



Office: 7 Park Street, Launceston TAS 7250 Tuesday-Friday 9am to 3pm
 Phone: (03) 6331 8013 Email: office@tyc.asn.au
 Beauty Point Marina: 0418 321 339 Slipyard: 0408 318 013

Upcoming Events

Saturday 4 May	Annual Presentation Dinner	5pm	Beauty Point
Sunday 12 May	Motor Boat Licence Course	10am	Launceston
Saturday 29 June	Annual General Meeting	10.30am	Beauty Point



Annual Trophy Presentation
 for Small Boats and Keel Boats
 This Saturday 4 May - 5pm
 Last chance to RSVP today!

Ph: 63 318 013 or Email: office@tyc.asn.au



Thanks to Julian Burgess for providing the below photo and article.

Launceston Sailability said thanks to our sponsors and supporters with a lunch-time trip on the Tamar River Cruises ferry Lady Launceston around Home Reach and into the spectacular Cataract Gorge.

The event marked the completion of a two-year, \$20,000 refurbishment our two Launceston Sailability yachts.

And the newly painted and refitted yachts were both in action taking disability clients out for a sail on the Tamar in a nice breeze.

The sponsors and supporters we have to thank for completing this work are:

The WD Booth Charitable Trust, JMC Motors, Commonwealth Bank (Launceston Branch), TasPorts, Tamar Yacht Club, Riverside Lions Club, Panoramic Signs, Almasts Australia, Steve Walker Sails, Tamar Marine and Bridget Archer MP.

Special thanks to Alf and crew at Tamar River Cruises for supporting today's function and skipper Josh for hosting us on the Lady Launceston.

And not forgetting all the Launceston Sailability volunteers for their hard work and commitment in getting the Sailability yachts in to top condition so we can continue to provide boating experiences to our disability clients.



Commodore Myron Tarnawsky accepting an appreciation certificate on behalf of TYC.



Inquiries: (03) 6235 8888

Email: admin@mast.tas.gov.au

Marine and Safety Tasmania (MAST) has been concerned about the lack of identification on registered vessels for some time. After an audit on the Tamar River recently several vessels were confirmed as not having the correct identification shown on the hull.

All vessels powered by an engine greater than 4hp must be registered to operate in Tasmanian waters.

Each registered vessel is allocated a registration number at the time of registration approval. In accordance with the Marine and Safety (Motor boats and Licenses) By-Laws 2023, this number must be prominently displayed on each side of the vessel, with characters at least 150mm in height, unless otherwise directed by MAST.

In some cases, MAST may approve a unique vessel identifier different from the MAST-allocated registration number to be displayed on the vessel. To apply for approval to display a unique number, complete an 'Application For A Personalised Vessel Identifier' form, available on the MAST website and submit it at Service Tasmania. A unique identifier must meet certain criteria as listed on the form.

Properly displaying registration numbers is crucial for the swift identification of vessels in the event of emergencies or incidents. It ensures that MAST or Tasmania Police can contact vessel owners quickly.

If further information is required, please contact admin@mast.tas.gov.au or call 6235 8888.

Yours sincerely,

A handwritten signature in blue ink, appearing to be "S Eastley", written in a cursive style.

Storm Eastley
Recreational Boating Safety Officer
Marine and Safety Tasmania

Tamar Yacht Club
Special General Meeting Minutes
Saturday 20th April 2024

Meeting opened at 11.00 hours.

Commodore Myron Tarnawsky extended a warm to welcome all.

36 Senior members were present along with about 20 others.

Apologies: Graeme Rough, Terry Travers, Rob Brunning, John & Di Joyce, Gus Green, Mitch Ranson, Ed Bastick, Jane Rogers, Tony Oliver & Ted Burton.

Myron Tarnawsky, Commodore, presented an overview of issues with the Launceston slipyard and the future direction of the Tamar Yacht Club.

There are 2 leases in Launceston slipyard area. One is Crown Land (water's edge) which expires 2030, while the other lease is with Launceston City Council (where cradles are), which expires June 2024.

TYC Committee have been trying to get the lease with LCC renewed but nothing achieved to date. There are a number of issues to face and even if lease is renewed, it will come with conditions.

Complaints of slip users not abiding by EPA rules, and not using vacuum assisted sanders; TEMT not having TYC in their plans to build walkways around the water way; Possibility of a bridge being built further upriver which would affect boats having access to slipyard; Slipyard needs electrical upgrade, but there are 2 separate connections and LCC want us to adhere to the 2 separate titles. It needs only 1 connection, but unable to merge titles. This would probably cost in the vicinity of \$30K to upgrade, but if no lease in place, how long would it benefit?

Back in 2021 election, Liberals promised \$4M for dredging. They spent \$.5M on reports etc and decided that it couldn't be done. They then suggested that the rest of the money could be redirected as mitigation for the rowing club and TYC. Since then, the State Government have approved a pontoon for the rowing club down near Paterson Street bridge at a cost of approx. \$900K. The rest of the money is going towards TEMT vision as the government doesn't want to support wealthy business. (words of politician).

The LCC want our land under auspices of TEMT.

Myron and Ken Gourlay had written on a whiteboard which had the following:

Idea 1:

WTC Tailrace beside Taswater

Positives: In Launceston and a green site.

Negatives: Access over mud; lease and/or pay market value if able to purchase; council not too impressed; \$1M+ to develop; wrong side of potential Tamar Bridge.

Idea 2:

Beside Port Les – Launceston City Council

Positives: In Launceston and a green site.

Negatives: Access over mud; lease and/or pay market value if able to purchase; \$1M+ to develop; wrong side of potential Tamar Bridge

Option 1:

Gravelly Beach Marine

Positives: Currently operating as slipyard; community acceptance; has current planning approval; has a very large shed; has office facilities; available to purchase at \$1.5M; races to and from BP to GB; 10+10+10 lease in place; right side of potential Tamar Bridge; potential rent from house of \$500pw; house could be sold after some money spent.

Negatives: \$1M+ to develop; plus \$1.5M - \$2M to purchase; have to pay to buy lease; Their price started at \$1.7M, then \$1.5M and now around \$1M

Option 2:

Stand our ground and demand compensation and government solution.

Positives: Infrastructure in place

Negatives: Could be a long fight; what is end result??; lose other options like GB; wrong side of potential Tamar Bridge; Who will be public face for club and drive the campaign?

Also on the whiteboard was “Remember we will need money for breakwater when Stephen Brown goes.”

Discussions and questions put to Myron and Ken

1. Russ Jackson – Do 23 moorings come with that price? – Compensation from sale of 7 Park Street would enable us to have the necessary finances.
Ken answered – Gross rental is \$20k for moorings and barge \$30k. Would be better to approach GB (Gravelly Beach) to separate moorings from sale. If any owners of boats at GB want to stay, they would need to become a senior member of TYC.
2. Rowlie Walker – What is known about the removal of the Stephen Brown? Also, what is happening with Wyuna?
Ken answered TYC have been advised by AMC that it will be removed because of its condition possibly within 12-18 months. TYC have approached Bridget Archer to have a meeting. Rock fill is not an option as water is 80ft deep. Barge (Goliath) is not available. TYC have contact now for owners of Wyuna. TYC will write to Tasports about their concern if Wyuna were to break her moorings.
3. Mike Boyden – Would there be resistance to selling the property at 7 Park Street? Would it be a good idea? Could we move away from the Launceston site and start again somewhere else?
Myron did not answer but suggested that the committee had much resistance to building the marina, however it is such an asset to the club now. Ken said that the club can borrow on the ownership of the property at 7 Park St.

Mike then proceeded to suggest that he had an idea to propose to the members. He has the idea of developing a site at Garden Island and suggested it could be developed for everything the club requires.

4. Brian Cottnam – Suggested that the two clubs (PDYC and TYC) could amalgamate and develop a slipyard as a joint venture together. Wayne Sutcliffe suggested that there would not be enough land to do this at PDYC.
5. Ashok Mani – Options are all good. Suggested putting clubhouse at 7 Park Street on the market and sell and have the funds ready. Suggested that the Park Street building was a wasted space apart from the office.
6. Myron said that \$420K has been given to PDYC from WTC for their slipyard upgrade.
7. Russ Jackson – Would TYC need to make good with slipyard in Launceston if vacated? It was suggested that everything would need to be taken off site.
8. Wayne Sutcliffe – If TYC have main slip access to 2030, could we keep main slip but lose LCC lease?
9. Keith Johnstone – Suggested it would not be compliant with EPA. Ken Gourlay advised on anti-fouling practices at Blackmans Bay and how LCC said “just because they do it, does it make it right”?
10. PDYC and Kettering are the only slips to be known to comply with pits in slipyards.
11. Philip Wayne asked if there was enough room at GB for what we require?
Myron answered that he had visited Kermandie recently, and he observed an excavator on a barge that obviously dredged their waterway. Perhaps GB would be similar.
12. Marg Oliver congratulated the committee on their efforts and research.
13. Ken Gourlay had costed a 25T travel lift with bells and whistles for \$350K. If purchased second hand, the cost would be significantly lower, or could purchase a bigger lift. A 50T lift could be used for larger vessels including fishing boats etc.
14. Philip Wayne asked if GB is surrounded by a reserve? He lives at Hillwood and has a lot of difficulty doing anything on his land as it is beside a reserve. Suggested TYC find out about GB first.
15. David Orpwood – Wants an indication of costs involved with the removal of Stephen Brown (SB). We shouldn't make big investments with GB if SB is being removed. Suggested Federal or State government funding might assist. To be discussed with Bridget Archer.
16. Ken Gourlay – If today's meeting was indicative of a strong interest towards making an offer for GB, TYC would make a few conditions with contract. 1. The Committee would make an offer, and it would need to be ratified by all members at a meeting. 2. Subject to finance. 3. Subject to GB going to State Government to have option to buy reinstated.
17. Jim Rogers – Wants a realistic budget cost of the removal of Stephen Brown as a first priority.
18. Roger Hart moved a motion for the committee to proceed investigating purchase of Gravelly Beach property freehold and investigate Garden Island as an option. Seconded Mike Boyden. Carried.
19. Peter Rae – Suggested obtaining an option on the GB property (not a commitment).
20. Russ Jackson – Said there was some urgency with GB property and should be negotiated asap.
21. Rob Cassidy – Push politicians for assistance and try to get more information on draft under new potential bridge. Rosemary Armitage stood and advised that the draft was set at 22 mtrs 2 years ago and that the government were open to consultation. Rob Moreton suggested that all parties that the new bridge would effect should all combine efforts to get suitable answers. This would include Errol Stewart, Synchronlift etc.

Myron Tarnawsky thanked all for their attendance.

Meeting Closed 1245 hrs