

Semaphore



Issue 2 Season 2017-2018

December 2017

NEWSLETTER OF THE PORT DALRYMPLE YACHT CLUB

KEMPS PARADE, BEAUTY POINT, TASMANIA
P.O BOX 361 BEAUTY POINT, 7270
PHONE: 6383 41 10 FAX: 6383 4777

E-MAIL: PDYC@BIGPOND.COM

WWW.PDYC.YACHTING.ORG.AU

Commodore's Report

The 65th sailing season is well underway with Opening Day being supported both on and off the water. Congratulations to all those who participated. The official opening was performed by our Club Patron Peter Kearney in front of Officials, Life Members and Members. Then we had our salute and sail past held for the final time on the end of our aging jetty in perfect weather conditions.

I take this opportunity to welcome our new members to the club- Grant Walsh, Roger Hill, John Bennett, Jodie Sullivan, Damon Wecker, Brianna McElwee, Neville Grey, James Pak, Chris Bayne, Uluka Bayne, Emma-Lee Van Der Pluym, Ivy Van Der Pluym, Riley Hughes and Peter Hubbard.

The works committee and the band of Beauty Point volunteers have completed many tasks around the club to maintain and improve the club grounds and structures. Thank you to all those who have attended our working bees as a lot of work has been achieved. We really appreciate your dedication and ongoing support.

The works on our jetty are proceeding well with the pile driving completed. The next stage is to re build the outer platform for the fuel bowser and lift the existing steel frame. Once this has been completed we can replace our walkway and install our new pontoons. Once again our volunteers have donated hundreds of hours of man power and I personally would like to thank them all on a job more than well done.

The Club is preparing for an influx of B14 sailors over the Christmas and New Year period and with all systems in place both on and off the water should prove to be a fantastic event for the Port Dalrymple Yacht Club. If you are passing drop in and have a look at the activity. We would also welcome anyone who has a few hours to spare who could help out either in the upstairs or downstairs canteen.

Our bosun Leigh Curwen has settled in well to his new role and is keeping the grounds in good condition and the club rooms very neat and tidy. If you haven't already make yourself known to Leigh as he does enjoy a chat. Good luck to all our members representing the club in National and World Championships over the Christmas period. In particular to our junior sailors Ellen Hillcoat in Sabots and Magnus McIndoe in the NS 14.

In signing off I wish everyone a very safe and joyous Christmas and happy sailing.

Stephen McElwee
Your Commodore



Vice-Commodore

Vice – Commodores Report

I am pleased to report that our season is up and running with plenty of on water action so far. Opening Day was very enjoyable and it was a pleasure to be able to view the sail past from the jetty in what was one of the biggest fleets in recent years. Good to see some motor boats as well including Rowley Walker's magnificent Great Yarmouth lifeboat bringing up the rear.

On the Club racing side, our keelboats have raced three of the five pennant races. The revised longer distant format has proved popular with races so far to Shear Reef near the Heads, Bombay Rock/Kelso and Point Rapid. Feedback has been positive both from crews and spectators onshore. Races four and five will be held in February and March. Keelboat racing is currently over the Saturday evening twilight series and some Sunday trophy races.

The first twilight race also featured the past sailor's reunion night and this was enjoyed by all who attended. We intend for this to be an annual event and hope to get even more old salts along next year.

Dinghy sailors have also been contesting their Club Championship with action across the Sabot, NS14 and B14 classes. In particular, the sailors are gearing up for their respective National Championships in Brisbane, Adelaide and of course Beauty Point.

The Club has also been busy running week-end long regattas including the State Sabot Association October Regatta, Inshore Championships for keelboats, B14 Practice Regatta and State Sabot Association December Regatta. These events have all been run to the usual high standard thanks to the enthusiastic group of volunteers both on and off the water. I would like to thank everyone who has been helping and in particular the way the events have been run safely and skilfully in sometimes difficult conditions. We did of course have champagne summer NE conditions for the Inshore Championships. However even then a man overboard situation was safely resolved thanks to the quick action of our race management team.

A number of our dinghy sailors travelled to Hobart to compete in the Showdown Series at the RYCT with highlights being B14s 2nd Andrew & Josh Jones, 4th Josh Harriess & Bailey Edmunds; NS14 4th Sam & Lindy Bailey, 7th Barrie & Magnus McIndoe; Sabots 2nd Ruby Edmunds, 3rd Taylor Edmunds, 5th Ellen Hillcoat. Well done all.

Josh Jones has been busy not only sailing the B14 and Elliott 5.9 with Andrew but also popping over the Strait to sail his Laser in Sail Melbourne in early December. In what was top level competition he finished a very creditable 23rd out of 45 competitors.

We have also been busy on the Dinghy Training front with our Sunday morning Learn to Sail Program. This is a very important aspect of our Club and it has been pleasing to see a great group of juniors learning to sail in our Optimist dinghies and also the Pacer. Everyone has been so enthusiastic. Thanks to our Assistant Instructor Team working with me – Ruby Edmunds, Sam Jones, Ellen Hillcoat and Taylor Edmunds; Lindy

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Rear Commodore

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Rear Commodore

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A wide-angle photograph of a harbor scene. In the foreground on the left, a portion of a sailboat's white sail is visible, featuring black text that reads "BWA", "2013", "AUS", and "3/3". The water is a deep blue-grey, with several sailboats scattered across it. One sailboat in the center-right has a large blue sail with the number "2183" and a yellow and red striped flag. Another sailboat to its left has a red and white striped flag. In the background, a large cargo ship is visible on the horizon under a bright blue sky with scattered white clouds. The distant shoreline is visible with some greenery and buildings.

Jetty Project

[illegible]

Slipway & Cradles

Glen Cornish

Slipping Rules

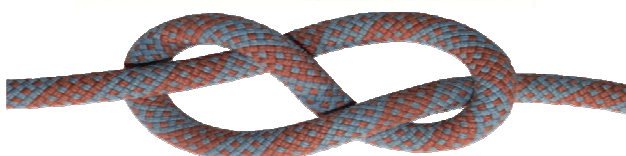
Port Dalrymple Yacht Club –Slipping Rules Regulations and Requirements

- (1) The yacht owner desirous of using our slipway shall apply to the Bosun to supervise the slipping of the vessel and complete the appropriate form.
- (2) Once the booking is made, cancellation should be made at least one day before (weather conditions excepted). otherwise the owner will be charged with the haul out.
- (3) Owners shall provide all assistance necessary for the slipping of their vessel at the time agreed and be responsible for their own craft,
- (4) The Bosun, or his delegate shall operate the winch.
- (5) All fin keel vessels must utilise fore and aft sling straps (or cross bars) as well as springs to secure the vessel from moving backwards as soon as practicable after the vessel has been properly positioned on the cradle but definitely before the vessel is entirely removed from the water. The sling straps (or cross bars) are to remain in position for the duration of the stay on the slip.
- (6) The maximum vessel gross weight for our slipway is 10 tons. This weight is not to be exceeded under any circumstances.
- (7) Power boats and launches with long keels and shallow draft may utilise "blocks" to raise the bed height of a cradle but these blocks must be properly secured to the cradle to the satisfaction of the Boson.
- (8) The maximum time on the vessel may remain on a club cradle shall be determined by the Bosun or his delegate. Failing the vessel's remove after such time if required by the Bosun, the Committee may remove the vessel from the slipway at the owner's expense.
- (9) Boat owners or their assistants must remove marine growth and any rubbish they generate and deposit in the appropriate bins. A fee will be charged to the vessel owner if the area is not left clean and tidy.
- (10) Metal grinding ,spray painting and/or sand blasting and the like will not be permitted unless proper screening is in place to protect other vessels on the slip. Any such work is not to be carried out unless written approval is provided.
- (11) The two northern bays are for short term slipping.
- (12) The vessel owner is responsible to wash down the cradle and traverse upon the vessel being removed and returned to the water
- (13) Any damage to the club's property is to be immediately reported to the Bosun or Committee Member.
- (14) A fee of \$5.00 per day will be charged for power usage if the Committee deem such usage to be in excess of normal usage



MAST

MARINE and SAFETY TASMANIA



Notices to Members

Our Club again had a stand at the Tas Outdoor Boat Show held earlier in September at the Silverdome. We had NS14, Laser, Sabot and Optimist dinghies on display with a B14 on the Brierley Marine stand along with our lift up banners and promotional material. It was a great opportunity to promote the club and link up with some prospective new members. Thank you to Tamar Yacht Club for running the event and providing PDYC with a financial contribution from the it for our junior sailing program. **A special thanks** to the following members who helped out with providing boats, set up, pack up and manning the stand over the three days: **Eric & Edna McCormack, Sam Bailey, Josh Harriss, Leon Williams, Bob Silberberg, Malcolm Stevens, David & Leah Blazely, Peter Sluce and Stephen McElwee.**

Trailer Park Members

It is mowing season again in the trailer park. Owners of boats in the trailer park are reminded to keep the area under boats mown and tidy. The trailer park is cut during working bees and we try to mow under boats then if we are able to. We can't move boats that have flat tires or locked tow hitches. So if your boat falls into either of these categories, you have a couple of options:

1. Leave a key with Dave Blazley.
2. Mow it yourself. The club has a couple of mowers so you won't have to bring one from home.

If we can't get under the boat you may be billed.

Having the trailer park looking neat reflects well on the whole club and avoids damage to the mowers from hitting objects obscured in the long grass.

Moorings

Members who would like to have a mooring position in the PDYC controlled area should apply, in writing, to the committee and a position will be allocated to them by our mooring officer Craig Titmus (0438 820 124) if available.

The position only, is allocated, with the mooring tackle the responsibility of the member.

Current mooring owners within the PDYC controlled area are reminded that in the event of resignation from the Club or vacating the mooring site, the tackle only may be sold, with the mooring **site** reverting back to the club for re-allocation. The tackle should be removed within 14 days, unless otherwise arranged with the mooring officer, before your resignation will be accepted.

PDYC members do a great job recycling. Everyone helps by separating out the readily recyclable products from waste. When it comes to glass, mostly stubbies from the bar, recycled glass saves about one third of the energy it takes to make new glass.



Please place your glass waste GENTLY into the recycling bin. DO NOT BREAK THE BOTTLES.

Think how un-necessarily dangerous the handling of club waste can become and help where you can.

Club Courtesy Dinghy

It is timely to remind members about use of the club's Courtesy dinghy. The dinghy is provided for member's use to retrieve and put boats back on their moorings, and **use should be limited to a maximum of 15 minutes only.**

It is not acceptable for members to take the dinghy out to their moored boats and keep it there for extended periods of time while maintenance or other work is carried out. If such work is required, then bring your boat back to the pontoon or use your own dinghy.

Extended periods of use can inconvenience other members who have every right to expect that the dinghy will become available for their use after a short period of time.

It is also appropriate to remind members of the safety regulations for the use of the Courtesy dinghy.

All people in the Courtesy dinghy MUST WEAR PFDs at all times.

Unless these safety rules are complied with the Committee will have to consider withdrawing the Courtesy dinghy facility in order to reduce the risk to the club operations. Your co-operation would be appreciated.

Thank you Michelle Titmus (Craig's wife) for supplying the flowers to the club for opening day. We had many lovely comments from our visitors about how amazing they looked. And they certainly were beautiful. Michelle works at "Essence of the Valley Florist" in Exeter.

Where are we heading?

There is no doubt the compass is the single most important nautical instrument, without it modern yachting would be, pardon the pun, completely lost.

The compass was invented in China during the Han Dynasty between the 2nd century BC and 1st century AD, where it was called the "south-governor" (sīnán 司南). The magnetic compass was not, at first, used for navigation, but for geomancy and fortune-telling by the Chinese. The earliest Chinese magnetic compasses were possibly used to order and harmonize buildings in accordance with the geomantic principles of feng shui. These early compasses were made with lodestone, a naturally occurring magnet and aligns itself with the Earth's magnetic field. People in ancient China discovered that if a lodestone was suspended so it could turn freely, it would always point toward the magnetic poles.



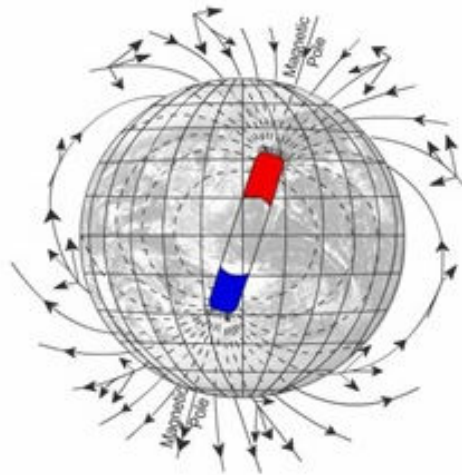
MODEL OF A HAN DYNASTY (206 BC–220 AD) SOUTH-INDICATING LADLE OR SINAN

Compasses were later adapted for navigation during the Song Dynasty in the 11th century.

Prior to the introduction of the compass, geographical position and direction at sea were primarily determined by the sighting of landmarks, supplemented with the observation of the position of celestial bodies. On cloudy days, the Vikings may have used cordierite or some other birefringent crystal to determine the sun's direction and elevation from the polarization of daylight; their astronomical knowledge was sufficient to let them use this information to determine their proper heading.

The invention of the compass enabled the determination of heading when the sky was overcast or foggy, and when landmarks were not in sight. This enabled mariners to navigate safely far from land, increasing sea trade, and contributing to the Age of Discovery.

The Earth itself has a magnetic field associated with it. This provides the forces that orient a compass needle. To appreciate the limitations of the instrument it is necessary to know something of the field and how it varies in both time and space.



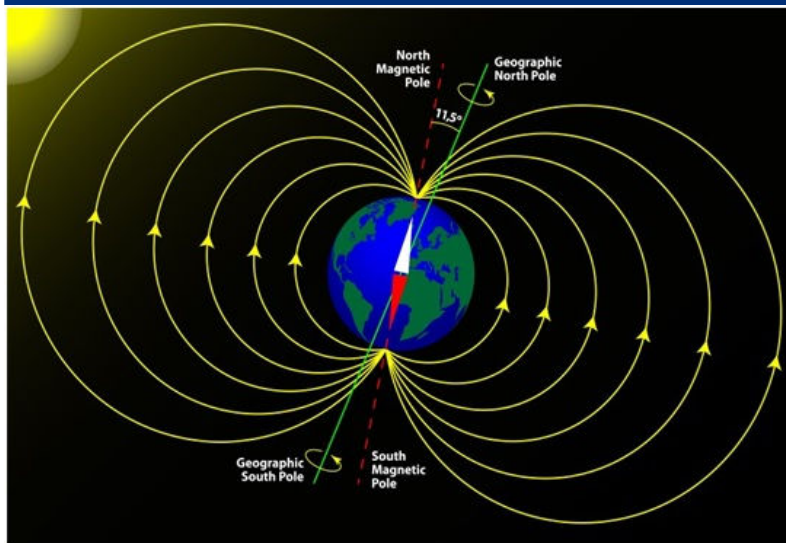
As long ago as the 15th century, mariners noticed that the needle of a magnetic compass does not point accurately to Earth's true north. Columbus, for instance, was aware of this on his voyages across the Atlantic in the 1490s. Instead, the needle makes an angle with true north, and that angle varies from place to place on the Earth's surface. This means that there is a different magnetic variation for different places on Earth. These variations were investigated on a famous 17th century voyage by the great scientist and astronomer Edmond Halley. It was thought at this time that the longitude of a ship could be found by the compass variation, but this proved to be untrue.

The true North Pole and the magnetic north pole are not located at the same spot. This variation causes a magnetic compass needle to point more or less away from true north. The amount the needle is offset is

(Continued on page 7)



Where are we heading?



So to the limitations of magnetic compass, it will not show true north. It will be deflected by electric flow and is easily deflected by magnetic field.

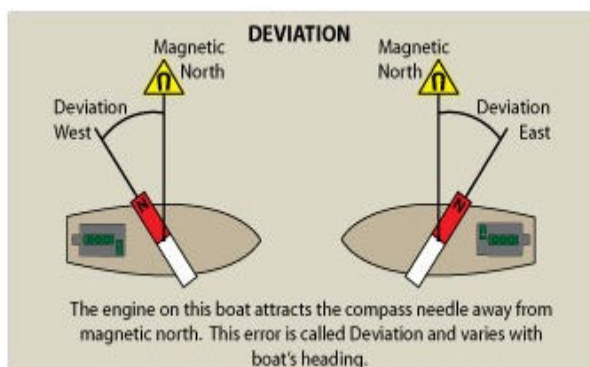
Still this simple instrument, which in its basic form, has no need for power and has no moving parts, has guided countless mariners through the ages.

The force acting on the compass, our planet's magnetic field, is believed to be generated deep down in the Earth's core.

(Continued from page 6)

called variation because the amount varies at different points on Earth's surface. Even in the same locality variation usually does not remain constant, but increases or decreases at a certain known rate annually.

The amount a magnetic compass needle is deflected by magnetic material in the ship is called deviation. Although deviation remains a constant for any given compass heading, it is not the same on all headings. Deviation gradually increases, decreases, increases, decreases again as the ship goes through an entire 360° of swing.



Indeed there is a story of a skipper that placed his battery powered lantern on the bridge consol on a dark night and ran aground on those "accursed Tamar mud flats"

Right at the heart of the Earth is a solid inner core, two thirds of the size of the Moon and composed primarily of iron. At a hellish 5,700°C, this iron is as hot as the Sun's surface, but the crushing pressure caused by gravity prevents it from becoming liquid.

Surrounding this is the outer core, a 2,000 km thick layer of iron, nickel, and small quantities of other metals. Lower pressure than the inner core means the metal here is fluid.

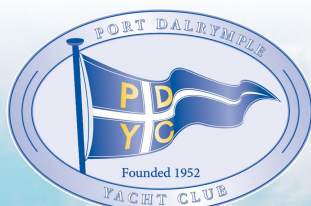
Differences in temperature, pressure and composition within the outer core cause convection currents in the molten metal as cool, dense matter sinks whilst warm, less dense matter rises. The Coriolis force, resulting from the Earth's spin, also causes swirling whirlpools.

This flow of liquid iron generates electric currents, which in turn produce magnetic fields. Charged metals passing through these fields go on to create electric currents of their own, and so the cycle continues. This self-sustaining loop is known as the geodynamo.

The spiralling caused by the Coriolis force means that separate magnetic fields created are roughly aligned in the same direction, their combined effect adding up to produce one vast magnetic field engulfing the planet.

<http://www.physics.org>

B14 Worlds



B14
International B14 Association of Australia Inc.

B14 NATIONALS
27-30 DECEMBER 2017

B14 WORLDS
2-6 JANUARY 2018



Port Dalrymple Yacht Club

KEMPS PARADE, BEAUTY POINT, TASMANIA

Come down, welcome our visitors and be part of the action. These boats are lightning quick and an awesome spectacle to watch. Don't miss this rare opportunity to see some of the worlds best skiff sailors do battle. There will be plenty to do in running the event and it is not too late to volunteer with a variety of roles both on and off the water. Even a few days would be appreciated. Please contact Peter Sluce, Steve McElwee or Greg Rowsell if you can help.



PDYC Junior Learn to Sail 2017



These photos are of our enthusiastic group of Juniors having their final session before Xmas. Six sessions have been held so far and we have seen great progress across the group.



The next session will be held the first Sunday in February and newcomers are welcome.

Many thanks to Sam & Lindy Bailey, Eric McCormack and our Assistant Instructors Ruby Edmunds, Sam Jones, and Ellen Hillcoat for their efforts.

Greg Rowsell
Vice-Commodore
Port Dalrymple Yacht Club
Ph 0400 342 308





CLASSIC AND WOODEN BOAT DAY AT PDYC

SATURDAY 20 JANUARY 2018

Do you have a wooden boat or even a classically designed boat with some modern materials!

Then come along for a get together at the Port Dalrymple Yacht Club commencing around 1100. Any vessel with sail, power or oars is welcome, no matter the condition.

Meet and tie up at the PDYC Jetty for a few hours, have a show and tell, followed by a short casual parade on the bay.



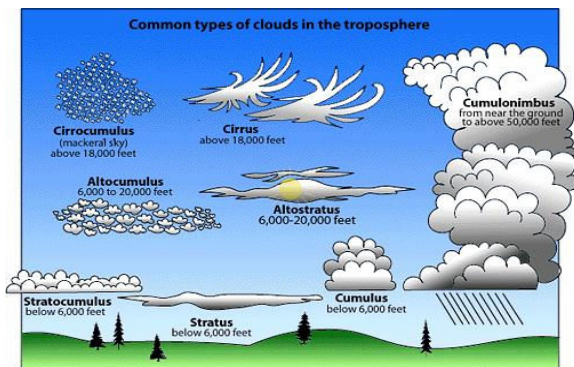
**Enquiries: Greg Rowsell
Vice-Commodore
Ph 0400 342 308**

Head in the clouds

Ancient societies believed that clouds foretold the future and we've all looked at the clouds and seeing shapes unicorns and puppy dogs. But clouds can offer any insight into what's happening in the air in the lower layers the air that we sailed in. Look out of the bag and look up, chances are the shapes that you see can be directly translated into the kind of air that your sailing through.

Clouds are given different names based on their shape and their height in the sky. Some clouds are near the ground. Others are almost as high as jet planes fly. Some are puffy like cotton. Others are grey and uniform.

The diagram below shows where different types of clouds and where they located in the sky



- The highest clouds in the atmosphere are cirrocumulus, cirrus, and cirrostratus. Cumulonimbus clouds can also grow to be very high.
- Mid-level clouds include altocumulus and altostratus.
- The lowest clouds in the atmosphere are stratus, cumulus, and stratocumulus.

Clouds are made of water droplets or ice crystals that are so small and light they are able to stay in the air. The water or ice that make up clouds travels into the sky within air as water vapor and gets into air mainly by evaporation – some of the liquid water from the ocean, lakes, and rivers turns into water vapor and travels in the air. When air rises in the atmosphere it gets cooler and is under less pressure. When air cools, it's not able to hold all of the water vapor it once was. Air also can't hold as much water when air pressure drops. The vapor becomes small water droplets or ice crystals and a cloud is formed.



A CLOUD CLOWN - CUMULONIMBUS

It's easier for water vapor to condense into water droplets when it has a particle to condense upon. These particles, such as dust and pollen and sea salt, are called condensation nuclei. Eventually, enough water vapor condenses upon pieces of dust, pollen or other condensation nuclei to form a cloud.

Some clouds form as air warms up near the ground and rises. Heated by sunshine, the ground heats the air just above it. That warmed air starts to rise because, when warm, it is lighter and less dense than the air around it. As it rises, its pressure and temperature drop causing water vapor to condense. Eventually, enough moisture will condense out of the air to form a cloud. Several types of clouds form in this way including cumulus, cumulonimbus, mammatus, and stratocumulus clouds.



STRATOCUMULUS —PHOTO BROOK

Some clouds, such as lenticular and stratus clouds, form when wind blows into the side of a mountain range or other terrain and is forced upward, higher in the atmosphere. This can also happen without a dramatic mountain range, just when air travels over land that slopes upward

Head in the clouds



JEN & FLETCH —STRATOCUMULUS



WAVES IN SOUTHERN TASMANIA



STREETING CUMULUS—ASKA MOIR

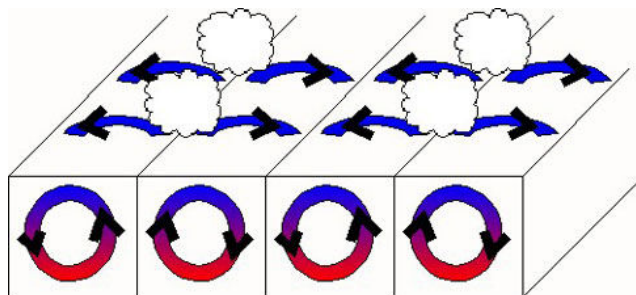
and is forced to rise. The air cools as it rises, and eventually clouds form. Other types of clouds, such as cumulus clouds, form above mountains too as air is warmed at the ground and rises.



CIRRUS CAN BE AN INDICATION OF HIGH WINDS ALOFT. NOTE THE CUMULUS IN THE DISTANCE AND FOG OVER THE WATER — KATIE LIVERMORE

All very interesting but what has this to do with sailing? The air we sail in is a fluid and behaves in much the same way as the water we sail on. There are eddies, waves and turbulence in fluid motion.

Clouds can give subtle hints (and even dead give aways) as to what the air is doing near the clouds. We have all glanced at a smoke stack and gleaned some feeling for the wind's direction, strength and consistency. So it is with clouds. With some practice and observation reading the clouds can contribute another piece to the sailing weather puzzle.



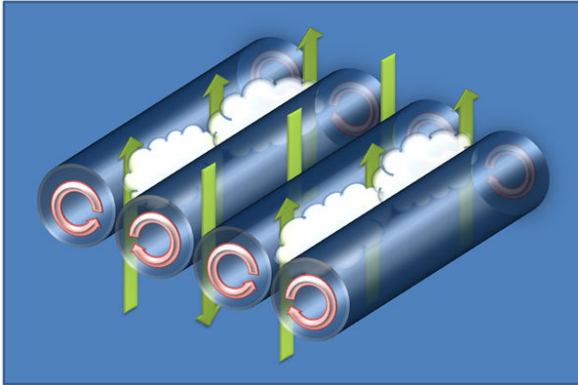
CONVECTION ROLLS AND THE FORMATION OF CLOUD STREETS. IMAGE CREDIT: NOAA

Cloud streets are long rows of cumulus clouds that are oriented parallel to the direction of the wind. They're formed by convection rolls of rising warm air and sinking cool air. Rising warm air cools gradually as it ascends into the atmosphere. When moisture in the warm air

Head in the clouds

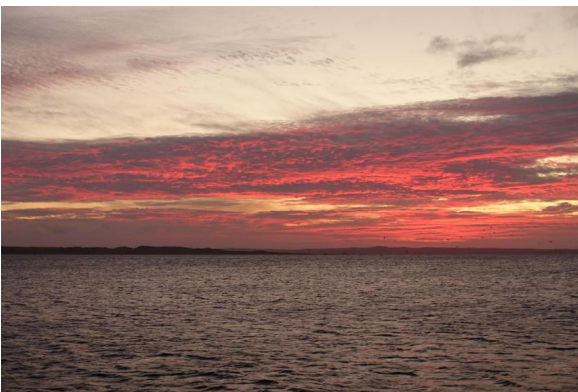
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mass cools and condenses, it forms clouds. Meanwhile, sinking cool air on either side of the cloud formation zone creates a cloud-free area. When several of these alternating rising and sinking air masses align with the wind, cloud streets develop.



Sailing across the breeze under cloud streets, you might expect alternating bands of increased and decreased wind strength. There will be more than likely regular changes in wind direction on entry and exit of each band due to the rotational forces imparted upon the rising and descending air.

Of course the real deal is never as neat as above, with added mixing, terrain effects and random shifts, streeting may hard to spot and difficult to use. Tactically you may decide that you will try to spend as much time as possible in the gap between the cloud streets, this is where the breeze is likely to be strongest.



FIREY SKIES—RANI WELLS

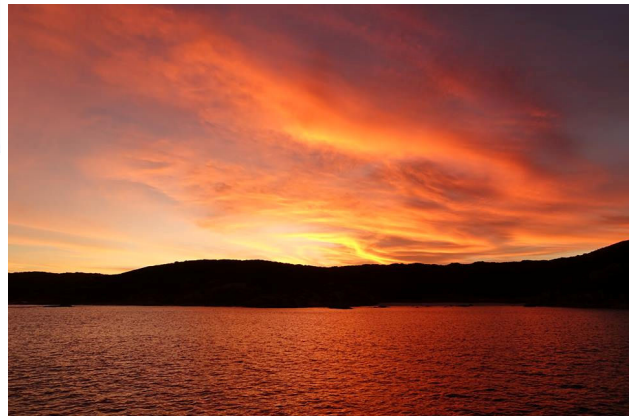
Red sky at night, sailors delight.
When we see a red sky at night, this means that the setting sun is sending its light through a high con-

centration of dust particles. This usually indicates high pressure and stable air coming in from the west. Basically good weather will follow.

Red sky in morning, sailor's warning.

A red sunrise can mean that a high pressure system (good weather) has already passed, thus indicating that a storm system (low pressure) may be moving to the east. A morning sky that is a deep, fiery red can indicate that there is high water content in the atmosphere. So, rain could be on its way.

In the case of lenticular clouds, there is a speed bump up



LENTICULAR WAVES OF AMBER —RANI WELLS.

wind, this usually some kind of topography, like a mountain, that gets in the way of air flow. As the air comes down the side of the mountain, it tends to overshoot and then springs back up. It oscillates like this for a while, and on the upward part of the waves, clouds form as rising air cools. Clouds mark the highest part of the oscillation.



BAND OF RAIN ORGANIZED INTO LINE —ROB BANFIELD.

Over and out

CONTRIBUTIONS TO SEMAPHORE and club photobucket

We are always in need of contributions, articles, pictures, news items etc for Semaphore. Share some of your stories, highlights and lowlights with your fellow members.

Photo appeal: This season don't forget to take your camera. Photos of your cruise, your race, your kid in a boat or anything nautical.

Contributions can be e-mailed to

'dj.allan7249@gmail.com

and pictures for PDYC Photos on a disc or Memory stick to David Allan



Upcoming AUS Events

27
Dec

**Aussie Nationals -
Port Dalrymple**

Port Dalrymple Yacht Club

Date: 27 December 2017

Aussie B14 Nationals at Port
Dalrymple Yacht Club, Tasmania

Upcoming Worlds and European

02
Jan

**B14 Worlds - Port
Dalrymple, Tasma-
nia**

Port Dalrymple Yacht Club

Date: 02 January 2018

B14 worlds in Tasmania, Port
Dalrymple Yacht Club