

Semaphore



Issue 1 Season 2017-2018

October 2017

NEWSLETTER OF THE PORT DALRYMPLE YACHT CLUB

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Commodore's Report

Welcome all members to the 2017/18 sailing season.

The committee has seen a few changes with new incoming members welcomed aboard

They are vice commodore Greg Rowsell, rear commodore Glen Cornish, Helen Strong,

Amanda McElwee, Barrie McIndoe and I look forward to working with you all as the season progresses.

The club has been handed over to myself in a very shipshape condition thanks to past commodore Michael Jones the committee and all the volunteers that help make this a great family club.

The club is about to commence its largest project financially with the redevelopment of the jetty and pontoons. This will encroach on the sailing season and I ask all yachties and boat owners to be patient while this work is undertaken. On the upside we will finish up with an improved structure for the club.

Many thanks for the timeless work put into the project to date from Peter Sluce, Glen Cornish and Michael Jones

The club has appointed Leigh Curwen as the new club caretaker/bosun. Please make him welcome as he settles into his new role.

Many thanks to Ray Hefferon for his tireless efforts in the Caretakers position and going above his call of duty on many occasions to accommodate members and visitors requests. I wish Ray and Gigi all the best for the future.

This will be another bumper season with National and World B14 championships being held by Port Dalrymple Yacht Club over the New Year period a first for any northern yacht club in this state. So if you are in the area over the Christmas and New Year period come along and visit the club and see world class sailors doing what they do best.

And last of all to all sailors enjoy your season of sailing and all the best to those heading to National Championships and Regattas.

Your Commodore
Steve McElwee



Vice-Commodore

We are about to commence what will be a very busy season for our Club. In addition to on-water sailing activities we will hopefully see much activity on the works front with the jetty rebuild project.

On the sailing side we of course have the National and World B14 Championships over Xmas-New Year. This is the first time a world sailing championship has been held in Northern Tasmania and it will be a significant milestone in the history of PDYC. The B14 Association is very enthusiastic and energetic which augers well for the event. Peter Sluce is heading up the club organising committee and has the planning underway. There will be a need for a number of volunteers to help run the event and I encourage you to assist where possible.

The Club Sailing Program has been finalised and includes a wide range of racing, cruising, training and social fixtures.

There should be something for everyone so check it out and



set some dates in your diary. Again, volunteers will be required to help conduct these events and I welcome your assistance for a few days during the season, whether it is operating a rescue or mark boat, helping out with training or Discover Sailing Day, volunteering in the canteen, helping out in the Race Box or Start Boat or some other task around the Club.

Some early season highlights:

Opening Day – 8 October

First Pennant Race for Keelboats (these will be longer distance races around 3 hours and out of the bay where possible) and Club Championship for dinghies – 15 October

Try Sailing Day Sunday 22 October – bring along a friend or someone new to the club (Keelboats must race with a new crew member on that day)

Sam's Sails Northern Tasmanian Inshore Championships- 18 & 19 November

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We will be running dinghy training with a learn to sail focus over five Sunday mornings commencing 15 October. Your assistance in promoting this to prospective participants will be appreciated. We are particularly seeking children wishing to learn to sail. Please contact me for further details.

Some of our members have already been active on the water. In August, David Shepherd and Kevin Lloyd competed at Hamilton Island Race Week with past member Glenn Myler on his Beneteau 43 to finish third in non-spinnaker division two. These guys were sailing moths and cherubs together at PDYC 40 years ago, which shows sailing is truly a life time sport!

Last weekend PDYC was host to the Sabot Inter Club Regatta in challenging conditions. The place getters were 1st Taylor Edmunds PDYC, 2nd Ruby Edmunds PDYC and 3rd Daniel Maree RYCT. The Inter Club Trophy was won by PDYC. Thanks to all those who helped out in running the Regatta.

I look forward to seeing you all during the season, whether out sailing, working on your boat, helping out or enjoying the camaraderie at our great club.

Greg Rowsell

Vice- Commodore



Rear Commodore

Some 12 months ago at the 2016 AGM I joined the General Committee of the Club with the task of Grant/fund raising for the Refurbishment of the Jetty and Pontoons together with building a new fuel berth to service the boating public.

Since then a sub committee was formed comprising Mick Jones, Peter Sluce, Steve McElwee, Peter Hawthorn and myself.

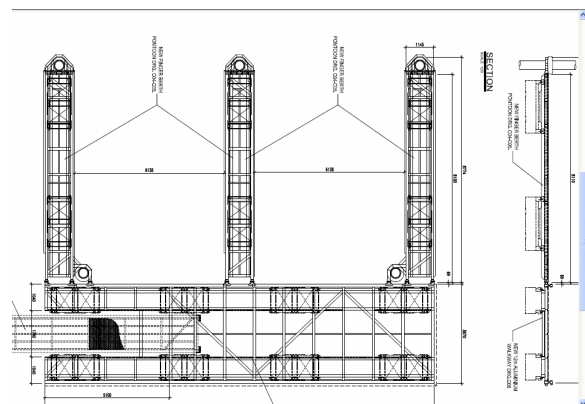
This team has worked tirelessly behind the scenes to raise sufficient funds to make the dream a reality.

We are currently awaiting final approval from the Crown Lands Department and the West Tamar Council before proceeding with the work.

It is an exciting time in the history of the Club and we believe that the new facility will be of the highest standard and lowest maintenance. The expected life of the materials will be 50+ years.

Our Patron Peter Kearney has also been working with us and has been able to facilitate a number of grant options.

At the 2017 AGM I was elected to the position of Rear



Commodore and I wish to thank the Club for allowing me to take on this role and I trust I will be up to the task.

We had our first pre-season working bee on Sunday 17th September which was attended by approx. 20 members, some of whom came from as far afield as St Helens.

A great deal of work was completed in particular on the cottage in preparation for occupancy by our new caretaker/bosun.

(Continued on page 4)

Rear Commodore

We have also done some work on the mustard cradle to allow it to return to service in time for the season ahead.

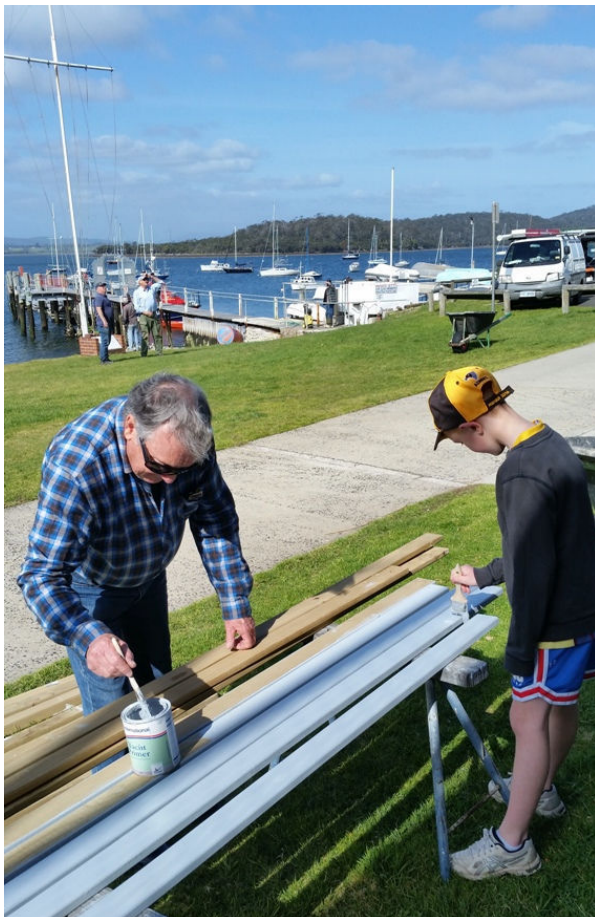
I am still settling into my new role and ask that you understand that the works committee is making every effort to keep the Club infrastructure in the best possible condition given our limited resources

We shall continue in this vain with the aim of continuous improvement of our Club's infrastructure and amenities.

I am happy to discuss with members any queries or concerns you may have in the area of the refurbishment project, the club's infrastructure or mooring issues.

Hope to see you all on the water on Opening Day.

Glen Cornish



CLUB WORKING BEE SEPTEMBER 17TH

Learn to Sail



Junior Dinghy Learn to Sail Program

This will be run over five Sunday mornings at PDYC Beauty Point.

Sunday 15 October	10.00 to 12.00
Sunday 22 October	10.00 to 12.00
Sunday 29 October	10.00 to 12.00
Sunday 12 November	10.00 to 12.00
Sunday 26 November	10.00 to 12.00

Participants will need to arrive in time to be dressed ready to sail by 10.00.
We welcome members and non-members so please bring along friends and family.

For further information please contact Greg Rowsell on 0400 342 308



Notices to Members

Riverview Landscaping donates mower to club

Riverview Landscaping recently donated an easy start, "no throw" unleaded mower to the club. The mower was given a run in the trailer park on the working bee giving a trim to most boat spots. Thanks to Dave Blazley and Riverview Landscaping, there are no excuses for not maintaining your site.

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.

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.

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.

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.

Trailer Park Mowing Needed

Members need to mow their spots in the trailer park please. Those members whom have already done it, thanks very much, as it's tidy. To the others: **why not visit your boat this weekend and mow under the trailer?** Thanks Dave Blazley

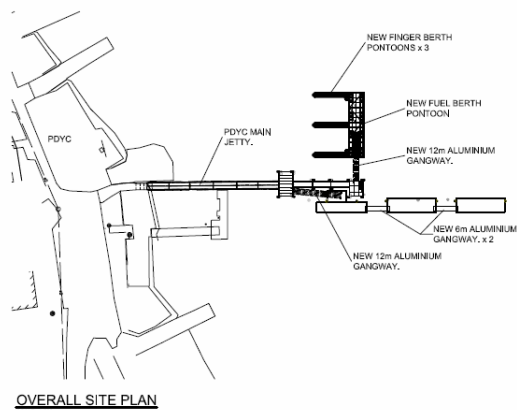
Jetty Redevelopment and Fuel berth Pontoon

Update 1. September 2017

The Jetty Redevelopment Sub Committee, of Glen Cornish 9Chair), Mick Jones, Stephen McElwee, Peter Sluce and Peter Haworth (Tres) has been busy since the first announcement of the Club successful grant applications in July.

Since that initial announcement we have signed off on Deed agreements with MAST, Tasmanian Community Fund and West Tamar Council, with the first of the funds set to start landing in the Clubs bank account shortly. This process has taken longer than expected, to finalising budgets and works programs to satisfy the requirement of the respective organisations, whose support the club is very grateful for.

The Club has also been successful in securing the support of the Tasmanian Gas Pipeline (TGP) for the donation of surplus steel gas pipe to allow re-piling of



the entire jetty with steel concrete encased piles; this is a huge bonus to the project giving the Club an opportunity future proof the jetty and its ongoing maintenance.

In parallel with the finalising of deed agreements, the approval process for the development, as the Jetty and pontoons are part of the Clubs Crown Lands Lease we firstly needed to gain owners approval for the Crown to lodge our application with the West Tamar Council and to seek an amendment to the Lease boundary for the new fuel pontoon and the re-alignment of the Clubs Pontoons.

The Council approval process is now underway with the 14 day advertising period ending on Monday 2nd October, the final planning approval conditions will then be confirmed in the following week or so, the

Council approval then has to go back to Crown Lands for their approval and final sign off to allow construction to start.

While the approval process has been rolling along, design drawings have been completed by 6ty° allowing the fabrication works for the new aluminium framed fuel berth pontoon and day berths along with the new aluminium gangways and steel work for the Jetty reconstruction. The Committee are pleased to advise that local company Multiskilled Tasmania was the successful tenderer, from the three invited, for both the aluminium and steel fabrication. Decking for the pontoons and reconstructed jetty will be fiberglass grating similar (smaller grid) to new decking going onto the MAST inspection head boat ramp pontoon, again low ongoing maintenance.

To answer everyone's question when will it all start! Quick answer is after Opening Day on Sunday 8th October.

Components for the project will start arriving at the Club in late October, with Pile driving starting around the start of November. The Pontoon frames will arrive on site shortly after the piling, for club working bees to install the floats and decking. The new steel work will follow on completion of the piling to allow final measurements to be taken.

The hope is that we will only have a short period of time between the Clubs pontoons being removed for refurbishment and the new fuel berth pontoon being in place, there will be a period of inconvenience for the start of the season, for a very long term benefit to your Club.

Keep your eye on the Club web page for further updates and details of timing for works.

Jetty Redevelopment Committee



B14 Worlds



ration, technique and tactics, which we will investigate in this article.

Preparation

The B14 is fundamentally a very simple boat. There are no variable rig settings while racing other than vang, cunningham and sheet tension so it is important to get the rig in the right place before you go afloat.

The rig has two main dynamics; lower triangle and uppers. The lower triangle formed by the main shrouds and forestay affects point-

What are these B14 s? I found this article on the web at <http://www.b14.org/>

For me it went some way to explain what it might be like to sail a B14 and offered informative sail boat racing insights that transpose freely to all classes.

Exerts from an article presented in Yachts & Yachting, Mid November edition (10 November 2000)

B14 Blasting by Tim Fells

The B14 is a high performance skiff, which due to its simplicity puts the onus on technique and tactics. It rewards teamwork with both helm and crew contributing equally to performance and good communication essential. At ten foot six from wing tip to wing tip, speed and agility are musts but it is far from a blood and guts boat; touch, feel and subtlety are often the winning edge. A modern classic, the B14 offers a unique sailing experience that brings out the best in all that sail her. And even over-40s can still win!

B14 speed, like all other boats, is about doing the right things, as often as possible, i.e. eliminating the things that slow you down. The difference is that due to the high performance of the B14, every mistake is magnified. If you watch the top guys you will see that it all looks very easy. They tack and gybe smoothly and when they want to, and keep the boat in the groove for long periods of time. This is a consequence of prepa-

ing, the uppers control the gust response from the glassfibre top section of the rig. The objective in setting the rig up is to lock out the lower triangle so that it holds jib luff tension across the wind range. This is achieved through a combination of high main shroud tension and mast chocks to hold the lower mast in column. The uppers need to be set for the prevailing wind and wave conditions. Gusty winds or a choppy see will require less uppers so that the rig automatically opens to match apparent wind angle shifts as the boat accelerates and decelerates through wind and waves.

The B14 Tuning Guide panel provides the commonly used settings for pre-bent and straight mast set ups.

Once out on the water the critical static rig control is the jib tack height. Control of the jib leech profile will power up or de-power the rig. As the breeze rises, leech tension needs to be reduced to encourage twist and automatic gust response. This is achieved by lowering the tack position. We achieve this through use of a vernier adjuster with fast pin (see photo). One hole change makes the difference between the boat staggering through gusts and easy acceleration.

Across the wind range best performance is achieved through maintaining a balance between the jib leech and main leech in order to create a neutral helm. In light breezes tight leeches can be held through sheet tension. As the breeze builds both sails need to be de-powered and en-

B14 Worlds

(Continued from page 8)

couraged to twist until in strong breezes just the bottom half of the sails are being used. As long as the rig setting is in the right area, a lot can be achieved through sheet adjustments.

The boat communicates well and will tell you when changes are required. As soon as you start to play the sheets aggressively to keep the boat on its feet you need to de-power. The aim is for the boat to feel light and responsive, accelerating through gusts rather than struggling.

The downhaul is vital to de-powering the mainsail, at no time should the mainsail be backwinding or "inverting" The downhaul affects the bend of the mast hence flattening the sail so make sure this system is working perfectly, you will need to pull it extremely hard in overpowered conditions. The centreboard should be positioned fully down until overpowered then it can be raised as much as 30 cm to keep the boat balanced.

The gybe

The crew needs to stay on the foredeck throughout the gybe. Good technique is to either sit with your back against the mast with the jib sheets over your legs or to stand up facing forwards. This way you can watch the kite through the gybe. As the helm bears away into the gybe the sheet should be eased until the clew reaches the forestay and, as the boom comes over, sheeted well in on the new leeward side. This means that as the helm rolls the boat upright out of the gybe the kite immediately draws and accelerates the boat.

The helm should roll the boat to windward going into the gybe to promote the bear away and use minimal rudder to promote a smooth turn. He will then have to move fast to hit the new wing and hike hard to roll the boat out of the gybe. It is



THE BOAT COMMUNICATES WELL AND WILL TELL YOU WHEN CHANGES ARE REQUIRED.

very easy to dig a wing which is slow, or worse fail to reach the new high side fast enough to stop a capsize so the helm needs to be agile.

trying to pull it round. This will release the pressure from the kite long enough for the crew to get the clew round to his side. At this point do not fall into the trap of trying to get the clew all the way back to your hand with kite still filling. Just bend down without releasing tension on the sheet and blow the tack line. The kite will collapse and become user friendly.

At a drop

It is worth pointing out that the spinnaker drop provides the helm with his best opportunities to offer gratuitous remarks. I have found that the odd 'do you want me to help' or 'in your own time' goes down wonderfully well.

On a more serious note it is often worth changing your crews priority to sheeting the jib if the kite is not fully bagged but the mark is being rounded. Height out of the mark is better than flapping along while the last bits are bagged.



B14 Worlds

(Continued from page 9)

Tactics

All the good lessons expounded in the many sailing books apply but there are few points to stress:

The acceleration and speed of the B14 means that wind pressure is king. Keep your head out



of the boat and spot the next line of pressure. If at all possible get into it first.

Tacking can be slow, particularly for beginners, so minimise the times you spin the wheel to when there is a clear tactical advantage. When on port tack, it is far better to duck transoms at high velocity than to tack on the lee bow.



Avoid traffic. The difference in boat speed between clear air and disturbed air is significant so it often pays to tack or gybe away into a clear lane. This is often the case at windward marks and gates where boats concentrate.



Approach downwind marks and gates on starboard as this gives you control and will often give you the inside berth.

Make certain of your lay lines as pinching never pays. If in doubt over-stand the windward mark, particularly in planing conditions, as you will minimise your losses through the speed of your approach.

Practice your gybing so that you are confident to go when the moment is right.

Never ever run. If you are too high for a mark, keep the speed on and do a couple of quick gybes.

Keep communicating and anticipate situations.

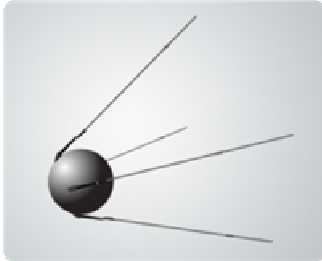
the_skiff_devil

Location: Cairns, Tropical North Queensland



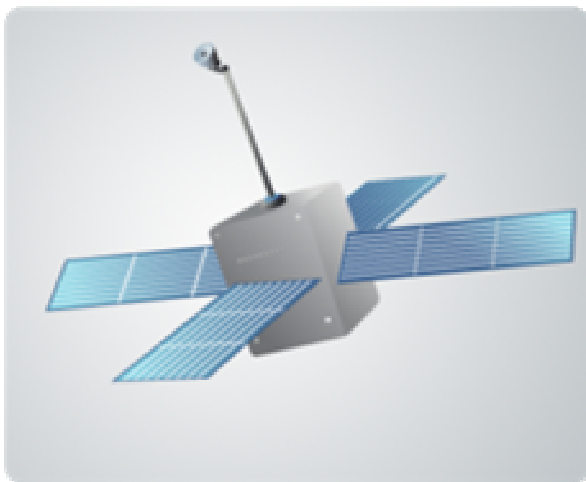
Where are you?

Originally designed for military and intelligence applications at the height of the Cold War in the 1960s, with inspiration coming from the launch of the Soviet spacecraft Sputnik in 1957, the global positioning system (GPS) - is a network of satellites that orbit the earth at fixed points above the planet and beam down signals to anyone on earth with a GPS receiver.



These signals carry a time code and geographical data point that allows the user to pinpoint their exact position, speed and time anywhere on the planet.

GPS imageTransit was the first satellite system launched by the USA and tested by the US Navy in 1960. Just five satellites orbiting the earth allowed ships to fix their position on the seas once every hour. In 1967 Transit was succeeded by the Timation satellite, which demonstrated that highly accurate atomic clocks could be operated in space. GPS developed quickly for military purposes thereafter with a total of 11 "Block" satellites being launched between 1978 and 1985.



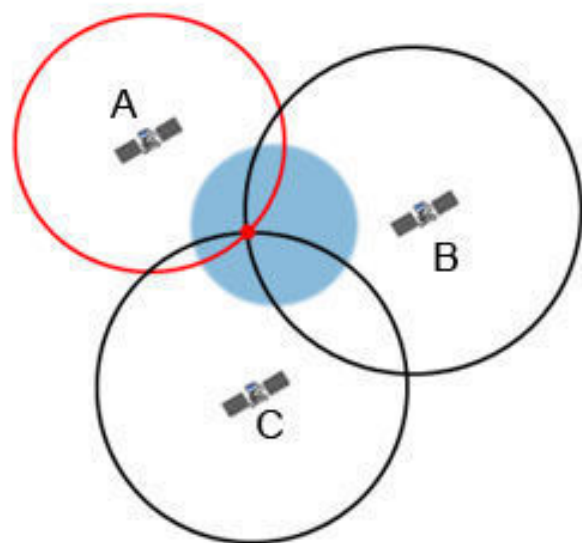
However, it wasn't until the USSR shot down a Korean passenger jet - flight 007 - in 1983 that the Reagan Administration in the US had the incentive to open up GPS for civilian applications so that aircraft, shipping, and transport the world over could fix their positions and avoid straying into restricted foreign territory.

GPS imageUpgrading the GPS was delayed by NASA space shuttle SS Challenger disaster in 1986 and it was not until 1989 that the first Block II satellites were launched. By the summer of 1993, the US launched their 24th Navstar satellite into orbit, which completed the modern GPS constellation of satellites - a network of 24 - familiar now as the Global Positioning System, or GPS. 21 of the constellation of satellites were active at any one time; the other 3 satellites were spares; in 1995 it was declared fully operational. Today's GPS network has around 30 active satellites in the GPS constellation.

Today, GPS is used for dozens of navigation applications, route finding for drivers, map-making, earthquake research, climate studies, and an outdoor treasure-hunting game known as geocaching.

Imagine you are standing somewhere on Earth with three satellites in the sky above you. If you know how far away you are from satellite A, then you know you must be located somewhere on the red circle. If you do the same for satellites B and C, you can work out your location by seeing where the three circles intersect. This is just what your GPS receiver does, although it uses overlapping spheres rather than circles.

The more satellites there are above the horizon the more accurately your GPS unit can determine where you are.



<http://www.physics.org/>

Out, around and about

This page is usually decorated with member pictures and stories. It has been a cold hard winter and it seems not much has happened sailing wise since season close.

I can report that several new projects are well under-way in the Findlay household. Piers Findlay has offered to detail and progress reports for upcoming editions of Semaphore.

Richard 'Trick' Wells has fare welled his B14 just in time for the Worlds. Trick reported that "just in time" has moved to a good home in Victoria.

There has been some movement in the trailer park with boats, made over and moved, this season making a welcome return to the water after a long absence.

Smaller craft are also restless.

Enough said. Now we must thank those whom sponsor our club



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**

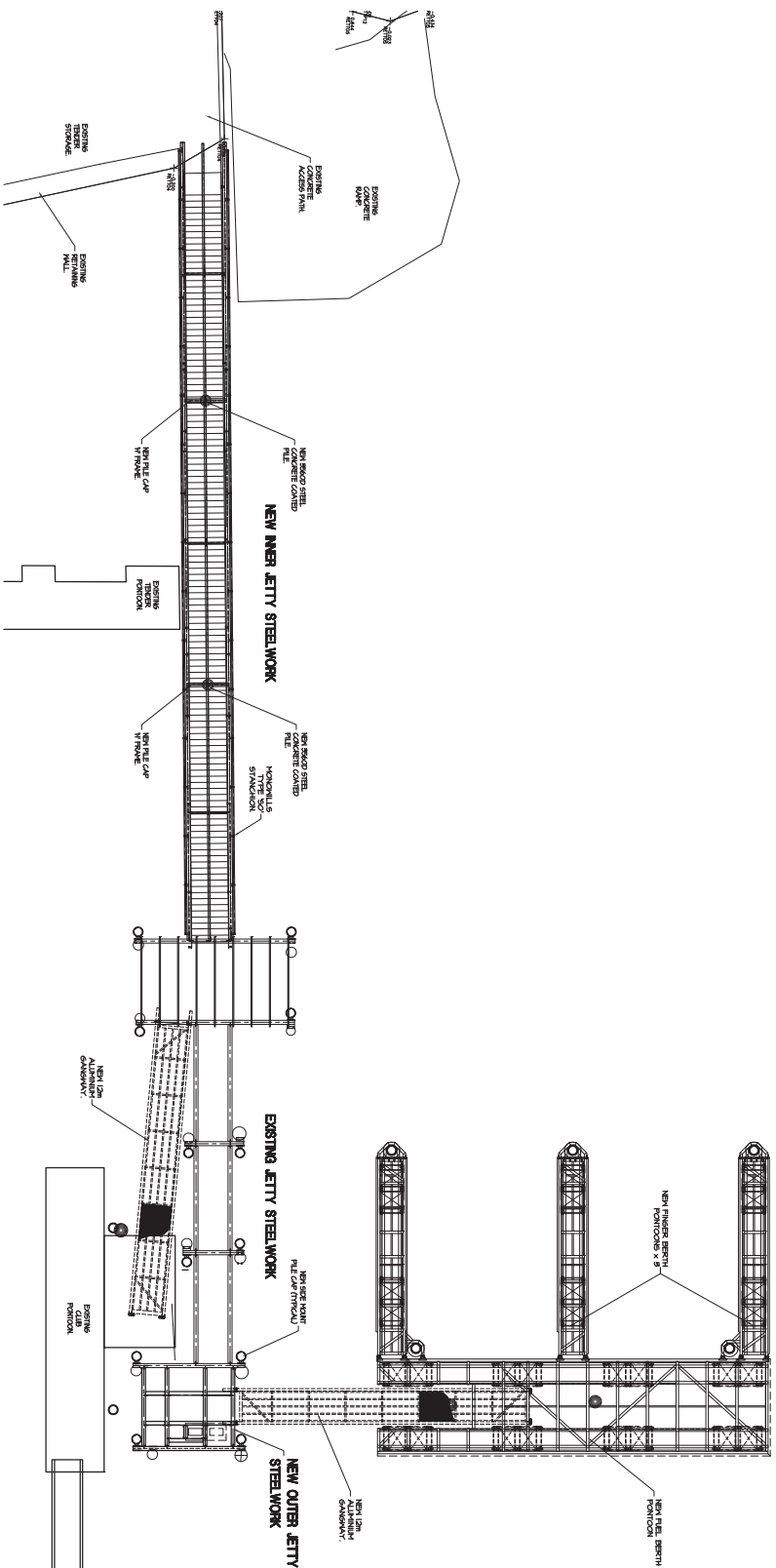
Port Dalrymple Yacht Club

Date: 02 January 2018

B14 worlds in Tasmania, Port
Dalrymple Yacht Club

PDYC Sailing Program Season 2017 - 2018

Date	High Tide	Keel / Trailable	Start Times	Other Events	Social Functions	NS14, B14 + Lasers	Training	Sabots / Opi
October 2017						Dinghy Racing First Start Time 1330		
Sun 01	0837			Start Daylight Savings				
Sat 07	1351							
Sun 08	1445	 Opening Day	Opening 1300 Sail past 1350 First race 1410	Start Term 4 Monday 9th	Opening Day BBQ	 Opening Day		 Opening Day
Thur 12	1809			Launceston Show Day				
Sat 14	0740							
Sun 15	0830	HARKEN Club Pennant Race 1	Start Div 2 - 13:00 Div 1 - 13:20			 Club Championship Points Series 1 + 2	Pre Xmas Training Day 1 Ready to sail at 10:00	 Club Championship Points Series 1 + 2
Sat 21	1409							
Sun 22	1457	Trophy Race 1 (New Crew Requirement)	Start Div 2 - 13:00 Div 1 - 13:20	 Discover Sailing Day		Trophy Race 1 B14 Training Day PDYC	Pre Xmas Training Day 2 Ready to sail at 10:00	Trophy Race 1
Sat 28	0645			DSC High				
Sun 29	0721	HARKEN Club Pennant Race 2	Start Div 2 - 13:00 Div 1 - 13:20	Performance Regatta		 Club Championship Points Series 3 + 4	Pre Xmas Training Day 3 Ready to sail at 10:00	 Club Championship Points Series 3 + 4



ISSUE	DATE	ISSUED FOR	REMARKS
01	04.09.17	PRICING	
02			



00000001: MAIN JETTY STEEL WORK
GENERAL LAYOUT
PLAN AND SECTION
00000002: CGB 00000003: PAS 00000004: CH00000005:

MAIN JETTY STEEL WORK SECTION
SCALE 3/8" = 1'-0"

PROJECT No. **17.182** DRAWING No. **C09** REV.