

PORT ADELAIDE SAILING CLUB REGULATIONS

Storage of vessels

- 5.3.5.** A member may not have an electrical cable connected at a pontoon service pedestal at any time when not in attendance at their vessel.
- 5.3.6.** M) If a vessel berthed in the marina is not fitted with a galvanic isolator, the member must install an isolating transformer between the vessel and on-shore power supply when ever the vessel is connected to such supply while in berth.
- 5.3.7.** Any electrical cable or lead connected from the on-shore power supply and the vessel must be approved by a licensed electrician and be suitable tagged.

General

- 2.18.** Except as allowed by Regulations 2.20.or 2.21.a member or visitor to the Club may park a vehicle only within marked bays in the car-park.
- 2.19.** At all times whilst parked in any bay marked for 'disabled parking' a vehicle must have a valid parking permit displayed.
- 2.20.** A member over-nighting on their vessel in the marina in accordance with these regulations may between 1800 hours and 0800 hours the next morning park their vehicles between the shed and the marina revetment wall providing that vehicle access to the eastern gate is not impeded at any time.
- 2.21.** Between 0800 hours and 1800 hours on any day the area between the shed and the marina revetment wall is reserved for loading and unloading vehicles only, with no vehicles remaining there longer than fifteen (15) minutes.



RAS River Ramblings

SUMMER 2013



The Newsletter of: **Port Adelaide Sailing Club Inc.**

DECEMBER 2013

Sun	1	Ladies Race	1300	River
Tue	3	General Meeting	1930	PASC
Wed	4	Twilight Race 1/8	1800	River
Thur	5	Sailing Committee Meeting	1930	PASC
Sat	7	Sailability (Come & Try)	1030	PASC
		Racing for regulars Race 6	1300	
Sun	8	Queen of the Gulf (CYC SA)	1200	O/Side
		PASC Point Score Race		
Wed	11	Twilight Race 1/9	1800	River
Fri	13	Skippers Meeting	1930	PASC
		Commodore's Christmas Drinks		
Sat	14	Children's Christmas Party	1400	Sharp
		Tri Club Coaster Series Race 4	1330	TBA
Sun	15	Stern Chaser	1300	River
Tues	17	Management Committee Meeting	1930	PASC
Wed	18	Twilight Race 1/10	1800	River
Sun	22	Patrons Trophy	1300	River

PASC Committee 2013-14

Office Bearers, etc.

Commodore	Martin Oates	0419 823 487
Vice Commodore	Allan Beswick	0411 427 184
Rear Commodore	Bob Smedley	0407 619 178
Hon Secretary	Liz Knolder	0449 599 519
Hon Treasurer	Ian McDonald	0415 227 008

Committee

Craig Henderson	0431 420 509
Ken Allen	0422 029 844
Kel Watson	0450 252 321
Bill Cinnamond	0401 539 414
Jamie Edwards	0431 155 623

List of Duties

Events Officer	Jamie Edwards	0431 155 623
House Officer	Bill Cinnamond	0401 539 414
Slipping	Allan Beswick	0411 427 184
Sailability	John Johnston	0417 813 188
	Margaret Ashton	0409 678 737
Safety Officer	Bob Smedley	0407 619 178
Sailing Officer	Craig Henderson	0431 420 509
Handicapper	Serge Ambrose	0420 224 774
Network Mgr.	Kel Watson	0450 252 321
Bar Manager	Ray Deiana	0415 676 285
Web Master	Des Strudwick	0419 808 3 77
Librarian	Keira Bennett	0427 702 181
LMC Delegate	Denis Walter	8242 1248
River Ramblings	John Longbottom	0407 858 050

Appointed

Minuet Secretary	Margaret Ashton	0409 678 737
YSA Delegates	John Johnston	0417 813 188

Email Addresses

secretary@portadelaidesailingclub.com
treasurer@portadelaidesailingclub.com
sailing@portadelaidesailingclub.com
minutessecretary@portadelaidesailingclub.com
ylongbot1@bigpond.com

PORT ADELAIDE SAILING CLUB Inc.

Founded 1897

Mailing Address:

PO Box 3134

Port Adelaide

SA, 5015

Clubhouse address:

George Robertson Drive, Largs North, SA 5016

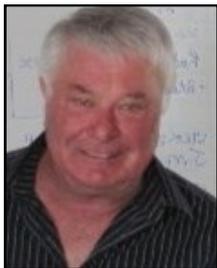
Telephone: (08) 8341 7458 Fax: (08) 8449 1401

Mobile: 0449 599 519



JANUARY 2014

Sun	5	Nelson Cup THE Long race (Glenelg)	1100	O/Side
Wed	8	Twilight Series 2 Race 1	1800	River
Thur	9	Sailing Committee Meeting	1930	PASC
Sat	11	Sailability (Come and Try) Racing for Regulars Race 7	1030 1030	PASC
		IRC Div 2 (State Heats) Tri— Coaster Series Race 5	1155	TBA
Sun	12	Stern Chaser	1300	River
Tues	14	Management Committee Meeting	1930	PASC
Wed	15	Twilight Series 2 Race 2	1800	River
Sat	18	Working Bee	0900	PASC
Sun	19	William Russel Shield	1300	River
Wed	22	Twilight Series 2 Race 3	1800	River
Sat	26	3 Day Gulf Event (Pt.Vincent)	TBA	
Sun	27	3 Day Gulf Event (Race TBA)	TBA	
Mon	28	3 Day Gulf Event (Adelaide)	TBA	



Commodores Report December 2013

Well it is that time approaching again, yes Christmas and New Year

We, the Management Committee would like to take this opportunity to thank all the Members for your support over the past twelve months, so on behalf of the Team,

we thank you and would like to wish you all the very best for Christmas and the New Year

This is also the time of the year when our thoughts go out to those Members who have lost loved ones during the year and from all us members we are thinking of you all.

Looking Forward

Next year we have some exciting projects to be considered and they are as follows:

- Decking / solid pavers in front of the club house over looking the Marina
- Storm water pipes and discharge system
- Sail shades / Umbrella sun protection
- Installation of an Out Door Kitchen in this area
- Lighting and electrical

These are some ideas all ready put up by Members, as we have asked for your comments to make this project a truly combined Club effort

Thanks to Jack Whitcombe, we posted an artists impression of the concept on the notice board and we have invited your comments

Comments close on the 31st December 2013, so please have your say, we value it

Friday the 13th December

Yes normally a day to be wary of

However. On this occasion please join us at the club for the following activities on the night

Two course (\$10-00 per head) dinner at 1800hrs

Flinders Corp Presentation at 1900hrs

Skippers meeting at 1930hrs

Decorate club for Children's Xmas party next day

Commodores Christmas drinks 1930hrs

We spent a very rocky night at Tangalooma, our worst anchorage thus far, decided not to stay any longer, so sailed north to Mooloolaba. This was a lovely day of sailing, particularly once we got clear of the sand banks at the mouth of Moreton Bay. We had a lovely NE reach across and did about 7-8 knots on reasonable seas. We reached Mooloolaba by about 4pm, an easy harbour entry, and took a berth at the Wharf Marina. There we found several other boats all waiting for good conditions to cross Wide Bay Bar (just below Fraser Island) as were we. There were many quay side chats about weather conditions, tides and the best time to cross, and horror stories about crossings in poor conditions. All advised good conditions wouldn't occur until Tuesday. So we had a small sojourn in Mooloolaba. The surf beach was just minutes walk away, and Max is really in to boogie boarding now, so we spent a few days on the beach – getting accused of being southerners as most locals felt the 23 degree water too cold for them. We also caught up on some school work and checked out all the lovely waterfront properties and boats (and plenty of eye candy along the boardwalk).

We decided to do an overnigher Monday night up to Wide Bay Bar so we didn't have to anchor off Double Island Point (another uncomfortable anchorage we were told) while waiting for the forecast good conditions Tuesday morning. We set off from Mooloolaba at 7pm, got the kids to bed, then each did 3 hour watches during the night – “Connie” (our auto-helm) doing the steering so the person on watch only needing to clip on, tuck in under the dodger (yep, Franz picked the clear watch 11-2 and I got the rain squalls from 2-5) ensure we maintained course and keep an eye out for other boats.

At the end of my 5am watch a fishing trawler required a manual override to ensure we didn't pass behind and get tangled in the net but otherwise it was ok. We crossed the bar on Franz's watch at around 7am in horrid drizzly weather but with a “calm” sea state and the tide drawing us in nicely, which was good because there were breakers on either side of us which go for a very long time, it being quite a distance to cross, it was like being in the middle of a washing machine, very nerve wracking – and these were good conditions! We had about six yachts behind us that we could see all following us in, and there were probably more following them later.

To be continued next River Ramblings.

We left Manly and headed north, with fair winds and a calm sea. Now we have been told there are two types of people who boat in Moreton Bay, those that go aground, and those that are yet to go aground. Well, we have **both** now joined the first group! We were heading past St Helena Island sailing a lovely 5-6 knots when Franz got confused as to which side to go past a navigation marker, chose the wrong side and we ran aground. Fortunately, with the motor to turn the boat around and the sails heeling the boat over, he managed to get us free after about 10 minutes with an outgoing tide! We continued our sail across to Moreton Island, where we sailed parallel to the western shore until we reached Tangalooma. Here I had the dubious honour of running us aground, as I turned from the first set of leads too early, getting confused as to where the second set were. Again, Franz managed to manoeuvre us off the sand bank.

We had come here to snorkel the Tangalooma wrecks, so we anchored and when the tide slackened (to avoid strong current), set off in the dinghy with the children, hitching up to an adjacent buoy. By this time it was windy and squally, not ideal conditions to introduce the kids to the art of snorkelling



but we thought we'd give it a go. Sonia braved the water and went and had a look at the fish around an old sunken barge with her Daddy, but didn't last long, the overcast conditions making it difficult for her to see much.

My turn, Max was not keen at all, he did get in but couldn't see the bottom so would not leave the dinghy to swim over to the wrecks. I went off on my own and saw lots of lovely different fish, corals and clams festooning the wrecks, while Franz stayed with the kids. We then swapped again and Franz was very lucky to swim with two green turtles. Fortunately one surfaced and gave me and the kids a very good look before heading below again.

It's a big night so please come and join in with us

Saturday the 14th December

Don't forget The Children's Christmas Party

Next year there is lots of Sailing and Club events for us all to enjoy in particular the Three day Gulf event over the Australia Day weekend in January

Start planning your trip now, it is a great chance to enjoy some yacht racing and great club camaraderie

That's all from me, please all enjoy the Christmas and New Year break.

OPTIONS FOR THE CLUB'S PATIO AREA

There has been talk around the club for a few months now on how we may improve the outdoor patio area in front of the club. Shortly there will be an e-mail sent to all members seeking their support for an option and their comments on the suitability of the option for the patio area. To give you a heads up before this occurs the options are detailed below.

At the Club's next general meeting (Tuesday 3 December) there will be an opportunity to discuss the patio options. There will be a hard copy of the options on the club's notice board for members to contribute their ideas and express their support. This will remain on the notice board until the end of December.

In January the Committee will collate the information received from members and commence work on concept drawings and obtain quotes for any work to be undertaken to achieve the desired goal.

A number of members have come up with different options for consideration. There are summarised below as five options. Thank you to those members that have suggested these options.

Option 1- Decking

This would entail a deck from the edge of the building out to the edge of the path adjacent to the marina. It would also run the entire length of the front of the building.

Pros – looks elegant and fits with a nautical theme. Opportunity to use space under deck for storage (eastern end only).

Con – Retains places for snakes, rats and mice to reside under decking. (Resolved if a concrete slab in place under decking) Existing paving will be removed.

Continued page 6

Hi Liz,

Gwen and I will be an apology for the working Bee. We are currently in India. You might want to put the following article into River rambling.

Whilst in Mumbai on holiday, I wrote to the secretary of the very prestigious Royal Bombay Yacht Club and asked if I could visit. Visitors are only allowed by invitation. I was therefore pleased to receive a message at my hotel inviting me to visit the club the next day.

The Royal Bombay Yacht club was established during the British Raj period and is one of Mumbai's oldest institutions. The club occupies a prominent position, next to the famous Taj hotel, the one that was attacked by Terrorists in 2008', and sits directly behind the India Gate. The gate was built to commemorate King George V coronation and ironically it was this gate at the last British troops marched through when India got its independence from Britain.

The RBYC is actually a great big stone mansion with armed guards on the gate. We were met by staff, all wearing white sailors uninformed, and welcomed by the secretary. I was made a reciprocal member and given the royal tour. On the upper floors there are guest bedrooms which have not changed since Colonial times. The decor is turn of the century with ceiling fans, balconies and rattan furniture. waiters, looking like butlers, attend to your every need and i was shown the men's only steam baths and massage room. I had to gag Gwen as she was having a feminist moment.

There are lounges and libraries which look every bit like the old gentlemen's clubs, comprising wing back leather chairs and drinks are served on silver trays. We had a 3 course lunch, again served by butlers, which was very grand. the club makes its own hand churned ice cream which tastes delicious. The bar is really specky and hosts a large selection of single malts. I thought I was in heaven.

We were invited out for a sail the next morning on one of the clubs 22. Foot open day boats. They used to have lanteen sails but now are gaff rigged. We were accompanied by what they call a boat boy, which is actually a man, but were given free reign. Gwen and I raised the sails, slipped the mooring and enjoyed a sail on the famous Bay of Bengal. Surprisingly there were not many yachts in the bay and I got the feeling that most members are not sailors but enjoy the prestige of belonging to the club.

We had a great time and promised to send a PASC burgee which they said they would be honoured to display amount the hundreds of others. If any PASC members are in Mumbai I would defiantly recommend a visit to the Royal Bombay Yacht Club.

Conrad Update – Clarence River to Keppel Bay, Qld 30 May 2013

Well it has been a while since I last updated you all on our progress so I'm afraid this is quite long. The last update I wrote was as we headed up the Clarence River. Well, we spent Easter at Maclean enjoying their Highland Gathering – and I don't need to hear a bagpipe again for a very long time. We got to the Gold Coast soon after and had the boat at Runaway Bay Marina for a month while we did some repairs, flew to Adelaide for 2 weeks, flew back and spent about a week exploring the theme parks with the children – Wet and Wild, Sea World and Movie World. Apart from having to queue for just about everything, this was a mostly favourable experience. I absolutely loved Sea World and managed to see the dolphin show twice.

We then motored & sailed through the channels behind North and South Stradbroke Islands, overnighted at Canaipa Point, then anchored early at Peel Island. There were about 6 other boats there when we arrived, by the time we left there were about 50, a popular place on a lovely sunny Saturday! The beach was beautiful and the kids had a swim and made some friends about their age to play with. In the afternoon we sailed across Moreton Bay to Manly Boat Harbour, the largest marina complex on the east coast, to meet up with our friends Jan and Greg for dinner. It was a lucky thing that we did so as our fridge, which had been playing up again, lost the plot overnight and ceased to hold temperature – I was very glad I bought an electronic thermometer with alarm while back in Adelaide. This meant we had to stay another few days to get a fridge mechanic to make a “house call” on Monday, and had to throw out quite a bit. Turns out the fridge required re-gassing – and is probably on the way out, we hope that it holds together until the end of the trip.

We left Manly and headed north, with fair winds and a calm sea. Now we have been told there are two types of people who boat in Moreton Bay, those that go aground, and those that are yet to go aground. Well, we have **both** now joined the first group! We were heading past St Helena Island sailing a lovely 5-6 knots when Franz got confused as to which side to go past a navigation marker, chose the wrong side and we ran aground. Fortunately, with the motor to turn the boat around and the sails heeling the boat over, he managed to get us free after about 10 minutes with an outgoing tide! We continued our sail across to Moreton Island, where we sailed parallel to the western shore until we reached Tangalooma. Here I had the dubious honour of running us aground, as I turned from the first set of leads too early, getting confused as to where the second set were. Again, Franz managed to manoeuvre us off the sand bank.

Thursday, 28 March 2013 - Port Mac to Yamba continued

In the morning we decided that as the conditions were favourable we would push on to the Clarence River and Yamba, as did Gallivant, who set off about half an hour in front of us. Again it was an early start, heading out just after dawn, however this time I could let the children sleep in as there was no bar to cross. This was the best day's sailing we have had thus far on the trip, we put the sails up around 10am when the wind started to fill in and sailed for the rest of the day, the wind was E/SE at about 10-15 knots and we were able to do about 7knots over ground (approx 8 knots boat speed), hugging the coast a bit to avoid the EAC. The weather was perfect, sunny with a few clouds, and the coastline superb as we passed through the Solitary Islands. It took most of the day but eventually we caught up to and passed "Gallivant", giving both boats the opportunity to photograph each other.



We crossed the Clarence River bar just after high tide at about 4pm (perfect timing!) and headed for Yamba and a berth at the marina there where we spent two nights. We found out later we were berthed opposite Kay Cottey's new boat. Alan Lucas, who's book on

NSW coast has become our bible has also got his boat here. We got some much needed housework done (they are the only marina with a washing line north of Sydney!) and caught up on the school work (which is difficult to do at sea without feeling seasick). We found the local bowls club great value for meals, and far more child friendly than the Pacific Hotel, although the latter had an amazing view across the coast and the bar, we had dinner there one night with Craig and Claudia to swap photos and were able to watch the trawler fleet (about 15 boats) set out to sea on sunset for a night's fishing. And now we are enjoying the Clarence River, but more about that later... Happy Easter everyone!

Anecdote. After we visited the RBYC, and since we were next to the world famous Taj we decided to pop in to have a look. It is really Glamorous and there are no signs of the terrible terrorist attack. We enquired about staying there for a night. However we were advised that rooms in the new wing start from \$500 USD a night and \$5000 USD in the old part. We decided to pass. We had a cup of tea instead.

Brian and Gwen from Pelican will be returning to Australia on November 3rd after spending 6 weeks touring India.

OPTIONS FOR THE CLUB'S PATIO AREA continued

Option 2 – Paving

Same as above, but using pavers instead of decking.

Pros – not as elegant as decking but serves purpose. Paving will be matched. Cheaper option leaving money to spend on other additions (see below). Low maintenance cost – set and forget. Can insert PASC flag design into pavers or other emblems etc. Solid area with no opportunity for vermin to reside.

Cons – may get hot in summer if no shade. Can't use space underneath for storage.

Option 3 Grass

Same as above but grass entire area leaving existing paths and steps in place.

Pros – cool to walk on and sit. Provides a play area for children. Relatively cheap and quick to install. Can be designed to prevent vermin residing. Members have the skills needed to do this

Cons – maintenance is high, regular watering, weeding and cutting required. Ongoing maintenance costs are high.

Option 4 – re-design and landscape with plants more suitable.

Pros – quick and easy to do. Members have the skills needed to do this

Cons – does not prevent snakes, rats and mice.

Option 5 – mixed or hybrid options

This would entail decking or paving the western end only (from club entrance doors then to the western end of the club). The eastern end could be grassed or re-landscaped as per options 3 and 4 above. Over time a second stage build could occur extending the decking or paving the entire length of the club.

Pros – half the area results in half the cost. May allow to be done in two stages over time. May get a good result quickly for the club.

Cons - may not be cost effective to add on at a later stage

Other considerations

We also need to consider what we can have on the Patio. Here are a few sug-

Workshop

Members may be aware that there was an oil spill in the workshop recently which was not only messy and difficult to clean up but it damaged items in the workshop.

Thankfully a number of members cleaned up the mess and the entire workshop. Not to our surprise there was a considerable amount of bits and pieces stored by persons unknown in the workshop area! This has been an ongoing problem and continues to create a hazard for members.

Please be aware that it is a WORKSHOP not a storage area.

You will now see new notices in the workshop that lets all members know what will happen to items of any nature found to be stored in the workshop. Please make yourself familiar with the disposal arrangements that are in place for items stored. In summary during the first week of each month:

Items clearly labelled with the owners name or boat name will be removed from the workshop and placed on the owner's boat.

The risk of damage to the items or the owner's boat rest with the owner. The Club takes not responsibility.

Items not marked with a name or other form of identification will be place in the bin. If the identified owner does not have a boat at the club the item will be placed in the bin. The club takes no responsibility for the disposed items.

Although this is tough, the risks of damage to equipment in the workshop and to those that use it will be minimised by ensuring the area is fit for purpose.

PASC Management Committee

BOATS FOR SAIL

Olive II Contact David Jenkins 8248 4478 or 0448 869951

Olive 2 is a 9mtr timber yacht, built in England 1935, of pitch pine on English oak. The motor is a Lister 30 hp diesel. She is cutter rigged and is well ballasted making her a very stable and comfortable cruiser and carries enough fuel and water to voyage for a month with two people onboard.

Hey Jude Contact Barbara Stokes- 8534-4176

Noreado Contact Alan Beswick or Martin Oates

Boat Insurance Queries

We have been advised by our insurer, Club Marine, that they will no longer insure our vessel, Trader, after the next renewal expires, due to the age and material used to build her.

The vessel is now just over 30 years old and the hull is ferro cement.

Would it be possible to insert a small article in the next newsletter, asking if any members have also had this issue and if so, can they recommend an insurance company that we can approach, when the insurance expires, to re-insure Trader?

Members with information can contact Robert Horn, on 8373 1927 or rjhorn@bigpond.com, or me at mcabbott@downee.com.au

Thanks in anticipation

Carolyn Abbott
(Robert Horn's daughter)

OPTIONS FOR THE CLUB'S PATIO AREA continued

Other considerations

We also need to consider what we can have on the Patio. Here are a few suggestions

Shading in the form of sails for fixed umbrellas (See RSAYS as an example)

Outdoor kitchen at the western end of patio area (Plumbed in with water (clean, grey and black), gas and electricity)

Lighting to suit

Solid dark wood balustrade posts around edge with stainless steel wire.

Quality outdoor furniture – cane with soft cushion style