channel markers, large aluminium spear headed Atons as they are called, were mainly off station or completely missing. Some were diving below the water surface, suddenly erupting vertically when breaking the surface. One of these would easily spear a hole through a fibre glass hull. After a while we learnt to recognise the whirlpool characteristics of the river and those of the diving Atons. While we knew where the markers should be, it didn't mean a diving one might not be off-station. To top it off heavy commercial traffic was creating the standing waves which, if not confronted bow on, could roll the boat. Finally, we made anchorage in a peaceful river off the main flood, enjoyed a spectacular sunset and spent a restful night in the company of three other boats. One, a sail boat, being slower than the rest of us, left an hour early next day. As he re-entered the main river, a complete house floated down – air conditioner in the window and all. By the time we got there, there was no sign of it. We speculated that it may have hit a tow and sunk.



Diving Aton. Port is green and starboard red in N America.



Swimming pool tie up – Destin Florida

We motored into the marina near Mobile, for a couple of days' recovery and prepared for the journey east to Destin, Florida. This was benign and the start of a holiday rather than an adventure. America's Great Loop Association has Harbor Hosts who provide help to Loopers in various locations. The host in Destin offered us a berth at his house while we returned to Australia for Christmas. Band Wagon 3 was left tied up to a swimming pool for the duration and the host organised for his diver and mechanic to service various things.

We returned in February 2020 thinking that COVID was only caught from animals and resumed our eastward journey. At last we were having a holiday and the weather had turned to spring with balmy days of light winds and flat seas. We crossed the open waters of the Gulf without incident and avoided thousands of crab pots, although by now we had a new rope cutter on the prop shaft. We enjoyed old town Florida and were within 6 weeks of crossing our wake in Norfolk. However, COVID was on the march. We received a call from our boat broker. He advised us that marinas in Florida were closing and others were telling boats to leave if they had been slipped for less than 28 days – Florida was heading for lockdown. We hot footed into the nearest Marina and once again, with a lot of help from some Loopers in Fort Myers, Florida, we quickly cleaned up the boat, re-arranged flights and managed to catch the last QANTAS flight out of LA for Melbourne. Sadly, for us, but luckily, Band Wagon 3 sold within 2 days of listing at a fair price. It is doubtful now that we will ever finish the trip, but we are hopeful that with friends we met on the way, we may persuade one of them to at least take us around the Florida Keys. We would be happy to sign off then.

FROM OUR MEMBERS...

How Quirky Queensland Cruisers Quit Covid

Geoff Cunnington

Silhouetic and Outback Dreamer

If you'd like to listen, you may enjoy this story. It had been a cool summer and even the footprints in the sand had been wearing heavy boots. Murmurs in the mangroves gave rise to chants that sounded like "Qid", "Qid", "Qid". But in truth with a better ear it each should have been spelt 'Qld'. Yes, some of the hyc natives are revolting, the others were just uncouth.

Then there were those who were requisitioning, replacing, repairing, reciprocating, and relocating to Queensland. There was a cold wind and as covid was being blown away, Silhouetic wasn't waiting. With two novices and a half crazed skipper - she was off! Red rocks, at Phillip Island for the evening than a very early am start to reach refuge Cove in the afternoon.

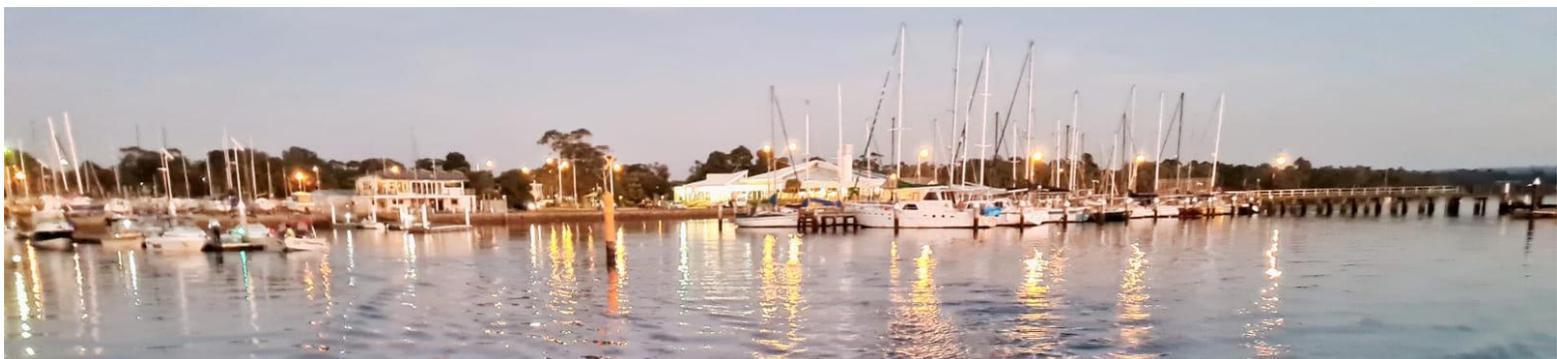
The following day was rough and one too many un-preventer-ed jives ripped the boom from the mast. Good ropework from the apprentices made things secure. A bus trip from Lakes to Bairnsdale requisitioned the heavy-duty tool and 6mm pop rivets to refurbish the thing.

On we went - Bermagui, Jervis Bay, Port Hacking. Sailing into Sydney Harbour was a breeze and it assisted the final tack on past the opera house and under the bridge. Sliding into Rozelle Bay and dropping the pick was pure bliss. Until, some days later, the family flew up and joined me. Family dinners were back on the menu enriched by stunning sunsets. But not before it rained solidly for four days resulting in much flooding and brown water all about. Outback dreamer set off next. With a sewing machine, a stock-pile of food, my twin brother and the wind from behind - what more would they need? Meeting up weeks later in the Pitwater, NSW. Crew was handed over and the chase was on. (Ch7 3pm). We met up again in Coffs Harbour. Then Port Macquarie. Outback Dreamer reached the Gold Coast and Silhouetic slipped past and was last seen in Morton Bay.

To be continued...







Junior Sailing Term 1, 2021





Hastings Bight Series 2021





WINTER SAILING CALENDAR 2021

Saturday - Multi Hull, Keel & Trailables

Date	Event	High Tide (Hastings)	Tide Height	Start Time
29-May-21	Winter Series Race 1 Phil Jenkins Cup	1540	3.35	1100
5-Jun-21	Winter Series Race 2	0834	2.46	1100
26-Jun-21	Winter Series Race 3	1425	3.22	1100
10-Jul-21	Winter Series Race 4	1338	2.89	1100
24-Jul-21	Winter Series Race 5	1300	2.98	1100
7-Aug-21	Winter Series Race 6	1159	2.64	1100
21-Aug-21	Winter Series Race 7	1129	2.73	1100
9-Oct-21	Opening Day Sail Pass	1556	2.81	TBC

*Sunday - Hastings Bight Pursuit Series*

Date	Start Time	<i>Open to all Trailer Sailors and Dinghies.</i>
18-Apr-21	2.30pm	<i>Junior/novice sailors welcome with on water support and shortened courses. Club boats available for use.</i>
2-May-21	2.30pm	
16-May-21	2.00pm	<i>All races from the 2nd of May onwards will be Pursuit races (or stern chasers) - The start will be timed so the slowest boat starts first and the fastest boat starts last.</i>
30-May-21	2.00pm	
13-Jun-21	2.00pm	<i>Handicaps will be adjusted throughout the series.</i>
27-Jun-21	2.00pm	<i>There will be a briefing 45 minutes before each race.</i>
11-Jul-21	2.00pm	<i>No racing will take place should a strong wind warning be current for that day.</i>

TIDES TIMES

JUNE				JULY				AUGUST				SEPTEMBER				OCTOBER					
Time	m	Time	m	Time	m	Time	m	Time	m												
1 0444	2.77	16 0414	2.62	1 0526	2.70	16 0447	2.68	1 0000	0.70	16 0619	2.87	1 0028	0.60	16 0037	0.37	1 0020	0.63	16 0207	0.60		
1038	0.41	1003	0.63	1108	0.69	11029	0.69	0641	2.66	1150	0.89	0719	2.68	0747	2.82	0717	2.67	0918	2.68		
TU 1748	3.17	WE 1710	3.05	TH 1805	3.02	FR 1722	3.01	SU 1210	1.01	MO 1806	2.87	WE 1249	1.16	TH 1309	1.12	FR 1249	1.18	SA 1447	1.11	SA 1447	1.11
2325	0.96	2249	1.12	2351	0.87	2311	0.88	1832	2.78	MO 1806	2.87	1849	2.59	1911	2.62	1851	2.47	2105	2.43	2105	2.43
2 0535	2.71	17 0455	2.61	2 0617	2.64	17 0534	2.69	2 0035	0.70	17 0014	0.44	2 0102	0.66	17 0124	0.49	2 0055	2.71	17 0302	0.78	2 0055	2.71
1125	0.57	1041	0.68	1152	0.86	1112	0.78	0722	2.63	0711	2.85	0800	2.62	0841	2.70	0800	2.57	1014	2.56	0800	2.57
WE 1830	3.04	TH 1743	2.99	FR 1840	2.91	SA 1754	2.95	MO 1247	1.13	TU 1235	1.02	TH 1327	1.27	FR 1400	1.22	SA 1329	1.27	SU 1548	1.15	SA 1329	1.27
●		2326	1.07	●		2350	0.77	1900	2.69	1844	2.79	1926	2.50	2006	2.51	1935	2.38	2221	2.35	1935	2.38
3 0011	0.96	18 0538	2.59	3 0032	0.85	18 0625	2.71	3 0110	0.71	18 0056	0.43	3 0139	0.73	18 0218	0.63	3 0137	0.81	18 0411	0.94	3 0137	0.81
0628	2.62	1121	0.75	3 0707	2.58	1158	0.89	0805	2.60	0804	2.81	0848	2.55	0941	2.62	0952	2.49	1116	2.50	0952	2.49
TH 1211	0.76	FR 1816	2.93	SA 1235	1.02	SU 1829	2.89	TU 1327	1.13	WE 1323	1.16	FR 1411	1.38	SA 1502	1.28	SU 1517	1.33	MO 1702	1.11	SU 1517	1.33
1909	2.90	●		1913	2.79			1931	2.60	1927	2.70	2009	2.41	2117	2.42	2133	2.30	2345	2.37	2133	2.30
4 0056	0.97	19 0003	1.01	4 0112	0.85	19 0030	0.68	4 0147	0.74	19 0143	0.46	4 0224	0.80	19 0326	0.75	4 0331	0.91	19 0531	1.03	4 0331	0.91
0722	2.53	0626	2.58	0758	2.53	0719	2.72	0852	2.57	0902	2.75	0945	2.50	1048	2.59	1055	2.48	1223	2.50	1055	2.48
FR 1258	0.96	SA 1204	0.85	SU 1319	1.17	MO 1245	1.03	WE 1412	1.36	TH 1415	1.29	SA 1505	1.46	SU 1620	1.27	MO 1623	1.34	TU 1815	1.00	MO 1623	1.34
1948	2.77	1851	2.87	1945	2.68	1905	2.82	2008	2.50	2018	2.60	2106	2.33	2242	2.39	2252	2.29			2252	2.29
5 0142	0.99	20 0045	0.92	5 0152	0.85	20 0114	0.60	5 0229	0.78	20 0236	0.52	5 0320	0.86	20 0445	0.82	5 0444	0.98	20 0103	2.50	5 0444	0.98
0820	2.46	0721	2.58	0849	2.52	0817	2.74	0945	2.56	1006	2.72	1051	2.51	1158	2.62	1203	2.48	0647	1.02	1203	2.48
SA 1346	1.14	SU 1253	0.98	MO 1407	1.31	TU 1336	1.17	TH 1502	1.47	FR 1519	1.37	SU 1615	1.48	MO 1740	1.16	TU 1742	1.24	WE 1326	2.54	TU 1742	1.24
2028	2.65	1930	2.80	2020	2.57	1948	2.74	2054	2.42	2124	2.52	2219	2.30			1917	0.85				
6 0230	0.99	21 0130	0.82	6 0235	0.85	21 0202	0.54	6 0318	0.81	21 0343	0.59	6 0430	0.88	21 0006	2.47	6 0018	2.39	21 0209	2.67	6 0018	2.39
0923	2.44	0826	2.62	0945	2.54	0921	2.77	1044	2.58	1115	2.73	1159	2.58	0603	0.82	0607	0.98	0752	0.98	0607	0.98
SU 1444	1.29	MO 1348	1.13	TU 1500	1.43	WE 1434	1.31	FR 1603	1.53	SA 1637	1.39	MO 1730	1.40	TU 1301	2.70	WE 1309	2.58	TH 1418	2.60	WE 1309	2.58
2113	2.54	2016	2.73	2101	2.48	2042	2.67	2151	2.36	2244	2.48	2339	2.36	● 1847	0.98	● 1854	1.04	○ 2008	0.69	● 1854	1.04
7 0321	0.97	22 0223	0.72	7 0322	0.85	22 0259	0.51	7 0415	0.83	22 0459	0.62	7 0542	0.84	22 0119	2.61	7 0135	2.59	22 0301	2.84	7 0135	2.59
1029	2.48	0937	2.71	1042	2.59	1029	2.82	1145	2.64	1224	2.79	1258	2.69	0709	0.78	0720	0.92	0845	0.93	0720	0.92
MO 1548	1.40	TU 1453	1.27	WE 1601	1.50	TH 1542	1.40	SA 1711	1.53	SU 1758	1.30	TU 1836	1.23	WE 1356	2.78	TH 1406	2.66	FR 1502	2.63	TH 1406	2.66
2203	2.46	2113	2.67	2151	2.41	2145	2.60	2259	2.35	○		●		1942	0.81	1953	0.80	2051	0.57	1953	0.80
8 0416	0.93	23 0324	0.62	8 0415	0.84	23 0404	0.50	8 0517	0.80	23 0006	2.51	8 0052	2.50	23 0219	2.75	8 0240	2.82	23 0346	2.95	8 0240	2.82
1130	2.59	1050	2.83	1139	2.67	1138	2.89	1245	2.73	0614	0.62	0645	0.78	0803	0.76	0823	0.85	0930	0.90	0823	0.85
TU 1657	1.45	WE 1607	1.37	TH 1705	1.53	FR 1659	1.43	SU 1816	1.46	MO 1329	2.88	WE 1349	2.80	TH 1441	2.82	FR 1457	2.75	SA 1538	2.65	FR 1457	2.75
2259	2.42	2217	2.63	2248	2.39	2259	2.57	●		1908	1.14	1930	1.03	2027	0.66	2045	0.56	2129	0.49	2045	0.56
9 0510	0.87	24 0431	0.52	9 0509	0.80	24 0515	0.48	9 0009	2.40	24 0122	2.59	9 0156	2.67	24 0309	2.86	9 0337	3.02	24 0424	3.02	9 0337	3.02
1227	2.72	1201	2.98	1233	2.78	1246	2.98	0616	0.75	0719	0.60	0742	0.72	0850	0.76	0917	0.80	1007	0.89	0917	0.80
WE 1800	1.43	TH 1726	1.39	FR 1805	1.50	SA 1816	1.36	MO 1338	2.84	TU 1425	2.95	TH 1435	2.88	FR 1518	2.82	SA 1542	2.81	SU 1610	2.67	SA 1542	2.81
2352	2.42	2328	2.62	2348	2.40	○		1914	1.34	2006	0.96	2018	0.81	2105	0.57	2133	0.36	2202	0.44	2133	0.36
10 0600	0.79	25 0540	0.43	10 0601	0.75	25 0015	2.59	10 0113	2.49	25 0228	2.69	10 0251	2.83	25 0350	2.92	10 0430	3.16	25 0458	3.05	10 0430	3.16
1315	2.86	1309	3.12	1324	2.89	0626	0.46	0711	0.69	0816	0.61	0832	0.69	0930	0.79	1007	0.78	1041	0.90	1007	0.78
TH 1855	1.39	FR 1840	1.34	SA 1900	1.43	SU 1350	3.06	TU 1426	2.93	WE 1513	2.99	FR 1516	2.92	SA 1550	2.79	SU 1624	2.84	MO 1640	2.67	SU 1624	2.84
●		○		●		1926	1.24	2003	1.19	2056	0.81	2102	0.61	2141	0.51	2219	0.23	2236	0.42	2219	0.23
11 0042	2.46	26 0036	2.65	11 0046	2.46	26 0126	2.64	11 0211	2.59	26 0323	2.77	11 0343	2.95	26 0427	2.94	11 0519	3.21	26 0530	3.04	11 0519	3.21
0645	0.71	0645	0.36	0651	0.69	0730	0.45	0800	0.65	0906	0.65	0921	0.69	1006	0.84	1055	0.79	1114	0.91	1055	0.79
FR 1400	2.98	SA 1411	3.22	SU 1411	2.98	MO 1447	3.12	WE 1509	2.99	TH 1554	2.98	SA 1555	2.93	SU 1618	2.76	MO 1705	2.84	TU 1711	2.67	MO 1705	2.84
1942	1.33	1945	1.24	1949	1.35	2025	1.10	2048	1.04	2138	0.70	2145	0.45	2214	0.47	2304	0.16	2309	0.43	2304	0.16
12 0129	2.52	27 0141	2.70	12 0140	2.53	27 0231	2.69	12 0303	2.68	27 0412	2.81	12 0432	3.03	27 0500	2.93	12 0607	3.20	27 0601	3.00	12 0607	3.20
0729	0.64	0745	0.33	0738	0.64	0827	0.48	0847	0.63	0950	0.71	1008	0.72	1040	0.88	1141	0.82	1145	0.94	1141	0.82
SA 1441	3.07	SU 1507	3.26	MO 1455	3.04	TU 1538	3.13	TH 1547	3.01	FR 1628	2.93	SU 1631	2.91	MO 1645	2.73	TU 1746	2.81	WE 1742	2.65	TU 1746	2.81
2023	1.27	2042	1.14	2032	1.26	2116	0.96	2130	0.88	2216	0.63	2229	0.33	2245	0.47	2349	0.18	2341	0.48	2349	0.18
13 0212	2.58	28 0242	2.74	13 0229	2.59	28 0331	2.73	13 0353	2.76	28 0453	2.81	13 0520	3.05	28 0532	2.90	13 0654	3.12	28 0634	2.93	13 0654	3.12
0809	0.60	0841	0.35	0821	0.62	0918	0.54	0933	0.65	1030	0.80	1054	0.79	1112	0.94	1226	0.88	1215	0.99	1226	0.88
SU 1521	3.12	MO 1559	3.25	TU 1536	3.07	WE 1622	3.11	FR 1623	3.00	SA 1658	2.87	MO 1708	2.88	TU 1714	2.70	WE 1829	2.76	TH 1815	2.59	WE 1829	2.76
2101	1.22	2133	1.04	2114	1.17	2203	0.85	2211	0.73	2251	0.58	2312	0.28	2316	0.50	●		●			
14 0253	2.62	29 0339	2.75	14 0315	2.63	29 0425	2.75	14 0441	2.83	29 0531	2.80	14 0609	3.02	29 0605	2.85	14 0034	0.27	29 0013	0.54	14 0034	0.27
0847	0.58	0932	0.43	0904																	

SAVE THE DATE

NOTICE OF THE

ANNUAL GENERAL MEETING

FRIDAY 3RD SEPTEMBER, 2021

7.30PM



YOU'RE INVITED TO

HASTINGS YACHT CLUB'S 2021/22 OPENING DAY & SAIL PAST

SATURDAY 9TH OCTOBER 2021

SEE FORMAL INVITATION
FOR DETAILS



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.