

STSA Tow Coordinators Report, November 2019

Eight weekends of operation. Starting the weekend 20/21 July and finishing the weekend 7/8 September.

A significant number of man-hours were invested into setting up the new ski patrol room and the belt-issue room. I am sure that these will be well documented in other reports.

The club tow operation roster resulted in all clubs working for at least one weekend, two clubs worked the tows for two weekends each:

- WOSC 2 weekends
- AC/ HWC 2 weekends
- MMSC 2 weekends
- OSC 1 weekend
- SCT 1 weekend

During the ski season nominally 395 tow tickets in total were sold. This is an average of 49 tickets per operating weekend, or an average of 25 tickets per operating day.

During the ski season Mawson tow ran for 94 hours. Uni Tow ran for 14 hours. Rodway Tow did not run.

Significant activities on the tows during the last year included:

Mawson:

- Pole 1 was concreted in place after previously being loose.
- A new snow fence was installed near pole 6.
- All loose pieces of rock from the boulders near the base of Mawson slope were removed. There needs to be more work to completely remove the exposed parts of these boulders.
- In April, pre-season, a new Mawson rope was fitted. This used the spare rope already stored on site.
- On the weekend of 17/18 August the tow rope was cut, shortened and re-spliced.
- During August the starter motor was an issue, sometimes clicking and not engaging. It proved to be an issue with the auxiliary relay, not the starter motor itself. A temporary fix with a starter circuit bypassing the relay was installed.

University:

- April, counter-weight drum lifting point repaired
- April, clutch tripping wire cable replaced by 10mm rope. Bolt added to clutch weight to stop its rotating
- Autumn, new Tripping Relay added to safety circuit, but on testing it did not work as planned. Problem is that it has a 12v solenoid coil and the safety circuit cannot provide this voltage due to losses in the safety circuit. It was discovered that the old relay has a 6v coil. The old Tripping Relay was refitted.

- August, top safety gate didn't stop the clutch. Issue was mechanical sticking of clutch mechanism, possible exasperated by drying of spray lubricant. Clutch engage/disengage mechanism should be grease lubricated every year.

Rodway:

- Autumn, the repaired tow arm was returned and fitted. The timber tow on-ramp was rebuilt.
- No tow operation again this year. There was one attempt but could not start motor due to flat batteries.

My apologies for any other significant work that I have forgotten to mention.

A big thank you to all those clubs and club members who helped to operate the tows during the 2019 ski season. A big thank you to all those people who helped at working bees during the off season.

Ambrose Canning, 18th November 2019