



THE PENNANT



LOLLIPOP II - THE NEW COMMITTEE BOAT
(Photo: John Storey 28 March 2014)

March 2014

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Hawkesbury River Yacht Club Inc.

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Committee:	Lee Malone	9680 3648
	Mark Raymond	9940 3096
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Next committee meeting:

19:00 hrs Wednesday, 16 April 2014

6 View Street, Cowan

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



Commodore's Report for March

The month began with the postponed Rhumb Race, one of the more unusual races on our racing calendar. Competing boats anchor off Gunyah Beach, and the skipper rows ashore in the boat's tender. After downing a shot of rum, the skippers jump into their tenders, row to the waiting boats, tie on, ladders up, sails set and anchors aweigh! Unfortunately, with almost no wind and a strong outgoing tide, there was no way the usual two laps of Dangar Island were going to be possible. Instead a short race to the East Mark and back was held. Congratulations to Libby and *Star of the Sea* for a convincing win.

Two weeks later, PS8 started under similar weather conditions, with the first boats drifting as much as sailing towards the east mark. As the wind picked up, the racing became more intense, with a particular highlight being the rounding of the north mark – in company with a group of boats from another club rounding it in the opposite direction! It was a great race – with ten starters and ten finishers. *Crossbow* took line honours convincingly, with *Florence* the handicap winner. Fortunately, everyone got back to their moorings before the storm hit – although several people got very wet getting back to shore. The oars blew out of *Dreamtime's* dinghy, leaving us to paddle back to shore with two kayak half-paddles. A quick search of the shoreline recovered the original oars half an hour later.

However, the big news this month is the purchase of our new club boat – a Kingston 580 motor launch. Built in the 1980s, this sturdy and very practical motor launch will be used as a tender and for laying course marks, for starting races, as a safety boat, and for general club duties. Special thanks to Cliff Sutton for his research and very hard work in locating a suitable boat and negotiating the purchase. She will likely be called *Lollipop II*, as a nod to our previous barge tender.

An application is now in with RMS for a mooring in Parsley Bay, and we are hopeful of being allocated a space by the end of the year.

Our new boat will greatly enhance the ability of the club to organise races and other events. There will of course be quite a bit of maintenance required, so volunteers to contribute to the various working bees will be most welcome. It will also be necessary to introduce a significant increase in our membership fees – more about this next month.

As noted earlier we're looking for a new HRYC Webmaster and editor of *The Pennant*, as Tony Phillips steps down from these roles in July. Lee Malone has volunteered to take over *The Pennant*, leaving the role of webmaster still to be filled. Anyone interested?

And don't forget our annual dinner, to be held this year on 31 May. Stay tuned!

**John Storey,
Commodore**

Race Report Commodores Point Score Race PS 8 15-3-14

What Happened?

Firstly, a little history concerning the North Mark near Juno Pt. In the early days of the club the race marks were put down by Rick's water taxi. For which the club paid. Shortly after I joined the club, permanent buoys were purchased and put down. They were all the property of HRYC. Then RMYC started using the North Mark regularly for Multi Hull races. The mark went missing on a regular basis and since it became so regular someone Terry or Frank approached RMYC and asked them to share the costs associated with the mark. An arrangement that RMYC and RPAYC have is that they share the costs of maintaining all the marks in Pittwater. When RMYC came to the party with us it meant that RPAYC also paid a third share in it too.

Interesting is that those clubs who are using the mark all round it by leaving it to port. More interesting is that neither of those clubs RMYC or RPAYC sailed courses that included that mark on the day. It appeared that the boats that rounded the mark leaving it to starboard also had rounded Lion Is. to port meaning that they were crossing their own course anyway. The starboard rounding may have been a mistake of the lead boat that everyone else followed. I have the name of one of the boats but so far have not been able to contact them to find out which club they were sailing with so we could let them know of the port rounding necessity. I'm sure we'll catch up sooner or later.

As for the race, a handicap start or grouped start was proposed in order for everyone to be able to finish at more less the same time so we could all get to the BBQ together. As it turned out the torrential rain put a damper on that but 4 people, 9 bush turkeys and 4 chooks did turn all pretty much soaked. We still had a bit of a BBQ.

The first boats off got off to not such a good start in very light wind "Jeanie" was held up almost becalmed for a long time. John & Gail in the Starter's Boat had all sorts of trouble with the buoy and then also the boat anchor. Star of the Sea got away pretty well, ahead of Eikon with a handicap lead. Eikon closed the gap by the time we reached the East Mark but just couldn't get past due to lack of wind from there on. The middle boats caught the Top Hats & Dreamtime on the leg down to the North Mark but Florence had actually disappeared out of sight altogether. Not realising she was so far in front I called for a shortened course due to the lack of wind and the fact that the fleet average race time was almost up. That didn't work out because of the unfolding disaster at the North Mark.



Hang Ten catching all the wind there was
(Photo: John Storey 15 March 2014)



All Our Girls in a close encounter of the nasty kind – the unfolding disaster at the North Mark
(Photo: Tony Phillips 15 March 2014)

At that time Hang Ten & Crossbow were already on the scene. All our Girls were in a tangle with a boat that failed to follow collision regs and failed to give way. All our Girls lost a lot of time there. The race ended at the East Mark and the Starter's boat was able to get on site and take finish times. Crossbow was first over the line to finish followed by Hang Ten, then Florence. Florence won the handicap, Star of the Sea was second and Jeanie third. The rest is a bit harder to follow but I think everyone knows where they came. Congratulations.

Cliff Sutton.



Jeanie still at the top of the table....
(Photo: Cliff Sutton 15 March 2014)



...but Florence gave her run for her money today
(Photo: Tony Phillips 15 March 2014)

HAWKESBURY RIVER YACHT CLUB

Date **15/03/2014**

Event **PS8**

Course **E shortened**



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	
				2:22:48	= Trimmed Average Race Time													Hcp lock? off
Blythe Spirit	1362							1.1091						29		29	1.1091	
Dancelot								1.0000						3		3	1.0000	
Dreamtime	117	13:30:00	15:55:40	2:25:40		2:25:40	0.9803	0.9291		2:15:20	Q1		6	0	Q1	0	0.9291	
Crossbow	A116	14:20:00	15:40:00	1:20:00		1:20:00	1.7849	1.3200		1:45:36	Q2		1	0	Q2	0	1.3200	
Enchantress	7825							0.9805						12		12	0.9805	
Eikon	3701	13:52:00	15:53:12	2:01:12		2:01:12	1.1782	1.0967		2:12:55	Q3		4	0	Q3	0	1.0967	
First Light	4580							1.1857						21		21	1.1857	
Florence	469	13:30:00	15:47:15	2:17:15		2:17:15	1.0404	0.9224		2:06:36	1		6	8	7	15	0.9224	
Jeanie	NH8	13:30:00	15:55:33	2:25:33		2:25:33	0.9811	0.9405		2:16:53	3		7	44	5	49	0.9405	
Mari Anne		13:30:00	15:57:40	2:27:40		2:27:40	0.9670	0.9477		2:19:57	4		9	17	4	21	0.9477	
Mija	2969	13:30:00	16:08:50	2:38:50		2:38:50	0.8990	0.8968		2:22:27	5		10	10	3	13	0.8968	
Pachelbel								1.0000						0		0	1.0000	
Riptide	60							1.0025						17		17	1.0025	
Sooty Petrel	120							0.9789						25		25	0.9789	
Star of the Sea	5449	13:45:00	15:49:40	2:04:40		2:04:40	1.1454	1.0424		2:09:57	2		5	26	6	32	1.0424	
Inspiration														0		0		
All Our Girls	5201	14:10:00	15:47:35	1:37:35		1:37:35	1.4633	1.2500		2:01:59	Q1		2		Q1	0	1.2500	
Hang Ten	MH303	14:20:00	15:40:10	1:20:10		1:20:10	1.7812	1.3700		1:49:50	Q1		1		Q1	0	1.3700	

HAWKESBURY RIVER YACHT CLUB

2013 / 2014 Point Score - Drop 2 Results



			PS 1	PS 2	PS 3	PS 4	PS 5	PS 6	PS 7	PS 8	PS 9	PS 10				
Place	Yacht Name	Drop 2											Total	lowest	2nd lowest	Total dropped
3	Blythe Spirit	29	7	5		5	5	7					29	0	0	0
11	Dancelot	3						3					3	0	0	0
	Dreamtime	0								Q1			0	0	0	0
	Crossbow	0							Q1	Q2			0	0	0	0
	Eikon	0							Q2				0	0	0	0
10	Enchantress	12		6				6		Q3			12	0	0	0
5	First Light	21	9	7	5								21	0	0	0
8	Florence	15	5						3	7			15	0	0	0
1	Jeanie	41	6	8	6	4	7	9	4	5			49	4	4	8
5	Mari Anne	21	8		3	3	3			4			21	0	0	0
9	Mij'a	13	3	3				4		3			13	0	0	0
	Pachelbel	0											0	0	0	0
7	Riptide	17	4	9	4								17	0	0	0
4	Sooty Petrel	25	Strtr	10		6	4	5					25	0	0	0
2	Star of the Sea	32			7		6	8	5	6			32	0	0	0
	Inspiration	0		GST									0	0	0	0
	All Our Girls	0								Q1			0	0	0	0
	Hang Ten	0								Q1			0	0	0	0

Changes to Handicaps

As a result of the addition of three new boats to the fleet it has been necessary to take a close look at the handicaps and try and bring them better into line.

There have been little or no changes to handicaps for some time due to a reduction in the number of boats finishing races. The handicaps listed below are the result of interpolating the AMS handicaps given to the three new boats when they have sailed with other clubs. Those AMS handicaps have been used to rate "All Our Girls" and "Hang Ten" against "Crossbow" which had only finished two races. Then they have been interpolated into our fleet of somewhat slower boats. The aim of this is to try and prevent a situation where the current handicap system may disadvantage some of our boats that are already forced to punch well above their weight since their handicaps have not been changed for some time.

CPS Race 8, as everyone who was there knows, turned into a bit of a disaster. With all sorts of problems at the north mark and also a sluggish breeze at times. The staggered group starts, that were designed to make it more likely for crews to be able to get to the after race BBQ for the last CPS race before the end of DST, didn't help at all so sorting out handicaps has been a difficult task.

The handicaps for the newcomers may seem a bit high but I'm sure they will adjust with the fleet as time goes on.

The New Handicaps that will be applied to each boat for next race will be:

Yacht	Sail No	New Handicap
All our Girls	5201	1.3125
Blythe Spirit	1362	1.1002
Crossbow	A116	1.4100
Dancelot		Qualifying
Dreamtime	117	0.9423
Eikon	3701	1.0905
Enchantress	7825	0.9716
Florence	469	0.9285
Hang Ten	MH303	1.4385
Jeanie	NH8	0.9417
Mari Anne		0.9280
Mij'a	2969	0.8866
Riptide	60	0.9835
Sooty Petrel	120	0.9700
Star of the Sea	5449	1.0357

Note Crossbow completed its 3rd qualifying race on the 15th March CPS 8. All Our Girls and Hang Ten are still to complete their qualifying races and the above handicaps as all others will of course adjust.

Cliff Sutton, Rear Commodore

Rhumb Race - Sunday 2 March



Star of the Sea on the way to winning the Rhumb Race 2014
(Photo: Michelle Storey 2 March 2014)

There is no report on the Rhumb Race as such, but it seems to have been an ad hoc affair due to wet and windless conditions. Fearing that circumnavigation of Dangar Island would be an impossibility (it always is for me! - Ed), the Rear Commodore settled for Course K shortened to finish at Channel Marker pile No 407. Apparently the 3 brave starters all finished and no one got terribly wet. They even stayed around for a sausage sizzle.

The following note comes from the Rear Commodore:



Crossbow unused to having a dinghy in tow
(Photo: Ed Levy 2 March 2014)

Race Times

Start 14:00:00

Course K, Start: Off the beach at Gunyah. Results calculated at the park after race sausage sizzle.

Finish

Crossbow 15:44:40

Star of the Sea 16:03:42

Dreamtime 16:29:40

Since 3 boats started we think that constitutes a race. Dreamtime we think has not completed 3 CPS races in the last 12 months so DNQ although finished.

Crossbow has not completed 3 CPS races, does not qualify for this race Handicap or line honours.

We all had a surprisingly good time though.

Congratulations Libby, Lee and Garry Irons, Star of the Sea.

Cliff Sutton
Rear Commodore



Libby receives the Rhumb Race Trophy with a smile
(Photo: Michelle Storey 2 March 2014)

HRYC Starter's Boat

The long awaited Starter's boat has arrived in good time for next season marking the start of a new era in the club's history. It's a "Kingston 580" which Mark Cole spotted on the internet and we were able to purchase after some fairly extensive negotiations.

The photo (see front cover – Ed), which everyone has probably seen by now, and some others will no doubt circulate show that it is the size needed for the job, but not too big.

It has adequate lockable storage in the cabin area and a large cockpit which will be suitable for carrying out the race starting duties.

It has a powerful 30+HP diesel engine and appears to get along easily at about 7 knots with power in reserve. It will also be useful as a tender for dropping race crews if needed. Its shallow draft will make entering the Parsley Bay harbour possible at any level of tide. Some work will be required to bring it up to the standard we require but that mainly is related to antifouling and some odds and ends and a bit of cleaning.

We all hope of course that it proves to be a reliable workhorse for the club well into the future.

Cliff Sutton. Rear Commodore.

Day Skipper

As retirement approaches, with the chance of more time for sailing, I thought it was a good time to improve my skills by doing some more training. I decided to try the Day Skipper qualification, which is divided into a theory course covering mainly safety and coastal navigation, and a practical course. The practical course involves 5-6 days aboard a sailing yacht, putting the work from the theory course into practice and handling a boat under coastal cruising or chartering conditions.

Because I have a sometimes unpredictable extra work schedule, I decided to do the theory course online. I selected Navathome Australia as a provider, based on advertisements and their website. The web based course material from Navathome Australia is great. The web graphics are excellent and the various animations clearly explain the techniques and concepts. My assigned tutor, Don Punch, responded to all my email queries and marked assessments very promptly, usually within 24 hours. The coursework was also surprisingly enjoyable. It was more satisfying than I expected to plan passages around a fictional coastline and I became quite fond of my Portland plotter and brass dividers. Mind you, I needed some new reading glasses to handle the accurate chart work required. I wouldn't want to rely too much on chart work on Dreamtime's navigational table under poor light in a storm!

One big advantage of an online course is that you can work at your own pace, and go back over topics as much as you like. An obvious disadvantage is that, without an externally imposed deadline, it takes willpower to complete the roughly 40 hours coursework in your own time. I needed to request an extension of time, (which is fortunately offered by Navathome Australia for a very moderate fee), and then take some leave from work to get the course work done. The final stage of the theory course is a closed-book online exam, which took several hours and involved a detailed passage plan as well as knowledge of safety matters, navigational aids etc.



First lesson - how good BBQ chicken and fresh bread tastes

I booked the five-day practical course with Pacific Sailing School, and on a Saturday morning this February I boarded Solano, a Solano 37, with three other Day Skipper students, a Competent crew candidate, and instructor Damien Parkes, for an intense five days of learning. Two of the people who did the practical course with me were doing it so that they could get the International Certificate of Competence, which is increasingly being required before you can hire a charter yacht overseas and in Australia.

Over the next five days we sailed from Sydney Harbour to Broken Bay and back, and practised various sailing and boat-handling exercises around the Hawkesbury, Pittwater, and Middle Harbour, as well as motoring around the commercial heart of Sydney Harbour learning good manners around commercial traffic. Damien shared not only the essentials for the course syllabus but also his deep and wide knowledge of all aspects of sailing and boat

management, as well as fascinating stories of Sydney's maritime history.

The course was fantastic and I would strongly recommend it for anyone wanting to build confidence, expand their knowledge, and benefit from having expert advice available for five, full days. Damien's ability to handle the boat under any circumstances meant that we could skipper the boat and learn from experience, confident that every situation was recoverable.



Damien passing on tips on sail trim to one of the other students.

One day we had a stiff 25-30 knot wind blow up when we were practising coming alongside and leaving the pontoon at Middle Harbour Yacht Club (a technique known as "pontoon bashing" by our sympathetic instructor). It was really valuable experience to trial the various techniques to leave a pontoon with dignity when you are being blown onto it so strongly. We came back to the same pontoon later for some more practice but were given (rather rudely I think) a "Move On" request from someone managing the pontoon. A bit rough, after we had earlier extracted ourselves so successfully and without any damage.

Staying on the boat for the five days meant we also gained experience in working together as a team while living in constrained quarters. We also learnt about provisioning. I was pointed at a large lump of corned beef, some vegetables and a large pot one afternoon and asked to produce dinner. Turns out Solano is well stocked with sauces and extras, and we had quite a feast that night.

The syllabus is very full (details are on the Pacific Sailing School website) and I think it would be challenging to learn all the techniques and pass the assessment all within the five day period. It is recommended that students have experience equivalent to Competent Crew and knowledge equivalent to Day Skipper Theory. I was certainly glad to have taken both these courses prior to tackling the practical course.



Damien, always cheerful, no matter what we were doing! Solano has quite a turn of speed compared to my own boat, Dreamtime.

I came away from the courses with great memories, much more knowledge, increased confidence, and a Day Skipper ticket. Also, of course, I continue to be humbled by the thought that sailing is a pursuit where you learn more every time you go near the water.

Michelle Storey

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	Rhumb Race	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>Rhumb Race (rescheduled)</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	Daylight saving ends Sunday 2 am
	Sat	19	Commodore's Cup Point Score Race 9	1230	
May 2014	Sun	4	<i>Sunday Point Score Race 8</i>	1230	
	Sat	17	Commodore's Cup Point Score Race 10	1230	
	Sat	31	HRYC Annual Dinner	1900	Cattai
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	