



# PAC Journal

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PO Box 159, Mona Vale 1660

## February 2017

### Vale Devon Jones

We lost a good friend recently. Devon Jones made a significant contribution to our lives at PAC for over 23 years. An avid sailor and craftsman ensured the little Bluebird was pretty to look at and always ready for a bit of fun. I recall the look of absolute pleasure on Devon's face while he described racing his sailing dinghy. Devon loved our club and was always ready to help every spare moment he had. His career in technology and passion for workmanship gave us all access to a wealth of knowledge filtered through his typically dry and marvelous sense of humour. I sometimes wonder if operating Slipway 1 gave Devon a sense of his two passions, model trains and sailing!

Devon was Commodore of our club from 2008 through to 2013 during which time he made enormous contributions through too many projects to list here. Devon was a life member of our club and leaves us with many fond and happy memories.

Chris Kavanagh, PAC Chairman

### Did You Know?

While the first fleet was anchored in Botany Bay and Captain Arthur Phillip was away seeking a more appropriate location to establish the new settlement a French ship, La Boussole sailed into the bay. The French were at war with Britain at that time and his arrival was met with some suspicion. John Hunter who had remained with the Sirius assisted the French captain, Jean-François de Galaup La Pérouse to anchor. Generally, away from the war zone the Pacific navigators from France and Britain were courteous and respectful towards each other. When Captain Phillip returned to the Sirius, he and La Pérouse entertained each other on board their respective ships. When Phillip took the first fleet to Port Jackson he allowed La Pérouse to camp on the shore of Botany Bay for six weeks, which he did before sailing back out into the Pacific. He was never seen again. To this day the spot where he camped is named La Perouse. OK, we all knew that! Meanwhile the French government equipped and sent another ship to the Pacific to look for him. Hello, no radio or GPS in those days and didn't they know the Pacific Ocean covers a vast area. Anyway, the bloke they sent on this mission was Admiral Bruni d'Entrecasteaux who did not find La Pérouse but in the course of his search named the island just south of Hobart, Tasmania; Bruni (now Bruny) and the strait separating it from the mainland, d'Entrecasteaux Passage. The accounts of these early navigators make fascinating reading.

### What's On The Horizon?

Events for your diary:

✚ 24<sup>th</sup> February 2017

✚ 11<sup>th</sup>-12<sup>th</sup> March 2017

Special General Meeting commences 19.30 hrs.

Basin Picnic

✚ 1 <sup>st</sup> April 2017	New Member Induction Day
✚ TBA	PAC Annual General Meeting
✚ 9 <sup>th</sup> September 2017	Slip Operators' Course
✚ 21 <sup>st</sup> October 2017	Working Bee
✚ 3 <sup>rd</sup> December 2017	Pittwater Sailors' Christmas Party
✚ 10 <sup>th</sup> December 2017	PAC Christmas Party

## Special General Meeting

At the SGM the directors gave their half yearly reports identifying recent maintenance and projects that have been completed including the downstairs kitchen. The president advised that member engagement was at its highest with the recent request for funding approval and postal ballot being responded to by over half the membership base involved. Chris also advised that the clubs database system is coming to the end of its life and considerable investment in time and effort is required to upgrade and fix it. This is a project for the immediate future. The Treasurer's report advised that the club is in a good financial position and the report of Fees and Charges for the coming year held no surprises with moderate increases in some areas (these can be reviewed on the Club's website). Updates to the By-laws were advised and in summary were the inclusion of slip days in By-law 3 and adding to By-law 11C the ability for the Board to request an MVD at any time. The latest copy of the Club's By-laws is always available for download from the Club's website. Casey Van Dyke announced the overwhelming support for the new rules in the recent Postal Ballot and the update that they are now the 'Rules of the Club' following receipt of the Registrar's registration. Also discussed was the marina update, status of the access to the work berth – both ongoing matters before discussion commenced on the use of the loading dock and recreational moorings by members with a share of less than 50% in a vessel.

Thanks to June Wilson and her band of helpers who pitched in on the night to assist with the catering. Everybody enjoyed some great finger food and the beverage of their choice at the end of the meeting.

## Important Information

You will soon receive your annual invoice for renewal of Membership and Facility charges for the 2017/18 season. Please advise the Secretary at [paclub@tpg.com.au](mailto:paclub@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 and attached documents **are only required if you have a change to your vessel details.**

## Are You on a PAC Facility Wait List?

If you are it's a good idea to check out your position and status from time to time. Quite a few members are on wait lists as, NE which stands for, Not Eligible. This means that while you retain your position on the wait list you are not ready to accept a facility if offered. Please go into the club's web site [www.paclub.com.au](http://www.paclub.com.au) click on; Facility and a drop-down menu will appear. Click on; PAC Facility Wait Lists and the page contains not only a list of the four different facility wait lists but also a lot of useful information. If your entry is listed as NE and a facility becomes available you will not be notified but at the same time you will not be passed over. If you are listed as NE and you now wish to take up the next available facility (as you approach the top of the wait list) please email Noel Phelan at [paclub@tpg.com.au](mailto:paclub@tpg.com.au) and your entry will be upgraded.

## Slip Year Ends 31st March 2017

This is a reminder to all slip users that the slip year ends on 31<sup>st</sup> 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 the link from the club's homepage to the, "PAC Booking System." If you experience any problems logging in please email [paqclub@tpg.com.au](mailto:paqclub@tpg.com.au)

## Do You Use the Launching Ramp?

If you use the launching ramp the procedure is to close it once your boat is in the water and you have parked your car and trailer. When you return and walk from your boat to reverse your trailer down to the ramp you can then raise it. Please remember to close it again after you have flushed your engine and moved off the ramp. This keeps interlopers out.

## Tree Removal Access to Boat Storage



Members who have a yard storage space will recall we provided access through our yard for the removal of a tree in a neighbour's yard. At that time we negotiated the removal of a number of branches from another tree which was immediately adjacent to the yard fence. See the picture attached. It appears that this particular tree has been hit by lightning and will now need to be removed. The Club has again agreed to allow access for its removal which will again necessitate the temporary removal of a number of boats. Members whose spaces need to be vacated for a couple of days will be advised soon.

The removal of the tree in question will be of particular benefit to yard occupants because it is a major contributor of leaf debris on to our member's boats.

Casey Van Dyke is coordinating this project and will communicate with affected yard occupants in the near future.

## A Near Encounter With The Bottom of Pittwater

About 20.00 hrs., on New Year's Eve a group of about twenty friends, myself included were seated at tables on the southern end of the Royal Motor Yacht Club attenuator having a drink as a wind up for our end of year dinner. I was facing the water when I saw a 42' Beneteau Trawler heading towards the fuel wharf, down at the stern. In fact the marlin board was well under water. I could not believe what I thought I was seeing until a young fellow emerged from a deck hatch with a bucket, bailing like mad.

I alerted the people around me to the fact the boat was sinking and took off for the fuel wharf. As they got close they threw me a line and said they were taking on water massively. By this time a few people had gathered and someone called for the marina manager, Jayson MacDonald and his offsider, Doug Taylor. They arrived on the scene and got one of the boys to get a pump. Meanwhile others were calling Marine Rescue, RMS and the Water Police.

The club pump was put to work but could not cope with the water intake. Casey Van Dyke came on board and opened the stern hatch where the shafts pass through the seals to help with the

bailing. Jayson identified the source of the leak as a leaking stern gland, in fact it had disintegrated. I spoke with the skipper who could only tell me that he had just come up from Botany Bay and as he approached the RMYC his battery lights had come on and he realised he was low in the water. In fact, upon inspection he had about a metre of water in the hull below deck. The young bloke who had been bailing was very distressed at this point. I reassured him that he was now in good hands.

The Water Police, RMS and Marine Rescue boats all arrived and put their pumps to work making a total of four pumping water out of the bilge. Casey had just the right clamps on board Dorado and assisted Jayson in fitting these and making hose adjustments which stemmed the leakage. The four pumps started to have a positive effect.

It was established that there was an empty slip at the club and the shipwright was contacted for permission to put the boat on it.

The technicality now arose that the skipper had borrowed the boat from his brother and as he was not the registered owner he could not authorise the carrying out or cost of slipping and repairs. Without authorisation the RMYC could not be expected to take responsibility for slipping and repair in case it was disputed by the owner. Fortunately the skipper was able to contact the owner who provided the necessary authorisation.

Finally, the boat, still taking on some water was towed around to the slip, loaded on to the cradle and pulled out of the water to safety. A good outcome under the circumstances.

The scary thought is that if this had happened while out at sea, on route from Botany Bay to Pittwater the boat would have sunk. The good news was that it happened in closed waters, just metres away from a fully equipped marina with capable people ready to avert a disaster. Could the skipper have checked things out before taking the boat to sea? Even if he had, it is unlikely he would have identified this particular problem.

The conclusion to be drawn from this is the importance of regular check-ups and servicing by qualified engineers and shipwrights.

Michael Hyland (Editor)

## Trailer Safety Issue

Colin Easterbrook has kindly contributed a recent experience for the benefit of members who have boats on trailers. Colin keeps his in the PAC yard.

I know you are keen to avoid accidents, particularly on PAC grounds. I had the welding on the nut through which a trailer dolly wheel screwed up and down fail without any warning and suddenly drop the trailer down. Rust of the weld (and possibly also inadequate welding) was the cause. This could have resulted in damage to the boat on the trailer or much worse if anyone was working under the trailer at the time. Because the welding on the nut was hidden within the tube of the dolly wheel (which seemed to be in as new condition) it would be extremely unlikely anyone would have suspected the problem before the failure. NEVER rely on the dolly wheel when working under a boat on a trailer and also insert an extra support at all other times if practicable. This could have killed me if I had not been lucky.

Thank you for the heads-up Col, we appreciate it.

Michael Hyland (Editor)

## The 75<sup>th</sup> Anniversary of Pearl Harbour

Noel Phelan, not only a PAC Director but our resident naval history raconteur has just returned from a visit to Pearl Harbour. He has written and illustrated a short but entertaining account of his experiences on the Hawaiian island of Oahu. Please [click on this link](#) to read Noel's story.