



# THE PENNANT



*Cecilia – Winter Series Winner M. Cole 2.8.14*

## July 2014



## HAWKESBURY RIVER YACHT CLUB INC

### Office bearers

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<b>Committee</b>	Russell Bellamy Lee Malone David Wright
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Radio	During club events, Radio VHF Ch 16 (go up to Ch 77)

### Club merchandise

Club burgee	\$10
Blue Book	\$34

### Next committee meeting

August 2014 – to be advised  
Address - to be advised  
All members welcome

Editor	Lee Malone	
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### From the Commodore

#### Welcome to a new Club year

Those of you who were not at the AGM will see the new Office Bearers and Committee above. Note that we still need someone to step into the Vice Commodore's position. It is not a particularly onerous job, but an interest in organizing the Social Sails, Raft-ups etc. would be ideal.

Our new Racing Season starts on the 3rd Saturday of August. A reminder that the Club Rules say if you haven't paid your race fees by then you won't get points for the race. Another reminder is the need for YA Category 7 compliance. Boat owners should be checking their boat and gear, ready for an inspection some time during August/September.

Our Sailing Calendar for 2014/15 hopefully has something for everyone. Our usual Point Score and Trophy Races for mixed fleet racing, the BBIC Interclub Races for a chance to sail in a larger, more competitive fleet, and a number of Social Sails, short Cruises and Raft-ups for the 'not so keen on racing' members. (We are very open to new ideas for these days).

Another plan is to have regular after race get-togethers once daylight saving arrives, with hot off the press race results, and a chance to review the day over a drink and a BBQ.

The new Club Starter's Boat has already proved its worth over the last couple of months. It is currently residing at my jetty on Dangar Island whilst waiting for a mooring at Parsley Bay (only a couple of weeks away now). It now has a new flag mast, thanks mainly to Charlie Hill, and I have been constructing some timber seats to make a more comfortable and usable cockpit. The next step is slipping and painting, coming soon - volunteers needed.

We are looking optimistically to a good year of sailing ahead. My message to all members is that to keep the HRYC afloat, it needs to grow, and that involves all of us promoting the Club, and telling everyone we know or meet, with a boat, that the best way to get more use from your boat is to join a club.

Terry Dorrrough  
Commodore

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### Winter Series Race 2

July 19 2014

A strong south westerly blew in for Race 2. Charlie Hill and Anna Cole Groth (both from *All Our Girls*) took up duty aboard the Starters Boat off Channel Marker 409. Course B was the order of the day. Our newest member, Bill Brand, appeared at the line sailing his Machi 37, *Transaction*, single handed. At the start the wind was blowing around 20 knots. Both *All Our Girls* and *Crossbow* sailed onto the course flying their No. 3 genoas and bracing for stronger winds. *Cecilia* set her No. 2 with reefed main. *Mari Anne* also set a smaller headsail.

The start was won easily by *Cecilia*, who crossed the line a second or two after the gun. *Crossbow* had hung back for *All Our Girls* who was delayed with motor problems and about a minute late to the line. *Crossbow* positioned herself to weather of *All Our Girls* (AOG), but the blue boat was pointing higher and managed to claw her way into clear air temporarily. However, AOG couldn't quite break clear - heavy gusts were pushing her back into *Crossbow's* interference over the lee bow, and she was forced onto port and over to the western shore for clear air. *Mari Anne*, *Cecilia* and *Crossbow* all continued to stand out on starboard towards the centre of the river. This proved the right tack, with the wind building in the middle consistently. *All Our Girls* lost a good hundred metres or more by staying on port for too long and getting stuck in the more sheltered waters on the western side of the river.

At Eleanor Bluff, *Crossbow* led from AOG, *Cecilia* and *Mari Anne* who was performing solidly. AOG won back about 50 metres on *Crossbow* between Eleanor Bluff and the West Mark and was working her way back into the race. Both *Cecilia* and *Mari Anne* were performing very well in the conditions. *Cecilia* took advantage of a lighter patch to tidy up a ragged reef that had been affecting her performance.

Soon after rounding the West Mark, AOG threw out a challenge to *Crossbow* by hoisting her heavy weather kite and tacking downwind. AOG was averaging over 10 knots, getting hull lift in the heavier breezes while *Crossbow* kept on the Rhumb Line running before the building wind at around eight knots. By the mouth of the river, AOG was almost abeam of *Crossbow* and about 150 metres further out in the sound. Tacking downwind under kite paid off for AOG, who had recovered almost all her lost ground. She looked set to pass well in front of *Crossbow* on port tack approaching the North Mark. However, things went horribly wrong for AOG as the wind gusted over 25 knots and a badly misjudged gybe led to a calamitous chain of events. *Crossbow* was let off the hook, demonstrating that in heavy conditions races are often lost rather than won – the shenanigans aboard AOG should have kept Terry, David and Garry on board *Crossbow* amused and entertained. AOG's spinnaker ended in a shocking tangle and it took the rest of the leg to get it cleared. To add to her woes, AOG's No. 3 got badly jammed in the foil, and this was not fixed until several minutes after rounding. With the winds averaging 25 knots, AOG put in a reef and focussed on clearing the foil. At this point, *Crossbow* was well away and line honours sorted.

Heading towards the West Mark for the second time, the wind lifted a notch to 25 – 30 knots with some gusts in excess of 30. All boats handled the challenging conditions well. *Mari Anne* in particular was performing above her rating and seemed set for victory with *Cecilia* a close second. However, at the second time rounding of the East Mark it was *Mari Anne's* turn for misadventure with genoa woes close to the rocks. Getting clear of the rocks and sorting the sails almost certainly cost *Mari Anne* several minutes and the race lead. Up until then, *Mari Anne* had appeared the most comfortable and well sailed of all the boats in the fleet and was set for a win. *Cecilia* also sailed well throughout and Russel recorded his first win with the new hull. Despite the fresher breezes towards the end of the race, *Cecilia* held up well under reefed main and No. 2.

Final placing's: First *Cecilia*; Second *Mari Anne*; Third *Crossbow*; Fourth *All Our Girls*.

*Transaction* retired towards the end of the race - she had been quietly following the fleet around the course, towing her dinghy and showing off more canvas than anyone else on the track. It was good to see *Transaction* out for the first time - hopefully the first of many outings with the HRYC.

Three other “new faces” were seen on the course – Anna Cole Groth (who will be crewing on *All Our Girls* for part of this season) performed starter assistant duties; Russell’s chess colleague and friend, “Possum”; and, Vanessa O’Keefe from Dangar Island, who has also joined the crew of *All Our Girls*.

Congratulations to Russell and Terry, who both sailed very well-judged races under the conditions. A special thank you is due to the work of Charlie and Anna on the starter boat in trying conditions.

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### Winter Series Race 3

August 2 2014



Race 3 took place in SSW breezes between eight and 15 knots. Stronger breezes had been forecast, but did not eventuate till around 1600 hrs. Course B was again the order of the day with Mark Cole (*All Our Girls*) officiating in *Lollipop II*. Before the start, there were intense negotiations at the Dangar Island Café where the management of *AOG* agreed to a crew transfer to the crew-less *Crossbow*. Transfer fees were waived for Martin Lloyd’s release, on condition that neither boat set spinnakers. Ray Cole (Mark’s father) and his sailing mate Kevin joined *AOG* for the day. It was great to see Ray (just 86 years young and on his way south after cruising the Whitsundays and Hinchinbrook Passage) on the helm of *AOG* for much of the race.

**Crossbow in the lead – again...** M. Cole 2.8.14

There were four official starters: *Crossbow*, *AOG*, *Cecilia* and *Jia* from GSC sailed by Chris Bebb and Tom Transfield. Unfortunately Lee Malone and Garry Irons on *Corrado* experienced engine problems and didn’t make it to the start on time. The start was won by *Crossbow*. In a repeat of Race 2, *All Our Girls* was to windward but tucked behind *Crossbow* in foul wind. When *Crossbow* was knocked ahead by a breeze bending around Eleanor Bluff, *AOG* elected to tack away on port to get clear air and gain the lift. However, just as in Race 2, *AOG* sailed into low pressure while *Crossbow* headed into higher pressure in the centre of the river. *Cecilia* had elected to sail a course parallel to the starboard channel markers in a bid to get to the stronger breezes in the centre of the river and the sound. This paid

dividends. For a few brief moments, ten minutes into the race *Cecilia* was technically close to the race lead when *Crossbow* copped a series of knocks from breezes bending around Eleanor Bluff. Both *Jia* and *All Our Girls* sat beleaguered - almost becalmed at times - in the lee of the western shore, while *Crossbow* and *Cecilia* sailed away from them.

Russell sailed an exemplary race in *Cecilia*. *Cecilia's* sails were trimmed well and Russell consistently made good tactical decisions. At the first rounding of the west mark, *Cecilia* was right on the heels of *Crossbow*. She held off *All Our Girls'* charge until just before the second rounding of the west mark. All day, this little twenty three footer made the longer, sleek Scandinavian day-racer work for every metre of her lead.



*All Our Girls* was in a difficult position with only her No. 3 on board. On the run to the North Mark, when it became clear that the wind was not strengthening *Crossbow* hoisted her No. 1 genoa. The crew and skipper of *All Our Girls* worked hard for the rest of the race in a fruitless effort to reel in *Crossbow's* lead, which was more than eight minutes at the first rounding of the West Mark. By the end of the race, the under-canvased AOG had somehow managed to reduce *Crossbow's* lead to just less than five minutes. *Jia* never recovered from the early stage of the race when she was stranded in the river with AOG and she retired from the race late in the day.

*All Our Girls chasing Crossbow – again... M. Cole 2.8.14*

Once again, new faces were seen aboard both *Cecilia* and *All Our Girls*. Hopefully we will see Prue (*Cecilia*), Ray and Kevin out on the course with us again very soon.

Final Placing's: First, *Cecilia*; Second, *All Our Girls*; Third, *Crossbow*

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### Winter Series – overall results

First Place on performance handicap went to *Cecilia* with wins in Races 2 and 3. *Crossbow* took line honours with two wins and a second, having displayed more astute boat handling and better racing tactics than AOG in Races 2 and 3.

A gathering of all crews (including Lee and Gary from *Corrado*, and Tom and Chris from *Jia*) took place at the Anglers Rest afterwards, where Russel and Terry received a bottle of wine each for their wins. The highlight of the series was Russel's return to club racing in the newly "renovated" *Cecilia*. Russell says *Cecilia* is pointing higher and sailing faster than *Riptide*, and on the evidence of the Winter Series, few would disagree. Clearly *Cecilia* is going to be a force to be reckoned with in the coming season.

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## 2014 Winter Series - Heat results

Winter Series		Race 1		0-5 Knots NE		Course: E		Shortened	
Duty Starters: C. Sutton (Eikon)		Times (minutes)		Place					
Yacht		PHF	Elapsed	Corrected (PH)	Performance Handicap	Line Honours			
All Our Girls	5201	1.26	116.42	140.43	1	1			
Cecilia	60	1.00	DNF						
Crossbow	A 116	1.35	158.30	214.38	2	2			
Mari Ann		0.91	DNF						
Mij'a	2969	0.89	DNF						
Star of the Sea	120	1.04	DNF						

Winter Series		Race 2		18-30 Knots SW		Course: B			
Duty Starters: C. Hill (AOG) A. Cole-Groth (AOG)		Times (minutes)		Place					
Yacht		PHF	Elapsed	Corrected (PH)	Performance Handicap	Line Honours			
All Our Girls	5201	1.26	124.00	156.24	4	2			
Cecilia	60	1.00	136.22	136.22	1	3			
Crossbow	A 116	1.35	107.00	144.45	3	1			
Mari Ann		0.91	153.00	139.23	2	4			
Mij'a	2969	0.89	DNS						
Star of the Sea	120	1.04	DNS						

Winter Series		Race 3		8 -15 Knots SSW		Course: B			
Duty Starter: M.Cole (AOG)		Times (minutes)		Place					
Yacht		PHF	Elapsed	Corrected (PH)	Performance Handicap	Line Honours			
All Our Girls	5201	1.26	111.45	140.43	2	2			
Cecilia	60	1.00	119.50	119.50	1	3			
Crossbow	A 116	1.35	106.55	143.84	3	1			
Mari Ann		0.91	DNS						
Mij'a	2969	0.89	DNS						
Star of the Sea	120	1.04	DNS						

## 2014 Winter Series – aggregate points

### Performance Handicap

Yacht		Heat 1	Heat 2	Heat 3	Total	Place
Cecilia	60	4	6	5	15	1
All Our Girls	5201	7	3	4	14	2
Crossbow	A 116	6	4	3	13	3
Mari Ann		4	5	0	9	4
Mij'a	2969	4	0	0	4	5
Star of the Sea	120	4	0	0	4	5

### Line Honours

Yacht		Heat 1	Heat 2	Heat 3	Total	Place
Crossbow	A 116	6	6	5	17	1
All Our Girls	5201	7	5	4	16	2
Cecilia	60	4	4	3	11	3
Mari Ann		4	3	0	7	4
Mij'a	2969	4	0	0	4	5
Star of the Sea	120	4	0	0	4	5

## HRYC Annual General Meeting

The club's AGM was held once again at the Asquith Bowling Club. Our retiring committee members - Commodore, John Storey, Rear Commodore, Cliff Sutton and Treasurer, Ed Levy presented their reports (see [http://users.tpg.com.au/hrycnsw/2\\_Members\\_Logon.htm](http://users.tpg.com.au/hrycnsw/2_Members_Logon.htm)).



*Enthralled members at the AGM*

*L. Braybrooks 5.7.14*

Members voted in the following office bearers: Commodore, Terry Dorrrough; Rear Commodore, Mark Cole; Vice Commodore - vacant; Treasurer, Garry Irons and Secretary, Libby Braybrooks. Committee members are Russell Bellamy, Lee Malone and David Wright.



For those who've not experienced the excitement of the AGM, then you'll be pleased to know that this is where the prized trophies are divvied up. The 'who-won-what' of the 2013-2014 Season is outlined below, our congratulations to the skippers and their hardworking crews.

After the meeting, members gathered for lunch, and were joined by Louise and Robert from *Zeehaen*, who'd recently arrived back in Sydney after their circumnavigation of our great land.

## 2013-2014 Season Results

### Commodores Point Score Race

First *Jeanie*  
 Second *Star of the Sea*  
 Third *Blythe Spirit*

### Winter Series Race

First *Star of the Sea*

### Spring Series Race

First *First Light*  
 Second *Riptide*  
 Third *Jeanie*

### Crews Race

First *Star of the Sea* (Garry Irons)  
 Second *Hang Ten*  
 Third *Sooty Petrel*

### Rhumb Race

First *Star of the Sea*  
 Line Honours *Crossbow*

### Three Island Race

First *Sooty Petrel*



Commodores Point Score winner *Jeanie*



Spring Series winner – *First Light*



Three Island Race winner *Sooty Petrel*

*Photos L. Braybrooks 5.7.14*

## The Order of the Bailer

For some time we've been looking at ways to reward the hard work of our retiring office bearers. In order to achieve this, we examined a range of different award and honours mechanisms, and after an exhaustive search some years ago, eventually found a little known - or used - nautical award called the *Order of the Bailer*.

Some of our long-term members may recall us trialling this order some years ago, but like many of these high status awards (e.g. Knighthoods), it eventually fell out of fashion. Having noted our Prime Minister's recent restoration of Knighthoods, we wondered if we should also look at restoring our old order as well. As such, it was with great pleasure that we announced the reinstatement of the *Order of the Bailer (OB)* at the AGM.

As you might imagine, the categories for the *OB* are a little malleable, but we attempted to choose four which we thought best represented the needs of the club.

The categories and recipients for the *OB* are as follows:

*'Stepped into the breach to take on the Captain's duties, and generally saved our bacon'*, was awarded to our self-effacing Commodore, John Storey.

*'Without his enduring hard work we'd be well and truly stuffed'* went to our relentless Rear Commodore, Cliff Sutton.

*'Book-cooker and fund-fiddler extraordinaire'* went to our virtuoso Treasurer, Ed Levy.

*'Knowledge and information-flow facilitator, and handicap fixer extraordinaire'* was awarded to our indefatigable Webmaster and Newsletter Editor, Tony Phillips.

### Order of the Bailer recipients



John Storey



Cliff Sutton



Ed Levy



Tony Phillips

L. Braybrooks 5.7.14

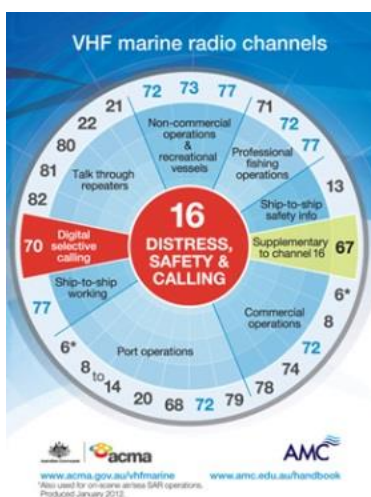
## Making sense of marine radio

Several club members have asked for a brief outline of the marine radio options currently available. Here is such an outline – in rather dense form. Any discussion of marine radio can easily drown in acronym soup. In most cases it doesn't help much to know that these acronyms mean – to stay afloat just think of them as names. Anyway, there's a glossary at the end of this article. In what follows I'll describe the three most popular types of marine radio – VHF, 27 Meg, and HF – then finish with a quick wrap up of some recent technical enhancements.

In free space, all radio waves travel in straight lines. When they encounter an obstacle, they are partly reflected, but also have some limited ability to bend around the obstacle (or, if it's transparent, which the earth isn't, to pass through it). Thus, with one important exception, all communications can only occur over an (almost) line-of-sight. The range is therefore limited by either the curvature of the earth or the transmitter power – whichever comes first. The one exception is HF radio.

### VHF

This is by far the most popular and generally useful form of marine radio. For most people, VHF is all you need. With a mast-head antenna, a ship-to-ship range of up to 25 miles and ship-to-shore range of 75 miles may be achievable, thus offering reliable communication to and from most in-shore and coastal locations. Channel 16 is the international Distress, Urgency and Safety (DUS) and calling channel, with channels 72, 73, 77 and the repeater channels (see later) also available for use by recreational boaters (See Fig. 1).



Various Volunteer Marine Rescue organizations up and down the coast monitor Channel 16, and send regular weather reports out on Channel 67.

The usefulness of VHF is further enhanced by the existence of repeater stations at high sites along the coast. These repeaters receive your signal on one frequency and re-broadcast it on another, greatly extending your range. The area around Sydney is well served with repeaters, with stations at North Head (Channel 22), Gosford (21) and Sydney (81). From Broken Bay, both Wollongong (Channel 82) and Newcastle (80) are also accessible, meaning that continuous coverage is available for well over 100 miles and up and down the coast (See Fig. 2).

Fig 2. (NSW RMS)

Dead spots can occur with VHF, as with any other type of radio, especially when the vessel is tucked in close to a headland that stands between the vessel and the other station. In an emergency, however, any vessel that can hear you is obliged by international law to provide whatever assistance they can – even if only to relay your messages. If you're unable to raise anyone on Channel 16, it's worth trying one of the repeaters – especially 21, 22 or 81 – as unless you're down a mine shaft it's unlikely that you'll be in a dead spot in every direction.

### 27 MHz

So called because these radios operate at frequencies close to 27 MHz, the advantages of '27 Meg' begin and end with the fact that the equipment is cheap and no licence is required to operate it. The range of a typical marine installation is generally limited to a few nautical miles. It is rare to be in a location where 27 MHz works and a mobile phone does not.

### HF

Sometimes called "SSB", HF radio is a complicated and deeply misunderstood beast. To begin with, the signal can reach receiver via two paths, known as "ground wave" and "sky wave". Ground wave communication is much the same as VHF, although the range is somewhat greater (a maximum of about 200 miles) as these longer waves can bend a little more around the earth. Ground wave communication is the only *reliable* HF communication.

However, HF has a trick up its sleeve. A couple of hundred kilometres above the earth is region of space known as the ionosphere, which acts as an imperfect, patchy and ever-changing mirror for HF waves. This mirror allows communication well beyond the line-of-sight – in fact, all around the world. It's great fun – as long as you don't need to rely on it. The ionosphere exists because of solar radiation, and so changes dramatically between day and night. In general, the higher the sun and the longer the communication distance, the higher the frequency required. However, too high a frequency, or too short a skip distance, and the mirror becomes transparent and no longer reflects. It's not unusual, therefore, for a station in Brisbane to be happily conversing with one in Hobart, while both are inaudible in Sydney!

One thing that HF does particularly well, however, is to give access to scheduled weather broadcasts. Radio station VMC, located in Charleville, Queensland broadcasts the east coast forecasts, while VMW in Western Australia takes care of the west coast. The broadcasts are on the half hour, cycling down through the four geographic regions along the coast. NSW forecasts are at 0130, 0530, 0930, 1330, 1730 and 2130 EST. In addition, weather warnings are broadcast every hour, on the hour. VMC and VMW neatly deal with the vagaries of HF propagation by broadcasting simultaneously on several frequencies – it's rare to be unable to pick up a good signal on at least one of these no matter where you are, and almost as rare to receive a good signal on all frequencies at the same time. At night, VMC transmits on 2201, 6507, 8176 and 12365 kHz; during the day on 4426, 8176, 12365 and 16546 kHz.

### Satellite

Appropriately, as in "Stairway to Heaven" there are two ways you can go. A Satcom endorsement to an existing marine radio licence allows access to systems such as Inmarsat that are, in any case, generally far too expensive for recreational sailors. The other, much more user-friendly, way is to take advantage of the various satellite systems that effectively extend the convenience of mobile phone and SMS to global range. Amongst the less expensive systems are Iridium and the SPOT Messenger.

### DSC

DSC was introduced to move marine radio into the digital era. It has so far met with only limited adoption amongst the sailing community. With a DSC equipped radio, a digital call

can be made that alerts only its intended audience. Thus freed from a constant background of chatter, shore stations and commercial ships can be sure that a DSC call actually matters. Not only that, but a DSC call carries with it the identity of the sender, via the vessel's unique "MMSI" number, and their GPS coordinates. DSC really comes into its own in an emergency – pressing the emergency button on a DSC radio sends the appropriate Mayday call, together with the vessel's identity and position. So, instead of spending time dictating this information over the radio, you can push the button and then get on with dealing with whatever the emergency was that caused you to send the Mayday in the first place.

### AIS

Completely separate from the above is AIS, a system that constantly sends your position to other vessels and shore stations. An AIS receiver is a useful addition to any cruising yacht, as it constantly displays the position, speed and heading of other nearby vessels and, on the basis of its own calculation, alerts you to any impending close encounter. In addition, it plots the position and identifies by name all AIS-equipped vessels in the vicinity. As a possible collision looms, calling a ship on VHF with either DSC or by using their registered ship name is far more effective than shouting "*Hello big ugly ore carrier*" into the microphone. The next step is to add an AIS transmitter. This will constantly send **your** position and other information, such as your MMSI identification, to other vessels, helping them to see you and take evasive action. Many racing yachts, however, also have the facility to switch the AIS to "receive only". There are times when you would rather other competitors **not** know exactly where you are!

### Mobile phones

There is mobile phone coverage up and down most of the east coast of Australia. However, Murphy's Law states that the location where you get into trouble is a mobile phone dead spot. Unlike VHF radio, if you can't see get mobile phone coverage you can't contact anybody – even if your potential rescuer is well within sight just a hundred metres away. 3G and 4G Internet coverage is also widespread. Putting a WiFi hotspot in a waterproof bag and hauling it up the mast with a halyard is a great way to improve Internet coverage. Similarly, a text message can sometimes be prepared on a mobile phone and then the phone hauled up the mast to bring it into range.

### Amateur radio

For the hard core radio enthusiast, amateur radio brings a lot of advantages. There are frequency allocations throughout the entire radio spectrum from below the AM broadcast band all the way up into the microwave region, "chatting" is not only permitted but positively encouraged and – unlike marine shore stations – you can almost always guarantee that someone, somewhere on the planet, is listening to you. The only downside is that passing the licence exam requires significant technical knowledge.

### Licensing

With the exception of 27 Meg, any and all operation of a marine radio transmitter requires the appropriate licence. Operating without a licence risks a fine of up to \$255,000 or two years imprisonment. Despite this, the majority of recreational boaters regularly using VHF are unlicensed. There are two main licences for Australia: the MROCP allows operation of

both HF and VHF radios, while the MROVCP restricts the operator to VHF. The authorities (the ACMA in this case) will only issue an MMSI number to properly licensed operators. Without an MMSI, neither DSC nor AIS transmission can be used.

However, recognising “... *the perceived declining standards in the operation of VHF marine radio equipment and apparent low compliance in the recreational boating community with the requirement for marine radio operator qualifications*”, the ACMA are in the process of introducing a new type of licence: the Australian Waters Qualification (AWQ). Although not yet available, the new certificate will hopefully be easier to obtain, requiring less technical knowledge and placing more emphasis on operator protocol and the phonetic alphabet. The AWQ should be announced within the next few months.

### Glossary

<b>27 Meg</b>	Nickname for the marine radio band at 27 MHz.
<b>ACMA</b>	Australian Communications and Media Authority, the federal body responsible for managing Australia’s airwaves.
<b>AWQ</b>	Australian Waters Qualification. A proposed new licence allowing recreational boaters to use VHF radio.
<b>AIS</b>	Automatic Identification System. A system, operating on VHF, that continuously send a vessel’s MMSI, position, course, heading and other information to other vessels in its vicinity.
<b>DSC</b>	Digital Selective Calling.
<b>DUS</b>	Distress, Urgency and Safety, the name given to radio channels used primarily for safety related messages, although some DUS channels are also used as calling channels.
<b>HF</b>	High Frequency, defined as radio frequencies between 3 and 30 MHz. However, a marine HF radio always includes frequencies down to 2 MHz as well.
<b>MMSI</b>	Marine Mobile Service Identity, a 9-digit code that uniquely identifies each vessel and shore station. Australian recreational vessels have an MMSI of the form 503nnnn00. For example, <i>Dreamtime’s</i> MMSI is 503506800.
<b>MROCP</b>	Marine Radio Operators Certificate of Proficiency required to operate a marine radio on HF and VHF.
<b>MROVCP</b>	Marine Radio Operators VHF Certificate of Proficiency, required to operate a marine radio on VHF only.
<b>SPOT</b>	Not an acronym, but simply a low-cost messaging system using the Globalstar satellite network. Not to be confused with the SPOT satellite itself (Satellite Pour l’Observation de la Terre)
<b>SSB</b>	Single Side Band. A method of modulation commonly used on HF radio, with the result that “SSB” is often used to describe such radios.
<b>VHF</b>	Very High Frequency, Defined as radio frequencies between 30 and 300 MHz, but in this context simply refers to the VHF marine radio frequency band and the radios designed to use it.
<b>VMC</b>	Call sign of the east-coast weather forecast transmitter.
<b>VMW</b>	Call sign of the west-coast weather forecast transmitter.

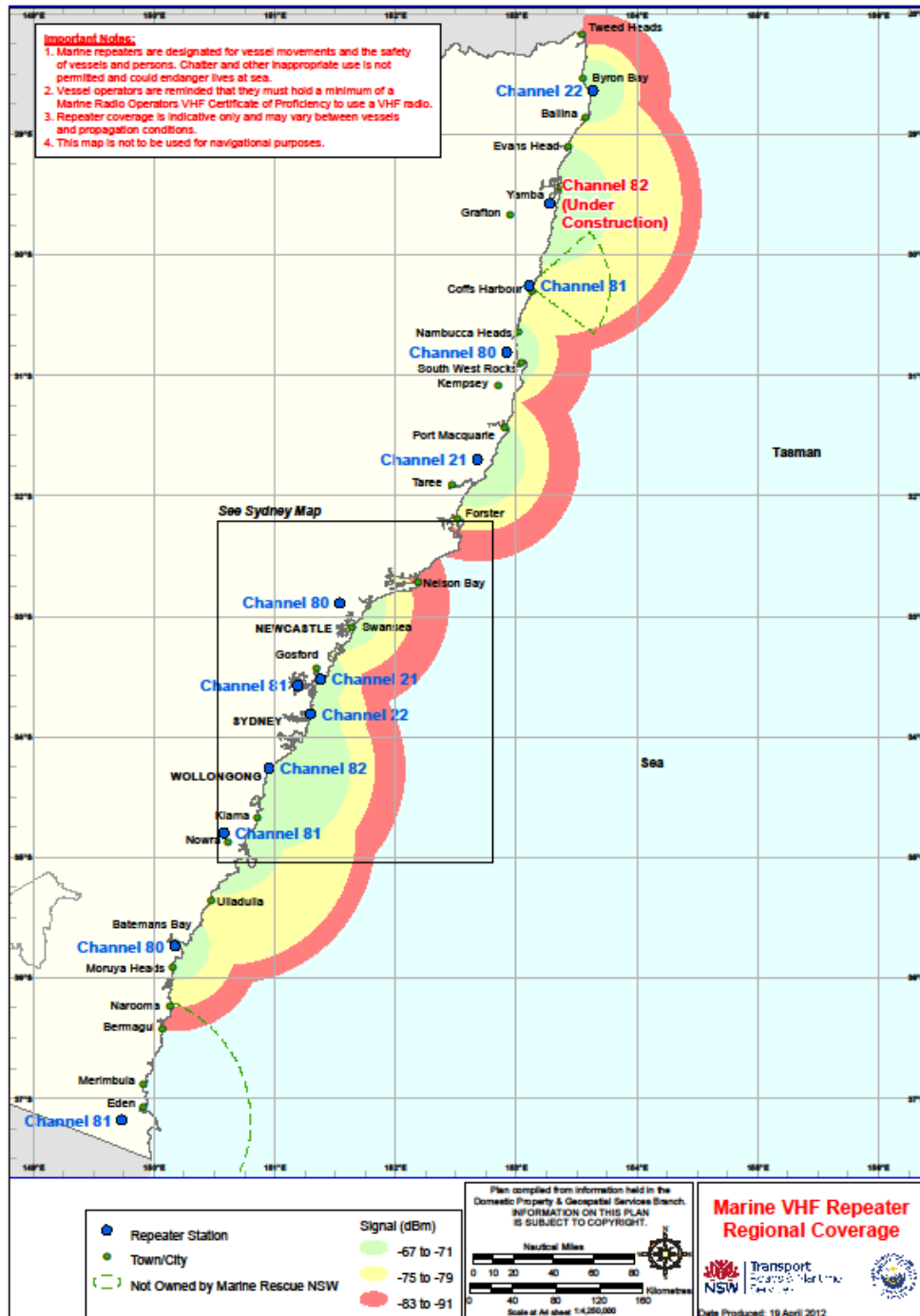


Fig 1.

(ACMA)

Calendar of Events 2014-2015					
Month	Day	Date	Events for 2014/15	Time	Comment
August 2014	Sat	2	Winter Series Race 3	1230	
	Sat	16	Season Point Score Race 1/ Spring Series Race 1	1230	
September 2014	Sat	6	Spring Series Race 2	1230	
	Sat	20	Seasons Point Score Race 2 Spring Series Race 3	1230	
October 2014	Sat	4	Spring Series Race 4	1230	Daylight saving starts October 5
	Sat	18	Seasons Point Score Race 3/ Spring Series Race 5	1330	
November 2014	Sat	1	Rhumb Race	TBA	
	Sat	8	BBIC Race 1	TBA	
	Sat	15	Seasons Point Score Race 4	1330	
December 2014	Sat	6	Social Sail/Cruise/Rally	TBA	
	Sat	13	BBIC Race 2	TBA	
	Sat	20	Seasons Point Score Race 5	1330	
January 2015	Sat	4	Social Sail/Cruise/Rally	TBA	
	Sat	17	Seasons Point Score Race 6	1330	
February 2015	Sat	7	Three Island Race	TBA	
	Sat	14	BBIC Race 3	TBA	
	Sat	21	Seasons Point Score Race 7	1330	
March 2015	Sat	7	Social Sail/Cruise/Rally	TBA	
	Sat	14	BBIC Race 4	TBA	
	Sat	21	Seasons Point Score Race 8	1330	
April 2015	Sat	4	Crews Race	TBA	
	Sat	18	Seasons Point Score Race 9	1230	Daylight saving ends April 5
May 2015	Sat	2	Social Sail/Cruise/Rally	TBA	
	Sat	16	Seasons Point Score Race 10	1230	