

# PAC Journal

Email: [paqclub@tpg.com.au](mailto:paqclub@tpg.com.au)

Web: [www.paclub.com.au](http://www.paclub.com.au)

PO Box 159, Mona Vale 1660

## January 2016

May all PAC members enjoy a happy, healthy, prosperous and peaceful 2016.

You'll probably notice a slightly modified title, a little more colour and a unified typeface for 2016. The editor would also welcome positive input from members as well with the emphasis on positive. If you have any practical tips you may like to pass on, outstanding boating experiences or other interesting input we would like to hear from you. Just email your contributions to [paqclub@tpg.com.au](mailto:paqclub@tpg.com.au) We can't guarantee to print everything but we'll do our best. Noel Phelan has pushed the boat out (pun intended) has provided an entertaining article for this edition.

There is and will be a great deal of activity taking place at PAC in 2016 and the journal will keep everybody posted on what's happened, what is happening and what is on the drawing board plus important developments with regard to our rules and by-laws and legislative changes that affect PAC.

### What's Coming up?

Events for your diary:

- ✚ 7.30 pm Friday 19<sup>th</sup> February 2016: Special General Meeting of Pittwater Aquatic Co-operative Limited. Refreshments will be provided at the end of the meeting.
- ✚ Basin Picnic 12-13<sup>th</sup> March 2016
- ✚ AGM July 2016 (date to be announced)
- ✚ Slip Operators Certification 10<sup>th</sup> September 2016
- ✚ Sunday 15<sup>th</sup> October 2016: Annual working bee.

### What's Under Way?

#### Marina

The marina sub-committee of five; Robert McCotter, John Marshall, Roger Blackwell, Richard Steel and Ian McGregor has met twice since the last Newsletter. The sub-committee is currently focusing on understanding

1. The list of documents and surveys that will be required to complete and lodge the development application with council. Once this list of required documents and surveys is known the committee will develop costings to understand the feasibility cost stage and
2. The overall cost of the marina build.

It is hoped that this information will be available by the SGM scheduled for 19 February 2016 for presentation to members.

The committee has compiled two marina configurations to be costed. Neither of these are expected to be the final as this will only occur after member input has been received for the purpose of achieving a ball park quote. The information supplied in these configurations is sufficient for this initial exercise to gain a quote.

With this quote, initial sketches and photomontage of the marina, a meeting will be held with planners at the Council to determine the definitive list of reports and surveys required to meet the councils DA process. This meeting is expected to occur in late January 2016. The board has approved a spend of \$2,500 to have the initial drawings and photomontage prepared and cover the cost of the council meeting. Without this meeting no meaningful costing can be prepared for presentation to members.

## PAC Web Site

As announced in the November PAC Newsletter the PAC Web Site has aged and updating to the site has been difficult. We are currently in the process of transferring the web site to a new platform and the transition should be seamless to members. Part of this process has been the virtual relocation of the club's slip and work berth booking system. Some users may find when they click on this option on the home page menu they are taken to a redirection page. To solve this 'refresh' [www.paclub.com.au](http://www.paclub.com.au) in your browser before selecting this option and/or if you have the 'booking system' as a favourite save the new site as your favourite and delete your old favourite. Google Chrome is the recommended browser to be using with the booking system. This process should be completed by end of January.




## What's Been Happening?

The Christmas party was well attended by 95 people including members and their families. The food was plentiful and particularly good and the pavlovas were a great success (who doesn't love pavlova). Thanks to Casey Van Dyke, Mike Hyland, Peter Doyle, Richard Steel, Maureen Wannell and Bettina Bird for their contributions. As usual many members and wives pitched in to clean up and leave the room absolutely spotless afterwards.

## Important Information

### Membership and Facility Fees 2016/17

You will soon receive your annual invoice for renewal of Membership and Facility charges for the 2016/17 season. Please advise the Secretary at [paqclub@tpg.com.au](mailto:paqclub@tpg.com.au) if any of the following applies to you:

-  You will not be renewing your membership.
-  Your contact details have changed.
-  If your vessel details have changed please complete an MVD form available from the club's website.

Please note a Member Vessel Detail (MVD) form is distributed with the annual invoice and ONLY if you have a change to your vessel details do you need to complete and return it.

## NE Status Reminder

Please remember that the NE status shown on the various waitlists for club facilities means that a member for whatever reason is not able or his vessel is not suitable for a club facility such as marina or yard space. It is up to the member to advise the club of any changes.

## Slip Year Ends 31<sup>st</sup> March 2016

This is a reminder to all slip users that the slip year ends 31 March in line with the club's financial year. At the moment there are still booking spaces available on the No.1 and No.2 slipways between now and this date. If you have not used your allocated days now is the time to book those days before they lapse. Follow this link to the PAC slip and work berth booking system <http://bookings.webemart.com> The generic user id and login was distributed on a pink slip with your club stickers at the beginning of the club year. If you have any problems logging in please email [paqclub@tpg.com.au](mailto:paqclub@tpg.com.au)

## Boom Gate

Ramp users please remember to close the boom gate after launching or retrieving your boats. Please do not leave this gate open.

## Water Blasting Reminder

All Members using the water blaster are reminded to be very cautious about where the wash spray is directed. If the spray is being blown toward cars or people, water blast from a different direction. **IF THERE IS ANY SPRAY LIKELY TO BE GOING BETWEEN THE BOTTOM DRAIN AND THE WATER ON SLIP #1 YOU MUST USE THE SKIRT.** Common sense demand that on boats which do not overhang the grate water blasting must be done so that the wash down water is directed above the grate that is with Winnererremy Bay at your back. Under no circumstance can wash down water go between the grate and the bay.

## Club Rules

Feedback from members on the first draft of the new rules was received by the 18<sup>th</sup> December. Firstly thanks to all the members who spent time and effort in this review and who provided this feedback with suggested changes, questions and comments. The Rules committee and the board has reviewed all correspondence and adjusted the first draft for this feedback. The second draft of the rules has been distributed to members for comment. For those members who did not get their feedback to the Secretary at [paqclub@tpg.com.au](mailto:paqclub@tpg.com.au) by the 18<sup>th</sup> December, this is not a problem, please continue to send your feedback, questions and comments and the **closing date for inclusion in the second draft is Friday, 22 January 2016.** By this date all Members will have had approximately two months to prepare comments and feedback. A third draft is planned for distribution in March

## How as a member do I review these new rules?

It is suggested that members read through the new rules and look for rules that raise a concern for them in the management of their co-operative, remembering the rules of the co-op are similar for all co-operatives and have been written by the Co-op Registrar and the process used to create these rules has been to maintain this template format with minimal changes. Members may read a new rule that they were unaware of and can look back to the old rules to see if it existed or ask the secretary for explanation.

What are the differences between the first and second drafts?

The majority of the feedback has been questions by members and a requirement to provide explanation on why a rule is as it is. In addition to the update of the formatting of this document, there has only been small word changes between these drafts and these have been inserted to clarify the rule or standardise the use of a word throughout the rules. The reason why changes have not been greater is that the template and the colour coded procedure provided by the Co-

operative Registrar to complete the template is fairly structured and the aim has been to have minimal changes to the template.

A few members have asked to delete some clauses that were not in our old rules or are not relevant to the running of our co-op. The decision has been taken to not commence a process of deletion of rules which have no impact on our operation as this complicated the rules previously as and when the Registrar issues amendments in the future and makes the reading of the rules more complex when having to refer back to the CNL to understand the deletion in the years to come. Also, the Registrar has provide a checklist of matters that must be included in the co-ops rules, to enable the Co-operative Registrar to register our rules, and some of these matters are for rules that are not relevant to us today.

Where a member has requested a change in the operation to a current rule this also has not been included as the process to do this would be at a future meeting of members. Where a change has been requested to a current rule that does not change the operation of the rule but provides clarity this has been included. An example is RR47(3).

## A Yachtie's Yarn by Noel Phelan

### Having Fun Out on the Water

After crewing on boats for many years including ALKINA I decided when I retired at 65 ten years ago to have my own boat. I was looking for a boat that I could enjoy immediately with no money to spend – a boat that had been well maintained. After looking at lots of boats that did not meet this criteria I got a phone call from a broker to say he had the boat that I would definitely buy – however there was a potential problem. The name of the boat was LES GIRLS and it was owned by two girls. A quick check of their race results showed the boat was competitive. An inspection and survey sealed the deal.

I had two crew lined up to race at PAC and also the RMYC twilight races. We had a long discussion about what to do. The options were to wear frilly dresses with lots of lace and keep the name of the boat or change the name. Changing the name of a boat is not what one should do. Surprise, surprise we decided to change the name to MAGIC.



After a couple of years with the boat I met Faye my partner. She had a brother who lived in Canberra and was visiting Sydney. Eager to impress the family I invited him out to sail. We drove to Pittwater and I left him at the Salt Pan wharf with a newspaper saying it will only take me 15 to 20 minutes to row out to the boat and then come and pick him up at the wharf. Arrived at the boat, started the engine, tied the dinghy to the mooring and let go the mooring. Returned to the cockpit and engaged the engine. However there was no propulsion!!! Panic set in and after being blown back among moored boats I ran forward and dropped the anchor. Thankfully it held and I had not touched other boats. What to do now was the question. I saw another person on a boat nearby and asked for help. He replied that he was fixing his engine and could not tow me back to my mooring. However we decided to join all the rope we had on both boats and he would row his dinghy and attach the rope to my mooring so I could pull myself back. The distance was over 200 metres and took forever in a strong NE breeze. I then rowed back to the wharf to be greeted by someone who had read the newspaper several times – not impressed. On

investigation I did not have a propeller!! The prop is a folding geared two blade and worth lots of money.

I lodged a claim with my insurer for the missing propeller to be told everything is subject to pro rata and they needed to know the age of the prop. I replied it looked brand new to me when last slipped and it did not have a date of manufacture on it!!!

To do the Monday twilight races at RMYC you need to get a safety check. One year I had an interesting situation where the auditor noticed the latch on the cover over the anchor locker was broken. He highlighted that if the boat turns over the anchor would drop out. My reply was if the boat turns over that would not be what I was worried about!!!

One Sunday a few years ago we were preparing to do the Pittwater Sailors Sunday race. We hauled up the mainsail all looked OK. However when we went to tension it the halyard let go and we finished with the mainsail on the deck and the halyard at the top of the mast. Someone needed to go up the mast and retrieve the halyard so we could race. I was the lightest and after borrowing a boson's chair I went aloft. All went well at first with shrouds to hang on to and spreaders to stand on. Then I saw the last few metres of the mast with nothing to help and a slippery aluminium pole to climb. At this moment I asked myself why am I doing this and should I call it quits – this is not the smartest thing I have done. However I went on to retrieve the halyard and start the race very late.

Recently we had another bit of fun. We had finished the Pittwater Sailors race in a breeze gusting over 20 knots. I usually drop the crew off at Salt Pan wharf and moor the boat by myself. The crew offered to help me moor the boat in the conditions. I declined their offer – a big mistake. On arriving at the mooring the dinghy was missing and after three attempts to pick up the mooring I decided to call Marine Rescue on the radio to help. I had served in Marine Rescue for a number of years. They arrived and I requested one of them come onboard and help me moor the boat. However the breeze had increased and they decided it was too dangerous. Then a Water Police boat appeared and I asked them to help. One of the crew came onboard and we easily moored MAGIC. As we were doing this a yacht came past and asked if we were missing a dinghy – the reply was a definite yes. The RMYC tender had found the dinghy and taken it to RMYC. I asked the guys on the Police boat to take me to RMYC so I could get my dinghy. With no other requests for help they took me to RMYC where we found the dinghy and loaded it onto the Police boat. Now I had a big challenge. I needed to get back to MAGIC as the oars are on the boat. I asked if they would take me back to MAGIC to get the oars. The reply was “and I suppose you would then like us to take you, your dinghy with oars to a wharf”. To which I replied “What a great idea”. Sometimes you get lucky and meet very helpful people.



These are just a few “incidents” over the years and are provided to encourage other members to share how they had “FUN OUT ON THE WATER”. I hope other members decide to share their experiences in future journals. Having members contribute articles normally make for interesting reading. AFLOAT is living proof of this.