

# Semaphore



Issue 3 Season 2017-2018

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NEWSLETTER OF THE PORT DALRYMPLE YACHT CLUB

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# Commodore's Report

To date the buzz with activities around the Club has been fantastic with our programmed Club racing, social events, Blockbuster and working bees. The support from club members be it on the water or at working bees has been marvellous and I thank you all for your participation.

An exceptional amount of maintenance and improvements to club infrastructure has been achieved this season.

I would like to welcome our new members:-

Ben Greatbatch – Senior  
William Maxwell – Senior  
Yvonne Maxwell – Social  
Duncan Maxwell – Sailing  
Julian Manning – Junior  
Rueben Manning – Junior  
Darcy Baker – Junior  
Dominic Baker – Junior  
Cooper Gooding – Junior  
Lily Gooding – Junior

The Port Dalrymple Yacht Club has been well represented by its members attending World and National Championships, National Regattas, State Championships and State Regattas.

Congratulations to all those sailors and crews who represented the club at these events. They have been able to achieve some incredible results.

A special mention must go to Nick and Brianna McElwee who sailed "Under the Radar" and gained first place overall in both the National and State Championships. We also have a Club Member Peter Brooks who at this very moment is competing in the Melbourne to Osaka race with Jo Breen in "Morning Star" and we wish them all the best as we are watching their progress on the tracker.

The Port Dalrymple Yacht Club was also triumphant in winning the Bart Hutton trophy. Well done to all teams involved.

This 2017-2018 season is far from over with the two handed and winter series to yet be sailed. So get your crews organised and get ready for some great



end of the season racing. A huge thanks once again to the Vice Commodore Greg Rowsell for his support throughout the sailing season and introducing a new event to our programme with the Classic and Wooden Boat Day. This day proved to be a great success and created a lot of interest around the club.

Greg also conducted the Learn to Sail Programme with the help of assistant trainers and has introduced many young sailors and their families to the sport of sailing and I hope to see all these smiling faces having lots of fun sailing next season.

## Vice-Commodore

Since my last report in December it has certainly been a busy time on the water for our Club and members.

The highlight was the running of the B14 Australian & World Championships; the first world sailing championships ever conducted in Northern Tasmania. This was a very big undertaking in terms of lead up preparation and activity both on and off the water. A huge thank you to everyone who helped out. It was a real team effort with too many people involved to single out individually. Our Club members should be very proud of their efforts and the further enhancement of our Club profile and reputation for conducting quality sailing events.

In the end Nick Craig & Toby Lewis from Great Britain won the world title from talented young Hobart crew Robbie Hunt & Ben Price. The Nick & Toby were an impressive unit to watch which was not surprising given Nick is a multiple world champion in multiple classes and has previously been voted the best amateur sailor in Great Britain. Results for our PDYC entrants in the worlds were 13<sup>th</sup> Andrew & Josh Jones, 22<sup>nd</sup> Mick & Sam Jones, & 25<sup>th</sup> Josh Harriss & Bailey Edmunds (also 2<sup>nd</sup> on handicap in the Nationals).

Over the Xmas/New year period we also had entrants in other National titles on the mainland. Three crews travelled to Largs Bay Sailing Club in Adelaide to contest the NS14 Nationals. Congratulations to Nick & Brianna McElwee in being the first Tasmanians to win the National Title. Sam & Lindy Bailey finished 16<sup>th</sup> and Barrie & Magnus McIndoe 20<sup>th</sup>.

In the Sabots, Ellen Hillcoat contested the Nationals in Brisbane and had a solid regatta to finish 30<sup>th</sup> overall and second Tasmanian.

The Hillcoat family was also represented in the 505 Nationals at Wangi on Lake Macquarie with father John again teaming up with Mike Whitmore to finish a very credible 27<sup>th</sup>.

The Australian Youth Championships were held in Brisbane in mid-January and Josh Jones backed from the B14s marathon to contest the Laser Radial class, finishing 16<sup>th</sup> and 3<sup>rd</sup> Tasmanian.

In January we held a Classic & Wooden Boat day at the Club. This was an initial event aimed at a different boating segment



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to the usual racing fraternity. Whilst participation from within the Club was disappointing, it was pleasing to see a number of visiting boats and also visitors and past sailors come along. We signed up some new members on the day and exposed our Club facilities to a wider group.

The CNW sponsored keelboat mid-week series has been run and won over six races. A total of 22 boats sailed in the series with average fleets of 15 boats. This makes it the most popular keelboat event on the program. Congratulations to Kevin Lloyd and crew in "Next Question" for overall honours from Grant Mansfield's team in "Maloo", and Ross Edmund's crew in "Hot Dog".

In early February we again ran the Blockbuster Weekend with two separate committee boat courses. This was only possible through another big volunteer team effort. Thanks everyone. We had good fleets in the Laser, NS14 and Sabot classes with renewed support from NW Coast clubs.

A group ofailable yachts travelled to Hobart in February for the Crown Series taking out the trifecta in their division. "Shrink Edge" Andrew Jones prevailing over "Next Ques-



## Vice-Commodore

tion" and "Hot Dog".

In late February the historic Bart Hutton keelboat interclub series was conducted over the TYC and PDYC regatta weekend. PDYC were victorious on 16 points from TYC on 34 points. The winning PDYC team was "Next Question", "Hot Dog" and "Maeve II" Greg Rowsell. Our Club now takes possession of the trophy for the next 12 months.

The Tasmanian State Youth Championships were held at TYC in early March. A number of our young sailors took part including the Sabots which conducted their State titles as part of the event. PDYC were dominant in the Sabots with Taylor Edmunds 1<sup>st</sup> overall and Ruby Edmunds 3<sup>rd</sup>. Well done to all those that competed.

The NS14 State titles were held at Midway Point Yacht Club. Nick & Brianna McElwee won on a countback from Scott & Gus Wilkie from Hobart. Sam & Lindy Bailey finished 4<sup>th</sup> and Barrie & Magnus McIndoe 7<sup>th</sup>.

Unfortunately, the two sailing days in March have been blown out which has resulted in no sailing. Keelboats are about to race in the two-handed series and then the winter series commencing in late April. Crew spots are available for dinghy sailors and anyone else who might wish to have a sail.

As reported elsewhere, our dinghy learn to sail program has been a success with a new era of young people commencing sailing. This will continue to be a prime focus for next season.

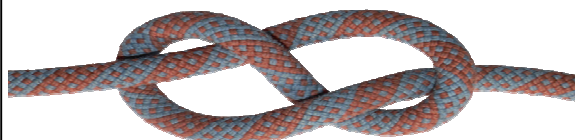
Finally, a big thankyou to all the volunteers who have helped in running our events this season. It has been a big one but as always, our members have met the challenge.

**Greg Rowsell**

**Vice- Commodore**

# MAST

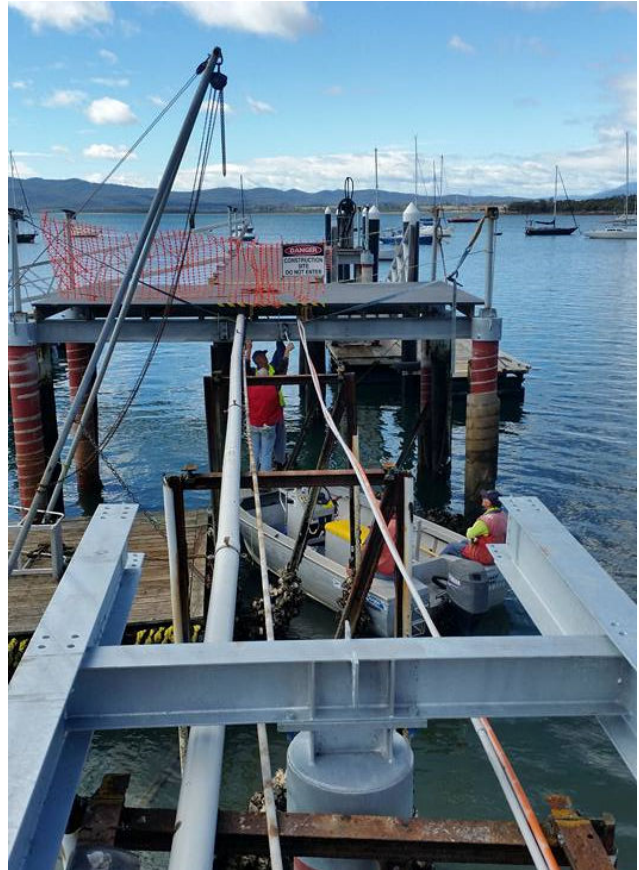
**MARINE and SAFETY TASMANIA**



## Rear-Commodore

It has been a busy period with plenty happening. We participated in the Clean Up Australia Day on 4<sup>th</sup> March with 18 members taking part which was a great result. Areas covered included the foreshore in front of the Club, Point Effingham, Middle Island and Shag Point. Approximately 300 kg of rubbish was collected and removed by the West Tamar Council the next day. It is hoped we can take part again next year and improve on the amount collected and the number of people involved.

The jetty rebuild project is proceeding as quickly as possible with the fuel berth pontoon and fingers in place and good progress being made on the decking and installation of the steel work on the jetty.





## Rear-Commodore



This stage of the project is about 80% complete with the club pontoons to be rebuilt over winter.

We expect that diesel fuel will again be available shortly with the reinstallation of the bowser and a new longer hose to allow delivery to the fuel pontoon.

Unfortunately, the jetty is currently at a stage that access to it is not possible for our mem-

bers until we have completed the decking and steel work. Our tireless band of volunteers have been working hard and we have had two working bees which have been well attended. Thank you to all involved.

Also thank you to our members for your patience. Glen Cornish

Rear Commodore



# Notices to Members

## 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.

## 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.

Contributions can be e-mailed to  
'dj.allan7249@gmail.com'

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.**

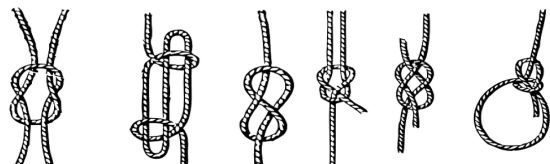
It is not acceptable for members to take the dinghy out to their moored boats and keep it there for extended periods of time while maintenance or other work is carried out. If such work is required, then bring your boat back to the pontoon or use your own dinghy.

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.





## Learn to Sail/Training Report



well.

In January we also hosted a youth group of 25 teenagers as part of the West Tamar Council Summer Youth Program. This was a full-on day with everyone having a try at dinghy sailing in the morning and sail on keel boats in the afternoon. Some of these have since joined our Sunday morning group.

The Sunday morning group is looking forward to sailing again next season and moving on to the next level. Any

This season we have focused our training efforts towards attracting and teaching new junior members to sail. I am pleased to report that we have had an enthusiastic group of new young sailors participating in our Sunday morning learn to sail sessions and also that these are now members of the Club. The young sailors have had a great time sailing in the Club Optimist, Sabot and Pacer dinghies and are progressing



# Learn to Sail/Training Report



*(Continued from page 7)*

new beginners will be very welcome to join us next season.

Thanks to those people who have helped out during the season and special thanks to Eric McCormack for again providing fantastic support and also the end of season participation awards for the group, Sam Bailey for looking after the young ones in the Pacer, Lindy Bailey for her recruitment work, and our assistant instructors Sam Jones, Ellen Hillcoat, Ruby Edmunds, Magnus McIndoe and Elysha Jones.

Thanks also to Kevin Lloyd, David Shepherd, Barrie

McIndoe, Jack Wells and Steve McElwee who helped us with the WTC youth day.

PDYC is able to conduct training programs by virtue of being as an accredited Discover Sailing Centre under the umbrella of Australian Sailing. This requires compliance with AS requirements, annual AS compliance reviews and involvement of AS accredited instructors. We are indebted to the work undertaken a few years ago by Michael Jones in re-establishing our accreditation and I can report that we recently completed and passed our annual compliance review. At the start of next season we are planning to conduct AS Instructor training at PDYC so that we can add to our pool of qualified Instructors and Assistant Instructors to help deliver training.

**Greg Rowsell**

**Vice- Commodore**

**AS Dinghy Instructor/Racing Instructor**



## B14 Worlds - Ruby reports

### B14 Nationals and Worlds

The B14 Nationals and World Championships were held at the Port Dalrymple Yacht Club Beauty Point between December 27<sup>th</sup> 2017 and January 6<sup>th</sup> 2018. The Nationals were filled with a great competitive atmosphere where everyone was ready to race and put their best foot forward. Sailors came to compete from all over Australia and there were 31 competitors, including three of which came from Great Britain. There was a great sense of community spirit around the Yacht Club as people helped out competitors making repairs and adjustments to their yachts and volunteers making everything easier for the officials who were running the event.



The weather kicked off to a great start with a consistent breeze and sunshine for the majority of Nationals. After fierce competition the regatta drew to a close and the final placings were revealed; Nick Richardson and Adrian Beswick in first place, Robbie Hunt and Ben Price in second place, and Guy Bancroft and Louis Chapman following in third place.



The B14 Worlds commenced after a two day break from the Nationals, on the 2<sup>nd</sup> of January 2018.

The first day was full of excitement and nerves with 35 boats entered and ready to race. Port Dalrymple Yacht Club filled again with new international faces as the club continued to facilitate for the sailors and their families. The afternoon of racing was a challenging one with the



wind picking up to be between 20 and 25 knots of wind coming from the north pushing sailors to their limits. The conditions for the rest of the week showed mostly a consistent 15 knots the suited the sailors really well and made racing close. The club filled with people eager to find out what was happening off the water of an afternoon as the sail-

## B14 Worlds - Ruby reports



ors put on a show. The last few days for the regatta greeted sailors with light winds and difficult racing conditions. However, after a difficult last day on the water the worlds ended. The results wrapped up with Nick Craig and Toby Lewis from Britain in first place, Robbie Hunt and Ben Price for Australia in second place, and in third place from Australia was Ian and David Cunningham. Overall the regattas were a huge success and everyone involved had a great time.  
By Ruby Edmunds



**MELBOURNE OSAKA CUP  
2018**  
Double Handed Yacht Race

Some of the Tamar river's favourite Sons and Daughter are competing in Melbourne to Osaka Cup.

Skipper: Joanna Breen and Co-Skipper: Peter Brooks aboard an S&S 34, Morning Star currently (at the time of writing) lead the fleet as they head out to the NE of the Northern Mariana Islands



Skipper: Tristan Gourlay and Co-Skipper: Jamie Cooper, are sailing an Adams 11.9, Force 11. After a delayed starts and a pause for cyclone Iris, the boys are currently (at the time of writing) about 60nm SW of the northern tip of Boganville Island.



**HARKEN<sup>AU</sup>**



**CNW Electrical Wholesale**

You can follow the race at  
<http://melbourneosaka.com/en/home/>



# Cygnets Regatta

The first Cygnets Regatta was held in 1863 in Beaupre Point (also known as Port Cygnets Point) and was officially known as the Huon General Regatta. The idea was to combine two existing regattas - Port Esperance and Shipwright's Point and place them in a more central location within a shorter distance from Hobart.

More than 1,000 people attended to witness everything from whaleboat-rowing races, swimming races, axe chopping, merry go rounds, gaming tables and the odd brawl. The Governor arrived on-board the HMS Orpheus to the sounds of Guns saluting and bands playing. The steamers Culloden, Monarch and Cobra brought visitors from Hobart and Franklin and hundreds of folk had picnics on the lawn absorbing the sailing program and social interaction.

The regatta had peaks and wanes after the 50's but in 1998 Phil Jeffs had the idea of expanding the traditional format of one Regatta Race around buoys in the harbour to include two passage races. One from Hobart to Kettering and one from Kettering to Cygnets. This new format had the advantage of challenging and attracting boats from the neighbouring areas. A new era in the history of the Cygnets Regatta had begun and by 2009 over 100 boats entered.

I have always been a big advocate for this Regatta, since I first sailed it in "What a life" 2009 and have sang the song every since. Ideally held on the long weekend in March the Cygnets Regatta is fun what every boat your on.

Piers Findlay and Rob Morton share my love of this event and competed again this year. My singing must have been on key, as Paul Mansfield (Foxy Lady - Sonata 8) and Jason Harriss were keen to sail too.

The plan began to gel and things sort of fell into place, with Piers and Rob entering with Piers' Pilot Bay 21 under the name "Rock me baby" and Paul working out some Channel cruising in Foxy post event.

Trailers, highway constructions and logistics all had a role in the challenges of getting a boat to Friday 1800 start at the Castay box, but the boats were there.... obsticals overcome now to start.

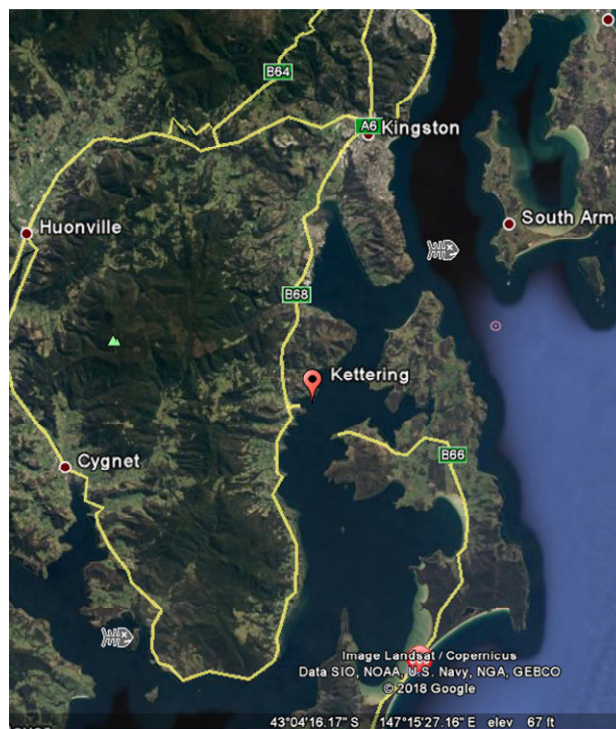
The SSE - WSW 18kts (it is the Derwent) forecast to drop out late evening will test all boats, so we packed extra optimism (and fuel) and sailed off the

line for Kettering.

Foxy handled the chop well with little or no splashed crew. Rock me baby seemed to cop a few but Piers and Rob were more mobile then us from the outset. The locals were pretty much heading straight to the entrance of the Channel, a few lower toward Kingston beach and a few higher with Piers.

Nav lights on. The chop faded quick along with the breeze. Weak and twitchy wind extended across the just visible fleet, and out in the middle seemed to us as a no better place to be.

In a patch of almost nothing, Jason headed East in search of just a knot or two of pressure, we looked back toward Sandy Bay and noted lights approaching. The lights were coming toward us but distance was impossible to judge. We checked our nav lights were on and bright. No problem there. We began to shine our touch onto our sails. We were clearly visible to anyone looking. The approaching lights now had shape, a sailing cat, large and under power heading straight toward us at speed. In no time the cat was on us, lights were on in the bridge, but we saw no one at the helm. The port hull passed 5 metres astern of us, there seemed to be no course or speed changes. As the cat passed we could see the grey flicker of television, we yelled and shone our torches onto the cat. Someone came onto the aft deck to look back at us as the cat slipped quickly into the darkness. Was the cat on auto helm? Was this a near miss? We thought so.



# Cygnets Regatta



*(Continued from page 11)*

We floundered for a short while then called it and started motoring for Kettering.

Arrival at Kettering was overwhelming. The marina has rapidly grown into a huge pontooned maze of every variety of expensive boats you could dream of. We slowly trolled up and down the lanes looking for Piers and Rob, believing that they were well in front of us.

A year previous Piers, Rob and I, in Smooth Cha Cha, had sailed in late and tied up to a wooden jetty in front of the coffee shop and ferry terminal. In the morning we saw that the Jetty was condemned. Perhaps Piers has headed there again..... The sound of "BB King Rock me baby" wafted in the stillness of the now cold night... "Rock me baby" drifted in from across the bay, Piers and Rob had arrived.

Safely tied up close to the coffee shop we relaxed in the relative comparative comfort of Foxy, had a few drinks and dreamed of races to come.

Coffee! Breakfast! It's a million dollar feeling, to have a latte and hot food after crawling from your

berth, afloat only meters away.

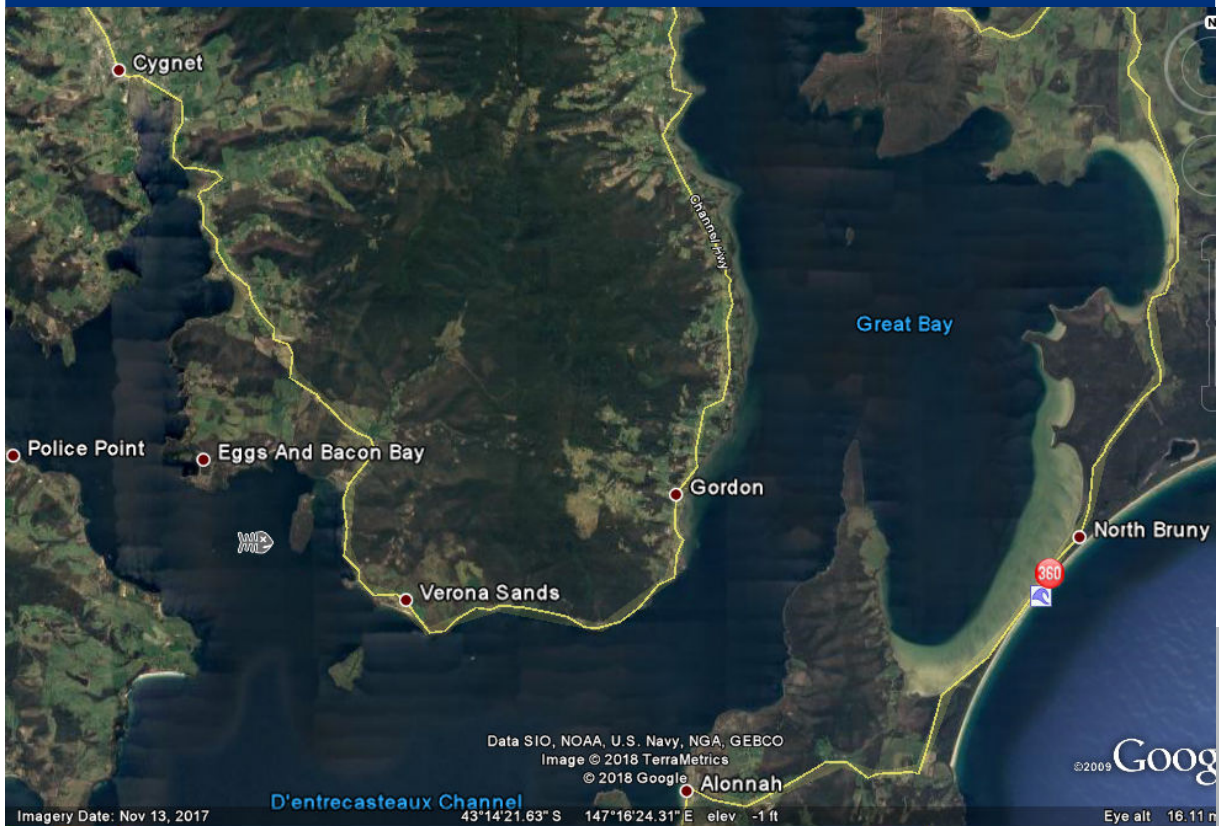
The forecast for the Kettering to Cygnets race was "light and variable" with a few saying there may be better SE breezes in parts of 17.5 NM course, later.

Noon start jostle in light puffs and we were away. Piers was more to the west and level, as the larger boats asserted their dominance. The texture of the water cycled between polished glass and patches of tiny ripples. We were constantly checking other boats ahead, beside and behind for signs of breeze. Piers would draw ahead, then park. Then it would be our turn, the spinnaker would fill we would heal, accelerate and draw ahead. That feel good moment would be just that, then we would park. This was the story for the whole fleet, and repeated its self over and over. The outside edges seemed to work, then it was the middle. There was no organized pattern except to say where you thought it was it wasn't... and where you thought it wasn't in was...by the time you got to the breeze...it was gone.

The pattern of repeated frustration became more frequent as we struggled south. Spinnaker jibe.. Pole far-ward... pole back...limp sails.. Full sails.... Where is Piers? Rock me baby had slipped through once more...only to park to wait for us. As we approached Gordon we could see full kites and boats streaking across ahead and disappearing around the corner. We



# Cygnnet Regatta



(Continued from page 12)

grew ever impatient to get to the corner, around it and then sailing at speed off toward Cygnet. Boats behind us, beacons by the thought of beer and BBQs, were pulling out and motoring by. Rock me baby and Foxy finally made the corner to find a little more regular breeze, if only to struggle with switching directions.

Verona sands saw Rock me baby close and we could see those in front and behind bunched up. We were doing alright, there looked like there were almost as many behind us as visible in front. No matter we were enjoying the race, cooler and faster, now where is Piers?

A single handed entry in a 40 footer came up from behind to distract us with his rounding up under an enormous masthead asymmetrical. He ran away in a couple of successive puffs and was no long on our leeward quarter. I looked like he ran aground in close to shore, though a few moments later he passed us with the mainsail on the deck, big kite



working, and sheeted onto the boom? Rock me baby and Foxy were still only separated by a feather as we rounded Eggs and Bacon to see Cygnet and the line. Yet another huge hole, we parked with boats in front and behind sailing with speed. Rock me baby crossed to the eastern side, while we followed the breeze to the NW. The line in sight now we sailed into a hole while Rock me baby sailed through a few hundred meters to the west.

# Cygnnet Regatta



Port Cygnnet Sailing Club is always welcoming. We rafted up in the regular spot, tied to local personality "Tank"s boat 'Snafu too'. The club courtesy ferry, picking up visiting crews from around the clubs 100 moorings, swung by and carried us up to the club. Live music, sizzling steak and a cold drinks were waiting.

Sunday morning eggs and bacon at the club house, followed by a brief briefing, then a quick re-check of Foxy Lady's starting time. Piers and Rob were pulling out today, with the plan to get home through quieter traffic, a day earlier than us.

By our start the WNWer was carrying in huge bullets, manifesting wholesale changes in velocity and direction. Jason guided us off to a great start, with boats all around us popping spinnakers on the line. We left ours in the bag. Dark patches stumbling across the bay assaulted the spinnaker carrying fleet around us. Round ups and lay downs saw a lot of kites go back into the bag. Those still holding jumped ahead, though many found themselves well down off the course. A big and challenging triangle - sausage - sausage course made for some close racing, with some very interesting roundings at the top mark.. We crossed the line happy with our performance for the weekend and richer for the experience. Back to the club for BBQ pork and chicken, desert and off back up the Channel toward Hobart. "Looking at the results can ruin a good regatta" someone once told me.

19.30 we crossed the line and left Cygnnet with the plan to get back toward Sandy bay as far as the conditions and our constitution would allow. The breeze was cool and mostly gust free as we made our way south and then east, sailing the reverse path to Saturdays race. We kept our distance from the shore as darkness chilled over us. Navigation was a vague affair, with possibly too many options, we worked through the info from GPS and despite close inspection of fish farming operation, maintained a blistering pace toward the corner at Gordon. North along the channel with squirts of 30kts plus, coming down though the gaps in the high hills to windward. The stars were amazing as we raced along, struggling a bit now and then in the bigger blasts. We needed a reef but we not well prepared for it, so we furled the headsail and found a level of comfort.

Kettering was soon visible, and the will to press on evaporated immediately. We slid into shelter near the coffee shop, cold, tied and very satisfied.

Morning coffee and breakfast done, we slipped out to begin the 11km back to DSS. Foxy Lady reveled (with a smaller headsail) in the fresh conditions. Bounding through big blasts at Margate and Kingston Beach, we tied up at the DSS in what seemed no time. Wow what an adventure! Thank you Paul, Jason, Piers and Rob. The Cygnnet regatta in an annual event and is highly recommended to all. It is ideal for trailerable boats and keel boats alike. I am always keen to help coordinate a PDYC contingent to this great event, perhaps we can get a group together for the March long weekend 2019?

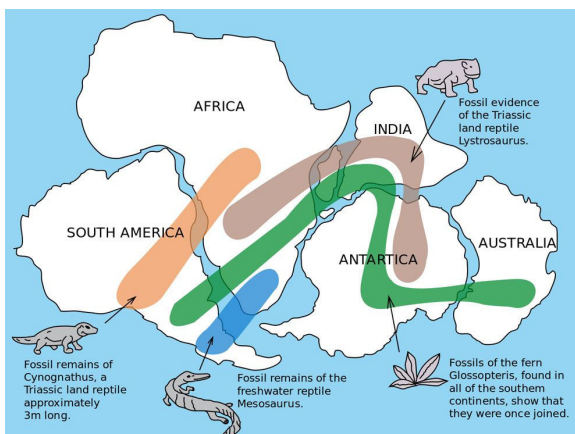
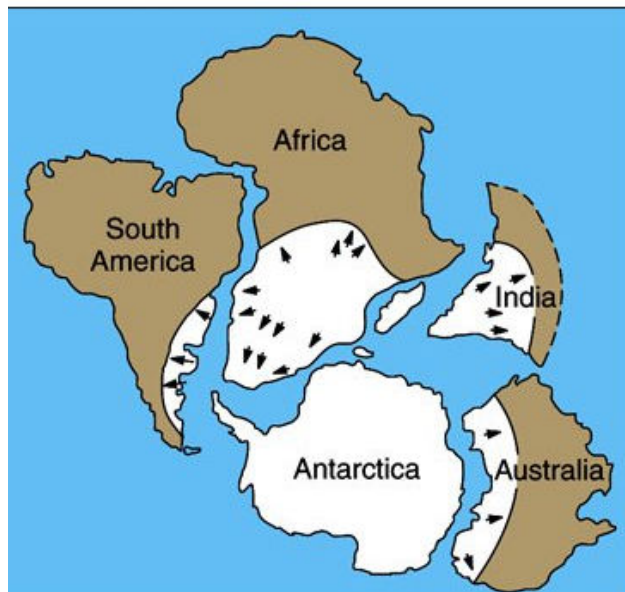


# The making of the Tamar Valley

I may have too much time on my hands, or just a be a lost sole, but sometimes I get a question in my mind, that leads to another question ... and so on. It cant be bad and is really, just a thirst for knowl- edge, that may be a bit obsessive, but useful if an- swers are gained.

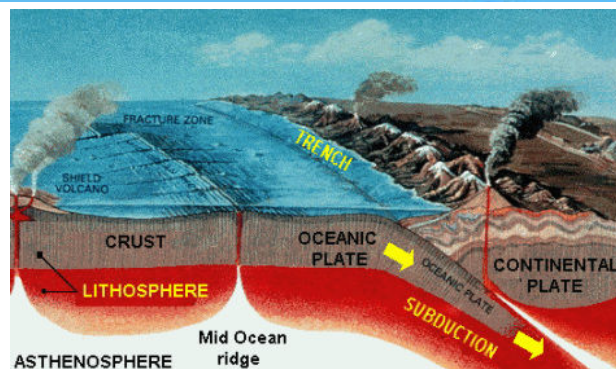
So the question was how was the Tamar valley formed. The answer is out there, calling on a range of sciences disciplines, theories and evidences. I studied articles and references and now think I have a very rough feeling for how it all came to be and just want to know more.

It started with a molten globe that had coalesced third planet out from a star. Fast forward to a time when the surface had cooled to a crust surrounded by vented gases and water vapours. Fast forward to a time when oceans formed, condensed from va- pour, now laden with nutrients to cover more than 75% of the young planet. The earths crust broke into plates and continental drift began over the caldron of magma within.



Pannotia fragmented into Laurasia and Gondwana, then in the **Mesozoic Era** (251 to 65.5 mya) Gorn- wanda, complete with transferred animals and plants began to drift apart.

A major intrusion of dolerite occurred in the Jurassic period. This was a widespread phenomena covering over one third of Tasmania, and possibly more in the past. This intrusion also affected Antarctica, Argentina and South Africa at 183 million years ago. This has been called the Karoo-Ferrar large igneous province. Three to five million cubic kilometers of magma were intruded overall, being the planet's fourth largest known magma intrusion. This may have been the cause of the Toarcian extinction through a consequent oceanic anoxic event. Henrik



Svensen claimed that the magma baked coal and oil shale producing up to 27.4 teratonnes of carbon dioxide, some of which entered the Earth's atmosphere.

Tasmania has the largest exposure of dolerite in the world of 30000 km<sup>2</sup> and a volume of 15000 km<sup>3</sup>. In Tas- mania the rock is characteristic of many mountains with its columnar joining and dark blue grey colour. Most of the intrusions are in the form of sills up to 500 m thick. There are also stepped sills, inclined sheets, cones and some dykes.

By around 85 mya, having survived multiple meteor events, mass extinctions and wild climate change (sea surface temps as high as 40C) the earth gets busy with changes and continues to evolve. Australia starts to separate from Antarctica, till 65.5 mya: there was yet another Meteor impact, this one leaving a 170 km crater in Chicxulub, Yucatan, Mexico. The meteor impact caused a mass extinction of 80-90% of marine species and 85% of land species, including the dinosaurs. The climate cooled.

# The making of the Tamar Valley



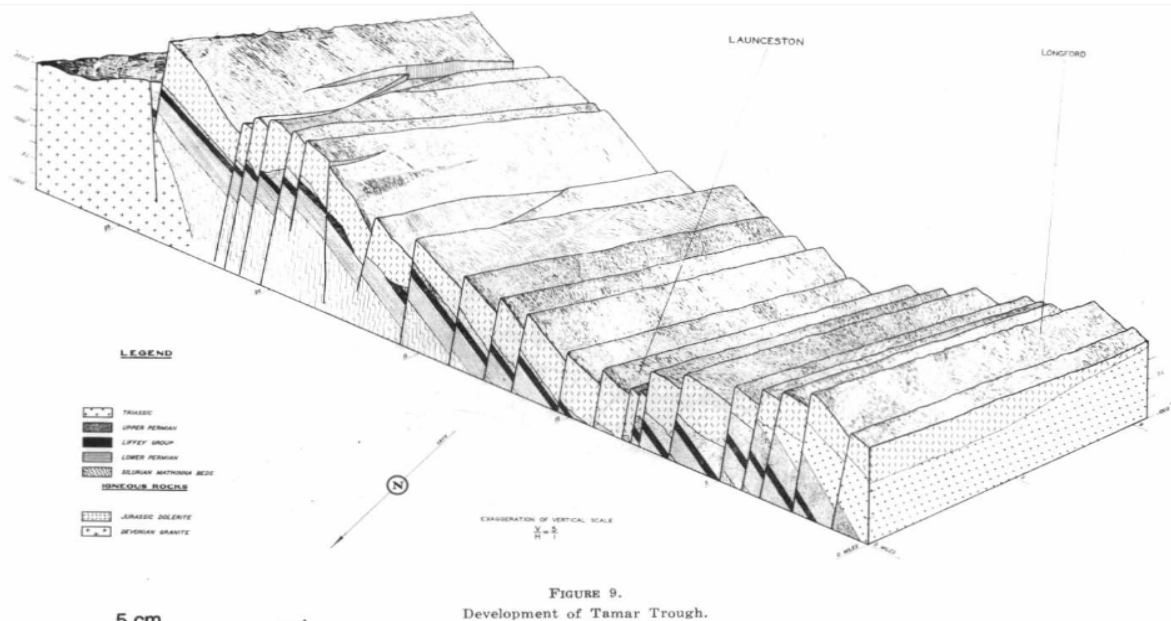
(Continued from page 15)

CAPE RAOUL, TASMAN PENINSULA, COMPOSED OF  
JURASSIC DOLERITE

super-continent Gondwana. Sometime afterwards this depression was occupied by a river system we know today as the Tamar-Esk system.

Approximately 65 million years ago a depression we now call the Tamar Valley was created by major faulting, occurring at the time Antarctica broke away from Australia and India, the final break-up of the

Approximately 30 million years ago, volcanic activity near the present location of the Batman Bridge, dammed the Tamar and created a freshwater lake stretching from Whirlpool Reach to Longford, and up to 5km wide in

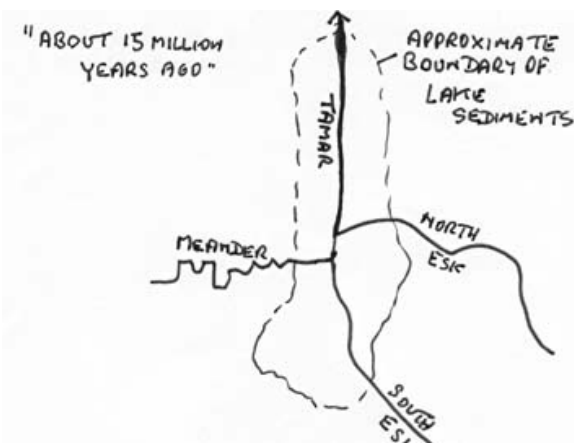




# The making of the Tamar Valley

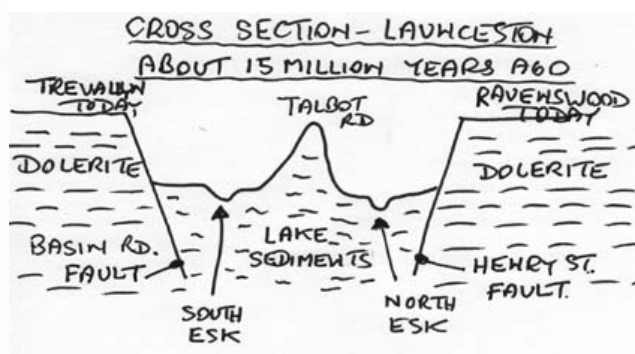
(Continued from page 16)

places. Into that lake enormous amounts of sand, mud and gravel were deposited by the rivers and smaller streams. These deposits became the Tertiary age sands and muds which underlay central Launceston and parts of the Tamar Valley today. Large gravel deposits are found at Mowbray and underlay the race course and much of the university campus.



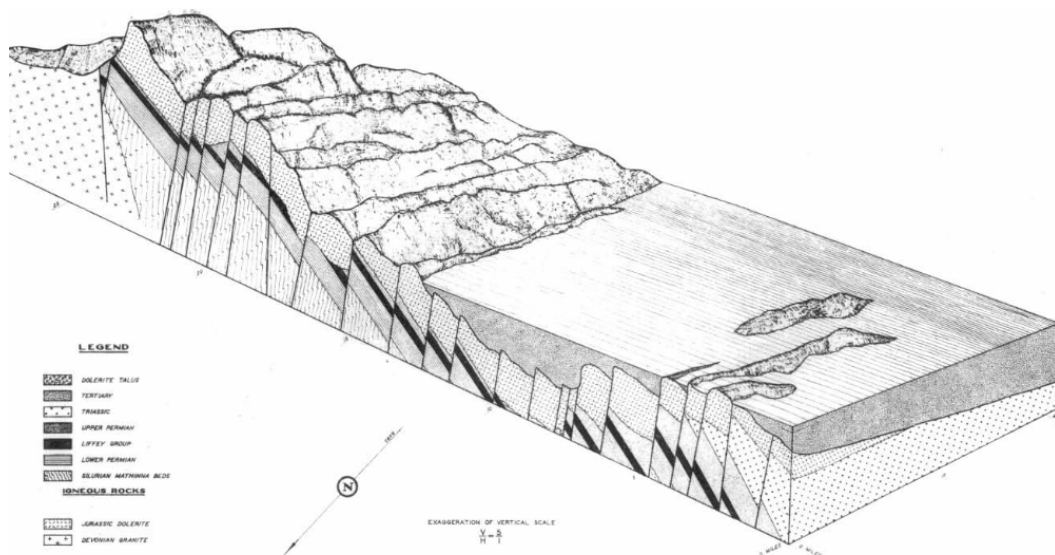
After some ten millions years or so, the Tamar managed to cut through the volcanic barrier which had formed the lake, and it drained away. The river system rapidly eroded the lake sediments, carving out a new landscape. The ridge up which High Street and Talbot Road now run was formed when the North Esk—still in the same location—and the South Esk—then running roughly where Wellington Street is today—cut down leaving a ridge between their valleys.

To the west the Meander River had uncovered the solid dolerite rock and begun to cut down into it. The only weakness the river could find in the very hard and uniform rock, which formed from molten magma several hundred metres beneath the Earth's surface 165 million years ago, were two sets of fractures (faults), running roughly north-south and east-west. Following the fault system created a number of sharp corners in the young gorge developing above where the Meander met the South Esk and North Esk.



Somewhere approximately 15 million years ago the rivers got 'lazy' and set about finding the easiest way to the sea. To avoid the basalt and dolerite north of Evandale the South Esk swung westward and flowed across the flat ground, underlain by relatively soft rocks, until it encountered the Lake River near today's Longford. This greatly enlarged stream then flowed down into the Meander and thus down the Gorge.

Today we see the Meander and Lake as tributaries of the South Esk, but this wasn't always the case.



## The Tamar Valley



*(Continued from page 17)*

With the greatly increased flow the Gorge was widened and deepened. Sea level fluctuated with time but when the last series of ice ages commenced, 3 to 4 million years ago sea level was maintained up to 100 metres below present for much of the time. The final melting of the ice on Tasmania's mountains began about 20 000 years ago, and sea level was finally established at its current level, somewhere between ten thousand and seven thousand years before present.

Bass Strait was not always a strait. It used to be a plain populated by Indigenous peoples who moved back and forth between what we now call Victoria and Tasmania. The first humans arrived in Tasmania around 40,000 years ago. About 30,000 years ago an ice age began, which caused sea levels to drop about 120 metres and created a continuous land mass that stretched between Papua New Guinea and Tasmania.

When the ice melted – a process estimated to have taken 6000 years – Bass Strait formed and became an almost impassable barrier by about 12,000 years ago.

So there you have it. There was no valley once, just fragments of a super continent. Mass extinctions, meteor attacks, lava extrusions, numerous ice ages and the a crumpling folding force as we farewelled the other lands. The concertina was eroded by the waters of melting glaciers as rivers joined forces to force a way to the sea. Perhaps we will be looking at the Tamar through different eyes, now knowing a little of what went into its making.

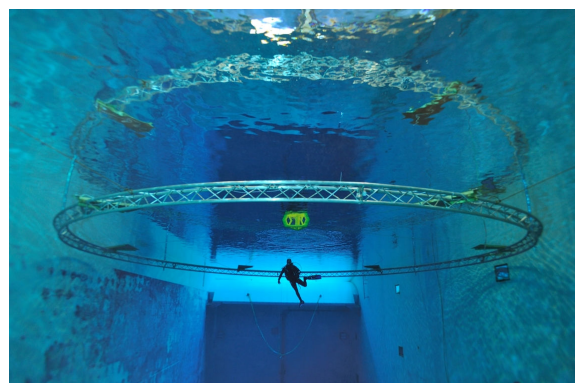
Credits: [www.nma.gov.au](http://www.nma.gov.au)  
[https://en.wikipedia.org/wiki/Geology\\_of\\_Tasmania](https://en.wikipedia.org/wiki/Geology_of_Tasmania)  
<http://qvmag.cms.dedicated1.autech.com.au>  
<http://www.parks.tas.gov.au>  
<http://www.scientificpsychic.com>  
<http://www.mrt.tas.gov.au>

## To curl or not?

To curl or not to curl, wind tunnel investigations of spinnaker performance. I am not sure how the invitation came about, but with last minute windows of opportunity open, I jumped at the chance to revisit the AMC and and hear visiting A/Professor Benoit Augier, Brest Wave & Wind Basin Manager, IFREMER, France.



Benoit, considerably younger than I imagined, loves sailing. He informally spoke in broad terms about the dozens of research projects that he and IFREMER are involved in. He briefly described his world of diverse research on projects for Hoby, North Sails, Wind and Wave turbines, various competitive yacht consults and much more. Benoit has produced prestigious research papers including [Experimental and numerical FSI study of compliant hydrofoils](#), [Dynamic behaviour of a flexible yacht sail plan](#), [Experimental validation of unsteady models for fluid structure interaction: Application to yacht sails and rigs](#) and [Numerical study of a flexible sail plan submitted to pitching: Hysteresis phenomenon and effect of rig adjustments](#)



BASSIN D'ESSAI BREST



# To curl or not curl

To achieve efficient downwind performance, sailors usually trim downwind sails on the verge of corling. The curling of the luff is indeed a good visual indicator for the assumed most efficient trim. At a specific fixed



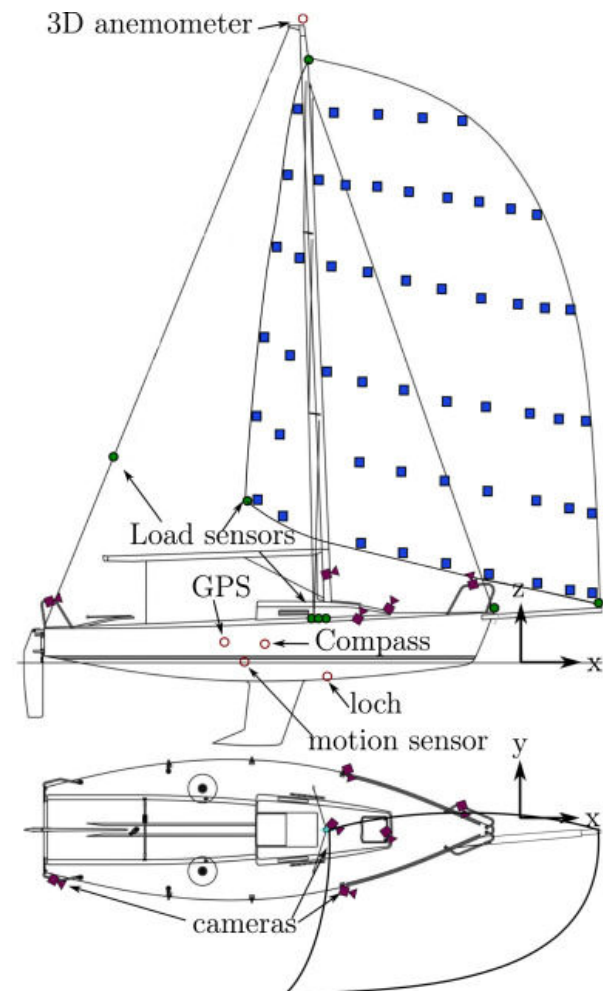
length of the clew sheet, the luff naturally starts to fold and unfold periodically. Nevertheless curling has only been recently scientifically studied thanks to full-scale experiments. Benoit presented a wind tunnel experimental study of the effect of curling on the spinnaker aerodynamic performance. Four spinnakers combining two different paneling and sail materials were tested at different wind speeds and wind angles in the Twisted Flow Wind Tunnel at the University of Auckland.



TWISTED FLOW WIND TUNNEL

Benoit showed measurements of forces acting upon the large models in the tunnel, results show that the curling has a significant benefit on the propulsive at an Apparent Wind Angle greater than 100 degrees when this conclusion cannot be made at lower AWA. Benoit explained how getting the sample type of quantified result from a boat on the water is very difficult. We heard of his "test" boat back in France is specially fitted out with 11 load sensors (green discs), 6 cam-

eras (purple objects), and wind and boat sensors (red circles) and sail markers (blue squares) to try and record and measure the forces acting on the boat.



Thanks to AMC, RINA, IMarEST, Jonathan Binns and Nick Johnson and a special thanks to Benoit, all the guys and teachers at the AMC Student Association Bar for an informative and fun night out.

When I hastily put this into Semaphore I had a bit of a scan on the net and found some wonderful articles penned by monumental sailors. Please find some links that I am sure every sailor would learn something from: <https://www.sailingworld.com/symmetric-spinnaker-flow-control>  
[https://oiyc.org/race\\_book/SOLING/SPINNAKER%20TRIM.pdf](https://oiyc.org/race_book/SOLING/SPINNAKER%20TRIM.pdf)  
<http://www.uksailmakers.com/encyclopedia/6-1-spinnaker-trim/>

## B14 Worlds - the wash up

Beauty Point opened this New Year by being the first venue in Northern Tasmania to host a World Sailing Championship. The Port Dalrymple Yacht Club (PDYC) hosted the International B14 Class World Championships a few days after hosting the National B14 Championships at the end of 2017.

The PDYC has a long history of National Sailing Championships with the first being for the Cherub Class in Christmas/ New Year period of 1967-68. Since then the Club has hosted nationals for the Sabot Class on three occasions, the Skate Class twice and the NS14 and B14 once each.

In 2004 the PDYC ran the B14 Class National Championships at a time when the Class started to get a foothold in Tasmania. Those Nationals were a great success with a number of Victorian and NSW B14 Crews returning annually to Beauty Point for the Club's Blockbuster Weekend, a regatta held early in February.

The National and World Championships for this Class are on an 18 month rotation, and the Class returned to Tasmania for the Nationals and Worlds in 2008/09 at the Royal Yacht Club of Tasmania (RYCT) in the South of the State. Then Midway Point Sailing Club, also in the South, was host in 2015/16. It was at the Midway Point AGM that PDYC was proposed as venue for the most recently held round of Championships.

Hosting a National Championship is a big undertaking for a Club, but to take on a World Championship is a huge commitment for any yacht Club. Over thirty volunteers are required each day to run the regatta on and off the water. PDYC decided to step up as host, accepting that offer in the knowledge that the Class is extremely well run, supportive Association, and has a great world-wide family of sailors that are very competitive on the water and relaxed off - the perfect match for the atmosphere of Beauty Point and the PDYC.

After two years of planning by the B14 Association



and the Club, along with amazing support from local businesses and the West Tamar Council, the three day six race Petuna /Bell Bay Aluminium B14 Nationals, got underway on 27 th December 2017.

The first 2 days of the regatta saw competitors enjoy near perfect conditions, with only large tides of



the Tamar causing some course challenges for officials and entrants. The weather turned on the final day with a strong westerly, exceeding the Class wind limit of 30knots meant that races seven and eight could not be sailed.

Tasmanian crews dominated the 31 boat B14 Nationals. First place went to Nick Richardson and Adrian Beswick, sailing Rocketship for the Wynyard Yacht Club, in their first Nationals as a combination but Nick's third as a skipper. Second place went to Hobart sailors Robbie Hunt and Ben Price in The Hitcher from the Kingston Beach Sailing Club. The duo sailed very consistently (a sign of things to follow in the Worlds), with no wins still finishing just three points behind Richardson and Beswick. Third place went to three times B14 Class World Champion Guy Bancroft and



## B14 Worlds - the wash up

new crew Louis Chapman in Bonus, from McCrae Yacht Club in Victoria.

The Tamar Cove Motel /CST Composites B14 World Championships commenced on the 2 nd January 2018 and ran through to the 7 th . In the six days, ten races were scheduled, with a minimum of four needing to be sailed for a series. The start of the Worlds was sailed in tough conditions with only one race completed on the first day. A long day two on the water had competitors face three races in shifty gusty conditions, but it got the Championships back on track. One race was completed on day three with the Class wind limit exceeded so the second race was abandoned.



Day four saw true Port Dalrymple conditions for the first time over the two regattas, with all crews reveling in the perfect sea breeze and flat water conditions the area is known for. The final day of racing had sailors out in the lightest conditions of the Worlds, giving the light air specialist time to shine in race nine. Sadly the conditions faded prior to the time cut off for the day's racing and race ten was not sailed.



One crew dominated in the all the conditions that prevailed over the Worlds. Nick Craig, the English five times OK Dinghy World Champion, and crew of nineteen years, Toby Lewis, from the Frensham Ponds Sailing Club in Surrey, sailed a perfect series to end with a score card of seven wins (discarding a second and fifth) on Harken/Sandline. A well sailed first B14 World Championships for the team.

As foreshadowed by their performance in the Nationals, Robbie Hunt and Ben Price sailed another super consistent series. With a win in race eight they managed to take second overall in the B14 Worlds, ten points behind Craig and Lewis. As Hunt noted at the presentation dinner after googling Craig and Lewis's sailing history, the Kingston team were pleased with second.

McCrae Yacht Club crews again took third, with the father and son combination of Ian and David Cunningham taking the other race win in the series. In Bone Work, they finished six points behind Hunt and Price. Daily videos of the B14 Worlds, supported by the West Tamar Council, can be found on the Facebook page *B14 Skiff Sailing*.

On behalf of the Club members, the B14 Association and the National and World Championships competitors, the PDYC thank the West Tamar Council and all of the local Beauty Point and West Tamar businesses that supported these sailing events, and helped to put Beauty Point in the national and international sailing spotlight.



NICK CRAIG & TOBY LEWIS WITH WORLDS SPONSOR  
FANNY CHEUK OF TAMAR COVE