

JIB SHEETS



December 2019

MTYC OFFICIAL NEWSLETTER



Did Manny survive???

How to retrieve your MOB—Season Opening Weekend

Melbourne Trailable Yacht Club Inc

Registration No A2058

Website: www.mtyc.yachting.org.au

MTYC Committee 2019—2020

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Sailing Committee	Lloyd Graham		
Auditor	Darrell Reid		



Calendar Highlights...

FRIDAY Twilight and SATURDAY Race

Twilight Racing on Thursday Nights continues from October 17

Around Sunday Island Race—Traveller Series December 7

Annual Christmas Party December 14

Twilight Fish and Chips Cruise December 19

Holiday Cruising Gippsland Lakes includes:

New Year's Eve—Raymond Island—Watch for emailed details.

New Year's Day Cruise.

Around French Island Race—Traveller Series January 18 2020

For more details, other events and regular racing see the Events calendar on the MTYC website. Also watch for club update emails for further information.

Commodore's Report – November 2019

Look out, here comes Christmas...

Xmas Party and Ferry cruise

This year the Club has booked lunch at the Grand Hotel, Portarlington and made a group booking to help get you there on the Port Phillip Ferry Service. Reserve your seat at the lunch here mtyc.yachting.org.au/events/49844/ and book your seat on the Ferry here mtyc.yachting.org.au/events/53001/ before 7th December.

The Traveller series kicked off with the Pelican race hosted by Geelong Trailable Yacht Club with 6 MTYC boats in the 16 boat fleet. Congratulations to Running Free 1st in Division 2 and also to Jaffa & Juniper 1st and 2nd in Division 3. I suspect that the second heat of the series – the Around Sunday Island Race, hosted by Port Albert Yacht Club on 7th December will be very close to the publication of this newsletter, so I'll congratulate all the MTYC boats that made the journey and enjoyed the race now.

Thursday Twilight sailing has proved challenging with a few nights lost to strong winds, but fingers are crossed for a perfect evening for the

19th December's Fish & Chip cruise to Williamstown.

Congratulations also to MTYC member Liam Stevens, who's had a great year sailing his Opti with a 3rd in the intermediate Fleet at the 2019 Victorian Optimist State Championships in March http://sailingresults.net/site/event/80271/Overall_2.html?Tkn=144528 and then sailed in the 2019 Qingdao International Optimist Training Camp & Regatta in China.

I'll take this opportunity to wish all members their families & friends a Safe & Merry Christmas & Happy New Year.

Doug Whitby



2019-2020 Traveller Series

	Date	Club	Event Details
1	9 Nov 2019	Geelong Trailable Yacht Club	Pelican Race Geelong - NOR Coming Soon
2	7 Dec 2019	Port Albert Yacht Club	Around Sunday Island Race - NOR Coming Soon
3	18 Jan 2020	Warneet Motor Yacht Club	Around French Island Race - NOR Com-
4	7 Mar 2020	Gippsland Lakes Yacht Club	Marlay Point Overnight Race
5	21&22 Mar 2020	Gippsland Lakes Yacht Club	Trailable Yacht and Sports Boat State
6	2 May 2020	Melbourne Trailable Yacht Club	Four Points Race

Qingdao International Optimist Training/ Racing Camp

This was my first trip overseas and as well as the first time I have sailed in a different country. Vioda sends a group of Intermediate Opti sailors to China each year to celebrate the opening of their sailing season. We had four from Victoria and one sailor from Tasmania and the Vioda head coach Sam.

After a 12 hour flight from Melbourne to Beijing, the first thing we noticed was the weather how much hotter and humid it was compared the August weather in Melbourne. After a bit of sightseeing, the next morning we hopped on the high speed train from Beijing to Qingdao the 'Sailing Capital of the World' according to Xi Jinping. When we got off the train we were not thinking anyone would be waiting for us, but we were wrong, we had two translators holding signs up for us and a bus waiting.

We were taken to our hotel and meet some of the other teams some of the countries were USA, Hong Kong, China, Russia, many Asian countries, Poland and NZL and that is just some of the country's that came. Each country would have about 5- 7 people in the team, and it was great to have fun with the Poland and the NZL kids, we still stay in touch with each other. The next day we went down to see our boats all we had was our own sail's and tool boxes, so we had to make do with what they had. After rigging our boats we set for a training session in the afternoon with our coach. We then start to realise the big difference from Port Philip Bay conditions being the sea state, lack of wind and big swells. It was a very busy port so you had to be very careful as the motorboats did not seem to understand that little sailing boats do not move in no wind. Like on the road they were very good at using horns. Lucky they did not understand Aussie English, well I hope they didn't.

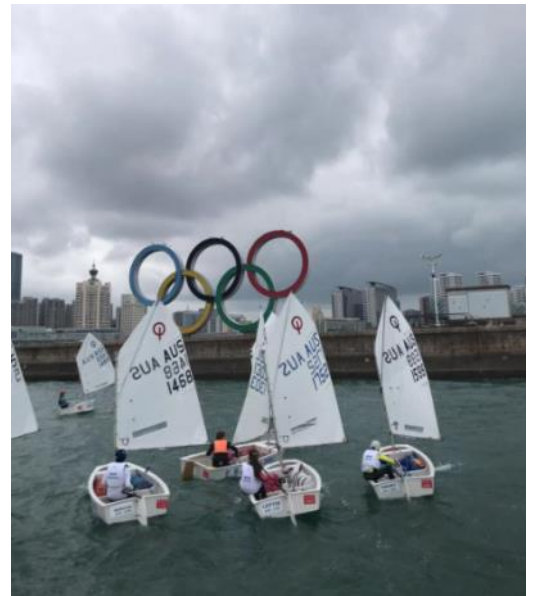
The opening ceremony was the start of the sailing season with performances and dancing and a marching band to see us into the sailing centre and it was live TV to the 9M residence of Qingdao.



Race Day. We had four days of racing planned, however we woke to a big typhoon a couple of hundred KMs to our south and it was coming our way. So we set off to make the most out of our day we got down to the marina rigged our boats in the 35 degree packed lots of water and set off to the start. Once again there was no wind and there was a big swell and strong tide so it make it hard. Day 1 racing was a qualification for your fleet, gold or silver I was doing very well in the first two races, but on the last two races I started having prob-

lems, I was feeling sea sick. I have never been sea sick before, the big swell and no wind gave me motion sickness so sailing over the course with your head over the back of the boat is not a good go fast position for sailing an Opti.

Even though I tried my hardest, I was placed in a silver fleet, but I was going to make the most of it. We got up the next day and had breakfast and on arrival at the marina we got the bad news the typhoon was coming and the racing was cancelled, so that meant we spent the next few days travelling around. What we learnt was the China committee did not like sailing our boats over 14 kts. Now as you would be aware this is the fun time as we will normally race on the bay up to 25kts. It seems to help their sailors who are very small even compared to me.



Poland supporting Australia

Finally, the bad weather had gone and we set off to start racing and no surprise there was no WIND and very big swell I was racing with some of the kids that were the best and has the same issue as me in qualifications. So they were a threat, but all that matter was I sailed my hardest and that's what I did. I was doing very well, I held my position for most of the event, I had some bad races like anybody and some good races.

We had another day of racing which went very well, so well that I ended coming 4th overall in the boy's I missed out on third because of one point, it was devastating, but overall I am happy with what I came and I would say to any younger sailor to get out and do what you love and one of the best things was sailing under the Olympics rings and meeting all new people, even Poland was flying our flag at the end. Big thank you to Qingdao/China who put us up and feed us, different food over there, they could not have been more helpful and friendly. We had two great local girls how looked after the Australian team and were always available to help us night and day.

If you go sailing in China just be prepared for no wind. The Olympics facilities are unbelievable, however sailing is not that popular and you do not see many sailing boats in the marina owned by the public.

See you on the water just look for Tailwind on the side of my boat

Liam Stevens



Me on the right with the team

Lifejackets – Changing Standards *By Peter Mart*

In Australia, lifejacket laws differ from state to state. Previously, life jackets needed to meet Australian Standard AS 1512-1996. A new Australian Standard AS 4758.1-2008 was introduced and has now been superseded by AS 4758.1-2015 Lifejackets – General Requirements.

The Marine Safety Victoria website <https://www.wearalifejacket.vic.gov.au/lifejacket-laws> (last updated 14 October 2019) states that each lifejacket type must conform to certain Victorian Marine Safety Regulations [standards](#) (page last updated 19 October 2016). For a Lifejacket Type 1, as should be used by trailer sailors in Coastal or Enclosed Waters, it states that "A lifejacket Type 1 must comply with at least one of the following standards:

Australian Standard AS 1512-1996 "Personal flotation devices - Type 1

Australian Standard AS 4758.1-2008 "Personal flotation devices - Part 1: General requirements" relating to Level 275 lifejackets

Australian Standard AS 4758.1-2008 "Personal flotation devices - Part 1: General requirements" relating to Level 150 lifejackets

Australian Standard AS 4758.1-2008 "Personal flotation devices - Part 1: General requirements" relating to Level 100 lifejackets

Australian Maritime Safety Authority Marine Orders Part 25, Schedule 1, Section 4.1 "Life-jackets", as formulated, issued, prescribed or published from time to time

Uniform Shipping Laws Code, Section 10, Appendix R ("Coastal Lifejackets and Lifejacket Lights and Whistles"), as formulated, issued, prescribed or published from time to time

International Standard ISO 12402- 2:2006(E) "Personal flotation devices - Part 2: Lifejackets, performance level 275 - Safety requirements"

International Standard ISO 12402- 3:2006(E) "Personal flotation devices - Part 3: Lifejackets, performance level 150 - Safety requirements"

International Standard ISO 12402- 4:2006(E) "Personal flotation devices - Part 4: Lifejackets, performance level 100 - Safety requirements"

European Standard EN399; 1993 Lifejackets; 275N, or

European Standard EN396; 1993 Lifejackets; 150N, or

European Standard EN395; 1993 Lifejackets; 100N

one of the following recognised standards for personal flotation devices, or types of personal flotation devices, that has been approved by a recognised appraiser:

National Standard of Canada CAN/ CGSB-65.11-M88 "Personal Flotation Devices", as formulated, issued, prescribed or published by the Canadian General Standards Board from time to time, and National Standard of Canada CAN/CGSB- 65.15-M88 "Personal Flotation Devices for Children", as formulated, issued, prescribed or published by the Canadian General Standards Board from time to time

Underwriters Laboratories Standard UL 1180 "Fully Inflatable Recreational Personal Flotation Devices" as formulated, issued, prescribed or published by Underwriters Laboratories from time to time

Section 401 of New Zealand Standard NZS 5823:2005 "Specification for Buoyancy Aids and Marine Safety Harnesses and Lines", as formulated, issued, prescribed or published by Standards New Zealand from time to time

any standard or specifications approved by the Safety Director.

To clarify whether this information is still current in Victoria, I contacted Marine Safety Victoria and received the following response on 4th November 2019: "To answer the first part of your question, there

have been no updates since 19 October 2016 to any of the accepted standards for a lifejacket in Victoria. The standards listed on the wearalifejacket website are derived from the Marine Safety Regulations 2012 - Schedule 1 which details the current accepted standards in Vic. With regard to AS1512, lifejackets manufactured to this standard are still accepted in Vic, currently there is no date for this standard to no longer be accepted."

However, this is not the situation in other states - Read on.

The Transport for NSW Centre for Maritime Safety website page on Lifejacket Law <https://maritimemanagement.transport.nsw.gov.au/lifejackets/lifejacket-law/index.html> states that "Your life-jacket must comply with:

- Australian Standard for lifejackets AS 4758 or
- International Standard ISO 12402 or
- One of the approved standards for types of lifejacket listed below.

Lifejacket level 100+ (formerly known as Type 1)

One of the following recognised standards for lifejackets, or types of lifejackets, 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 flotation devices,

- New Zealand Standards NZS 5823:2005, or

Any standard or specifications approved by RMS.

Marine and Safety Tasmania <https://www.mast.tas.gov.au/recreational/boating/life-jackets/> states that "Everyone who owns a life jacket must, by 1 January 2021, replace jackets labelled with the old Australian Standards numbers, 1512, 1499 and 2260. This Australian Standard was made redundant in 2010 and will all be written out of legislation in the year 2020."

This information is repeated in an FAQ link <https://www.mast.tas.gov.au/wp-content/uploads/2014/10/Changes-to-Life-Jacket-Standards-1.pdf> which details reasons for the changes, together with the statement: "ISO standard jackets are not recognised in Tasmania as there is no requirement to audit the manufacturers."

Maritime Safety Queensland <https://www.msq.qld.gov.au/Safety/Life-jackets> (last updated 1 Nov. 2019) states that "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 meet these previous standards are no longer compliant and must be replaced."

South Australia <https://www.sa.gov.au/topics/boating-and-marine/boat-and-marine-safety/marine-safety-equipment/personal-flotation-devices> (last updated 14 December 2017) requires a Type 1 PFD to comply with *Australian Standards* AS 4758.1: Personal flotation devices classified as providing level 100 or level 150 buoyancy (or more), or *Personal flotation devices—Type 1* AS 1512.1996, or alternative standards listed on the website.

Tasmania and South Australia have introduced a replacement voucher scheme to assist recreational boat-ers and licence holders to transition to the new life jackets by providing \$20.00 vouchers, redeemable when purchasing a new AS4758.1 life jacket.

It can be difficult to find **current** lifejacket law for the different states, as much outdated information re-mains online. One website <https://wearitaustralia.com.au/> has a page devoted to state laws that appears to be regularly updated. However, the onus is on boat skippers to be aware of the law and check with state authorities for current information.

The advice to MTYC members would be to check your lifejackets and the standard to which they were manufactured, and consider replacing them with new ones compliant with AS 4758.1, particularly if boating in NSW, Queensland or Tasmania. This applies to both foam filled and inflatable lifejackets.

Man Overboard Retrieval by Peter Mart

In the unfortunate occurrence of a person falling off your boat, which may include yourself as skipper, how easy would it be for the person to be recovered on-board?

We assume of course that they are wearing a lifejacket, either foam filled or inflatable, that the latter has been inflated either manually or automatically, and that the crew has been able to manoeuvre the boat alongside the person in the water. This in itself is not a trivial exercise, depending upon wind and wave conditions, and the experience of the crew in steering the boat, possibly single-handed, while maintaining sight of the MOB.

However, the focus of this article is how to get the person in the water back on-board. Your boat should have a stern ladder, and if the person is fit and not incapacitated, it should be relatively easy to heave-to and assist them to climb back on-board. If, however, they are unfit, or have been immersed in cold water for some time, they may not have sufficient strength to climb, particularly if there are only a few ladder rungs. They will then have to rely on upper body strength to pull up on the ladder until their bent legs are able to assist in lifting their body weight.

If they are wearing a lifejacket with integrated harness, you may be able to assist them by attaching a rope to their harness, and lifting either manually or with the aid of a cockpit winch. However, if their life-jacket is not fitted with a crotch strap, it is possible that the jacket may slip upwards over their arms and head if they have extended their arms while reaching up to climb. This could have potentially serious consequences if they slip back into the water, now no longer wearing the lifejacket or secured to the boat. This is where a Lifesling or similar lifting device is more suited for on-board retrieval, as it is placed firmly under the arms or the person sits in a sling, and the MOB is then less likely to slip out.

If you are sailing two-up, and the skipper could therefore be the MOB, then you need to consider before-hand the ability of your partner to assist in the retrieval, and your relative weights and strengths. Mechanical assistance may be required if you are overweight or your partner does not have sufficient strength to assist you back on-board.

Now let's look at the scenarios that may give rise to a MOB situation. This is unlikely to arise in flat calm conditions, unless someone slips or trips. More likely is the situation of a boat pitching or rolling in waves while someone has gone forward to adjust sails or the spinnaker pole, with the possibility of falling over-board and perhaps sustaining injury by striking or being struck by the boat. While conscious, this may re-

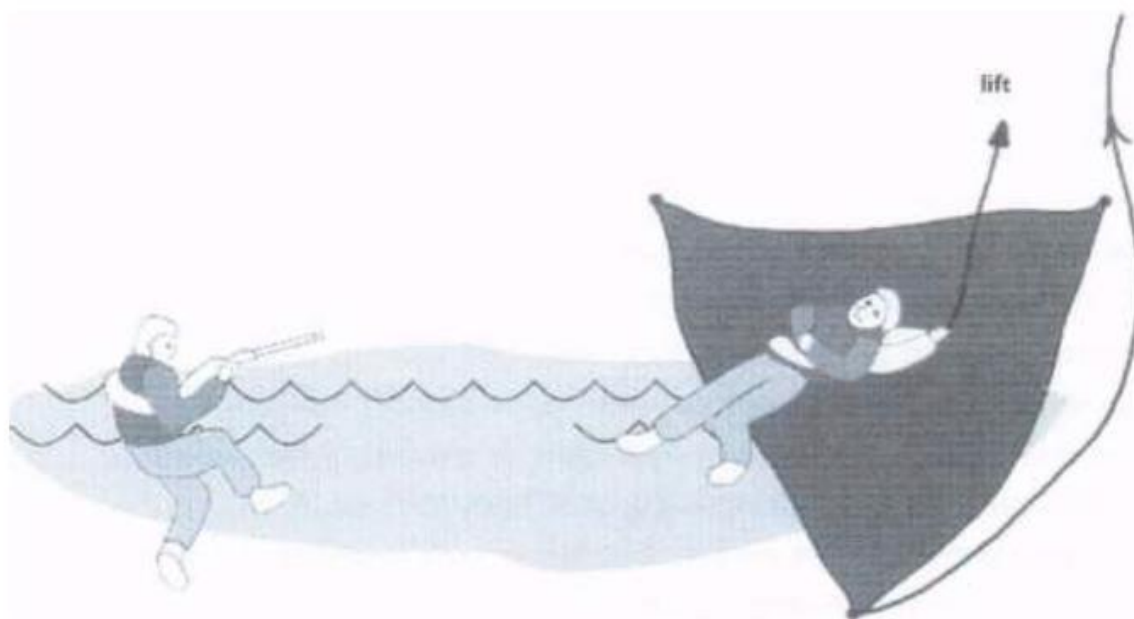
sult in inability of the MOB to climb aboard. Alternatively, in cold water immersion such as might be encountered in Port Phillip in winter, they may suffer cold water immersion shock and possible cardiac arrest or inhalation of water, or with any prolonged delay in the MOB recovery, become hypothermic and incapable of muscular effort. Another very possible scenario is that of an involuntary gybe, where the boom has swung violently across hitting the person and flinging them overboard, possibly unconscious and/or with serious head injuries. An automatically inflating lifejacket, or self-righting foam-filled lifejacket (have you checked yours?), and rapid recovery of the MOB is now essential. In all the above scenarios the MOB is either incapacitated and unable to assist in fitting a Lifesling, or to hold onto a thrown rope, or may have been knocked unconscious or suffered cardiac arrest. If sailing two-up, how does the crew get the MOB back on-board quickly in possibly deteriorating wind and wave conditions? They should not themselves enter the water to assist.

This worst case scenario calls for use of a parbuckle device, as detailed in the Australian Sailing 2017-2020 Blue e-Book Special Regulations Part 1 for Racing Boats, Advisory Appendix D: Man Overboard – Quick Stop and the Lifesling (or Seattle Sling), pages 90-95. It is recommended that skippers read this whole Appendix, but the appropriate section is reproduced below.

PARBUCKLE DEVICE

This is an alternative to the hoisting rig. A patent version is known as the Tri-buckle. Another version is rectangular, like a climbing net. The net, or triangle of strong porous material, is clipped to the toe rail, the triangle top or net extremity clipped to a halyard extension. The casualty is manoeuvred or dragged alongside into the triangle or net then rolled onto the deck by hoisting the halyard. Hypothermic aftershock may be minimised by this method which keeps the casualty essentially horizontal.

Lift



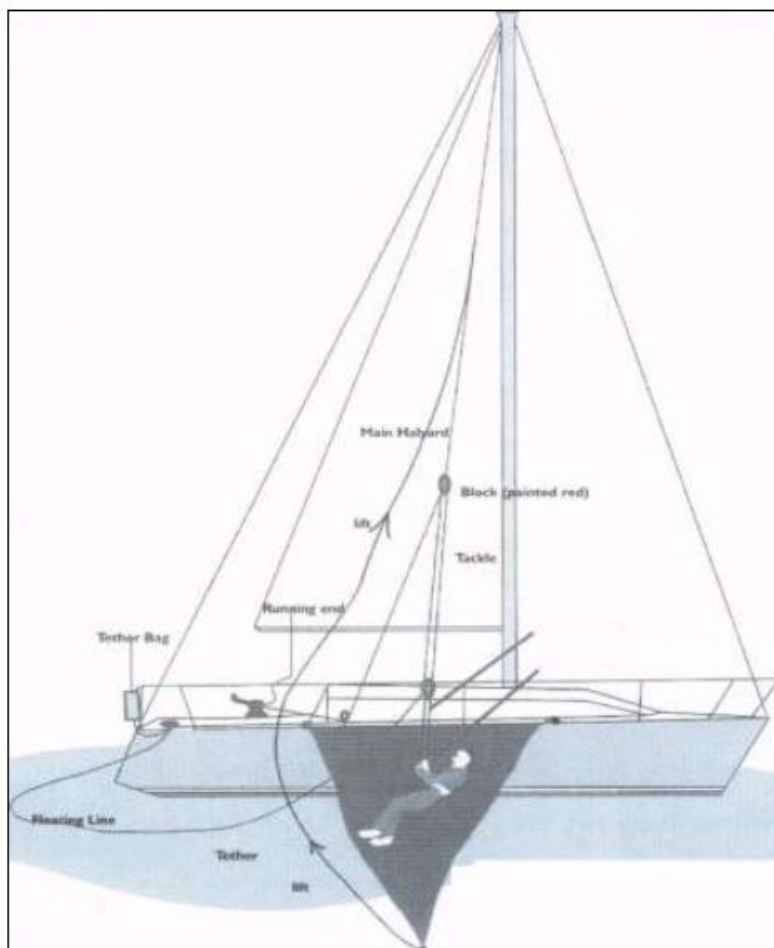
THE HOISTING RIG

NOTE:

Since the hoisting rig was developed, more evidence has emphasised the value in keeping a victim horizontal particularly after long or hypothermic immersion. A parbuckle or horizontal lift is highly desirable (see below).

1. *With the floating tether line, haul the victim alongside, preferably on the windward side, from amidships to the quarter, wherever there are available cleats and winches.*

2. Pull up on the tether line (with winch assistance, if necessary) to get the victim's head and shoulders out of the water and cleat it. The victim is now safe.
3. Attach a three-part or four-part tackle to the main halyard, haul it up to a predetermined point, about 10 feet above the deck or high enough so that the victim can be hoisted up and over the lifelines. Cleat off the halyard.
4. Attach the lower end of the tackle to the (previously sized) loop in the tether line that passes through the D-rings of the sling.
5. Reeve the running end of the tackle through a sheet block or snatch block on deck and put it on a cockpit winch. Hoist the victim aboard by winching it on the running end of the tackle.



A simple version of the parbuckle device can assist retrieval by a single crew member of an incapacitated or unconscious MOB. It utilises readily available* triangular shadedcloth with stainless steel D-rings at each apex.

The SOS Marine Recover Ladder <https://www.sosmarine.com/product/sos-recovery-ladder/> combines the functions of a boarding ladder and parbuckle device.

Also required are snap hooks/strops for firmly fixing one side of the triangle to the toe-rail, lifeline stanchion bases, or pushpit and pulpit rails. A dedicated block and tackle, or the removed mainsheet tackle, is attached to the main halyard.

Having manoeuvred the boat alongside and preferably downwind of the MOB, and secured them with a tether line to the boat to keep their head and shoulders out of the water, the parbuckle device is set up (or already set up in its recovery sock with the SOS Marine Recovery Ladder). The boat hook is readied and the MOB is dragged/floated with the aid of the boat hook and tether line into the submerged triangle.



The main halyard is then raised to a sufficient height (using a cockpit winch if necessary) and cleated, such that the head of the triangle can now be further raised using the block and tackle. This enables the MOB to be rolled upward in the triangle, and eventually secured against the lifelines or onto the side deck if no lifelines are fitted. In this position first aid can be rendered, and the MOB secured while further contact is made with emergency rescue authorities. Depending upon injuries, and the number of crew aboard, it may then be possible to lift the MOB back over the lifelines and into the cockpit or cabin. However the primary aim is to firstly retrieve the MOB without endangering crew.

*Bunnings “Marquee” and “Coolaroo” Triangular Shade Sail 3m x 3m x 3m \$29 & \$49, “Coolaroo” 3.6m x 3.6m x 3.6m \$69. The required size is dictated by the boat’s free-board.

This parbuckle system was set up on *Meander* and demonstrated during the recent Victorian Trailable Yacht Division’s Season Opening at Docklands on 20th October, using Royal Melbourne Yacht Squadron’s MOB mannequin “Manny”, supplied by Ron Parker.

Ron first led discussion of MOB recovery techniques, and Peter Mart and Alex Stroud then demonstrated (with some difficulty due to very light breeze and reefed sails) the Quickstop and Lifesling recovery techniques using Ron’s Lifesling.



Doug Whitby and Amanda Molyneux also demonstrated Des Russell's assisted sling recovery technique for conscious MOB.

We can report that "Manny", though thoroughly waterlogged and very heavy by the end of multiple dunkings, was successfully returned to dry land.



Saturday 14 December

MTYC Christmas Party

Ferry to Portarlington (and return) and Lunch at Grand Hotel, Portarlington

Reserve your seat at the lunch here mtyc.yachting.org.au/events/49844/ and book your seat on the Ferry here mtyc.yachting.org.au/events/53001/ before 7th December.

The Committee wish everyone

A Merry Christmas and a Happy New Year

With fair winds and much enjoyable sailing...