

FROM THE

JULY 2020

# BILGES

THE OFFICIAL NEWSLETTER OF PORTARLINGTON SAILING CLUB



GRANT APPLICATION SUCCESS  
EXCLUSIVE INTERVIEW

# CONTENTS

## COMMODORE'S REPORT

*Looking Beyond COVID*

## CLUB CAPTAIN'S REPORT

*Revised Schedule*

## SAFETY REGULATIONS UPDATE

*Is your crew prepared for a man overboard situation?*

## ON THE WATER

*Canoe Project Update*

## BUILDING DANIELS BOAT

*A Story from Graeme*



# COMMODORE'S REPOT

*July 2020*



**HARRY MANN**

*Hard working tradie by day,  
Commodore by night*

## LOOKING BEYOND COVID

*Stand strong and together*

Painful times for many of us has made an opportunity to get out on the water almost impossible. Despite the disruption to what was a disappointing and uncontrollable way to end the season, the health and safety of all of our members remains an absolute priority.

Although not able to attend in person, be assured the strong committee is always working hard towards driving our club into a bright future.

Now is a time for all of us to stand together, although apart, to help keep ourselves and the community safe. When the time comes, I will be organising quite the reunion, when appropriate!

It's a tough time, for some more than others. I'd like to ensure that although we face hard times, we are supportive of those around us from a distance.

Be sure to contact those whom you'd normally see, because sometimes a phone call really can make someone's day. If anyone is struggling, or even simply looking for something to do, do not hesitate to contact me on 0423 361 734 any time. I would like to express that I will personally endeavour to support all of our members in this foreign and unseen world we are currently in. ●





## CLUB CAPTAIN'S REPORT

### *A revised schedule*

With sailing not yet permitted and the virus taking off again it looks like we're going to have to abandon any attempt at a Winter Series.

Hopefully, by the time we get to next season, we will be able to have normal racing again; fingers crossed we get some decent weather.

Once things settle down in Melbourne we will plan for another working bee to tackle the lawns, pump up some tyres and get things moving again. If you've noticed anything around that needs attention please let me know and I'll add it to the list.

At the moment the yard is still open but we ask you to please not use the change rooms, toilets and upstairs area.

There is now a sign-in book attached to the backside of the gate which we ask you to use every time you enter the yard.

For the most up to date news I send out a text, usually with useful information and upcoming events. If you want to be added to the list let me know by texting me at 0407 485 490. ●

**JACOB STUCHBERY**

*Gym rat*



# SPECIAL REGULATIONS UPDATE

*Important reading*



ALISTER CONDER

*Safety first!*

## MAN OVERBOARD!

*Is your crew prepared?*

During the COVID months, Australian Sailing have been active supplying clubs with online information sessions. One of the sessions was on *Safety Equipment for Boats and Understanding the Special Regulations Part 1 and Part 2*. The focus was mainly on *Part 1: Categories 1 to 5*.

Here is some of the information they discussed: The sport of sailing has a strong reputation for self-management of safety. An important tool for this is the Special Regulations, whose purpose is to establish uniform minimum equipment.

The Special Regulations do not replace, but rather supplement the requirements of government authorities, the Racing Rules of Sailing and the club's rules.

The Special Regulations document is certainly a document that doesn't have a thrilling story line! It is one that you might read parts of a couple of times to understand it and there is a lot of information that doesn't relate to our interest level of sailing as it covers *Category 0 to 7*.

Of the eight different categories, *0-4* are intended for offshore racing. *Categories 5 and 6* are suitable for (but not exclusive to) races which include only trailerable boats. *Category 7* is for sheltered waters and *Special Regulations Part 2* relates to Off the Beach boats.

Sailing instructions will list what category the event is being sailed under. The racing/cruising events at the ►

club are run under the *Categories 5, 6* and Part 2 for Off the Beach class.

Australian Sailing Audit Forms for the categories are available on the clubs' website or on the Australian Sailing website, where you will find further supporting documents. This includes amendments and interpretations.

It is best to use the category audit form that suits your activity and refer to the *special regulations* document and the *amendments and interpretations*. It was also mentioned that if you are unsure, ask. Ask other sailors, ask the clubs' committee or ask someone that is an Australian Sailing auditor.

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Another interesting topic was the testing of safety equipment. Some of the safety equipment can be self-assessed. Things like fire extinguishers can be easily tested by checking the gauge, the expiry date and the condition of the extinguisher.

Life jackets can also be self-assessed. Checking once again its condition and if all adjustment straps work.

Even some self-inflating life jackets can be self-assessed. Some brands have on the internet an assessment form which gives you what needs to be checked and how to do it. There are however some brands of self-inflating jackets that do require to be checked by a service agent.

The key to self-assessment is to number the items and take photos of each stage of the check and keep a record of it. You might be thinking this is a bit full on, but this is required for demonstrating Duty of Care.

As a club we have a Duty of Care to support members in the club's activities. Boat Owners/Skippers also have a Duty of Care to their crew member/s. We buy safety equipment we need, may it be for personal use or enough for all crew members on board. We all hope we never need to use it, but when you do, you want it to work

Another area that was discussed was Man Over Board prevention and procedures. The focus was on tethers, life lines and retrieval of crew. *Special Regulation 4.26* states, "*All boats shall be able to demonstrate equipment or method by which crew may be assisted back on board.*" This will change from boat to boat due to the boats design. Finding supporting information on this topic is not easy.

Listed next is some further information in this area that was shared ►





## Retrieval of Crew from Water

(Published Wed 19 Feb 2020 – Australian Sailing Website)

Boats shall be able to demonstrate equipment or a method to assist crew back on board. This blanket statement, applicable to *Categories 1 to 6* is covered in *Special Regulation 4.26* which can be read at <https://cdn.revolutionise.com.au/site/ktmozlorqr6lh9ta.pdf#page=71>

This seems simple to solve and demonstrate. The boat may be a sports boat with a low enough freeboard to explain that simply pulling the crew in is an option.

When an Equipment Auditor is with a boat owner the explanation of the method and showing the relevant pieces of equipment is enough. It makes sense, right?

What is often missed is the recommendation that the crew practice this, as per *Special Regulation 6.01.2* speaks to this when advising crews to practise safety routines at reasonable intervals including the drill for man overboard recovery. Equipment Auditors should bring this recommendation to the boat owners' attention when conducting an audit.

Whilst the practice of man overboard recovery cannot be audited, the check for a method and equipment under *Special Regulation 4.26* provides a perfect opportunity to

speak with the owner about the sense in practicing it. The crew might be surprised how hard their system is to use in emergency.

If any club members would like some support or further explanations of any of the safety requirements in further detail, then please contact the club with your question and we can provide further articles within the club newsletters.

I hope this article has been helpful and a good refresher. Looking forward to the next sailing season, hopefully COVID free!

Included as part of the Boat Registration and Entry Form 2020/2021, will be a Category Audit Form to fill in a return to the club. As mentioned before, the club has a Duty of Care and this is a way of supporting members with their safety equipment.

- <https://www.sailingresources.org.au/safety/specialregs>
- <https://www.sailingresources.org.au/class-assoc/rrs-special-regs/&quicklink=true/>
- <https://www.sailingresources.org.au/safety/special-regs-interpretations/>
- <https://www.sailingresources.org.au/safety/equipment-auditing/>
- <https://www.sailingresources.org.au/news/retrieval-of-crew-from-water/> ●





# ON THE WATER

## *Canoe project update*

With no “real” sailing to speak of in the past few months I thought I would provide an update on my canoe project for those following along.

In the last issue of *From the Bilges* the seams had been filled with thickened epoxy and I was waiting the arrival of my composite materials.

Eventually my Basalt and Carbon Fibre arrived and I was able to start covering the plywood with the woven Basalt cloth. Wetting out 16ft of cloth in one go was turning into a bit of a disaster but fortunately Bec came in with her artistic skills and saved the day.

Now, you might be wondering why I chose to build a boat out of volcanic rock. Basalt sits somewhere between Carbon Fibre and Fibreglass in terms of both stiffness and price; so I thought it was a good compromise in terms of bang for my buck. Also, not many people can say they have a boat built from stone!

Once the hull was laminated I flipped it over, cut out the deck panels and stitched them together; using the hull frames to get the correct shape. These were then glued together and laminated in Basalt. ►

**THOMAS STUCHBERY**

*Boat nerd fanatic*







By this point in the construction, I was starting to run out of space. Since the deck and hull really needed to be separated for internal finishing, I decided to take the boat down to Mum and Dad's house in Geelong.

This meant I needed to get the boat out the window and onto the roof of the car. Thankfully, Bec's family offered to help, and after 15 minutes and some fish and chips it was all strapped down and ready for the trip to Geelong.

It was four in the afternoon by the time we departed. After a brief stop at Bunnings to find some strange nut for Jacob's uni project (that couldn't be sourced in Geelong) it was almost dark and the cold winter north-westerly was really starting to blow.

I joined the hull and deck with duck-tape, although unlikely, I was very worried that the tape and straps would fail and my lovingly crafted deck would land in the Westgate Park!

Fortunately, the boat survived its first upwind pounding and we made it to Geelong. The boat is now safely in the shed between a tractor and a forklift, however I am sadly stuck across the bay in Metro Melbourne for the next 6 weeks, so no more progress will be made for a while. ●





# BUILDING DANIELS BOAT

## *A DIY TENDER*

Thomas' articles about boat building prompted me to write about the dinghy I built. Thomas mentioned a few websites with boat plans and one of them was John Welsford Small Craft Design. I used his plans for what he called *Daniel's Boat*.

I wanted a lightweight tender to tow behind my RL28 that I cruised on the Gippsland Lakes for about 10 years. I liked the lines of this boat and it was also stable with a flat bottom.

Although designed as a single sail sailboat, I was going to use it as a rowing boat or use with a small outboard. I had the plans put onto a CNC cutting machine and modified the plans slightly by taking 10 inches off the length and narrowing the beam to fit on my roof racks.

My other modification was to avoid any fixed transverse seats. I opted for a central longitudinal seat and two rowlock positions to allow for one or two people on board. The seat made weight shifting easy to balance the boat fore and aft.

It was built at the Wooden Boat Centre in Docklands, Melbourne where I could get advice as I was a bit of a novice. The pre-cut panels were a blessing – setting it up on the computer model detected a flaw in the plans.

Not much woodworking skill required on this boat but a lot of epoxy, cloth, tape and *heaps* of sanding. ●

**GRAEME CASTLES**

*He built a boat!*





# GRANT APPLICATION SUCCESS

Back in February, Graeme Castles applied for a grant with Australian Sailing, seeking funding for our Club Captain, Jacob Stuchbery, to become an Accredited Sailing Instructor. Last week the committee learned that this application had been successful, with the grant to cover all Australian Sailing courses, a Boat Handling course, a First Aid course and some travel costs for five years.

Many readers of *From the Bilges* will have seen Jacob around the club, but few know much about him. We sat down with Jacob for an exclusive interview where he allowed us to get a valuable insight into his thoughts on all things sailing.

*FTB: Congratulations on the grant-What do you hope to bring to the club as an accredited sailing instructor?*

*Jacob:* Thanks Tom. I want to help usher the next generation into the wonderful world of sailing.

*FTB: Do you think teaching people to sail will help grow membership long term?*

*Jacob:* Definitely, if we're not getting people trained up and on the water we don't have a hope of growing as a club.

*FTB: Why do you sail?*

*Jacob:* I love the feeling of freedom sending it downwind in a blow. ►





*FTB: What was your first boat?*

*Jacob:* First boat I went on was a Masrm 720. But that was more of a moving bed where I would nap up in the v-berth occasionally sticking my head up through the forward hatch. First boat where I was actually doing something was crewing on a Tasar. Then the first boat I had that I would call mine was an Impulse which I sailed at PSC.

*FTB: Earliest sailing memory?*

*Jacob:* Getting annoyed because they hoisted the kite out of the sock that I was using as a bed on a Flying Fifteen.

*FTB: Favourite boat to sail?*

*Jacob:* Nearest boat is favourite boat. The Taipan 4.9 I used to have would definitely be up there, but the il4 is pretty great too.

*FTB: Best sailing story?*

*Jacob:* We spent years trying to get the Cat foiling. We had some guests coming out to give it a try and while we were waiting for crews to swap over on the beach we went for a sneaky little two sail reach. Heading pretty much straight downwind at about 14 knots and we took off. To try and balance us out I went out as

far forward as I could over the front beam, felt like Titanic. Kept getting higher and higher until the rudder box decided it didn't want to exist anymore and it exploded itself.

*FTB: Where do you see the sport of sailing in 20 years?*

*Jacob:* Obvious answer would be foiling but I think that there will be a bigger disconnect between the elite and grassroots sailing. As we've seen in the last 20 years there has been a steady trickle down of technology I think this will continue to see an increase in personal safety gear and technology becoming a requirement to be even near competitive.

*FTB: Sailing goals?*

*Jacob:* To keep having fun and keep getting better.

*FTB: Favourite YouTube sailing channel?*

*Jacob:* For a great yarn I can't go past Tom Cunliffe's *Yachts and Yarns*. A man with a depth of knowledge deeper than the Marianas Trench. Also, for a super satisfying watch *Sampson Boat Co* is great. It is following the restoration of Tally Ho, a 110 year old Gaff Cutter by Leo, a boatbuilder and sailor. His attention to detail, making sure everything is perfect before moving on admirable. ●





# REMIND-ERS

*Things to keep in mind*

- Club Merchandise is now **in stock**. Please contact Harry for more information.
- All active adult members, over the age of 18 need to have a **Working With Children Check**. Please follow the link to apply:  
<https://www.workingwithchildren.vic.gov.au/individuals/applicants/how-to-apply>
- Please ensure your **halyards are tied securely** so they do not disturb our neighbours in the caravan park.
- Lastly, members are encouraged to take note of the position of the **defibrillator** which is hanging on the wall just inside Club office.

# FOR SALE

*Elliott 5.9 | Contact Neville*

<https://www.gumtree.com.au/s-ad/portarlington/sail-boats/elliott-5-9-sportsboat/1250017504>

*Young 6m | Contact Peter*

<https://www.gumtree.com.au/s-ad/clifton-springs/sail-boats/jim-young-6m-trailerable-yacht/1232965512>



JULY 2020



## STAY CONNECTED



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Portarlington Sailing Club



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