

JIB SHEETS



March 2021

MTYC OFFICIAL NEWSLETTER



WAFIR 2021
Tony Matheson

Melbourne Trailable Yacht Club Inc

Registration No A2058

Website: www.mtyc.yachting.org.au

Commodore's Report – February 2021

Well, the wind shifts keep coming.

While the snap lockdown in Victoria sadly led to our last-minute postponement of our Queenscliff cruise to QCYC. There has been a fair bit accomplished over the last couple of months.



Back in November Geelong Trailable Yacht Club hosted the first heat of the Traveller series with their Pelican Race. This proved to be a challenging race, starting in almost no wind before the fleet was blasted with stronger than forecast conditions. Although there were a few retirements for varying reasons, the majority of the fleet completed the course.

Our own Thursday Twilight sailing managed 1 race in December, & has recorded 5 races back-to-back so far in 2021. Hopefully with more great sailing evenings to come.

In December & again in January the second heat of the Traveller Series, the Around Sunday Island race hosted by Port Albert Yacht Club was initially postponed then cancelled due to more traditional reasons. (Too much wind)

Later in January, over the Australia Day weekend, with the cancellation Geelong's Festival of Sails. Royal Melbourne Yacht Squadron hosted a Nauti Weekend. An event to celebrate all boating on Port Phillip. This was a fantastic FREE weekend of events. The trailable yachts that attended were warmly greeted and their presence was very appreciated. Hopefully RMYS add this event to their calendar, & if they do, I can only strongly recommend that you join in.

Traveller Series heat 3 Warneet Motor Yacht Club's Around French Island Race on 6 February, as usual saw competitors rising from their beds at an hour some had only ever heard of but never seen. They were rewarded though with a spectacular downwind start to the day. The wind did come up as predicted to provide the necessary reminders that it's a long way around this big island, and that understanding the 'snakes & ladders' that racing in such tidal waters can provide.

In upcoming Club events:

Women's Series 27-28 March

Easter Regatta at Yarrawonga 2-5 April

Upcoming Traveller Series events

Marlay Point Overnight Race March 6-8

Victorian Trailable Yacht & Sportsboat Championships March 20-21

MTYC Four Points Race May 15

Rear overhang exemptions

On the 4 February this year the Victorian provided Rear overhang exemptions for certain vehicles.

See the links & information later in this newsletter. Be sure to read carefully the requirements to comply with the exemption.

Further to safety DON'T FORGET to complete & submit your category 5 Safety Declarations.

As always plan for every eventuality, this more than ever seems to include postponements & abandonments. Clearly though between the unfulfilled plans exist brilliant sailing opportunities, so don't miss or forget those.

Stay safe & as with all things under Cat 5 look out for each other.

Doug Whitby

MTYC Commodore

Lifejackets – Changing Standards - Update By Peter Mart

Further to my article in December 2019 JibSheets, it's timely to review the current situation. A new Australian Standard AS 4758.1-2008 was introduced and has now been superseded by AS 4758.1-2015 Lifejackets – General Requirements. As noted previously, each state has adopted a different approach to enforcement of the new Standard, and the legality or not of lifejackets that meet the old standard AS 1512.

It is up to the skipper of a boat to determine whether or not its lifejackets are compliant. For MTYC skippers visiting Queensland in 2021, this means potentially that your lifejackets must comply with the requirements of three states: Victoria, NSW and Queensland!

Victoria

Maritime Safety Victoria in November 2020 advised (in response to a query):

There is no legislated date for end of life for lifejackets. The Marine Safety regulations require owners to maintain in accordance with manufacturer's recommendations as well as ensuring that they are able to operate at all times in the way that they were designed to operate. In our review of standards the manufacturers have suggested that 10 years is the end of serviceable life.

Generally Maritime Safety Victoria remove standards from the accepted list in the regulations as new, improved standards come online. So the AS1512 is proposed to be removed in the 2021 review. The most recent version of AS1512 is dated 1996 and there have been at least three revisions of AS4758 since it was first released in 2008. There should not be any manufacturers still using AS1512 in the last 10 years. Tasmania is not accepting AS1512 lifejackets on board vessels after January 2021.

Regulations:

99 Maintenance and placement of safety equipment and firefighting equipment

(1) A person must not act as the master of a recreational vessel unless all items of safety equipment and firefighting equipment required to be carried on board the vessel under regulations 96 and 97—

- (a) are placed or located in a conspicuous and readily accessible position at all times;
- (b) are kept in good order at all times.

Penalty: 15 penalty units.

(2) The owner of a recreational vessel must not cause or allow the vessel to be operated unless all items of safety equipment and firefighting equipment required to be carried on board the vessel under regulations 96 and 97 **are maintained or serviced in a way that ensures that they are able to operate at all times in the way that they were designed to operate.**

Penalty: 15 penalty units.

(3) The owner of a recreational vessel must not cause or allow the vessel to be operated unless all items of safety equipment and firefighting equipment required to be carried on board the vessel under regulations 96 and 97 **are serviced on or before the date specified by the manufacturer for that item of equipment.**

Penalty: 15 penalty units.

The website <https://wearalifejacket.transportsafety.vic.gov.au/lifejacket-laws> (last updated Feb. 2020) states that lifejackets must be correctly maintained and links to the page <https://wearalifejacket.transportsafety.vic.gov.au/looking-after-your-lifejacket> (last updated 16 Dec. 2020) which states it is a requirement that inflatable lifejackets must be serviced per manufacturer recommendations.

New South Wales

The Transport for NSW Centre for Maritime Safety website <https://maritimemanagement.transport.nsw.gov.au/lifejackets/lifejacket-law/index.html> states:

Lifejacket standards

Your lifejacket must comply with:

The Australian Standard for lifejackets (AS 4758); or

The International Standard (ISO 12402); or
One of the approved standards for the lifejacket types listed below.

Lifejacket level 100+ (formerly known as Type 1)

One of the following recognised standards for lifejackets (or lifejacket type) that has been approved by a recognised appraiser:

European Standard EN ISO 12402-2,3,4

Underwriters Laboratories Standards UL 1180 – fully inflatable recreational personal floatation devices

New Zealand Standard NZS 5823:2005

Any standard or specification approved by Transport for NSW (including any standard or specification previously approved by Roads and Maritime Services).

And.....

The following lifejacket standards have been superseded. Lifejackets carrying these standards will continue to be recognised as acceptable where the lifejacket is in good working order, existed and was in use prior to the commencement of the *Marine Safety Regulation 2016* (7 October 2016).

AS 1512-1996, Personal flotation devices - Type 1 (and any previous version of that standard)

AS 2260-1996, Personal flotation devices – Type 3 (and any previous version of that standard)

AS 1499-1996, Personal flotation devices - Type 2 (and any previous version of that standard)

For more information on the lifejacket standards, they refer to the FAQ page

<https://maritimemanagement.transport.nsw.gov.au/faqs/index.html#lifejacket-standards>

which states:

Do retailers need to only sell Lifejackets made to AS 4758?

No. Retailers can still sell lifejackets made to the old standards. Lifejackets made to the old standards will still be recognised for many years.

Is there a need to replace existing lifejackets?

No. Lifejackets made to the old standards will still be recognised for many years. A change over date won't be made until there has been thorough consultation.

However, beware, as I note that the neither the Lifejacket Law nor FAQ webpages have a publication date, so may now be outdated.

Queensland

Maritime Safety Queensland website <https://www.msq.qld.gov.au/Safety/Life-jackets> (updated 23 June 2020) states:

lifejackets must comply and display information about which Australian Standard (AS) they were manufactured to. The current standard is AS 4758, which has replaced AS 1512-1996, AS 1499-1996 and AS 2260-1996.

lifejackets that comply with old standards (AS 1512, AS 1499 or AS2260) can only be used if a ship was equipped with them prior to 1 September 2016 and are within their serviceable life.

Further information is found at <https://www.msq.qld.gov.au/Safety/Life-jackets/Lifejacket-standards> which lists acceptable standards. This includes ISO 12402.3 level 150, more on which below. It also spells out the meaning of Good Condition and Serviceable Life.

Good condition means:

External coverings retain visibility and brightness as at date of manufacture without significant discoloration or fading;

Stitching is complete, intact and not pulled;

Webbing is not frayed and is able to hold its design loading.

The end of the serviceable life of a lifejacket occurs when the lifejacket needs to be replaced because it is irreparable, unserviceable, incapable of being restored to its original condition, or has reached the end of its serviceable life as stated by its manufacture.

Do our Crewsaver inflatable lifejackets meet the new standard?

MTYC bulk purchased Crewsaver CREWFIT 165SPORT lifejackets in August 2015.

The Owners Manual (marked with the Australian distributor: RFD Australia Pty Ltd) states that they are approved to BS EN ISO 12402-3: 2006+A1:2010

The Crewfit 165SPORT has an inflation chamber rated at 165N (Newtons). Lifejackets are now rated on how much buoyancy they provide in Newtons.

The Crewfit 165SPORT lifejacket is currently legal in Victoria and Queensland as it complies with International Standard ISO 12402- 3:2006(E) "Personal flotation devices - Part 3: Lifejackets, performance level 150 - Safety requirements."

Each Crewfit 165SPORT lifejacket sold in Australia had an attached card with details of the 3 Year Self Care & Maintenance 3 Year Guarantee. "The 3 year self care and maintenance program is only applicable for leisure use. To adhere to the 3 Year Self care and Maintenance Program the person responsible for the product must comply to the following conditions."

1. Product Registration - (send Registration form to RFD Australia PTY Ltd)

Annual Self Inspection and Testing (procedure and checklist from Crewsaver or QR code on card)

The QR code links to crewsaver.com/au/product-registration/ with a link to Care & Maintenance Documents for lifejackets bought in Australia, and the Crewfit 165 Sport self care and maintenance manual PDF which states "Crewsaver lifejackets must be serviced by an accredited service agent every 3 years".

Therefore, even if initially registered on purchase, all Crewfit 165SPORT lifejackets purchased through MTYC are now outside the 3 Year Self Care & Maintenance period, and would be required to be serviced by an accredited service centre to meet the manufacturer recommendations. As noted above, this is a TSV requirement as per the 16 December 2020 webpage. It is probably cheaper to replace a 5 year old Crewfit 165SPORT lifejacket than to have it serviced by an authorised service centre.

Tasmania

The Marine and Safety Tasmania (MAST) website

<https://mast.tas.gov.au/safe-boating/safety-equipment/lifejackets/> gives a link to a pdf file (Changes to Life Jacket Standards – Frequently Asked Questions) that comprehensively explains the differences between AS 4758 and older standards. Interestingly, although Tasmania no longer approves lifejackets that meet ISO standard, the FAQ states that a number of models are approved AS4758 life jackets but not branded as such, and includes Crewfit level 165N sport (model # 1194).

Model #1194 is stamped on the MTYC bulk purchase Crewsaver lifejackets. However, as these jackets are not branded AS4758, it is probably safer for any future bulk purchase that MTYC investigate Australian manufactured lifejackets that are branded compliant with AS 4758.1-2015, thus removing any uncertainty.

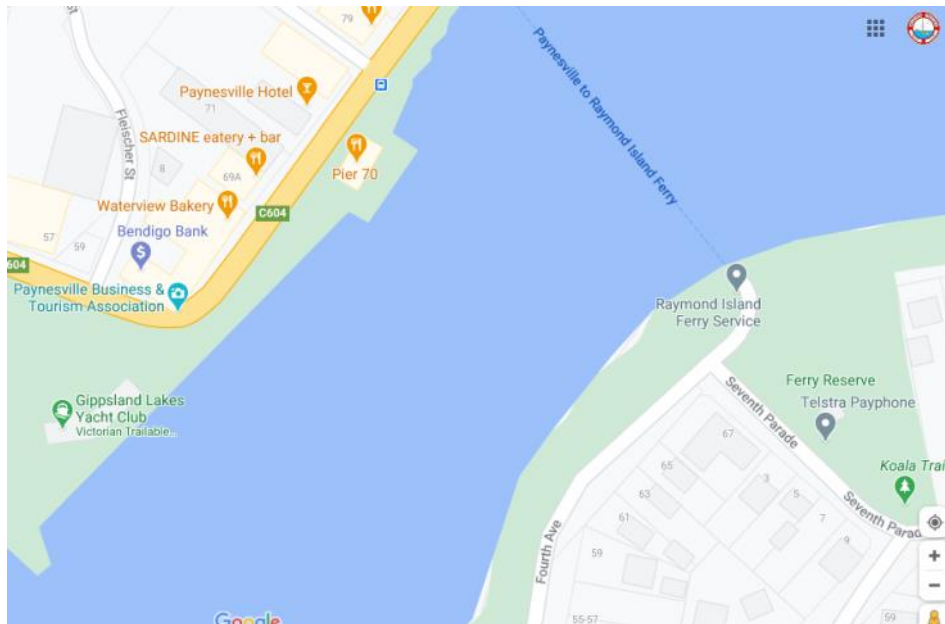
Conclusion

For some boat owners, there will be a significant cost to replace lifejackets such as for a family. Similarly, organisations that provide many lifejackets as part of recreational training, will face substantial costs. There is also a huge environmental impact of sending many thousands of lifejackets to landfill. Individuals and organisations that have bought new lifejackets in recent years that comply with the old standard but not AS 4758 are lobbying for a similar clause to MSQ's that allows continued use while these lifejackets are within their serviceable life. The MAST website offers countering arguments, including that the new standard has been in place for over 10 years. However, ultimately you will have to comply with whatever regulations apply to each state in which you operate your boat.

MTYC Post-Marlay Point Race BBQ



Join MTYC Members & Friends
For our traditional post-race BBQ
Sunday 7 March
From 5 pm onwards
BYO everything



Venue: Public BBQs [Ferry Reserve, Raymond Island](#)

Further details [Doug Whitby](#) 0417 148 898

All Welcome

MTYC Easter Regatta at Yarrawonga Yacht Club

Friday 2 April – Monday 5 April 2021

Bring your boat, your crew and your family for a fantastic Easter filled with sailing and fun.

IMPORTANT

To assist with organisation & Catering

Register online <https://mtyc.yachting.org.au/events/85424/>

**Arrive Anytime After
12:00 Midday Thursday.
(Please Note No Access
to the camping area prior
to 12:00 Midday)**

**Join early arrivals for
Thursday night Dinner
18:00**

**For further
details & to book
Contact Lloyd
Text 0425 723 511
Bookings essential.
by Tuesday March 30th**



Recycled Yacht Race

**Build & race your yacht made from
recycled materials.**

Rules:

- 1. Build a yacht from recycled/
discarded materials**
- 2. Yacht must fit into a box measuring
600x600x600mm**
- 3. No pre-building yacht must be
constructed on site**
- 4. Race start Sunday Afternoon just
prior to Happy Hour.**

**This Year's Theme
THE CIRCUS**



Saturday Night

**Circus Madness
Fancy dress**



Easter Fee Schedule:

Member Adult:	\$75
Member Family:	\$150
Non Member Adult:	\$85
Non Member Family:	\$170
Non Member Youth:	\$75

**For Further Infor-
mation**

Contact Doug Whitby

0147 148 898

Or

Email: mtyc.au@gmail.com

Good Friday Cruise.



Cruise departs 14:00

Sunday Morning Club Breakfast



Enjoy a Bacon & Egg roll

&

**A visit from the
Easter Bunny**

**There will be at least two races
The Easter Classic and
The Easter Sternchaser.
As well as the potential for addi-
tional Races and Cruises about the
lake including a potential night
sail.**

**This is a Club event & your partici-
pation in all the activities is appre-
ciated.**

**Yarrawonga Yacht Club allows
MTYC full use of its Club House
including the kitchen and barbe-
que, showers and toilets.
Dogs Allowed (Conditions apply)**

Rear Overhang Exemptions

The Victorian Government have issued an exemption to certain vehicles from the maximum rear overhang limit permitted under the Road Safety (Vehicles) Interim Regulations 2020.

Trailers transporting gliders and water sport devices are exempt from standard rear overhang limits. For a full list of conditions and restrictions, see the [Victorian Government's Class O Rear Overhang Exemptions](https://www.vicroads.vic.gov.au/-/media/files/documents/registration/class-o-rear-overhang-exemptions-gazette.ashx?la=en&hash=5F8FE9604EA270DBABFA7A805442E155). You can also view the [Information Bulletin June 2017 \[PDF 858 Kb\]](https://www.vicroads.vic.gov.au/-/media/files/documents/business-and-industry/class-o-rear-overhang-exemption_v2_june-2017.ashx?la=en&hash=6634E917C700E0D54BFA1B83AFDCE6EE)

It is important that you read the exemption conditions carefully to make sure you comply & print a copy of the exemption to carry in your tow vehicle.

Links

<https://www.vicroads.vic.gov.au/-/media/files/documents/registration/class-o-rear-overhang-exemptions-gazette.ashx?la=en&hash=5F8FE9604EA270DBABFA7A805442E155>

https://www.vicroads.vic.gov.au/-/media/files/documents/business-and-industry/class-o-rear-overhang-exemption_v2_june-2017.ashx?la=en&hash=6634E917C700E0D54BFA1B83AFDCE6EE



Post Twilight BBQ Thurs 11 Feb



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WAFIR Feb 2021



Juniper WAFIR Feb 2021



Port Albert Weekend December 2020—racing abandoned!



Christmas Party Port Melbourne Dec 2020



Dan and Adrian enjoying dessert after WAFIR



Sinbad helmed by Adolf on a Thursday twilight— a nice flat Northerly!

Photos in this issue from tony Matheson and Adrian Cassar and Doug Whitby.

Who is updating their undercarriage???



VicRoads says the Mackay trailer needs to be upgraded to carry the extra weight gained since manufacture 30+ years ag



A trip to Carrum Downs, some money spent and two new axles with rotors and brakes ordered—stainless steel—no more rusty disks rotors—hopefully!

Some paint to preserve the galvanised Ubolts and fish plates, brand new 9 leaf springs rated at 1600kg a pair, and 45mm axles. My choice is Ford pattern bearings.

First axle in place with the help of The Jack. My back thanks you for the loan Graham

Starry Night will hopefully have a much smoother and troublefree ride...

