Geelong Trailable Yacht Club

Cruise Documentation Checklist

Cruise Venue: _____ **Dates:** _____ **to** _____

Class Rating for Cruise: _____ **Cruise Leader:** _____

Recommended Charts/Guides: _____

Managing the Cruise:

Checklist of the responsibilities of the Cruise Leader.

- ☐ Ensure each participant completes a Registration Form.
- ☐ Appoint a radio officer whose job is to arrange and conduct the radio schedules, both a.m. and p.m., and be a contact for any emergencies. This officer to be aware of all the details of the cruise, including e.t.a.'s etc.
- ☐ To obtain the latest available weather forecast, and advise all skippers at a morning briefing session each day.
- ☐ Issue a list to all skippers, of the details of participants such as boats, call signs and skipper's name.
- ☐ At the briefing, declare a first aid equipped boat.
- ☐ Arrange a briefing each morning covering all aspects of the outing including, weather forecast, potential hazards and any points of danger.
- ☐ At the conclusion of the cruise should sign off the cruise as completed and prepare a Cruise Report on the template/pro-forma provided.
- ☐ Conduct radio checks am and pm.

Number of participants: _____ (see attached details of participants)

Completion of Cruise

Signed Cruise Leader: _____

Geelong Trailable Yacht Club

Cruise Daily Log

Date: _____ **Starting Location**: _____

Weather Forecast: _____

_____

_____

Time of Briefing: _____ **Approx. Departure Time**: _____

On-water radio checks:

Boat Name	AM Check	PM Check
_____	☐	☐
_____	☐	☐
_____	☐	☐
_____	☐	☐
_____	☐	☐
_____	☐	☐
_____	☐	☐
_____	☐	☐
_____	☐	☐
_____	☐	☐
_____	☐	☐
_____	☐	☐
_____	☐	☐
_____	☐	☐

Ending Location: _____ **Approx. Arrival Time**: _____

Number of Boats Arriving: _____

Boats Leaving Cruise: _____

_____

_____

Signed Cruise Leader: _____

Geelong Trailable Yacht Club

Cruise Participants

Cruise Venue: _____ Dates: _____ to _____

Boat Identifications:

1. **Boat Name:** …….. **Registered Number:** …….

Colour of Boat: Hull …….. Deck ……

Radio frequencies: …….. **Call Sign:** …….

Name of Skipper: ……. **Number of people onboard:** ……

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2. **Boat Name:** …….. **Registered Number:** …….

Colour of Boat: Hull …….. Deck ……

Radio frequencies: …….. **Call Sign:** …….

Name of Skipper: ……. **Number of people onboard:** ……

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3. **Boat Name:** …….. **Registered Number:** …….

Colour of Boat: Hull …….. Deck ……

Radio frequencies: …….. **Call Sign:** …….

Name of Skipper: ……. **Number of people onboard:** ……

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4. **Boat Name:** …….. **Registered Number:** …….

Colour of Boat: Hull …….. Deck ……

Radio frequencies: …….. **Call Sign:** …….

Name of Skipper: ……. **Number of people onboard:** ……

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5. **Boat Name:** …….. **Registered Number:** …….

Colour of Boat: Hull …….. Deck ……

Radio frequencies: …….. **Call Sign:** …….

Name of Skipper: ……. **Number of people onboard:** ……

6. **Boat Name:** …….. **Registered Number:** …….

Colour of Boat: Hull …….. Deck ……

Radio frequencies: …….. **Call Sign:** …….

Name of Skipper: ……. **Number of people onboard:** ……

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7. **Boat Name:** …….. **Registered Number:** …….

Colour of Boat: Hull …….. Deck ……

Radio frequencies: …….. **Call Sign:** …….

Name of Skipper: ……. **Number of people onboard:** ……

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8. **Boat Name:** …….. **Registered Number:** …….

Colour of Boat: Hull …….. Deck ……

Radio frequencies: …….. **Call Sign:** …….

Name of Skipper: ……. **Number of people onboard:** ……

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9. **Boat Name:** …….. **Registered Number:** …….

Colour of Boat: Hull …….. Deck ……

Radio frequencies: …….. **Call Sign:** …….

Name of Skipper: ……. **Number of people onboard:** ……

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10. **Boat Name:** …….. **Registered Number:** …….

Colour of Boat: Hull …….. Deck ……

Radio frequencies: …….. **Call Sign:** …….

Name of Skipper: ……. **Number of people onboard:** ……

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11. **Boat Name:** …….. **Registered Number:** …….

Colour of Boat: Hull …….. Deck ……

Radio frequencies: …….. **Call Sign:** …….

Name of Skipper: ……. **Number of people onboard:** ……

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12. **Boat Name:** …….. **Registered Number:** …….

Colour of Boat: Hull …….. Deck ……

Radio frequencies: …….. **Call Sign:** …….

Name of Skipper: ……. **Number of people onboard:** ……

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13. **Boat Name:** …….. **Registered Number:** …….

Colour of Boat: Hull …….. Deck ……

Radio frequencies: …….. **Call Sign:** …….

Name of Skipper: ……. **Number of people onboard:** ……

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14. **Boat Name:** …….. **Registered Number:** …….

Colour of Boat: Hull …….. Deck ……

Radio frequencies: …….. **Call Sign:** …….

Name of Skipper: ……. **Number of people onboard:** ……

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15. **Boat Name:** …….. **Registered Number:** …….

Colour of Boat: Hull …….. Deck ……

Radio frequencies: …….. **Call Sign:** …….

Name of Skipper: ……. **Number of people onboard:** ……

Geelong Trailable Yacht Club

INJURY REPORT FORM

Accident Details: Date of Accident: …/…/…..

Time of Accident: …… am / pm

Injured Person:

Name: …… Sex: Male / Female

Address: ……. Age: …….

…….

Type of Injury: (please circle)

Fracture Dislocation Strain/Sprain Laceration/Cut Burn/Scold
Crushing/Amputation Bruises Dental Injury
Other (Specify) …….

Location of Injury: (please circle)

Head (Skull, Face, Jaws, Ears, Eyes, Neck)
Trunk (Chest, Abdomen, Buttock, Pelvis, Spine)
Arm (Shoulder, Elbow, Forearm, Wrist, Hand, Finger, Thumb
Leg (Hip, Thigh, Knee, Calf, Ankle, Foot, Toes
Internal
Dental Injuries

Severity of Injury: (please circle)

First Aid Doctors Treatment Hospital Treatment Fatal

Details of Accident:

……..

……

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……

……

Action Taken for Injured Persons Welfare:

……..

……..

……..

……..

……..

Report Completed By: …… **Date:** …/…/……

Witnessed By: ……..

Geelong Trailable Yacht Club

INCIDENT REPORT FORM

Section 1. - Details of Incident:

Location of Incident: …….

Date of Incident: …/…/….. Time of Incident: …… am / pm

Section 2. - Description of Incident:

……

……

……

……

Section 3. – Was anyone injured? (Please circle) Yes No

If yes, complete Section 4, if no, complete Section 5.

Section 4. - Details of Injured Persons:

Name: …… Address: …….

Phone No.: …… Type of Injury: ……...

Injury Report Form completed: (please circle) Yes No Family Notified: Yes No

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Name: …… Address: …….

Phone No.: …… Type of Injury: ……...

Injury Report Form completed: (please circle) Yes No Family Notified: Yes No

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Name: …… Address: …….

Phone No.: …… Type of Injury: ……...

Injury Report Form completed: (please circle) Yes No Family Notified: Yes No

Section 5. - Action Taken to prevent incident re-occurring:

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……..

……..

……..

Report Completed By: …… **Date:** …/…/……

Witnessed By: ……..

Geelong Trailable Yacht Club

Contingency Plan & Checklist

Collision with other boat

- [ ] 1. Check and access the seaworthiness of your boat.
- [ ] 2. Check and access the medical condition of all persons on-board.
- [ ] 3. If necessary call for assistance:
    - [ ] • Rescue services
    - [ ] • Medical assistance
- [ ] 4. Apply first aid treatment
- [ ] 5. Complete Injury Report Form

Man Overboard

- [ ] 1. Shout "man overboard" and designate a crew member to spot and point to the victim's position in the water
- [ ] 2. Provide immediate flotation. Throw buoyant objects such as cockpit cushions, life rings and so on
- [ ] 3. Complete the man Overboard manouvour as described in the Farr Trailer Yacht
- [ ] Association Safety Book.
- 4. Check and access the medical condition of the person.
- [ ] 5. If necessary call for medical assistance
- [ ] 6. Apply first aid treatment
- [ ] 7. Complete Incident/Injury Report Form

Cruising Report Template - (Sample)

(updated Mar 2003)

Venue:

Mallacoota Inlet

Location:

Approximately 530km east of Melbourne

Maps:

Mallacoota, Outdoor, Leisure and Topographic Map, Vicmap, Survey & Mapping Victoria

Road

Access: Excellent. Take Princes Highway to Genoa turnoff. Road becomes more undulating past Lakes Entrance which may make for slower towing.

Launching & Car Parking:

The main launching area is adjacent to the town and is at the end of Buckland Drive. The foreshore camping reserve extends on both sides. Showers and fresh water are available from the camping area. Water is not available from the jetties but is nearby. The tap at the slip is close to the water.

There is generally ample car and trailer parking around the ramp area. Some security is afforded by the numerous campers. There is no lock up parking near the water. Secure mast down boat storage is available 1km away.

There is no fee for launching or parking. The ramp is reasonably steep and should be OK at all levels of the tide. Beware the dropoff on the end. The ramp is exposed to both wind and tidal currents.

Shelter:

Refer body of report.

Moorings:

There is a public jetty plus many private jetties adjacent to the launching area. One of the jetties is owned by ex-members of the Association - Joan and Ian Leseur. Contact me if you want further details. The jetties are well located in terms of toilets, showers and the township. The private jetties are particular well protected.
Ramps are also located at Karbethong and Gypsy Point. All appear suitable for Ultimate Class boats and all have toilets adjacent (but not showers or other facilities).

Tidal range:

< 0.5m.

Facilities:

Mallacoota has 2 medium sized supermarkets, a bakery, hotel, restaurants etc. Block ice is available from one of the supermarkets, crushed ice from many outlets. Showers and toilets are available in the caravan park.

There are no opportunities to restock away from the township other than perhaps at the Wallagaraugh Fishing Retreat. The proprietors of the retreat are obliging and will get milk or bread. The facilities at the retreat are available for a fee.

The map referred to above identifies picnic areas. There are some 10 areas with jetties, BBQs and toilets throughout the Inlet. Most are of an acceptable standard and are well maintained.

Chandlery:

A well equipped fishing tackle shop will meet many needs.

Suitability for Ultimate Class Boats:

If you don't mind motor sailing it's about as good as it gets.

Fishing:

Excellent (so I'm told). Prawning is also very popular.

Things to do:

Fishing, swimming, bushwalking, relaxing. Mallacoota is a popular watersports holiday destination surrounded by national park. The 1500 local population swells to 10,000 at Easter. There are walks to cater for all levels of interest plus the attraction of a medium sized country town that is well equipped to cater for the needs of an influx of tourists. Eden and Merrimbula are and hour and a half further north.

Body of report:

The Mallacoota Inlet consists of 2 shallow salt water lakes through which the rivers Genoa and Wallagaraugh flow to the sea. The entrance to the sea is narrow and crosses a shallow bar that makes the lakes inaccessible to larger vessels. It is ideally suited to trailable boats.

The bottom lake is the larger of the two and offers the most scope for serious sailing. The challenges include sandbanks and flukey winds.

Mallacoota Inlet is surrounded by the Croajingolong National Park. Heavily timbered hills rise from the waters creating any number of inlets and bays into which you can take your boat. Some of these bays are large enough for a sail, others are only wide enough for a few boats. Shelter is always at hand.

Camping on the shore of the Inlet in the national park area is not permitted. National Parks have created a number of day picnic areas. Each area has a jetty, a clearing with tables, a BBQ (wood supplied or gas [free]) and an on shore toilet. In low season we found the facilities to be clean and well maintained. Most of these areas are only accessible by boat and many have walking tracks to areas of interest.

Our experience was that even if jetties were used by day trippers there was little demand

for them overnight. Although we invariably had the option of backing onto a beach the jetties were convenient for our small group.

One such picnic area is Cemetery Bight. The students at the nearby MLC camp have prepared track notes for self guided tours of the Spotted Dog Gold Mine. With the help of the track notes you can discover the remains of the old crushers, boilers, water races etc that operated 100 years ago. You can investigate the site of the old hotel and identify the variety of hop bushes that made life in those areas bearable. Another interesting walk from the same jetty is to the cemetery after which the Bight is named and to where those who imbibed in too many of the aforementioned hops departed.

Two major rivers flow into the top lake at Gipsy Point, the Genoa and the Wallagaraugh. The latter is regarded by the local tour operators as a "wilderness river". Although the cattle grazing in the fenced paddocks tend to detract from the "wilderness" aspect it remains a beautiful river and is navigable with mast up until you come to a bridge a few km above Gipsy Point. There is a fishing retreat with on-site cabins below the bridge which is a good spot for an overnight stop. Showers and use of the facilities are available by negotiation ($2).

It is possible to continue up the river past the bridge for another 5 or so kms until you come to rapids which mark the limit of the tidal influence. The last few hundred metres should be approached with caution, there are some submerged rocks. (I have not proceeded past the bridge in anything other than a dingy. Depths shown on the Australian Fishing Network maps should be treated with extreme caution).

An attempt to motor up the Genoa river in drought conditions in a 23 was not successful. 3 meters on the map was no more than 18 inches in reality.

Mallacoota Inlet is not a big body of water. Many of the points of interest are within 2 hours from the township. The Wallagaraugh fishing retreat may be able to offer milk and bread and will offer showers. Many may plan their trip with an occasional return to Mallacoota for supplies and other indulgences. The meal at the hotel is recommended.

Summary:

Mallacoota may not appeal to the serious sailor. If you are after a boating holiday, the opportunity to enjoy a town or get away as the mood takes you and you enjoy scenery Mallacoota may be what you are looking for. Mallacoota is an easy and an interesting days drive from Melbourne. There are no tides and there is shelter.

Rating:

For an Ultimate Class cruising boat Mallacoota may be as good as it gets.