



KMYC – *Your Club*

May 2024 ~ Commodore Chris Jensen

Welcome to the May newsletter. A lot has happened around the club over the last few months as you may have noticed. The Board has been busy, we've hopefully secured a builder to fix the damaged bearer in the floor of the Shipwright; we are expecting installation of awning clears on the Founders Lounge deck this month; and discussions are underway about replacing the uneven brick surface on the BBQ side the club house with a deck. My thanks go out to club member and architect Tom Simat, who has provided invaluable input into this project and the accompanying landscaping.

Under Garry Sexton's supervision, the Bunding system for the slipway is about to be upgraded to meet the new environmental protection rules. Rear Commodore Paul Purnell has done his usual magic with our insurance and once again we have no increase in costs. Vice Commodore Bruce Quick is looking into our internet coverage, seeing as the new cell tower is up and running. And the pontoon is looking grand with its new docking buffer system. Initially, we only installed it along the fuel area, but with your positive feedback we have now completed the whole pontoon, meaning you do not need to put fenders out when coming alongside. Great work everyone!

With that, I am coming to the close of my term as Commodore. I remain on the board for the next year as Immediate Past Commodore but will be handing over the reins to Bruce Quick as the new Commodore. The AGM is on Monday 24th June and Full Members and Life Members should have received a nomination form recently. The Board is entirely voluntary, however it is an extremely rewarding opportunity to get involved with the club. I wish to thank all the Board members I have worked with over the last seven years. And thank you to the members for your support as well. Briar and I are looking forward to the next big event, the End of Season Dinner, and joining the ranks of the Feather Dusters (the colloquial name for Past Commodores). See you there. Regards, Chris

So what's been going on....

Pontoon Dinner

This year it didn't rain! The pontoon dinner has evolved over many years from a progressive dinner on the boats, cooked by each owner, to the social club cooking a meal to be eaten on the boats, then as numbers increased, to dining on the pontoon, and finally to having it catered on the Pontoon. If the weather turns foul, we



scramble up to the Founders Lounge for some relatively dryer conditions. But whenever possible, we have it on the Pontoon.



Head of the social group, Paul Purnell, had never experienced this event on the pontoon, so was a little sceptical when I said at the social club meeting, 'This is not a Founders Lounge event, it is ON the pontoon'. The weather gods cooperated and what a fantastic night we had. The fuel wharf was closed from 3.00pm as we decorated and set up tables and chairs. Boats rafted up under the guidance of Rob HJ. The caterer arrived and proceeded to cook a spit roast, which was so delicious we could have done with a little more, and we'll take this onboard for next year.



The band, the same one we had at the Christmas party, relieved to not actually having to play on a swinging pontoon, set up on the deck outside Ted's Taven. The theme was The Love Boat and I have never seen so many captains in the one place. There were some hilarious suggestions for the collective noun for so many captains.

The night consisted of fine food and drink, company, and great dancing. I had to convince people the curfew was 11.00pm for music, though some members continued to party on boats until the wee hours of the morning (no names, no pack drill). Our thanks go out to the Social Committee and Paul and partner Donna for a truly wonderful night.



Postscript

The following morning after the cleanup we had a houseboat determined to get amongst the moorings. They were chased off by the waterfront staff but continued to circle around. Having decided the coast was clear they headed across in front of our boats, rafted stern-on to the pontoon, just as we were letting go. Richard Hunt, who also had an anchor out the front, was pulling out at that exact moment. Yep, you guessed it, Richard with nowhere to go or way to avoid it, rammed the houseboat broadside, adorning it with a new window. Luckily there was no damage to Hoist Away but I'll bet the houseboat lost their insurance.

Colo River Trip

We were very lucky with the Colo River trip this year - a week later and we could have been under water, but the weather was great. I thought Easter was linked to the moon phase and so the tides should have been the same as the previous year, but they weren't. Still, we coped.

Keith and I packed the new club trailer a few days earlier, including the new marquee, which is a lot heavier than the last one. Briar and I, and fellow camper Chris Purdue, set off on Wednesday, and had our tents set up that evening (my yacht mast doesn't fit under the Brooklyn rail bridge, hence why we camp). It started to drizzle on Thursday, but nothing to worry



about. Keith turned up with the trailer having done a huge drive (no one told him the ferry was out of action, so he had to double back). Anyway, we set



about extracting the marquee and figuring out how it went together.

Sharon and Graham Kennedy arrived with their caravan, and we began erecting our second tent for Garry and Dawn Sexton, who this year were without their boat. Garry requested a camping set up as per the Mitsubishi Pajero TV advert, with spa pool and butler service. Only too eager to comply, we provided it.

Around Friday lunchtime the fleet began arriving, including some first-timers, Silver Cloud, Seadrift and Faithe. Together, we soon had the campsite fully set up. Then it was nibbles and drinks as a prelude to dinner.



Saturday is our traditional picnic, followed by the famous 'drink and drift' back to the campsite. This year, the tide seemed to be going the wrong way and after delaying the start for a while, we eventually realised the tide would not be right for the drift back until around dinner time, so had to change the plan.

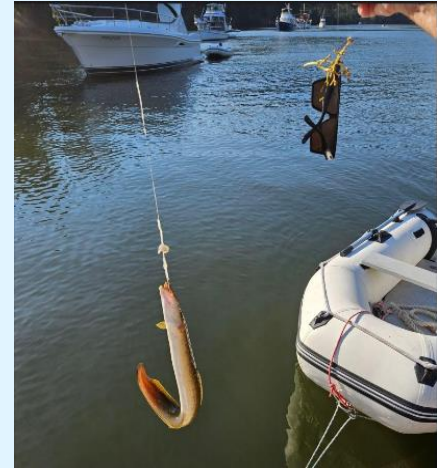
We drifted up instead. Once again, the picnic was fantastic on a sand bank and grassed area further up the river. We settled in for a great lunch and then some of us attempted a motor-powered drift back.





Peter McClean decided to see what he could catch off the back of his boat. Much to Mandy's horror, and Peter's surprise, when he pulled in his line, he had snagged some grapes, a pair of sunglasses and a live eel. After much mucking around, the eel was released, and Peter packed up his line.

Sunday was the water fight, and this year, while fewer braved the dinghies, that didn't stop us as we soaked everyone on their boats and drowned Bruce, who had unwisely decided to use his kayak. On Monday we gathered onshore for the last breakfast and clean up before the boats headed back. Of course, the campers, being a much harder group, stayed on for another night. What a great weekend. And we get to do it all again next year.



Colo hosts Caz and Margaret

The Colo campsite and fronting riverbank belongs to Caz and Margaret Attunes, who welcome us every year. Caz mows the field, stocks the firewood, and is always on hand to see we have a great weekend. Over the last few years, we have watched as he transforms the original sandstone cottage into a magnificent sandstone home.



When I looked up our records, we have been visiting the property for over 60 years, and when Caz and Maragret bought the property in 1999 they continued to allow our visit each Easter. Caz and Maragret refuse to accept anything in return, and as you can see in this photo, Caz is sporting a KMYC club shirt. This year I cornered one of their sons as he collected the eggs and asked if he could organise for Caz and Margaret to come down for a drink on the Saturday night at 6.00pm. With everyone onshore, we presented them with a KMYC burgee recognising 20 years of association with the club. We hope it may find a spot in their new home.



60 Year Members

I mentioned in the last newsletter that we have club burgees which recognise each 10 years of club membership, and we hand these out at Opening Day to the eligible members.



Last year we had two members reach 60 years, but they were not present on the day.

However, in February, Phillip and Warwick Dawson visited the club and the photo attached shows them proudly displaying their Burgees.

Their father, David Dawson, was a committee member and Rear Commodore in 1966-68, Vice in 1968-69, and became Commodore in 1969-70.

This is the true meaning of a real family club!

End of an Era

In March this year, I was notified by Alan Pears (ex-owner of JANA and a Past Commodore) of the passing of Barry Weir. Barry was a former member of the club, and part owner of Nepenthe, with Ian Renton, who is also a Past Commodore.



Then in April, we were advised of the passing of Noel Shields. Many of you would remember Ken and Noel, and their boat Far Horizon. When I joined the club, Ken was the Commodore and he and Noel made us feel so at home. Noel was active in all aspects of the club, from working on the Ladies Auxiliary to participating in rallies, to keeping Ken in line, and was known as the 'Queen of the Colo'. Noel and Ken (who passed away several years ago) were never without a glass of red in hand and were some of the original participants in 5 O'Rockies drinks ashore in Refuge Bay. Noel always did things her own way, and having had her birthday on the Saturday, surrounded by her family, decided it was time, and passed away shortly thereafter.

Noel's memorial was held at 4.00 pm so guests could participate in 5 O'Rockies afterwards. Unfortunately, Briar and I were away and unable to attend, but those KMYC members that did say it was a memorable farewell.

In same week, on 5th April, Lorraine Murphy advised us of the passing of her husband Jim. Jim was also a Past Commodore and a well-known member of the club - always tinkering with Riverdance II & III, always with a broad smile, and always offering to help others with their boating issues.



Jim oversaw some major projects during his time as Commodore, including installation of new fuel tanks on the pontoon. He was a keen rally participant and loved the annual Colo trip, arriving early to help set up.

Jim was also a sailor, so we often met on the back of his boat to discuss sailing, the club, and all things electronic, especially the lights in his toilet (you had to have been there!).

Up the Colo, he would come ashore with ice from his onboard ice machine (another toy) to join Briar in a G&T.

The club was well represented at his funeral with the KMYC flag on his coffin, and Flag Officers and Past Commodores dressed in their whites. Our sincere condolences to Lorraine, his son Craig and partner Kathy, who are also KMYC members.

All these members will be sadly missed.

From the Kiosk

Hi All,

Just an update on our trading hours:

From now until Wednesday 3 July – OPEN 5 DAYS – CLOSED Tuesdays and Wednesdays

Thursday 4 July to Monday 22 July – OPEN 7 DAYS for the school holidays

Tuesday 23 July to Wednesday 25 September – OPEN 5 DAYS – CLOSED Tuesdays and Wednesdays

Thursday 26 September to Sunday 13 October – OPEN 7 DAYS for the school holidays

Additionally, we will be **CLOSED** from Tuesday 12 June to Thursday 27 June inclusive for our winter break.

Thanks,
Angela, Trent and Sia

What's going on with our Antifoul?

Recent member discussions led John Spry to investigate why antifouling is only lasting a few months?

John found this advice form ALTEX, which was issued in April, and gives some idea of why this is happening. Kalinda was anti-fouled in September, only 7 months ago, and it looked like this. And he is not alone.



ALTEX Technical Memo April 2024

Normally, antifouling coatings will perform, but in some cases they may still fail for a variety of reasons. If you understand why these problems occur, it's possible you can prevent some of them from happening in the future. Some examples below:

Reduced performance caused by poor water quality.

Over the past few years, the performance of antifouling coatings has been adversely affected by poor water quality conditions in Sydney and the surrounding areas. We can confirm that No.5, No.5 PLUS, and Vivid antifouling products exhibit excellent performance elsewhere in Australia when used as a control. While some waterways in Sydney maintain relatively acceptable conditions, there are identified areas where water quality is notably poorer.

Problematic locations include Balmoral, Watsons Bay, Manly Cove and Port Hacking.

In recent times, this issue has expanded to encompass broader regions, including Sydney Harbour, Pittwater, Brooklyn, Lake Macquarie, and Brisbane Waters. In areas where barnacles have already established a presence, variations in pH levels and increased freshwater content in the water can diminish the effectiveness of all brands of antifouling coatings. Consequently, proactive surveillance and maintenance cleaning become imperative at the first indication of any issues, now more crucial than ever before. It's important to note that all antifouling formulations must be registered with the Australian Pesticides and Veterinary Medicines Authority (APVMA), the government regulatory body overseeing agricultural and veterinary chemical products in Australia. Manufacturers are prohibited from altering registered formulas without obtaining new registration and approval from the APVMA.

Low salinity in the water.

Low saline levels can be due to the influx of fresh water, either from a freshwater source, such as a river, or from heavy rainfall. Even a temporary drop in saline levels can inhibit antifouling paint's ability to leach biocide. When this happens, marine fouling organisms can get a toe hold. Once the fouling starts, it can worsen until the antifouling becomes completely ineffective.

Low pH levels.

While changes in saline levels may impact the effectiveness of antifouling, of greater impact is changes in pH (acid/alkaline level) when acidic runoff dilutes seawater. Almost all antifouling formulas contain acidic materials that will react with or dissolve in normally alkaline sea water (pH range about 8.4) to release the active biocides. When acidic runoff occurs (below pH 7) the antifouling does not release its biocides as effectively (Slows it up or even stops it).

Recoat times.

IMPORTANT: It is critical to allow the specified time to dry between coats of antifouling (Recoat times found on PDS and product label). Failure to adhere to recoat times and launch times will likely cause deformities in the film and impact the antifouling performance.

Exceeding the overcoat window when applying antifouling over epoxy coats.

If applying the antifouling over new epoxy primer/barrier coat system or spot repairs, you must apply the antifouling paint when the primer is in the "tack-free but soft to finger pressure" stage. If the antifouling is applied too late, loss of adhesion may occur, either now or next time the vessel is lipped.

Exceeding the recommended launch window of the antifouling.

If, left too long in the sun, the film may start to oxidise and lose its effectiveness. Airborne contaminant may also interfere with performance.

Premature launching.

Don't take the risk of launching early, before the paint has cured completely. Contaminants such as silt, chemicals, boat lies in the mud and other pollutants affect the pH balance of the water. High alkaline levels can prevent the antifouling from ablating or polishing making antifouling coating ineffective. This is an important consideration for vessels that lie in mud or are used in muddy/silty waters.

Water temperature.

In general, there is more fouling in warmer waters. Under these conditions you may need to allow for more frequent cleaning of the hull. Also using your boat more often will help the antifouling coating to be more effective as it helps to expose fresh biocide as the boat moves through the water.

Improper grounding or stray electric current.

Electric current in the water underneath and surrounding your boat can neutralise (or damage) the antifouling paint, causing biofouling to occur.

Incorrect film thickness applied.

Make sure you read the manufacturer's recommendations for film thickness and recommended number of coats. Don't thin it to spread it out further, as while you save a few dollars now it will cost you dearly due to the reduced effectiveness of the antifouling. If you do not apply the recommended number of coats, you risk affecting the longevity of the paint. Ensure correct thinners are used (Found on the PDS or product label).

Also, if applied heavily and/or recoated too quickly then the solvent remains in the film longer and allows components to remain mobile for an extended period. This means the film may not lay down as intended.

This can then inhibit the biocidal action of the film in the period soon after launch allowing marine organisms to gain a foothold on the coating.

Early fouling.

Antifoul paint coatings are designed as either hard scrubbable coatings or ablative (soft eroding) coatings which ablate biocides and help prevent fouling on a boat hull. Whilst barnacles may still attach to the coating it is still acting as a sacrificial layer protecting the boat from the direct attachment of many types of fouling.

Any antifouling when used as a control is more effective than no antifouling, and costly hull repairs or lack of sailing performance. If you detect fouling on your boat, it is important to have it cleaned as soon as practicable. Often an early scrub removes fouling without significant damage to the vessel. At this stage, the antifouling is also fully activated thus rapid regrowth does not necessarily occur.

Thanks for investigating John, and I hope it helps explain what is going on - it isn't the antifoul itself, it's the water.

Timber Yacht

Last newsletter we had an article from John Mortimer on his two beautiful boats. Now you can own one.

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Save the Dates

End of Season

Kings Birthday weekend

AGM

Off the Water Weekend

Season Opening Day

It's this Sat 18 May

Sat 8 June to Mon 10 June Raft up destination TBA but we are looking at Gosford

Mon 24 June

Fri 26 to Sun 29 July

Sat 21 September

And just because I can - here are few memories of Kenny and Noel



Memories of Jim

