



# THE PENNANT



**New Year's Eve on Sydney Harbour**  
*(Photo: John Storey 1 January 2014)*

## January 2014

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# Hawkesbury River Yacht Club Inc.

## Office bearers:

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<b>Committee:</b>	Lee Malone	9680 3648
	Mark Raymond	9940 3096
	Michelle Storey	9476 3220

## Next committee meeting:

**1900 hrs, Wednesday 19 February 2014  
at 79 Deptford Avenue, Kings Langley  
All members welcome.**

To contact other boats during club activities use Radio VHF ch 16 (go up to ch 77)

### CLUB MERCHANDISE for sale

Embroidered cap/shirt badges:	Small \$3.00	Large \$5.00
Club Polo Shirts most sizes:	TBA	
Club burgee:	\$10.00	

### WEBSITE

<http://hryc.asn.com.au/>

Download Membership Application and Renewal Form  
from the Club Documents page

*The Pennant editor and web master are Tony Phillips [webmaster@hryc.asn.au](mailto:webmaster@hryc.asn.au)*

### Commodore's Report for December/January

With the festive season behind us, it's time to get back on track for another year of sailing activities. 2013 finished on a high note, with an excellent and well-attended Christmas party in McKell Park at the conclusion of Race 4 of the Sunday Point Score Series. Our next big event will be the Commodore's Cocktail evening – stay tuned for further details.

*Dreamtime* spent ten days in Sydney Harbour over Christmas/New Year, and provided a splendid platform to watch the fireworks from. Hong and Mark were similarly able to position their beautiful Catalina for the perfect view of the celebrations. There is something magical about watching

the fireworks from the water; perhaps it's the thump you feel through the hull each time a big rocket is launched from the nearby fireworks barge!

Our first Club event of 2014 was a social event – a raft up at Cowan Bay, superbly orchestrated by Cliff. With three yachts, two small sailing dingies expertly handled by Terry and Mark Cole, a large catamaran and an inflatable kayak, we had quite a flotilla in the bay and very enjoyable afternoon was had by all. The trip home through squally winds was particularly memorable, especially for *Marie Anne* battling into the 25 knot gusts with a full jib up and no main!

Our racing events are now reasonably well attended with typically seven boats competing, but we should try hard this year to get even more starters. We will continue to explore the optimum format and race start procedures to best suit our members.

We have now printed 500 copies of our promotional brochure and distributed it to various local cafes and shops, plus Hornsby council, Hornsby library, and the visitors centre. With our low membership fees and overheads, there's no reason not to join the club, so the important thing now is to get the message out there.

The Brooklyn Bash will be held on 8 February this year, and is traditionally a great opportunity for HRYC to play host to our neighbouring clubs from Pittwater and Gosford. Unfortunately I'll be overseas at the time, so please volunteer some time if you can to help make the barbecue a splendid success.

And finally, a Happy New Year to all!

**John Storey**  
**Commodore**



**The Christmas Party in McKell Park**

*(Photo: John Storey 8 December 2013)*

### RACE REPORT - PS5 21 December 2013

Around midday the wind was pretty blustery from the south, or at least it felt like it at the top of the mast where I was trying to re-thread a broken headsail halyard. According to the forecast it would ease during the afternoon to 10-15 knots. The tide had just turned, and it was quite a big one at 1.6m, so the interaction of wind and current would present a challenge. By 1315 hours, five boats were milling around the start and Course G had been selected. The start was handled by Rear Commodore Dorrrough on board Star of the Sea. It was great to see SOTS back in the fray but, with Libby at the helm and an expert crew including Terry D and Russell Bellamy, they were an unknown quantity – watch this space!



**Fixing the broken halyard**

*(Photo: John O'Keefe 21 December 2013)*

The start was perhaps a classic with Blythe Spirit, Jeanie, Marie Ann and Sooty Petrel lined up along the start line at the hooter, and all on starboard for once. Blythe Spirit, at the windward end of the line, tacked immediately as did Sooty Petrel to go in search of the faster current on the other side of the river. The other two held their course until they reached the north eastern edge of the marked channel. The fleet spread out as we tacked a couple of times towards Eleanor Bluffs. For once the breeze remained steady on the way to the West mark. We got there first, with Sooty Petrel on our heels followed by SOTS, Jeanie and Marie Ann quite a long way back.

Heading back to the Hawkesbury from Cowan Creek the wind showed no sign of easing. If anything it had increased, touching 25 knots at times. We favoured a course well out in the main channel while Sooty Petrel allowed herself to get perhaps a bit too close to the Western shore for comfort, losing the wind and quite a bit of speed for a while. Heading passed Juno Point, Sooty P had dropped back further but, just like old times, there was Star of the Sea powering along and rapidly closing the gap due to her delayed start – an ominous sign. That was the order at the north mark – Blythe Spirit, then Sooty P, then SOTS followed by Jeanie who was sailing well and Marie Ann who seemed to be struggling a bit. The reach and run back to the start for the first lap was fast and we expected to see Sooty Petrel rushing towards us with her lilac kite flying. For some reason she didn't get it out and fell further back as Star of the Sea overtook her and was rapidly closing on us as we rounded the start for the second lap – still with time in hand. What to do?



We could think of nothing but a repeat of the first lap, since conditions had hardly changed, although nearing mid-tide the current was even stronger. We had to call starboard on SOTS to keep ahead of her before reaching Eleanor Bluffs for the second time, but by the time we reached the West mark she was ahead, having pointed high enough not to tack in the lighter air in Cowan Creek when we had no option but to go about to avoid the rocks. While this battle was underway Sooty Petrel seemed to drop back and Jeanie further closed the gap behind her. At the west mark Star of the Sea and her panel of experts might have misjudged a change in wind conditions since the first rounding. They held onto the port tack that they approached the mark on, while Blythe Spirit went about immediately. This gave us the opening we needed. Both boats headed for open water but Blythe Spirit was, if anything, able to draw away on the reach to the north mark.

The last leg to the finish, once we had rounded Juno Point, was a nail biter for us. SOTS was catching up all the time and threatening to take our wind, but somehow we managed to hold her off – although really, given the minute and a half she had up her sleeve for being starter she was well ahead. Well sailed Libby. It was a great tussle and just like old times. Behind us there was quite a gap to Sooty Petrel and this time we saw the lilac kite unfold. Wait a minute. It's not meant to go up like that! Either it was upside down or inside out, but with all due respect they made a mess of it nearly giving Jeanie the chance to pip them at the post, leaving Marie Ann to bring up the rear.

As always it's the handicap results that matter. First Jeanie, in what must have been a well-judged and well sailed race, closely followed by Star of the Sea. Blythe Spirit came third



**Jeanie on her way to another handicap win**

*(Photo: Libby Braybrooks 21 December 2013)*

followed by Sooty Petrel – certainly not one of their better days – and finally Marie Ann. Perhaps Mark and his crew are now torn between sailing a big new boat on the Harbour or a reliable old stager at Parsley Bay. It must be hard to do both.

**Tony Phillips**  
**Blythe Spirit**

## HAWKESBURY RIVER YACHT CLUB

Date **21/12/2013**

Event **PS5**

Course **G**



Yacht	Sail No	Start	Finish	Race	Adjustment	Adjusted	Rating	H'cap	Penalty	Corrected	H'cap	Starter	Line	Points	Points	Points	Handicap	
		<i>hh:mm</i>	<i>hh:mm:ss</i>	<i>h:mm:ss</i>	<i>h:mm:ss</i>	<i>h:mm:ss</i>		Current	<i>h:mm:ss</i>	<i>h:mm:ss</i>	Place		Honours	Previous	Added	Series	New	
				<b>2:05:24</b>	= Trimmed Average Race Time													Hcp lock? <b>off</b>
<b>Blythe Spirit</b>	<b>1362</b>	13:30:00	15:25:36	1:55:36		1:55:36	1.0848	1.0870		2:05:39	<b>3</b>		<b>2</b>	12	<b>5</b>	17	<b>1.0870</b>	
<b>Dancelot</b>								1.0000									<b>1.0000</b>	
<b>Dreamtime</b>	<b>117</b>							0.9291						0		0	<b>0.9291</b>	
<b>Eikon</b>	<b>3701</b>													0		0		
<b>Enchantress</b>	<b>7825</b>							0.9819						6		6	<b>0.9819</b>	
<b>First Light</b>	<b>4580</b>							1.1857						21		21	<b>1.1857</b>	
<b>Florence</b>	<b>469</b>							0.9224						5		5	<b>0.9224</b>	
<b>Jeanie</b>	<b>NH8</b>	13:30:00	15:34:39	2:04:39		2:04:39	1.0060	0.9131		1:53:49	<b>1</b>		<b>3</b>	20	<b>7</b>	27	<b>0.9131</b>	
<b>Mari Anne</b>		13:30:00	15:52:47	2:22:47		2:22:47	0.8783	0.9477		2:15:19	<b>5</b>		<b>5</b>	11	<b>3</b>	14	<b>0.9477</b>	
<b>Mij'a</b>	<b>2969</b>							0.9151						6		6	<b>0.9151</b>	
<b>Pachelbel</b>								1.0000									<b>1.0000</b>	
<b>Riptide</b>	<b>60</b>							1.0025						17		17	<b>1.0025</b>	
<b>Sooty Petrel</b>	<b>120</b>	13:30:00	15:39:33	2:09:33		2:09:33	0.9680	0.9980		2:09:17	<b>4</b>		<b>4</b>	10	<b>4</b>	14	<b>0.9980</b>	
<b>Star of the Sea</b>	<b>5449</b>	13:30:00	15:25:55	1:55:55	0:01:30	1:54:25	1.0960	1.0120		1:55:47	<b>2</b>	<b>Yes</b>	<b>1</b>	7	<b>6</b>	13	<b>1.0120</b>	
<b>Inspiration</b>																		

## Cowan Bay Raft

January 5<sup>th</sup>, 2014

In all fifteen people found their way on all manner of boats to join in the Cowan Bay raft up. All had a pretty good time too, with plenty to talk about and all sorts of cakes etc for afternoon tea.

Mark Cole sailed his Finn Dinghy all the way from Dangar Is through what seemed like the whole range of weather conditions that could possibly ever happen in one day. From dead calm and drifting backwards to almost twenty five knots. A strong incoming tide didn't make things too easy but when the breeze came the Finn moved so that was pretty entertaining. Terry Dorrrough also sailed his rowing and sailing Cat Rigged "Western Skiff" with lugsail, designed by Nigel Irons, which can be rowed, sculled or sailed. Both boats provided plenty of interest for the on-lookers. There was also an inflatable canoe.

There were good sailing conditions for the return trip to Parsley Bay with what could have been up to about 20 knots of NE as far as just past Eleanor Bluff where the wind started to fade.

The anchorage proved excellent with all boats rafted to Eikon and a good stiff Nor' Easter the anchor dug well in and buried about a foot of chain as well needless to say it needed to be driven out when we left. I think we are all looking forward to doing it all again sooner rather than later.

Any Ideas? Appreciated.

**Write up by Cliff Sutton**

**Photos by John Storey**

**Fun provided by participants. We had a great time.**



**The crew at Cowan Bay.....**



**.....and all manner of boats**

*(Photos: John Storey 5 January 2014)*

### Race Report PS 6 18 January 2014

All those lucky enough to be at the start for Commodore's PS6 on Saturday 18 January were blessed with beautiful conditions for a yacht race. The rostered start boat set the line (thank you Cliff and Gail) at the Gonyah Point Wave Buoy anticipating a N/E at 15/18 kts. (Denis's instruments showed 20kts at Flint & Steel during the race.) The breeze arrived approx. 45 mins. before the start and definitely showed its intention to freshen. In the commencing start melee, Blythe Sprit showed everyone how to do it and won the start 5 to 7 seconds ahead of DANCELOT (Green Boat?) at the leeward end and Jeanie top of the stack.

The race took off after the first tack at the shore line of Gonyah point everybody beating across to Juno. First onto starboard was Blythe Spirit, Jeanie and then Sooty Petrol. The fleet got into the long haul up the middle to the southern shore with Blythe Spirit with the hammer down, Jeanie and Sooty Petrol parallel and level 20/30 mtrs between them. At the next starboard tack Enchantress moved up to the bunch and Star of the Sea arrived. Star of the Sea quickly let their intentions be known (she had speed). Jeanie squeaked across her bow on port heading for the southern shore. The drag race began: Blythe Spirit pulling away in the freshening breeze looking the goods - the fleet compressing - Blythe - Star - Jeanie - Sooty - Enchantress - Mija - all rounding Flint & Steel. The search for Juno Mark began with the big boats finding it at the southern end of National Fitness (Little Patonga) Beach.

The beat began for the second time with the order staying the same everybody sailed roughly the same laylines over to the Red Pole. The trick at Flint & Steel was to find the layline without overstanding the mark. On the second run the places had not changed all the way back to the Finish. Yes a good time was guaranteed for all.

### Richard Martin (Jeanie)



**Star of the Sea.....had speed!**

*(Photo: Cliff Sutton, 18 January 2014)*



## HAWKESBURY RIVER YACHT CLUB

Date **18/01/2014**

Event **PS6**

Course **E**



Yacht	Sail No	Start	Finish	Race	Adjustment	Adjusted	Rating	H'cap	Penalty	Corrected	H'cap	Starter	Line	Points	Points	Points	Handicap	
		<i>hh:mm</i>	<i>hh:mm:ss</i>	<i>h:mm:ss</i>	<i>h:mm:ss</i>	<i>h:mm:ss</i>		<b>Current</b>	<i>h:mm:ss</i>	<i>h:mm:ss</i>	<b>Place</b>		<b>Honours</b>	<b>Previous</b>	<b>Added</b>	<b>Series</b>	<b>New</b>	
				<b>1:44:44</b>	= Trimmed Average Race Time													Hcp lock? <b>off</b>
<b>Blythe Spirit</b>	<b>1362</b>	13:30:00	15:02:36	1:32:36		1:32:36	1.1311	1.0870		1:40:39	<b>3</b>		<b>1</b>	12	7	19	<b>1.1091</b>	
<b>Dancelot</b>		13:30:00						1.0000			<b>DNF</b>		<b>DNF</b>		<b>3</b>	3	<b>1.0000</b>	
<b>Dreamtime</b>	<b>117</b>							0.9291						0		0	<b>0.9291</b>	
<b>Eikon</b>	<b>3701</b>													0		0		
<b>Enchantress</b>	<b>7825</b>	13:30:00	15:16:58	1:46:58		1:46:58	0.9792	0.9819		1:45:02	<b>4</b>		<b>4</b>	6	<b>6</b>	12	<b>0.9805</b>	
<b>First Light</b>	<b>4580</b>							1.1857						21		21	<b>1.1857</b>	
<b>Florence</b>	<b>469</b>							0.9224						5		5	<b>0.9224</b>	
<b>Jeanie</b>	<b>NH8</b>	13:30:00	15:11:36	1:41:36		1:41:36	1.0309	0.9131		1:32:46	<b>1</b>		<b>3</b>	20	<b>9</b>	29	<b>0.9405</b>	
<b>Mari Anne</b>								0.9477						11		11	<b>0.9477</b>	
<b>Mij'a</b>	<b>2969</b>	13:30:00	15:30:53	2:00:53		2:00:53	0.8665	0.9151		1:50:37	<b>6</b>		<b>6</b>	6	<b>4</b>	10	<b>0.8968</b>	
<b>Pachelbel</b>								1.0000									<b>1.0000</b>	
<b>Riptide</b>	<b>60</b>							1.0025						17		17	<b>1.0025</b>	
<b>Sooty Petrel</b>	<b>120</b>	13:30:00	15:19:08	1:49:08		1:49:08	0.9598	0.9980		1:48:55	<b>5</b>		<b>5</b>	10	<b>5</b>	15	<b>0.9789</b>	
<b>Star of the Sea</b>	<b>5449</b>	13:30:00	15:07:16	1:37:16		1:37:16	1.0769	1.0120		1:38:26	<b>2</b>		<b>2</b>	7	<b>8</b>	15	<b>1.0424</b>	
<b>Inspiration</b>																		





### **Home Against The wind Eikon, Part 2** **Bowen - Broken Bay**

Gt Keppel to Pancake Creek On, departing at 0540 and heading around the southern side of Gt Keppel Island I counted 24 boats anchored at Long Beach. The course, south easterly around 70 nautical miles to Pancake Creek. This was a great sail I quickly rigged the staysail so as to take advantage of the dead flat sea and 5-8 knots of more or less easterly wind and managed over 6 knots of SOG.

With all sails, No2 Gen. Staysail and Mainsail set for working to windward and maintaining a good speed I rounded Cp. Capricorn at 10:03 am managing 6.6 SOG. There was plenty of Mackerel around and I altered course many times while towing my lure in order to pass right through them but just couldn't manage to catch one. All the time thinking "gee I'm glad I only gave the Spotty to Nederlof and only a couple of pieces of Stripy as I now only had about 2 kg left for myself. Life can be a struggle whether it's meant to be or not. My lure is quite a durable set up and needs to be. It consists of a large spoon lure with a big hook, I'm not sure of the hook size but it's around 3 inches overall. That is secured by 10 m of 0.3mm single strand SS wire, like piano wire. That wire is fitted to a swivel then a sinker that weighs about 150 grams, the other side of the sinker is fitted to 10 m of 0.5 mm SS rigging wire. That in turn is fitted to another swivel and then to 60 m of 6 mm rope. The rope goes through a pulley and fitted to the pulley is a rubber sewer ring (plumbing part like a rubber band) which is then secured to the cockpit lifeline strongpoint. The main reason for the rubber sewer ring is to take any shock load out of the rig, which may be introduced when a big fish is hooked. It would be awful to pull the jaw out of a fish and lose it too. The main thing is that this contraption works like a beauty.

The voyage progressed with the day and with the autopilot it's always possible to do other things like watch out for other vessels, a most important task, lookout for whales and other obstructions like rocks and islands that might get in the way. None of those, so its then time to duck below and make the daily lunchtime special, sardines & salad. I go to a lot of trouble for this and make a super salad. During the making of it I regularly pop up and take a look around to make sure I'm not heading into trouble or maybe even gone off course. Which never happened though sometimes the autopilot just dropped into standby mode, for a reason that I found and fixed later. There is a warning for that: a barely audible beep, beep. So as long as one remains reasonably alert great disasters may be avoided. So after lunch is time for a bit of a sleep which can be taken without any problem as long as the alarm is set. I set my alarm for 20 minutes and have a bit of a sleep. This I do often when I'm single handing as I think its best to grab a bit of sleep when possible and have it in the bunk. That way if things don't go so good at least I've had some rest. It works well and I might get as much as ten minutes sleep out of the twenty, which is pretty refreshing.

At around 15:30 I was a little north of Gladstone and about to pass east of the northern ship anchorage where I counted 12 ships anchored. Usually there is at least one that makes it necessary to alter course and as I rather prefer to go astern of them it means having to go further out of my way to do that. I don't like the idea of a ship suddenly up-anchoring and running me down. The cure for that is check with Gladstone Harbour Control, easy. Logging on with them is mandatory if you intend to go into Gladstone but not necessary if you are just passing. The wind had dropped quite a bit and I was now motor-sailing. Fortunately Eikon

has a Gori two speed propeller, which allows for the engine to run at low revs while sailing so keeping up 6 knots by motor sailing is easy and economical. So that's what was going on as I was trying to get into Pancake Creek before sunset about 16 miles southeast of my present position. Sunset is sometime around 5:30 - 6 pm so I like to get in before the sun sets and get the anchor in before dark. So it was necessary for assistance of the engine to make the entrance in about 1.5 hours. There was still plenty of Mackerel around too but I still wasn't having any luck. I passed the southern Gladstone anchorage with another 13 ships at anchor and saw some odd looking barges that looked like floating car parking stations. Having about six floors connected by what looked like ramps they were really odd looking things that looked like they would be very awkward to tow.

Having just got past the southern most of the anchored ships the engine alarm went off. I looked at it, the alternator light was on. I shut down the engine, went below and pulled off the covers and just had a preliminary look. I returned to the cockpit to check the heading and what was in front to get an idea of how long I could spend uninterrupted on the engine. As I swung round the fishing apparatus went twang, the rubber stretched and then it all danced around. Ah a fish. I abandoned all the other stuff and slowly pulled it in. This one had quite a bit of fight and really took some hauling in. Finally I won and got him onto the landing platform at the base of the boarding ladder. When I regained a bit of strength I lifted him into the cockpit. Drained some blood out of him, tidied up all the line & wire and decided to leave him till I got to Pancake Creek. I went back to the engine found a broken wire on the alternator fixed it and put it all back together.

I managed to get into Pancake Creek just as the sun was going below the horizon. The tide was high and just starting to run out. The wind was now up around twenty knots. The water coming over the pancake was a bit lumpy that, combined with the wind, made anchoring a little difficult as the angle of the boat to the wind & tide was different to the angle of drift so when the chain goes out it goes sideways and when the boat is backed up the anchor doesn't want to dig in so there is a bit of mucking around trying to make sure its in which for me means re-anchoring till I'm satisfied. That done it was now dark. I started on the fish.

I weighed it against a full jerry can of water and reckoned it was over 20 kilos. It measured 137 Cm. long. I used my knife to cut round the fish then my hacksaw to cut through the bone and cut it into steaks. I packed each steak into freezer bags and finally loaded it all into the freezer by 7:30 pm. Too late for cooking I heated up a can of Beef & Veggies for dinner. Having Mackerel every third day it lasted, I didn't get tired of it and I actually arrived home with some.

Pancake Creek is just a little north of the Town of 1770.

**Cliff Sutton**  
**Eikon**



**The Fish – all 20 kgs of it**  
*(Photo: Cliff Sutton )*



## CALENDAR OF EVENTS 2013 / 14 Season

*HRYC Sunday Races in italics*  
**BBIC Interclub Races in red**

Month	Day	Date	Events for 2013	Time	Comment
July 2013	Sat	6	Annual General Meeting	1100	Asquith Bowling Club
	Sat	20	Winter Series Race 2	1230	
August 2013	Sun	4	<i>Winter Series Race 3 and Sunday Point Score Race 1</i>	1230	
	Sat	17	Commodore's Cup Point Score Race 1 and Spring Series Race 1	1230	
September 2013	Sun	8	<i>Sunday Point Score Race 2 and Spring Series Race 2</i>	1230	
	Sat	21	Commodore's Cup Point Score Race 2 and Spring Series Race 3	1230	
October 2013	Sun	6	<i>Sunday Point Score Race 3 and Spring Series Race 4</i>	1330	Daylight saving starts 6 October
	Sat	19	Commodore's Cup Point Score Race 3 and Spring Series Race 5	1330	
November 2013	Sun	3	<i>Rhumb Race</i>	1330	Postponed
	Sat	9	BBIC Race 1	TBA	
	Sat	16	Commodore's Cup Point Score Race 4	1330	
December 2013	Sun	8	<i>Sunday Point Score Race 4</i>	1330	Christmas BBQ
	Sat	14	BBIC Race 2	TBA	
	Sat	21	Commodore's Cup Point Score Race 5	1330	
January 2014	Sun	5	<i>Sunday Point Score Race 5</i>	1330	
	Sat	18	Commodore's Cup Point Score Race 6	1330	
February 2014	Sat	1	HRYC Three Island Race	1100	
	Sat	8	BBIC Race 3 Brooklyn Bash	TBA	
	Sat	15	Commodore's Cup Point Score Race 7	1330	
March 2014	Sun	2	<i>Sunday Point Score Race 6</i>	1330	
	Sat	8	BBIC Race 4	TBA	
	Sat	15	Commodore's Cup Point Score Race 8	1330	
April 2014	Sat	5	HRYC Crew's Race	1330	
	Sun	6	<i>Sunday Point Score Race 7</i>	1230	Daylight saving ends 6 April
	Sat	19	Commodore's Cup Point Score Race 9	1230	
May	Sun	4	<i>Sunday Point Score Race 8</i>	1230	
	Sat	17	Commodore's Cup Point Score Race 10	1230	
June 2014	Sun	8	<i>Sunday Point Score Race 9</i>	1230	
	Sat	21	Winter Series Race 1	1230	
July 2014	Sat	5	Annual General Meeting	Time and place TBA	