

PAC Journal

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PO Box 159, Mona Vale 1660

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What'll he Think of Next!

When your boat lines become stiff and cranky throw them in your pool for a couple of days, then in a bucket of fresh water with a bit of fabric softener. Lines become softer than lamb's wool.

Casey Van Dyke








Editor's comment: Casey's Cuddly Cords?

Did you know.....

....why blue antifouling wash down stains the concrete unlike red or black. This question was put to our member Rob Besson who is an Industrial Chemist. The answer is; Red and Black antifouling colours are made up with pigments whereas the colour blue is made up with dye.

What's on the Horizon?

Events for your diary:

 Tuesday 20 th June 2017	Audio visual presentation by Noel Phelan 1930 hrs. (See following article)
 Friday 30 th June 2017	PAC Annual General Meeting: 1930 hrs.
 Tuesday 8 th August 2017	Presentation on boat repair and maintenance by Michael Minogue. 1800 hrs. (See following article)
 9 th September 2017	Slip Operators' Course
 21 st October 2017	Working Bee
 3 rd December 2017	Pittwater Sailors' Christmas Party
 10 th December 2017	PAC Christmas Party

Annual General Meeting

The club's Annual General Meeting will be held in the clubhouse at 1930 hrs on Friday 30th June 2017. You will shortly be receiving the Notice of Meeting and reports of the President and Treasurer along with the annual financial accounts. As always food and refreshments will be laid on at the end of the meeting.

Another of Noel Phelan's Interesting Nautical Presentations

PAC Director Noel Phelan heads up the seminar presentation team at the Sydney Maritime Museum. This labour of love involves a great deal of research into Australian maritime history. Noel has given a number of captivating audio visual presentations to PAC members on subjects such as the sinking of HMAS Sydney and the German ship Kormoran, the full story of the Japanese mini-submarines in Sydney Harbour and many more. At 1930 hrs on Tuesday 20th June, Noel will be talking us through the saga of the Krait and the brave commandos who penetrated Singapore Harbour and sank a number of Japanese ships there.

This is particularly poignant for Pittwater boating enthusiasts because these intrepid men trained in Refuge Bay and there is a plaque there to commemorate their selfless deeds. Noel's presentations usually run for about an hour following which the club lays on a light lunch with refreshments.

How to Repair and Maintain Your Boat by a Professional

Michael Minogue knows all there is to know about building, repairing and maintaining boats. A Supervisor with Halvorsen for twenty years Michael is now a Marine Surveyor with NSW Roads & Maritime Services. He will talk about many aspects of sail and power boats of all types of construction materials and is more than happy to answer questions to help you solve your issues. Michael's presentation will start at 1800 hrs on Tuesday 8th August 2017. When Casey Van Dyke introduced one of Michael Minogue's talks to the RMYC a few years ago it was considered one of the best presentations ever. As usual, PAC will provide some tasty morsels with refreshments following the presentation.

Solar Panels

Three years ago the Club invested approximately \$10K in solar panels. The Board at the time calculated a ten year payback on this investment with savings of approximately \$1,000 per annum. We are now seeing savings of \$2K pa. These savings have come from not only the Solar panels, which have significantly reduced the electricity drawn from the grid, but also the Board's decision to replace the old floodlights in the yard and work areas with LED lighting. The combination of these changes will deliver a payback on the Solar panels in five to six years compared with the original estimate of ten years. When other businesses and homes are seeing increases in their power bills the club is continuing to see reductions in the total costs. At the close of this financial year the energy contracts were extended for a further two years and a saving of 17% was negotiated on usage. This saving will be reflected in the coming year's numbers.

PAC By-laws - Essential Reading and Definitely not Boring

Each month we will include a by-law or two in the PAC Journal and not in any particular order so why not start with the last one, which is probably the most important – Safety.

BY-LAW NO. 26 - SAFETY

Members are requested to think safety at all times, particularly while on Club premises. Our Members come from all walks of life, a wide group of ages and possess widely varying skills. There may at any time be non-member guests, including children, who are unfamiliar with the hazards associated with an active "DIY" Club like the PAC. It is up to each of us to practice safety consciousness and vigilance while on Club premises. It may be easy to overlook such things in an environment which fosters fun and enjoyment, but the costs of an entirely avoidable serious accident can be devastating.

Marina Update and comment

The Marina Committee has been working to get the survey of the Club's marina and proposed extension and the necessary underwater survey in preparation for lodgement with Fisheries and Maritime for in principal approvals. This is in addition to responding to the Pittwater (now Northern Beaches) Waterway Review and lodging submissions to the Review by the 15 May 2017.

Burton & Field were engaged for the above water surveys including land structures, boundaries and depth contours of the marina area and Marine Pollution Research Pty Ltd (MPR) was engaged to complete the ecological assessment in and around the current and proposed marina areas. This work required them to review and assess the implications of the

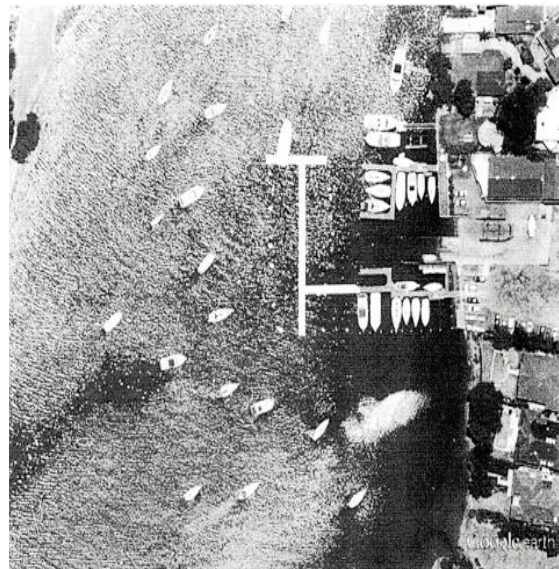
proposed extension to our marina which would be attached as support to our eventual Development Application to the Northern Beaches Council.

The MPR ecological survey takes into account the information gathered by DPI Fisheries in 2005 depicting mature mangrove stands on the eastern foreshore of the bay and mangroves and saltmarsh in the Mona Vale Creek estuary. The DPI study also indicates patches of *Zostera* seagrass along the western foreshore and *Posidonia* seagrass in the channel. Field and dive surveys by MPR of the PAC marina confirm there are no mangroves, saltmarsh, seagrass, algae beds or plants in the area of the proposed works. The MPR report also considered main physical constraints on the operation of the marina in assessing the ongoing ecological impact ensuring sufficient vertical separation between vessel propulsion gear and the seabed.

The current proposed layout of the marina is as shown in this schematic. This configuration has changed from the earlier configuration presented and includes comments from members already received. The principal difference is the splaying of the new arm anticlockwise to give a larger opening on the northern side. Other configurations like two parallel arms opening from the west have been

considered and at this time rejected due to the need for 180 degrees turn required to exit, however other configurations could be considered within the prescribed area and your thoughts on this or other layout would be appreciated. Please address to the Secretary or email to

paqclub@tpg.com.au The costs of the surveys are well within the \$55K budget provided to members at the 2015 AGM and within the status of completed surveys received. The important point being that it was identified that these surveys could have produced results that would have resulted in a, "do not proceed," decision being made. This is profoundly not the case and with no hindrance identified the Marina Committee will continue to gain the approval in principal stage as mentioned above. As previously explained, the timing of the DA submission is dependent on the completion of the, Northern Beaches Review of the Pittwater Waterways, which is expected just after mid-year 2017.



Club Stickers

Club stickers for the 2017/18 season were distributed last week and you should have already received as you read this PAC Journal.

The smaller stickers, which every member receives two of, are to be displayed on Member vehicles when using the club parking area and the larger sticker, sent to Members with completed MVD Forms, are to be displayed on the Member's vessel. If you did not receive your stickers or have a query over the number of stickers, please contact Ian at

pactreasurer@tpg.com.au

Club's Database

As mentioned in the previous PAC Journal the club's database requires a major upgrade. The update on this project is that the Board has identified a path to secure the club's database and then from this platform develop the system to meet the changes in requirements that have occurred over the last 15 years that the previous database has operated. The first steps to migration have started as this PAC Journal goes to press.

Rule of Twelfths

For those who are not familiar with the Rule of Twelfths this is a method of estimating the height of the tide at any time, given only the time and height of high and low water. The Seabreeze weather site will of course provide the same information but you may not have access to it when you're out on the water. This can however be vital information when navigating a boat in shallow water, and when launching and retrieving boats on a slipway on a tidal shore

The rule assumes that the rate of flow of a tide increases smoothly to a maximum halfway between high and low tide before smoothly decreasing to zero again and that the interval between low and high tides is approximately six hours. For the six hours, the rule says that in the first hour after low tide the water level rises by one twelfth of the range, in the second hour two twelfths, and so on according to the sequence - 1:2:3:3:2:1.

If a tide table gave us the information that tomorrow's low water would be at noon and that the water level at this time would be 1 metre above chart datum and further, that at the following high tide the water level would be 3 metres. We could work out the height of water at 1500 hrs. as follows:

The total increase in water level between low and high tide would be: $3 - 1 = 2$ metres.

In the first hour the water level would rise by 1 twelfth of the total (2 metres) or: 0.17 metre.

In the second hour the water level would rise by another 2 twelfths of the total (2 m) or: 0.33 metre.

In the third hour the water level would rise by another 3 twelfths of the total (2 metres) or: 0.49 metre.

This gives us the increase in the water level by 1500 hrs. as 0.99 metre.

This represents only the increase - the total depth of the water (relative to chart datum) will include the 1 metre depth at low tide: $1 \text{ metre} + 0.99 \text{ metre} = 1.99 \text{ metres}$.

The rule is a rough approximation only and should be applied with great caution when used for navigational purposes. Officially produced tide tables should be used in preference whenever possible.

The rule assumes that all tides behave in a regular manner but this is not true of some geographical locations.

The rule also assumes that the period between high and low tides is six hours but this is an underestimate and can vary anyway.

Given these caveats this calculation provides an approximation to a sine curve. It can be used as a rule of thumb for estimating the height of the tide at any time, given only the time and height of high and low water and is better than no knowledge.

Mokoia Goes South - Serialised

Our PAC Secretary, Peter Doyle has kindly contributed an epic account of the voyage from Falmouth, England to Melbourne, Australia in a 39 foot timber built cutter which took place between October 1971 and July 1972. Peter, who at this time was trekking around deepest darkest Africa, having already travelled through some obscure parts of Europe joined the Mokoia and crew in South Africa for the final leg to Australia. The PAC Journal is presenting the complete account of this voyage from its conception, in serial form. It makes for compelling reading so don't miss an episode. If you are a new member or missed the first two episodes you can access them through the PAC website; www.paclub.com.au by opening the March and April issues of the PAC Journal and clicking on the hyperlinks to the article. Please [click here](#) to access the third episode.