



Sailability Bayside
Is an all volunteer non-profit
organisation dedicated to
providing sailing for people
with disabilities, regardless
of age gender or disability.

DESPATCHES

SAILABILITY BAYSIDE

Sailability Bayside Inc.

December 2020

Manly Queensland

We Need YOU!

Like to join our fantastic
friendly team of volunteers?

Come down and see us in
action at Darling Point Sailing
Squadron, 22 Trafalgar St.,
Manly. (beside the Brisbane
Coast Guard)

We operate on Mondays and
Thursdays from 9.00am
during school terms.

New volunteers, whether you
can sail or not are always
very welcome.

CLIENT BOOKINGS

sailabilitybayside@gmail.com

CHANGES & CANCELLATIONS

Tel 0432 152 310

Bookings are not carried over. They
need to be re-organised each term.

To contact Sailability on Sail Days
between 9.00am and 2.00pm

Tel 0432 152 310

Will Sailing be operating?

Tel 0401 994 271

After 7.00am on the day of sailing

Sailing Calendar 2021

Start Term One:

Monday 1st February

End Term One:

Thursday 1st April



A Year Like No Other

Well if the year 2020 didn't shake your tree, you must be from another planet. When the clock ticked over into January of this year, most people probably thought "what a nice sounding year, we are bound to have a good time here" and so it started out. If only we had known. The crash came early in March for us with something called a pandemic that soon caused so much confusion and panic so that we all dived under the bed to gather our thoughts. Covid 19 was the virus and it could be transmitted so easily.

So, keeping our distance from each other was the prime means of avoiding transmission which meant no more sailing with our friends and meetings limited to groups of ten people. Now that works for a time, but people need social interaction and when was this virus going away. Well not for a long time, it soon became apparent, so our committee made a plan to use this time to keep our volunteers active and also maintain the equipment in a state of readiness. Many volunteers were keen to take part in this project and came along on a regular basis to refurbish every piece of equipment that had any sign of wear and tear. Every piece of rigging was replaced on our dinghies, sails were replaced or repaired, surfaces polished until there was virtually nothing left untouched. Of course there were health conditions to follow such as staying at home if you were in anyway unwell, regularly washing hands and maintaining social distancing regulations.

A Year Like No Other:



A new dinghy rack was in the planning stage towards the end of 2019 and continued into 2020 with its construction on the site of the previous structure. The new rack has a total capacity for 15 hulls and includes an entry roller to aid with the loading/unloading of each hull. The rack was also clad with Colourbond sheeting on two sides and the roof, with the remaining two sides later being fitted with shade blinds that can be rolled up for easy access to the dinghies. All of this work was completed by around July which included some delays due to the pandemic.

Another project that commenced at the start of this year was the refurbishment of five of the older dinghies that were by this time around 17 years old and whilst showing their age, remained in good structural condition. The dinghies concerned were Mac 1 and Mac 2, Sea Lion, Harro and Rotary. Two local fibre glass specialists were set the task and this was reduced to a single repairer, Todd's Fibre Glass after the first two boats were finished. The refurbishment process was predominantly confined to the exterior surfaces along with the replacement of the gunnel bumper rubbers, and volunteers then attended to the replacement of all rigging and steering ropes.



The rudder frames of all dinghies were also considered at this time as there was a mix of open and closed frames in the fleet, which posed problems when sailing and an external steering mechanism had to be fitted. The older style closed frames were unable to be connected to the modified steering so it was decided to replace these items with a locally manufactured rudder frame with the result that any dinghy could now accept the external steering mechanism when required.

Our keel yacht "Faith" did not miss out on some attention also where all of the rigging was closely inspected, modified where necessary and replaced if it was not functioning as intended. The non-slip surfaces of the deck and the interior of the cabin were in need of refurbishment and this was attended by AWM Marine at RQYS in July when she was lifted from the water for the hull to be cleaned. Thank you to both of these parties who support us whenever they can.



Another innovation at this time includes a device for the Support Boat Trailer to reduce the physical effort in moving the combination in and out of the storage area. The device known as a "Trailer Valet" couples to the tow hitch of the trailer and is powered either manually via a crank handle or with an electric drill. There are some complications with this device but it has reduced the effort required and while one person can theoretically do the job, two people can now perform this task relatively easily.

Covid 19 Restrictions

When the Covid 19 virus became a pandemic, no one was sure of what to do initially, but the reality soon became apparent and lock-downs nationwide were the recognised precaution. At the very minimum, group gatherings of more than ten people were not permitted and social distancing of 2 metres between individuals was enforced. Our sailing program then was not possible, with both our clients as well as volunteers being considered in the most vulnerable range.

As the weeks went by and the community adapted to the restricted regime, complying became second nature and the lack of social interaction and mental anguish began to add to the dilemma. In a bid to address the situation and have some normality for our volunteers in particular, our Management Committee suggested a weekly maintenance program that followed government health advice be arranged that would allow volunteers engage and remain active. In retrospect, this was beneficial to both equipment as well as people.

Restart to Sailing—1st February 2021

Towards the end of 2020, as the government restrictions eased due to the control of the spread of the virus, it was decided to develop a Covid Safe Plan, so that we could trial a return to sailing program with the help of Darling Point Special School and many of our intrepid volunteers. Essentially the plan set out the basic requirements to limit any contagion by staying home if at all unwell, keeping a minimum distance of 1.5m between each other and regularly washing or sanitising hands.

The fact that people sitting together in a small boat could not maintain the social distancing required some deliberation and the advice received from government health officers in conjunction with Sailing Australia considered that social distancing could be relaxed where people were in the open air and particularly where breezes were present. However, when on shore, that 1.5m gap should again be practised as a matter of course.

When considering a strategy for operating and maintaining safe distances between people onsite at any one time, it is necessary to limit numbers, and a calculation involving the number of available places for sailing per hour was decided. As a result of the trials with Darling Point Special School, a maximum of 16 sailors together with their accompanying guardians or parents worked very well and this limit is to be employed for our sailing program to start Term one 2021.

Registration bookings will be absolutely necessary at the commencement of each term and no additional persons should arrive on site without having been accepted with the original booking. Sailability Bay-side regrets that persons not registered to attend on any sailing day will be turned away. This process will of course be fine tuned as the year unfolds and updated information will be made available when appropriate.

The final part of the Covid Safe Plan is to have accurate records of persons attending the site when operating and whilst there will be records of those who have registered to sail and an attendance sheet for volunteers, there will also be a QR code “check in” facility available as a secondary feature. We encourage everyone attending who has a smart phone to also use this feature as it will likely be a common process in future operations.

Another innovation that will be included soon is a means to make payments for sailing, food and beverage via credit or debit cards and this will be available as soon as it is possible to secure the best system for our type of operation.



The **site plan** has changed slightly to comply with the Covid Safe Plan, with an **Entry Check In** canopy located near to the main gate, **Registration** remains at the main building and two shade canopies around the fence line have been **removed** to create distance between groups. The **Life Jacket** fitting canopy remains central near the pontoon ramp, and now includes a **waiting** canopy (departure lounge)



to one side and a life jacket **cleaning** canopy on the opposite side. Life jackets will be cleaned with a sanitising spray after each use then hung to dry in the sun.

A huge Thank You to everyone who took part in these trials to restart sailing in 2021.



2020 In Review

