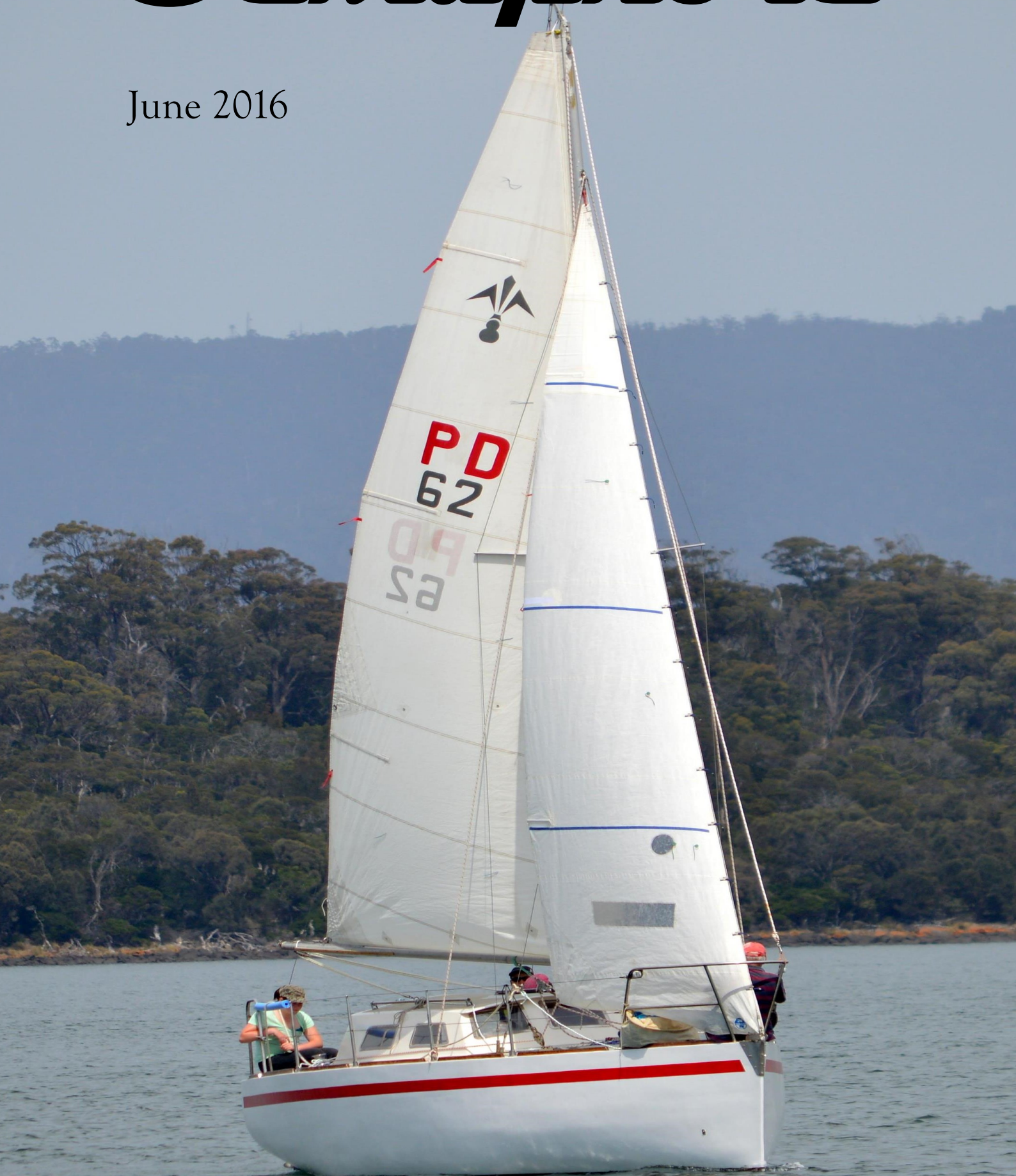


Semaphore

June 2016



Life is very DIFF'RENT at Port Dalrymple.

Pic. John Hepher

CLUB CONTACTS

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NEWSLETTER OF

PORT DALRYMPLE YACHT CLUB

Kemps Pde. Beauty Point Tasmania 7270

Ph. 03 3683 4110. Fax 03 3683 4777. email pdyc@bigpond.com Web www.pdyc.yachting.org.au

Port Dalrymple Yacht Club is the most active sailing club in Northern Tasmania with events for dinghys, trailer-sailers, and keelboats as well as social and cruising events during the season which starts in October and runs right through June.

Facilities for members and visiting sailors are first class with slipping facilities, diesel sales, trailer-sailer launching ramp, rigging lawn for dinghys, hard stand and trailer-sailer parking facilities.

Membership fees and costs for slipping and boat storage are very reasonable.

For further information please don't hesitate in calling any committee member on the numbers listed above.

THE COMMODORE REPORTS:



Michael Jones
PDYC Commodore

The 63rd season, just like the season before seems to have come to a close rather quickly. It was a season which saw incredible results from our members competing and representing our club.

Participating in vents from club, class, state, national and world level, our members have really taken the Port Dalrymple spirit and represented our club with integrity, skill, and the down to earth manner that is so typically PDYC.

The VC report will provide more detail in regards to the achievements of our members, but it was certainly another year that the PDY name featured well in many events.

As has been the theme over the last few years, we have been working carefully through the needs of the club. It is a delicate balance to ensure that the club works within its means and that we are able to continue to maintain and improve the facility and equipment as needed for the long term. The last couple of years has seen some really great work done in line with this, with the new pontoon and walkway commissioned late last year a major project that has delivered significant benefits to our members.

In addition to this, some other major projects have involved the refurbishment and redesign of a couple of slipway cradles which are of excellent quality and have made a real difference to the ability to generate income from the slipway.

This year has been very busy with the working bees and jobs from our volunteer group rewiring jetties, installing new security alarms, repairs to the slipway rails and cradles to major work shoring up retaining walls.

The general clean up of grounds, club and cottage has also seen the club looking fantastic and welcoming for all those who attend.

Thank you to those members who consistently their time, expertise and even the use of personal tools to continue to support and improve the PDYC facility.

It is incredible to see just how many of our members make themselves available, and without this we would really be in a different position. As always, we would welcome all of our members to come and get involved in these working bees. It is not a bad way to spend the day and in doing so you are giving back to the club and helping to provide a positive future.

Again this year we have had tremendous support from a number of sponsors so we ask that when you get the opportunity, let them know of our gratitude and support them where you can, as without their assistance, the running of our club would be very different. Make sure you check out our website and PDYC booklet which highlights our sponsors and support them when you can.

The 63rd Annual Presentation Dinner was a great night to

acknowledge the achievements of our members. Supported by great food and great company, we managed to present numerous awards for service to the club and performance in the sailing events. When you see the number of different members who received the awards, it really does emphasise just how strong and diverse our club is.

Having said that, it remains critical that we stay focused on ways to attract new members, support our junior development and again this is something that we look to the broader group of our members to help out with.

Congratulations to all our award recipients but in particular to our major award winners who have excelled during the season. It is always a difficult task for the committee given the standard of achievement and contributions by our members.

Steve McElwee who was awarded Yachtsman of the Year with an outstanding list of results from club, and state events, including a superb effort in the L2H Race this year with his crew on Lawless.

Magnus McIndoe who was awarded the Ern Annear Encouragement Award for his working the Sabot and we look forward to seeing him back this year.

Kevin Lloyd who was awarded the Jack Turnbull Perpetual Trophy for his consistent results and commitment to PDYC. Next Question certainly featured prominently in this year's events.

Clinton Blazeley was Junior Club Person of the Year for his support and dedication in helping out in the club wherever he could. Clinton was a consistent presence at our working bees always in amongst the work that needed to

Cont from Previous Page

to be done.

David Shepherd was winner of the Geoff Teesdale Memorial Trophy for Clubman of the Year. David has done a lot of work behind the scenes helping the committee as well as his constant support of the club in all areas.

This year, we saw one of our long term members of PDYC, Bob Silberberg, receive an OAM for his service and support to sailing. When you look back at the history of Bob's involvement with sailing in Tasmania, his involvement in the Sailability group and the extensive involvement with both PDYC and Yachting Tasmania, you can see this award is well deserved.

Congratulations Bob on such an extensive history with sailing and our club and we look forward to what the future holds.

As expected, the committee has had to work hard to manage the finances of the club and to look for ways to generate funds to keep the club on an even footing. The aim of the committee is to ensure that we continue to maintain the club and its facilities, enable the sorts of services the members expect and to try and manage all of this at the lowest cost for the broad membership base.

It is not an easy task given the ever increasing costs which we have to meet in regards to compliance, maintenance, insurances, and the standard operating costs that impact on the club. The target for the committee is to run a slight loss in real terms but a slight cash positive result for the year so as the club has a small cash reserve to help protect for unseen events which need to be covered.

Over the last few years we have gradually been able to bring the club to this position.

This year, the result for the club will show a small net loss of around \$6500. This year in cash terms we have basically achieved a breakeven point after removing the depreciation which is a non-cash expense and also contributing approx. \$17000 of cash to new assets, namely the new rescue boat motor and pontoon walkway forming the bulk of this. And which will be a great investment in the club for the future.

It must be noted that this result could not be achieved without the consistent work of some of our members facilitating

regattas, and functions, as well as fundraising to provide income in addition to the general income that is achieved in the normal running of the club and membership income.

On behalf of all our members I would like to thank those who once again have gone out of their way, in some cases even giving up their own sailing time to ensure these things happened for the benefit of all.

Unfortunately, this year we have to bring one of the significant planned maintenance projects forward after the failure of one of the main piles on the jetty structure.

As mentioned in my last annual report, this work was planned to be done in the next few years but after recent rough weather and the failure of one of the piles we will now need to try and work through the replacement of a number of piles in the coming months.

We are in the process of looking at options however I would expect that the cost of this project will be in the order of \$25000-\$30000. This will be a challenge for the club and our members to manage given the earlier than anticipated time frame we now have to make this repair project happen.

In summary. It is clear our club is healthy, active and well placed to continue to build into the future as the place for all your boating activities. Having said this, there is both a challenge and an opportunity for the future.

Growing up I had the benefit of spending considerable time cruising the Tamar River. Most of this time was with family and friends finding a place to raft up and just enjoy what the river has to offer.

It was once hard to find a spot to anchor if you were too late on a Friday evening, but as of today, it is a very different picture. The number of active cruisers has certainly fallen and this will be a challenge for all clubs in the future.

For the incoming committee I feel there is a need to look at how it can expand our cruising members involvement with the club and continue to develop on things like the Navigation Trials as an example to promote events targeted at finding relaxing and fun opportunities for all types of boats and for those who are looking to spend some time at a different pace and in a social atmosphere.

Having anchored up the Arm with a

few mates having a beer and watching kids do what kids used to do before the acceptance of electronic screens as the only form of entertainment, I can assure you it is not a bad way to spend some time.

Looking for ways to encourage this and to bring some of these activities around the club would have the benefit of also adding to the social use of the club and with this comes opportunities for membership growth, new income and in the longer term a stronger club.

If you have any ideas on how to encourage this aspect I am sure the committee would welcome your input and in particular, your involvement in making things happen.

Finally, although we have had our challenges this year, it has been a pleasure to be the PDYC Commodore for a very successful 63rd season.

I would like to thank the committee in supporting the work required to be done and managing the club in a diligent and professional way and with the same passion that has driven PDYC forward over its history. As a club we have a lot to be proud of and with the continued support and involvement of our members the club has a very positive future ahead.

To all our members remember this is your club, it is a club of volunteers, mates with a common purpose which aims at being welcoming to all people with an interest in boating. Its success is built on the backs of its members getting involved and giving something back to their club so it can continue to have a great future in the years to come.

Let's keep this up

Thank you for your support in the 63rd season of Port Dalrymple Yacht Club. I would welcome any feedback or concerns both in relation to this report or the club in general, and I'm looking forward to seeing you all again for the Opening Day in October.

Michael Jones.

Commodore, PDYC.

Nicholas Banfield

Thanks to John Hepher for allowing me pages in the newsletter to remember a fellow sailor

Tragically Nicholas (Nic) Banfield died recently aged 23, whilst sleeping on his boat in Sydney harbour.

A special bond is built when people share a love of sailing and many at PDYC knew Nic and shared his love.

When I first met Nic, a student at AMC, I saw, a tall, seemingly gangly young man, good looking, with a sparkle in his eyes and a broad warming smile. I liked him instantly.

Nic was a great sailor, honest, intuitive, resourceful and understanding. He was courageous, generous, intelligent, humble and thoughtful. Off the water Nic maintained the qualities in his friendships with all.

Nic sailed anything at any time such was his passion for being on the sea.

Nic sailed numerous memorable events including L2H and The Australian Three Peaks Race. More recently Nic sailed a 28 footer with friend Ellen, from Hobart to Vanuatu, returning after an extended stay to Sydney.

Nic will be missed, though never forgotten by all the knew and loved him

Sea Fever

By John Masefield

I must go down to the seas again, to the lonely sea and the sky,
And all I ask is a tall ship and a star to steer her by;

And the wheel's kick and the wind's song and
the white sail's shaking,
And a grey mist on the sea's face, and a grey dawn breaking.

I must go down to the seas again, for the call of the running tide
Is a wild call and a clear call that may not be denied;

And all I ask is a windy day with the white clouds flying,
And the flung spray and the blown spume, and
the sea-gulls crying.

I must go down to the seas again, to the vagrant gypsy life,

To the gull's way and the whale's way where the wind's like a whetted knife;

And all I ask is a merry yarn from a laughing fellow-rover,

And quiet sleep and a sweet dream when the long trick's over.



NICHOLAS IN VANUATU. NIC MADE FRIENDS WHERE EVERY HE WENT AND WAS PASSIONATE ABOUT IMPROVING THE PLIGHT OF THE CHILDREN OF VANUATU.



Passing front

A **cold front** is defined as the leading edge of a cooler mass of air, replacing (at ground level) a warmer mass of air, which lies within a fairly sharp surface trough of low pressure. It forms in the wake of an extratropical cyclone, at the leading edge of its cold air advection pattern, which is also known as the cyclone's dry conveyor belt circulation. Temperature changes across the boundary can be as much as 30C. When enough moisture is present, rain can occur along the boundary. If there is significant instability along the boundary, **a line of thunderstorms can form along the frontal zone.**

This was our second Three Peaks, a different team, new sponsors in whole new race. We had learnt from experience. There was less food and the paperwork came easier, the nerves were still present, but it felt more like we had it together. I was part of a great team in Piers, Sarah, Nic Michael and Stu.

We checked the forecasts as late as possible, and there was a cold front forecast to come through early Saturday morning, bringing winds up to 35knts, in its wake. I was hoping to be close to, if not in Lady Baron, for full passing of the front.

Centre Euro Wines, a Sydney 38, had a snow flakes chance in hell of getting line honours, and whilst there is a corrected time placing, it is not really considered seriously, specially during the year where "Jess and Bruce" shine the celebrity lights onto this wonderful event. Southern Cross caught me for pre start interview, I don't know what drivel came out, but I remember concluding by saying "this is the Three Peaks, anything can happen". Hold that thought!

We drifted on the tide, onto the starting mark, rowed past it, did a penalty and got underway in a light NNE. The run out of the heads was pretty pedestrian, the spectator fleet being smaller than years past, we turned to course and settled in to the 90nm leg to Flinders.

It was mild, calm and hazy in the late afternoon, competing boats were now beginning to string out into their speed groupings, we seemed about mid field and perhaps a little North of most.

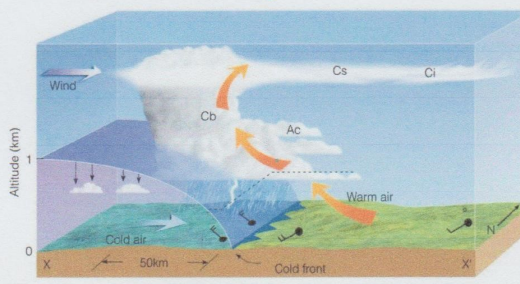
The lightning was barely perceivable at first. Purple tinged glows of in the far distance. Later, sheets lit up the internals of neighboring clouds, like some giant x-ray machine, flashes seemed to be everywhere in the black void, but all still low to the horizon, at considerable distance you would think.

The frequency of flashes was increasing with time, strong clear sheets of lightning could easily

be seen to the South, to the West and to the North, all conspicuously closer to us now.

We got to talking about thunderstorms, whilst watching the light show.

The energy in even a modest thundercloud can be impressive. The first atomic bomb was detonated in the desert near Alamogordo, New Mexico on 16



July 1945. Though the man made energy first released was awesome, it was several times less than that generated by the everyday garden variety thunderstorm.

It was blacker than black now, and the breeze was faltering, as if spooked by the now almost constant flashes of high intensity light. The low distant roll, had been replaced by the clear boom of thunder.

"At least it's all sheet lightning" someone remarked. **Flash!**

Forks zig zagged to the water.

"Would lightning strike a carbon mast in preference to Aluminum?" **Flash!**

The jiggered light briefly illuminates the sails of boats in the distance.

There was a sense that all this weather had surrounded us, and was moving in for the kill.

Flash! Sarah started counting "one Mississippi,

two Mississippi, three Mississipp..." **Ka-Boooooom!**

"About three miles away" Sarah's quiet voice fell into the void left in wake of the brutal crack of close lightning.

It was cooler now, and while there was no rain, the air felt laden with moisture. Microbursts were considered by us to be a real possibility and would be imminent, so we scaled down sails and prepared.

Kaarr-Booom! No point in counting, the blinding flash and ferocious sound arriving simultaneously.

I reminded myself that we were not out here alone, there was a fleet of boats nearby. I stared off our stern, there was at least three boats behind us, Whistler, Whistler Sports and Apollonius. What ever they get, we would be getting soon after.

I was guessing Apollonius was the lights, West and dead astern, and the two Whistlers were the closer lights, a few points to the South. Apollonius' tri-colour showed her suddenly bearing off to the south. The light then disappeared into the blackness.

(Continued on page 3)

Passing front

The two Whistlers, obvious close, both seemed to bear away to the south. "Here it comes!" I said, as the first ice cold drops of rain hit my face.

The transition was not violent, as I had expected, but quiet and understated. We were aware of the sound of the bow ripping through water, building in volume. The boat was hastily gathering speed. Soon the bow wave splashed out audibly like from a speedboat. The true wind instrument showed a quick, even and steep climb in wind strength. 25kts, 30kts, 35kts, 40kts then a brief plateau, then through to the 50s.

The wind howled, and the sea quickly began to kick up, the peaking waves, shedding their tops to the wind. It was wet, the spray, rain and slop was always centered on the four of us, communication was now a yell over the tremendous din of wind, surf and rain.

The wind held at this intensity for a good while, then slowly retreated back into the high thirties, then mid... It had that "I've done my worst" feel to it. Perhaps the forecast front had come though, "all guns blazing and the big end first" It is remarkable how easy 35kns feels after 50.

Flash! A white hot fork sizzled toward the planet. This time in front of us to the East. "Five minute rule", well we just wanted to give it a little time to see what the wind does..

True wind 35kts, 40kts, 50kts, 60kts, I no longer wanted to know. The short respite, was as if our attacker, had stopped to draw breathe, and now engorged, was throwing the lot at us.

Piers was rock steady on the helm, the darkness offering little reference or warning, as the boat raced on before the wind. Our mainsail furled away tight, the small number 5 headsail was carrying our near six tons along a what felt like powerboat speeds. The storm jib was discarded as an option, it just wasn't a good time to take an excursion to the foredeck.

We went back to yelling. The roar was immense The radio crackled to add to the clatter, "...

Man overboard ...man overboard..." We all looked at each other, and the knowingly said nothing. In that second.... all the thought you can have, comes with illustrations. "*Queenscliff rescue to ...over ..*" The pieces began to join, the vessel name came up again.. It's in Victorian waters, and not, near us, not one of the Three peaks fleet.

We carried on operating in verbal silence for some time after this.

Piers made course toward a point midway between Boxen Is and the rocks 3nm SE of the island. Nic noticed mast lights over the bow, we seemed to be getting closer to a yacht ahead. We also spotted lights well south.

We made and rounded the gps waypoint in what seemed no time, then took a more northerly path, toward the northern and main entrance to Franklin Sound and shelter.

The wind was still howling, the water had shallowed up and the waves felt much bigger.

Mast lights were heading off to the East, for the Dough Boy Island, and the southern entrance to the sound. This possibility saving hours. It must have a cat, because this way in would surely not have been the chosen route for keel boat on a night like this.

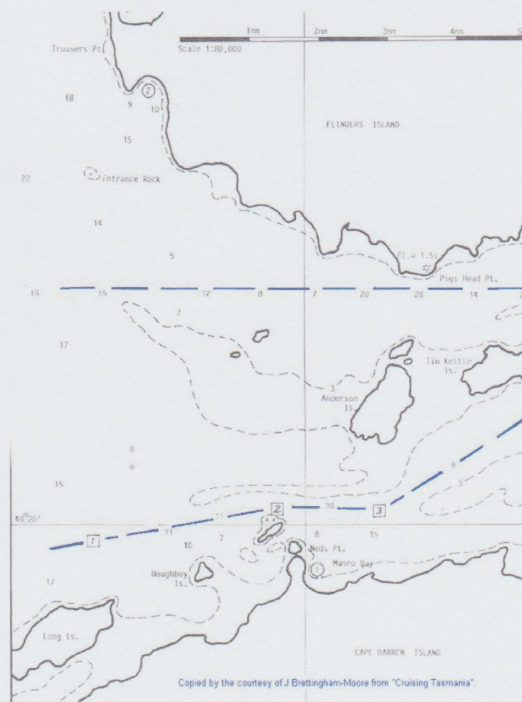
Still 60knts! The sea state appeared out of gloom to be more menacing to us on this aspect. Piers muscled the helm through the angry waves, for the most part, able to minimize their impact.

"Wave!" we braced, it had quickly become habitual, as the boat lurched and the cockpit briefly became sea. I watched powerless as litres poured down the companionway, then with a hiss fizz, the sea water would morph, and retreat, dragging anything loose from the boat. "Wave!"

Franklin sound and refuge were tangible as our new Easterly path lined us up for the entrance. I thought forward, rehearsing the path through to Lady Baron, in my mind. We will have to be right on the channel, no room for error, but it will be better in the sound? Still no room for error!

In GPS we trust. I scrolled forward to the entrance to Franklin sound. The chart showed a shallow opening bordered Entrance Rocks to the North,

(Continued on page 4)



Passing front

and shallow water (Centre Euro Wines draws 2.67m empty) and long shoaled area, almost a beach, to the south. I anticipated that the waves might sit up at the entrance, which on the chart looked to shoal out quickly.

Piers' abilities at the helm, kept us true, whilst surfing in through the blackness. Sarah monitored the depth, Nic peeled the night for any visual clues of hazards unknown, whilst I, armed with a handheld GPS, did some high stress navigation-guessing.

The boat planed down on another wave, Strzelecki and Cape Barren Island were compressing, concentrating the howling gale, funneling its energy into Franklin Sound. The wind was increasing! Turbulent gusts now pushed us to higher and speeds. Decision windows began to get smaller and tolerances tighter. We were going too fast.

The white boil to the south marked the large shoaled area built up around and a long way north of Anderson Is. Pigs Head Point light became visible, off our port bow. We could see we were fast, passing the light in a blink, and on into narrow conduit of inner Franklin Sound.

Tin Kettle Is passed, we decided on the longer lit route, turning SE to Apple Orchard Point. "There is a boat ahead" Nic yelled over the roar. They too had chosen not to risk "between the Dogs" approach to Lady Barron. "It's Hapa" yelled Nic, "It's Haphazard" This was huge relief. They were ok, we were ok. We weren't alone. We can follow them. Things felt markedly better now.

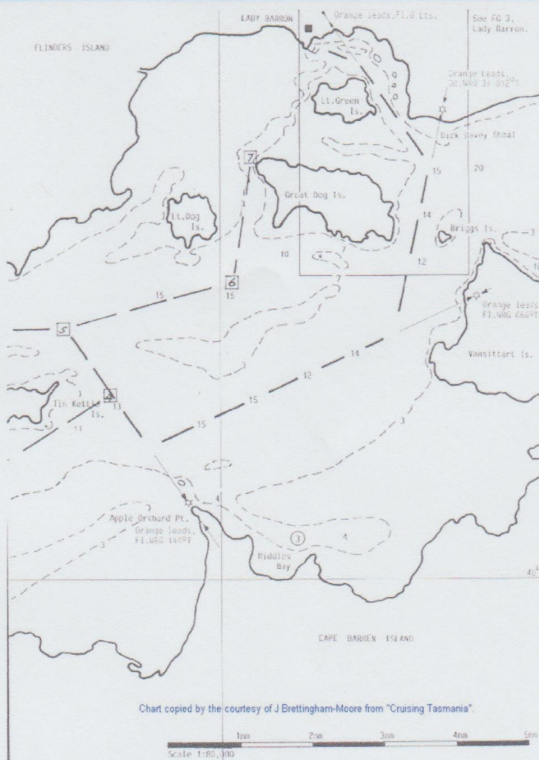
Our euphoria waned a little, as we realized that mirroring Haphazard's course was not practical nor prudent in this wind. We went back to playing our own game, trying to sail well to the windward side of the channel.

"2m ..1.5m" Sarah called the water beneath our keel. "Starboard go starboard" I called "2m . 2.5 ..3.." This then was our lot, playing blind mans bluff, to Lady Barron.

We turned toward Vansittart Island, and while the wind was relentless, the waves had mellowed. We slipped down the line quick and easy, through a nice wide part of the sound.

Coming up to the north, on a line between Briggs and Great Dog Islands, we were traveling well. "Michael, Stuart about an hour". The runners alerted, I realised we were still in a race, and maybe doing ok so far, to be finishing not far behind Haphazard.

The final turn came upon us quick, there was the home stretch and just around the bend, Lady Barron. We turned early and I guided Piers as close to Little Green Is as we dare. Our concentration was deep, the water not, it was not until we were almost on the corner, that we realised that we had overtaken Haphazard.



Any joy that could of taken from our small gain, withered as we saw their headsail come down. They were aground.

Thud. Our keel hit. The boat wallowed, swung to, then through the wind, somehow we 360ed out of it, with out hitting the island and headed for the line. The last push to the leg finish was hard to windward. Endless tacks later, our keel ploughing up the bottom far too frequently, we crossed the line where the yellow buoy was meant to be.

It had been far more that the hour I had told Stuart and Michael. We checked for ropes and started the engine. At full revs we only just made headway dead into the wind, control into the cluttered wharf, barely possible.

Some how we made in to near Advantage, thankfully Mick Jones was able to arrest us, hold us to, ad prevent us blowing off to who knows where. Michael and Stuart emerged, shaken I would think, and run off for a 65km run. I flipped the boats true wind indicator instrument to "highest recorded", 76knts

A little later I sat down and rang my close family and friends.

Team Centre Euro Wines - Sarah Gibson, Piers Findlay, Nic Banfield, Stuart Pither, and Michael Meredith raised through

(Continued on page 5)

Passing front

generous donations from the public, \$1300 for the National Breast Cancer Foundation.
Thank you to all those that helped this great cause.

Centre Euro Wines went on to place 2nd in the mono hull division and win the Tilman trophy.

The Three Peaks Race was one of Nic's favourite sailing experiences, though he was more than a little coy about being standby runner.

Thanks again to John Hepher, PDYC and Leanne Banfield for their help and indulgence, in allowing me to share Nic's memory. Nicholas was a great crew member and a true mate. Rest in peace.

Save the Children fund was important to Nicholas

<https://www.savethechildren.org.au/donate/gifts-in-memory>



NIC WAVES FAREWELL ABOARD CENTRE EURO WINES (OBSESSION) AT THE START OF THE THREE PEAKS.

Pure Steel



Above: Ambition

Below: Eric Supervising



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THE VICE-COMMODORE REPORTS:



Peter Sluce
Vice-Commodore

The 63rd year of Port Dalrymple Yacht Club has produced another stellar season of sailing locally for our membership, and on the national and world stage.

Stephen McElwee and crew on Lawless had a great Launceston to Hobart taking the PHS win, David Allan had a solid final race on Obsession which has been sold and is now in Mornington Vic, to be fifth over the line and 17th on PHS.

Our Sabot Sailors ventured north to Lake Macquarie to contest the Sabot Nationals. Elysha and Sam Jones had a brilliant week as they continue their National Championship journey in the 2 ups taking eight bullets to win the Len McAlister Sabot Week. Sam continued his good form to 5th place overall in Crude Oil in the Senior Division of Sabot Week.

In the 71 boat Championship Division the light conditions were not all that favourable to our sailors, Bailey Edmunds was top placed PDYC sailer in 25th place, with a 7th in race one. Ruby Edmunds was next in 37th, Lucy Cooper was 46th in Mini Cooper. Clinton Blazely took 50th in Sailfish, Sam Hillcoat 51st, Taylor Edmunds 55th and Ellen Hillcoat 69th.

The Laser class also shared the waters of Lake Macquarie sailing out of Belmont 16ft Sailing Club. In the full rigs, Tom Cooper came 31st and 8th in the under 21 Division in the 49 boat fleet. In the Laser Radials, Josh Harriss was one of three Tasmanians to make the Gold Fleet, placing 4th. In the Silver Fleet, Ryan Moreton had a great regatta, placing top Tasmanian and 2nd overall in the 46 boat fleet.

In the 53 boat Laser 4.7 fleet, Josh Jones had a solid regatta taking 19th place with a brilliant 2nd in race eight and a 4th in race eleven.

Canberra provided a very light regatta for the NS14s with PDYCs Barrie and Magnus McIndoe, Tasmania's sole reps at the Nationals taking 15th with a podium 3rd in race two.

On the home front, the B14s enjoyed the flat water and good breezes at Midway Point with 24 B14s making the nationals. Cole Dabner and Clair Cromarty took 5th place in Cromarty Engineering, and Rani and Chris Wells 10th in Epic. And in their first B14 regatta, Nick McElwee and took 15th in Just 'n Time.

Rolling into late February and March saw the season roll into regattas and State Championships. Bell-rievie's Crown Series first on the schedule and Andrew Jones Shrink Edge taking out the trailerable division and the 5.9 intergalactic with Kevin Lloyd's Next Question 3rd. The good news continued with the presentation to Shrink Edge also winning the Don Rust memorial Trophy for outstanding racing performance during the regatta. Our sole competitor in the Dinghy Class was Josh Harriss, sailing in the Laser Radials. Josh was right in the running in an incredibly close battle for the top placing and finishing 3rd.

Moving onto State Championships. The Sabots were first to get underway sailing out of the Royals and Sandy Bay. It was another close series with Bailey Edmunds taking a great 3rd place. From 4th to 6th was all PDYC girl power (a sign of things to come) with Lucy Cooper 4th in Mini Cooper, followed by Ruby Edmunds at the helm of Starter Kit, and Taylor Edmunds 6th in Cool Change.

The NS!\$s headed west with Wynyard hosting their State Titles. Under the Radar was not the case for Nick McElwee and Isobel Cameron who were crowned 2016 NS!\$ State Champions with Peter and Clair Cameron 3rd. On yardstick and handicap the re-born Magic and Loss took the win for Barrie and Magnus McIndoe.

Port Dalrymple Yacht Club hosted to 2016 Laser Tasmanian Championships with Sam King from the Royals taking the overall yardstick win along

with the Radial title. Port Dalrymple sailors had a great regatta with Josh Harriss and Ryan Moreton finishing 2nd and 3rd respectively overall on yardstick, and match those results in the Radial titles. In the full rigs, Zac Pullen from the Royals took the win from PDYCs Thomas Cooper 2nd, despite breaking a boom on the first beat of the last race and sailing another two runs and a beat with a broken boom.

On the World stage, Robbie Eadie contested the Hansa Class Worlds in the Liberty Class in June in the Netherlands's International Sailing Centre in Medemblik. Sailing in the Liberty Class Robbie placed 24th overall. His performances in the was part of a team effort which saw the Australian Team win the inaugural Hansa Worlds Team Trophy. The top placing for the Australian team was Wynyard's Chris Symons, winning the Hansa Class 303 and taking 3rd in the 303 Doubles with Mike Darby.

Congratulations to the Australian Team.

At club level, the 2015-16 PME Club Championship in Sabots went to Lucy Cooper in Mini Cooper, from Bailey Edmunds in Whisper and Ruby Edmunds in Starter Kit.

In the NS!\$ class, Barrie and Magnus McIndoe took the NS!\$ Club Championship in Walk on the Wild Side from Sam and Lindy Bailey with Clair Jackson and Rick Chippindall 3rd.

In the Lasers, Josh Harris took the Club Championship on a count back from Tom Cooper in a very close season long series with Josh Jones 3rd.

In Division 1 and 2 Harken Points Series, Stephen McElwee took Division 1 in Lawless, with 2nd going to Commodore Mick Jones in Ambition on a countback from Roger Hart in SKI.

The Division 2 went to John Hephher in TooManyButtons! From Ray Boon in Eppopotamus, and Ron Shephard in Thiswayup.

Again, the club has been supported by a great group of sponsors, the continued wonderful support of Tamar Marine, Doyle-Sam's Sails, PME, CNW, Log Cabin Garden Centre, Bokprint, Levee Food Co, and new sponsor for the 2015-16 season, Harken, as our major series sponsors

Cont. From Previous Page.

and regatta sponsors, along with all the other advertisers that support the club programme is greatly appreciated. On the volunteer front, thanks must go to Bob Silberberg for his RO duties in the start box.

For our committee boat starts, thank you to Greg Rowsell for his RO duties at the Inshore Champs, allowing Cordon Bleu back on the water for this great regatta.

To Christine and David Shephard, Jack Wells, Richard Wells, Andrew Jones, Sam Edmunds, David Bleazely, Ross Edmunds, Kevin Lloyd, David Hall, Errol O'Toole, Bob Silberberg, Eric McCormack, Ryhs Stickler, Andrew Merry, and Mike Payne, and many others, thank you all for always answering the call to assist, and in many cases, provide personal boats to assist in the running of the large regattas in

the professional manner that PDYC is so respected for.

Off the water, a huge thanks to Mel Jones and Leah Blazeley and their many helpers that have kept us fed and watered during the season. To Michelle Jones the raffle queen, and her assistants, thanks for the time spent in raising over \$400 during the season.

The past season saw the return of navigation Trials to the club thanks to a huge amount of work by Rear Commodore Craig Titmus and Past Commodore, Graham Titmus for returning the navigation Trial to the programme. And to Craig for his work in the rear Commodore role as we continue to chew through the many items that the club's infrastructure throws up during the year.

Management of the club during the season was very busy with the changes of staff early in the season.

Thank you to Cathi for the time in the Secretary/Treasurer position, and Claude for his time in the caretaker role.

Thank you to Commodore Michael Jones for the huge amount of work and professional management that he has provided the club during the changeover of these roles. Greatly appreciated Mick.

Finally, repeating the words noted on the club's web page over the Queen's Birthday Weekend. "The Commodore and members of Port Dalrymple Yacht Club congratulate Robert (Bob) Silberberg, on receiving the Award of Medal (OAM) in the General Division in the 2016 Queen's Birthday Honours List, for Service to Sailing and the Port Dalrymple Yacht Club.

Peter Sluce.

Vice Commodore.

VALE BOB KING

Robert (Bob) King joined Port Dalrymple Yacht Club on 30-03-1967 and was a continuous member until he resigned in the late 1900s.

Bob was elected onto the general committee of PDYC in 1971 and served on various committees including the Works Committee and was appointed Rear Commodore at the 1977 AGM. He continued in that role until 1979.

During this period much of the reclamation work that was carried out around the club occurred, including the construction of the extension of what became known as 'Bob's Knob', further extension of reclamation work of the trailer-sailer parking area, trailer-sailer launching ramp, designing the dinghy ramp and supervising its installation.

Bob was also asked by the club in

1976 to excavate behind the small hut which the club had purchased to the north of the club and erect a retaining wall behind it and work out a design for the foundation around the hut.

In 1977 the committee authorised Bob to renovate the hut into what is now, the Caretaker's Cottage.

In 1981 the committee decided to extend the club northward and remove the open dinghy racks that were there and replace them with an under cover storage and new ladies showers and toilets.

Tenders were called and the committee asked Bob if he would act as Clerk-of-Works for the proposed extension. Firstly the open racks were moved to here they are now on both sides of the grassed area and a new retaining wall was constructed prior to the start of the new building.

At the time of planning for the new extension it was realised that future expansion of the club would be on top of this new extension so the roof rafters were installed with this in mind, as future floor bearers, and there were questions asked as to why the rafters were so big.

Bob took all of this in his stride and also made sure that a concrete slab was placed over the ladies toilet/shower block so that when future expansion took place the base for the current upstairs toilets was there.

Port Dalrymple Yacht Club owes Robert King a very big vote of thanks for all the work he was involved with during his time with the club.

With Bob's son Alan, and grandsons, Ben and Scott members of PDYC, Bob will not be forgotten.

FOR SALE

TooManyButtons!

TIMPENNY 670

NEW MAST AND RIG 2014

NEW SAILS 2013

LOTS OF HARKEN GEAR, SPECTRA, ETC.

NEEDS SOME COSMETIC WORK.

UNREGISTERED TRAILER

8HP YAMAHA. GOOD FAST TIMPENNY.

\$6000 NEG

PH. JOHN HEPHER 0401 622 292



PDYC CLUBHOUSE AVAILABLE FOR PRIVATE FUNCTIONS

By JOHN HEPHER

Do you have a wedding, 21st, or other such family celebration looming?

Port Dalrymple Yacht Club is available for private functions such as these. The committee has been working out various levels of costs for the use of our facilities. The venue can be formatted for func-

tions such as basic meetings with the use of tea and coffee facilities, right up to wedding receptions or events such as other sporting club's presentation nights or annual dinners.

Your committee is formulating a list of charges for such events. These could be as little as \$50 for PDYC members or \$100 for non members to hire the club for a basic meeting. If the kitchen is re-

quired for preparation of food by those hiring the venue a further charge of \$100 would apply.

If full catering facilities are required the charge could be \$500.

All bookings will of course have to be approved by the committee.

Committee member, Ross Edmunds has been appointed to run the events diary and will have a list of available dates.



Have your family party here.

REAR COMMODORE'S REPORT



**Rear Commodore:
Craig Titmus.**

Thank you to the continuing support of the PDYC Committee and members, I am very pleased to be re-elected Rear Commodore for the 2016-17 season.

There is a huge legacy in built infrastructure over an enormous site from the cumulative efforts of the club's very active rear Commodores and Committees, and we all have a responsibility to care for our significant club assets.

As reported at the AGM, this season will have major challenges with a broken 1st pontoon mooring pile and some six of our jetty support piles in poor condition. The club already has a huge investment in the jetty with significant works done a few years ago replacing the main support beams with galvanised steel structural members and the upgraded diesel bowser installation.

Replacing the piles will ensure the structure's on-going integrity for a significant period well into the future. As pontoons are floated out to allow for the pile driver barge access, it is an opportunity to do some maintenance on these as well.

Despite the jetty works required this year, the future needs to be focussed on those key assets like the slipway that generate a very significant part of the club's revenue.

Stricter environmental regulations will happen. We need to be on a forward plan that has appropriate catchment and controls. A slipway is absolutely integral to a yacht club.

Disappointingly, we have recently had an attempted break-in to one of the doors downstairs. Despite damage to the lock hardware the deadbolt remained fully engaged, as they are designed to do. We all need to be vigilant in keeping unoccupied sections of the club secure.

Repairing damage and potentially replacing stolen gear or stock has us going backwards not forwards.

As in previous seasons, the club will again be very reliant on the help of many volunteers during the season. Especially at working bees. We all have a common passion for our boating and sailing, not working bees. But our passion can only be fully enjoyed if we have these great facilities. Those things we cannot have as individuals, but together we can enjoy as a club if we have these great facilities.

We are lucky to be a club with strong volunteer culture. I would encourage everyone to come along and help at working bees. Many hands make light work.



Left:

**Photo taken during
a recent Etechells
regatta in USA.**

**Just how arrogant
are some stinkboat
pilots?**

John Payne © JOHNPAYNEPHOTO.COM

TRAILER PARK MEMBERS:

IT'S MOWING SEASON

Owners of boats in the trailer park are reminded that it is their responsibility to keep the area under their boat mown and tidy.

The trailer park is mown during working bees and we try to mow under boats where it is possible. However, we can't move boats that have flat tyres or locked hitches.

You have a couple of options:

Leave a key for your hitch with trailer park manager, Dave Blazeley.

Or mow it yourself. The club has a couple of mowers so you won't have to bring one from home.

If the crew can't get under your boat, you may be billed.

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



MOORINGS

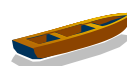
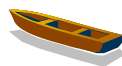


Members who would like to have a mooring position in the PDYC controlled area should apply in writing to the committee. A position will be allocated by our Mooring Officer, Craig Titmus (0438 820 124) if available.

The POSITION ONLY is allocated. The tackle is 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. The mooring SITE will revert back to the club for further allocation. The tackle should be removed within 14 days unless otherwise arranged with the mooring officer, before your resignation is accepted.

CLUB COURTESY DINGHY



Once again, a reminder to members about the use of the club's courtesy dinghy. The dinghy is provided for members use to retrieve from, and deliver boats to and from their moorings.

The use of this dinghy 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 while working on boats for extended periods.

If such work is required please bring your boat into the pontoon, or use your own dinghy.

Please be aware that others want to use the dinghy and having it alongside your moored yacht inconveniences others who have every right to expect that the dinghy will become available for their use after a short period of time.

All people using the courtesy dinghy
MUST WEAR PFDs at ALL TIMES.

Please remember to winch the dinghy onto the pontoon when you are finished.

SLIPWAY

Port Dalrymple Yacht Club has a number of cradles and slipway facilities for hire.

The slipway is always busy so it is a good idea to make plans and book your haul out and cradle well in advance. Please be aware that if you have not cleaned up you can be charged.

Bookings can be made with the club.

Call Ray 0437 072 181

DIESEL FUEL

Available from the club's main jetty.

Prices at current retail rate per litre.

Please ring Ray on 0437 072 181

To arrange your refuelling.

CAMPING CODE OF CONDUCT

CAMPING IS PERMITTED IN THE TRAILER PARK FOR PDYC MEMBERS
UNDER THE FOLLOWING CONDITIONS.

All members have the right to be/stay in the trailer park at any time but respect **MUST** be shown to others who are staying in the trailer park.

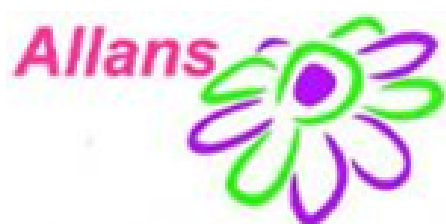
Also. Respect for neighbours in private residences close to the yacht club is expected.

There is a 10.00pm curfew and no loud noise or music to be played after this time.

The location of tents or caravans should not inhibit other trailer park users.

No fire pots to be used in the trailer park at anytime.

PDYC Committee.



Log Cabin
GARDEN CENTRE



A LETTER TO MEMBERS

Dear Members.

As is the requirement of the elected committee, a review of ancillary fees is undertaken and the financial position of the club and programmed expenditure is reviewed.

The aim of the committee is to balance the needs of the club over the upcoming years and ensure the clubs' facilities can be maintained for the long term and provide realistic income for the services it provides.

This year, most of the changes are fairly minor and roughly in line with CPI style increments. Probably the most noticeable change this year relates to the trailer park fee which has been identified a few years ago as being well below similar options for storage, and the facilities supporting this area needing to be improved.

The increase allocated to the trailer parking for members this year has increased by \$50 from \$300 to \$350.

Comparative to similar storage options in different locations, this fee was considered still very reasonable at less than \$1 per day.

We hope that the users of the trailer park also recognise the improvements with the addition of the new pontoon and walkway to this area recently and the value being offered by being able to store your boat in a secure compound ready to launch.

As most of you would also be aware, we have suffered some sig-

nificant damage recently to our jetty, walkways and even a lost pontoon supporting pile in recent bad weather.

Over the next few years, the club will be required to look to maintain this infrastructure with much of it coming to the end of its serviceable life. The committee is currently looking at options as to how this major work can be funded, and what the scope of work should be to ensure that the pontoons, walkways and jetty structure are fit for the future and can address the changing regulations and needs of our members.

There are various options being considered for the repair, replacement and up-grading of the main jetty and associated structures with estimations of between \$10,000 for a quick fix, to \$100,000 for a more long term solution. We are faced with some tricky decisions.

We will keep members informed as the options develop and look for feedback if there is an opportunity to fund a major upgrade, but rest assured we are also looking to explore all options for assistance in the way of grants and community programmes to assist the club in these projects.

Our lease to Crown Lands requires us to show significant improvements to the slipway over the next five years.

That is also going to require a significant investment. But it is an investment that must be made to comply with ever tightening regulations. We are, however, in the fortunate position that we can

physically make these improvements and expect that the PDYC Slipway is well positioned to support the club and our members, as well as many other boat users, as these regulations start to put pressure on all the slipping facilities on the river.

With the active nature of our club and the significant regattas we hold, including the up-coming B14 World Championships, we hope to be able to put strong cases forward for financial assistance to support these projects and deliver a great result for the club.

The applications for external funding are complex and take much time to prepare so we would ask that our members also be patient as we work through this process to ensure we can get the best results for the club and ensure that when we spend money, we are doing so in the interests of our members, and a positive and sustainable outcome for the club.

The committee understands that rises in fees are met with some angst. It is hoped this awareness of current circumstances will go some way to explaining where the club's finances (your money) is being spent, and give you confidence that the committee has the best interests of you, the member, at heart.

As always, we welcome any input or ideas.

The Committee.
PDYC.