

EST 1941

August 2019



Port Curtis
Sailing Club Inc.
Est 1941

PORT CURTIS SAILING CLUB INC.

Straphanger

August 2019 Edition

Update from the outgoing Commodore

"The secret of change is to focus all your energy not on fighting the old but on building the new."

The clouds are beginning to clear, the tempest is almost over! It has certainly been a tumultuous year, with many hard decisions and many changes for the Port Curtis Sailing Club. To embrace change is not a bad thing and I believe if we focus our energies on building a future for the club that puts sailing firmly to the forefront of our core purpose, the Club will grow strong again.

The support of the members of the subcommittee formed at the Special General Meeting on July 14th, has enabled our committee to concentrate on winding up the business as it existed, while the subcommittee have worked diligently to negotiate a new and exciting future for the Gladstone Yacht Club Bar and Bistro. It is anticipated the restaurant will be re-opening in the near future.

There will be further information on our progress spoken of on Wednesday September 4th at the Annual General Meeting. I do not expect a protracted meeting. The members have been well informed; the Audit report will be presented and brief reports from Maria Mohrholz, the Treasurer and I. We will fully update you on recent progress. A new committee will have some tidy up work ahead, but it is expected their focus will be on re invigorating the sport of sailing to the Community of Gladstone.

"Our core business is sailing. We should not overlook this. Everything we do should be to enhance our sailing activities for members and potential members. We should be striving to promote sailing in our community".
(Brad Barker).

Let us all look forward to beautiful blue skies, the sun sparkling on the water, the sounds of laughter and happiness on the pontoon as crews prepare for racing, and the good will of friends who may share nothing else but a love of being on the water.

Sincerely,
Marina Hobbs

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Special points of interest:

- AGM Wed 4th Sept 7pm
- Farewell to Col
- History of Clubhouse

History of Clubhouse

Article provided by Brad and Maryke Barker.

Reprinted from the 50th Anniversary of the Club booklet.

World War II interrupted the activities of the Port Curtis Aquatic Club and when reformed in 1946, its name was changed to Port Curtis Sailing Club. The Club from this time aimed to cater mainly for sailing on the Gladstone Harbour.

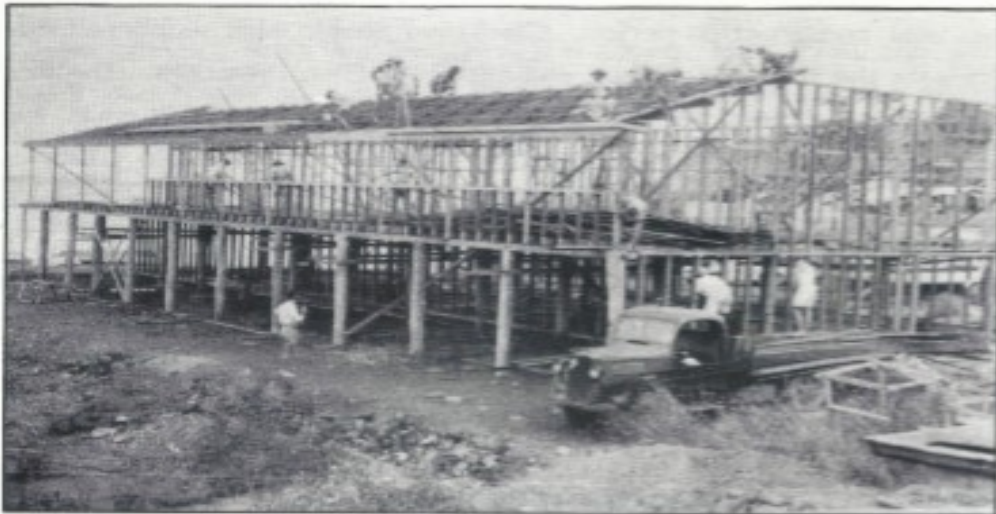
With ply only in its infant stages for boat construction, most sail boats were constructed of timber. Compared with today's boats of ply and plastics, they were very heavy and stored in whatever storage could be found as close to the creek as possible. These facilities included under the old Customs House, the RSL and the old garage opposite these two buildings in Goondoon Street. Meetings were held in Oaka Lane down from the Court House. In 1948 it was decided that the PCSC should strive for its own clubhouse and boat storage on the creek front. The Harbour Board allotted the area where the clubhouse now stands. Plans were drawn up and the Club started to purchase building materials as it could afford to buy them. The 1949 cyclone that almost flattened the town caused considerable damage to country areas as well. Two property owners in the Calliope River area who were keen followers of the Club offered all the trees that had been felled in the cyclone as building materials for the clubhouse. This boosted the project along, so plans were finalized and the Working Building Committee was formed to organize the cutting of logs ready for milling. Jack Mortensen was nominated supervisor of the working bees and given charge of the building of the clubhouse. Jack was to be assisted by Noel Norris, both being capable carpenters. Bill Golding (Contractors Building) was asked to be honorary chief advisor of construction, a position he accepted. With the help of and advice of two employees from the local sawmill and a few cross cut saws, axes, picks and shovels, a series of outings was organized. Most volunteers were novices, but soon found out what these tool were for and even lined up for several trips until all the logs were ready for hauling.

The logs were milled at the local mill into sizes suitable for the main frame and special spotted gum trees were donated for the main dance floor. Large numbers of willing Club members assisted in their spare time to sort and stack timber and later help in cutting the main frame of the building out. At the same time Club members were sailing on Saturdays, as well as helping to fund-raise through the holding of socials, card games, dances and raffles.

History of Clubhouse

The Treasurer was given power to transfer surplus funds over a certain amount to the Building Fund to ensure that the building of the clubhouse remained a financial priority. Club members became enthusiastically involved when they could see progress was being made. A Ladies Auxiliary was formed to provide smokos, moral support and assistance when they could. Without the strong support of the Ladies Committee in fund-raising, the construction of the clubhouse might never have been achieved.

The foundations of the clubhouse are on piles, driven through reclaimed land over mud flat. The depth of the piles ranges from eight to fifteen feet. The piles under the floating concrete foundation were driven by Club members and the piles supporting the upper floor were driven by building contractor George Young. The whole clubhouse was built by Club members in working bees using volunteer labour except for major works such as the roof frame, outer sheeting and ceiling frame which were carried out by Bill Golding Building Contractor. An architect was employed to design the upstairs interior while cypress lining was done by Club members and helpers.



The northern and western ends of the clubhouse were finished first to lock up stage. Meetings, small socials and fund raising activities then had a small but adequate venue. The underneath of the clubhouse included toilets and lock up bays which were rented out for dinghy storage. At this point a lull in visible work occurred while funds were raised to complete the job.

In 1957 a mini tornado wreaked havoc in one afternoon. The complete verandah roof was blown off in one piece and spun around. Half of the roof dropped onto a car parked outside, while the rest disintegrated and spread up Lord Street as far as Oaka Lane. One 16 foot rafter of 5 x 2 speared through a house roof, ceiling and kitchen table.

History of Clubhouse

Townpeople came to view the damaged building and by night all debris had been retrieved and brought back to the clubhouse. Out of this major disaster came an enormous amount of assistance from the Gladstone community, especially the Rotary Club who raised \$400.00 towards the repair costs and within five weekends the clubhouse was back to its previous condition. With renewed interest in the Club, numerous offers of cash and materials were received. The Treasurer was able to organize debenture interest free loans for the Club which were paid back at a later date. Thus the PCSC was able to arrange for a building contractor to do the major construction of the roof frame and the completion of the outer walls. The clubhouse was completed for the Easter Regatta 1959.

It was officially opened by foundation member, past President and starter Lloyd Humphries at the Saturday night dance. Sir Henry Abel Smith, Governor of Queensland was a special guest at the next day's presentation of trophies and dinner.

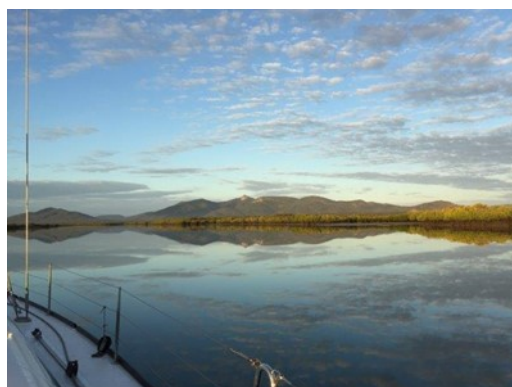
The clubhouse is a monument to the organisation and sheer hard work of the supervisors, Club members and volunteers who gave their time and energy over a ten year construction period. Gladstone people also supported the venture when they saw the huge effort and dedication of Club members. The Port Curtis Sailing Club was admired for its perseverance in constructing what was at the time the biggest project utilising volunteer labour ever seen in Gladstone. The whole town seemed to rally behind the effort, when it saw a Club that was prepared to put so much energy into improving its sport and being prepared to work themselves to get there. For the help and support of the Gladstone people and businesses, all Club members then and now are most appreciative.



Airlie race week with Tuan

Since the very first Gladstone to Hamilton Island Yacht Race which fed into the Race Week regatta back in 1984, Brad and I have been taking our yachts north to the Whitsundays for the racing or for the cruising.

Our usual track north is now becoming a very busy thoroughfare with many more cruising yachts and many more whales!



Peaceful Targinnie Creek.



Unusual sight at Leeks Beach. Feral goats being rounded up and barged off the island.

Anchorage are becoming real social hubs but we still surprise ourselves by finding secluded and pristine anchorages. I think we have put our pick down safely in just about any anchorage that our 2metre draught will allow.



No racing for us this year but we supported and cheered on everyone at Airlie Beach Race Week and then headed over to the Islands to watch the spectacular racing at Hammo.



Airlie race week with Tuan



But you certainly cannot go past the diversity of the Whitsunday Islands.....



Tuan is heading home again and ready to spend some time at one of our favourites along the way....The Keppel Islands.

See you all back at the club

Brad and Maryke Barker



Sailing Goss

DELAY IN SEASON START

The start to our 2019-2020 Sailing Season has been delayed for a few weeks while a review of our insurance is completed.

MEMBERSHIP RENEWALS

The delay in the AGM this year to September has flowed onto our membership renewal timetable as renewal fees are set then.

Like other sailing clubs we will be using our Australian Sailing provided revSport system and processing our membership renewals and race nominations online. **The club no longer has the facility to take cash payments.**

All current and life members will be rolled into the 2019-2020 season on 1st September.

More information will be provided via email as the days ahead unfold.

If online is not your thing, don't worry. Sue Doyle will be at the club on SIGN ON Days 7/9 and 14/9 to provide hands on assistance.

Please bring your payment card of choice.

Please endeavour to complete your Membership renewal payment as soon as possible, a large portion of your fees go towards the affiliation fee with Australian Sailing for your on-water insurance which the club has to pay in September.

CQ Challenge All Boats Regatta—DATE CHANGE

Due to the delay in the start of our season, we are unable to host the CQ Challenge All Boats Regatta in September. Instead we have locked in new dates:

PCSC All Boats Regatta 30th November and 1st December 2019

Please promote our event with friends and class associations.



Farewell to Col



PCSC sailors are most welcome to join a flotilla on the harbour on 7th September to celebrate Col Cashin's life and the scattering of his ashes to his final resting place in the sea. Depart from the Club / moorings will be 1200.

Navigation Tips

Rule of Twelfths in Tide Prediction

This little formula is very useful for calculating heights of the tide based on time of slack and tidal range in areas of diurnal (twice a day) tides. This is most useful if you wish to pass through tidal waterways, eg around here, The Narrows, or The North Entrance and wish to time your approach so that you know you will have sufficient water to “get through”. It is also useful when coming into anchorage, say at GKI, when you wish to anchor ‘close in’ but not suffer grounding on a falling tide and have to get out of a nice warm bunk at 2 in the morning to change anchorage!! Of course you may have a multi-hull or centre-boarder when depth is not as critical. The “Rule of Twelfths” may be used as well to calculate air draft, if you need to pass under say a bridge or overhead power lines.

So the formula is....

Slack water

+1 Hour - 1 / 12 of range

+2 Hours - 2 / 12 of range

+3 Hours - 3 / 12 of range

+4 Hours - 3 / 12 of Range

+ 5 Hours - 2 / 12 of Range

+ 6 Hours - 1 / 12 of Range

For example..... if we know there is a low tide given at 0600 hrs at 0.2m and the following high tide is 3.8m then the range of that tide is 3.6m.

Thus $1/12^{\text{th}}$ of the range is 0.3m Applying the formula then at 0700 hrs there will be 0.5m water
At 0800hr 1.1m; 0900hr 2.0m 1000hr 2.9m 1100hr 3.5m & 1200hr 3.8m(high tide)

If your vessel draws 2m then you should be able to make the earliest safe passage around 0930.



Port Curtis and Rodds Bay seagra...



Reminder **Annual General Meeting**
7pm on Wednesday 4th September 2019

at the Club.

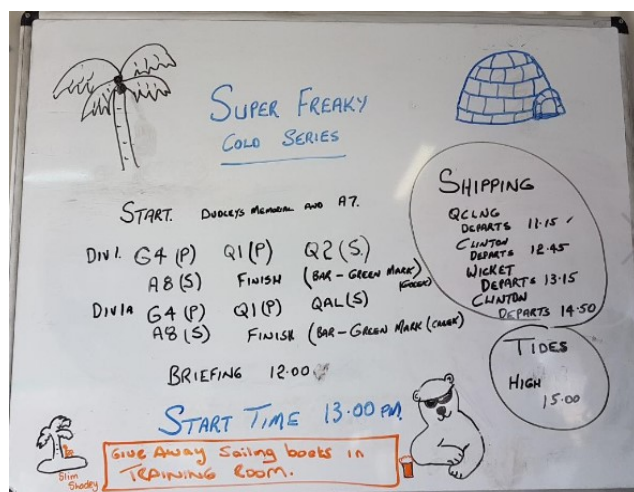
All financial Members are encouraged to attend.

Sailing Calendar

Port Curtis Sailing Club Calendar 2019-20					
Wk	Date	Tides	Start	Event	PRO
	7-9-19 8-9-19			SAIL CQ CLUB CHALLENGE - Mackay Sailing Club (Dinghy Regatta ~ 7th & 8th September 2019)	MSC event
10	Saturday 7-9-19	0943 1.47 1643 3.42	1400	FUN with Boats. Safety Boat skills refresher and Small Boat rescue practice - POSTPONED	
			1100	Club SIGN ON - Support for revSport membership renewal system	Sue Doyle
11	Saturday 14-9-19	0923 3.62 1517 0.76	1400	Club Sailing - TBA	
			1100	Club SIGN ON - Support for revSport membership renewal system	Sue Doyle
September School holidays Sat 21st Sept to Monday 7th October					
12	Saturday 21-09-19	1353 3.27 2006 1.66	1400	Club Sailing - TBA	
13	Saturday 28-9-19	0843 4.03 1453 0.21	1400	Club Sailing - TBA	
Aquatic Permit to here					
14	Saturday 5-10-19	0730 1.55 1443 3.32	0900	CQ Series Gladstone Heats 1 & 2 Gladstone Harbour (Yachts)	
	Sunday 6-10-19	0915 1.69 1610 3.32	TBA	CQ Series Gladstone heat 3 Gladstone to Yeppoon (Yachts)	
End School holidays Mon 7th October					

KEY DATES SAIL CQ CHALLENGE Mackay Sailing Club 7th and 8th September 2019
 Val Sisley Heats 1, 2, 3 in Yeppoon Sun 1-9-19
 CQ Series (Peter MacDonald) Gladstone heats 5th and 6th October 2019

BIG THANKS to team SUPER FREAKY for a most enjoyable winter series sailing.



Safety at Sea

AMSA Safety Alert

<https://mailchi.mp/amsa.gov.au/amsa-safety-alertkapok-lifejackets>

Kapok lifejackets

This safety alert aims to raise awareness of the risks associated with the use of out of date, and dangerous, kapok filled lifejackets.



While these lifejackets may have complied with the applicable standard when they were manufactured, and may have the old standards logos on them, they no longer comply with the modern Australian Standard for lifejackets and are not fit for use on any Domestic Commercial Vessel (DCV).

If one of these lifejackets has successfully been used in the past, it should still be replaced as soon as possible and destroyed, as it will have deteriorated and might not float now.

Kapok filled lifejackets with cotton straps are decades old and have not been manufactured since the 1980s. However, an unknown number are still being used.

Kapok is a cotton-like fluff that is no longer used in lifejacket manufacture, because it naturally loses buoyancy over time and, if it gets wet, it will absorb water. Furthermore, the cotton straps rot over time, even if the lifejacket is not used, and will tear or break off the lifejacket when weight comes on it



Even if these lifejackets are in their original packaging, have never been used and look in perfect condition, replace them and destroy them.



PCSC has submitted an application to the Qantas Regional Grants program to assist with sailing costs in 2019-2020. Judging in September, winners October.

Since 1920, when Qantas was founded in outback Queensland, we've been supporting regional communities. And now through the Qantas Regional Grants Program, we're aiming to help these communities sustain brighter futures. That's why we're offering the chance to share in \$5 million in grants — \$1 million each year over five years — to charities, organisations, causes, projects and individuals that help deliver direct services or benefits to regional communities.



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**We WANT to hear
from you !**

Opening Times & Contacts

NEW OPENING HOURS

**Dudley's Bar Friday, Saturday and
Sunday afternoons 3pm to 7pm**

PORT CURTIS SAILING CLUB INC.

Commodore: Marina Hobbs

Vice Commodore: Martin Cooper

Treasurer: Maria Mohrholz

Secretary: Selina Mossman

Club Captain: Garth Breayley



The view from the water