



## Pittwater Aquatic Club

### PAC Journal

October 2023

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### **PRESIDENTS REPORT**

#### PRESIDENTS DIATRIBE FOR OCTOBER 2023.

In an effort to tighten up the PAC finances. We are asking all members to use the direct debit for money transactions with the club. If you use your name and invoice number correctly it allows our Treasurer, Accountant and then auditors to follow the money trails within our finances. We had a few cheques given recently. First they have to be entered on deposit slips. Then we have to find someone willing who has the time to take them to the banks. When cheques are deposited the only record we are given from the bank is cash in. No names, no invoice numbers just the total amount of the cheque money deposited. A real pain. Also when using direct debit make sure the name of the debtor and the invoice number are given. This allows all to follow the money trail. We are using a new slip for the workberth use. When you receive \$33 in small change, angry words are heard. We are not a bank but a small club being run by UNPAID volunteers.

Anyone interested in a Melbourne Cup function please deposit \$20 in the PAC account. If sufficient people are interested the function will be held. The closing date is NOVEMBER 1. Money will be refunded if the decision to hold the function is negative.

Working BEE□. This is the time of year when ALL members bring their gardening (and other) tools to the club. We paint, clean and fix a multitude of problems around the club. Some people say it is a social day with a little bit of work. PLEASE TURN UP the more people the better. Catering will be provided by the club. PLACE IN YOUR DIARY, 28<sup>TH</sup> OCTOBER, 2023. Be early to get the best jobs. (Just kidding)

The refurbished slip 1 is going great. Members are asked to hose (or Power wash) the cradle after immersion in the water. This is to keep the destructive salt water off the cradle. Please assist Tony with this.

ALAN BARNES  
0418113012

### **MELBOURNE CUP FUNCTION**

On Tuesday 7<sup>th</sup> November it is proposed to run a Melbourne cup Function. It will commence with a fully catered lunch. It is open to members and their guests. Bookings are essential. To book please, deposit \$20 per head into the club's bank account with your name as a reference. Bookings close 1<sup>st</sup> November. The function will proceed if there is enough interest. In the unlikely event that the function is not held booking money will be refunded. Sweep tickets will be handed out to all as you enter the club.

Pittwater Aquatic Club NAB      BSB 082 294    Acc No 36582663      \$20 per head and your name.

### **STANFORDS DRIVWAY LICENCE**

Stanfords to serve any expert evidence in reply (town planning & traffic engineering) by 27 October 2023; proceedings listed for mediation on 14 November 2023. Proceedings listed for further directions before the List Judge on 24 November 2023.

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## MEMBER'S ARTICLES

Members are encouraged to submit articles for publication in the journal. Any boating, fishing, funny or interesting stories are welcome. Send your articles to the club's email address.

[paqclub@tpg.com.au](mailto:paqclub@tpg.com.au)

## BOARD MEETING OCTOBER

Items discussed at the Board Meeting Include.

- Stanford driveway licence.
- Melbourne Cup function.
- Term Deposits.
- Working Bee.
- 1 new member application.

## PAC 100-YEAR ANNIVERSARY

Recently in two Journals the board asked members if they had any suggestions for celebrating the PAC 100 year anniversary next year. The board was surprised to receive two negative replies'. Two members accused the board of "failing to do our job."

The board is elected to run the business of the club on behalf of the members in accordance with the wishes of the members. The current board is well aware of this and readily take on that responsibility. However, in special events eg including social we the board believe it is right and proper to involve any interested members in the planning, after all we are a cooperative.

## NEW MEMBER APPLICATIONS

Applications for membership received during the month were from, David Rasmus  
The waiting list for membership now stands at 104.

## WORKING BEE

Saturday 20<sup>th</sup> October



**BRING YOUR OWN SPECIAL TOOLS**

Rakes and shovels for topdressing & cutters for trimming overgrowth.

Morning tea and a great lunch provided with suitable refreshments  
If you are a new member, come along and meet your club mates

## FOR SALE NORTSHORE 380C JUST LISTED

### Price

AU \$99,000 [Finance](#)

### Length

38' - 11.58m

### Vessel Location

Church Point NSW

### Launch Year

1999

### Hull Material

Fibreglass/GRP

Email Seller

Call Seller



1/2

[Send to Friend](#)



Dreamtime is a 1999 Northshore 380C listed exclusively for sale with YOTI on Pittwater.

The Northshore 38 / 380 is Australia's most successful locally built cruiser / racer. This is the ultimate family performance cruiser which suits fun safe extended cruising and fun fast racing.

Dreamtime was updated with new dodger and bimini in 2022. Being a 380 she featured the sugar scoop with step down transom. The 'C' is for cruising so it has a slightly shorter and a sensible 1.7m draft - again the ultimate compromise for a cruiser with great performance. There are three headsails, the battened main in good condition plus MPS (Multi-Purpose-Spinnaker).

Standing rigging was replaced new in 2017. Dreamtime is powered by a 29Hp Nanni Diesel which has been regularly and professionally serviced on Pittwater with invoices to show.

Dreamtime is available for inspection very close by our office. Contact Peter Mactier at YOTI for further details and to arrange inspection.

## **FOR SALE TRANSACTION FARR B30 TRAILERABLE YACHT & TRAILER**



This is a comfortable family boat with ample storage. It has a Storm Dodger and Bimini with zip-in fill for Sun protection. Stored on trailer covered till 2019.

Large bright saloon, double drop side table, gimballed oven/grill and two burner stove, eutectic plate frig and freezer, SS sink with hot and cold pressurized water.

Electric flushing toilet, hot/ cold shower and hand basin

Forward cabin Large V-berth or two singles.

Aft cabin small double or single berth.

Additional hatches and 12 volt fans provide ample ventilation.

LED lighting throughout.

4 speakers' stereo system.

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27 MHz and VHF Radio.  
Auto Gas detection and bilge pump  
Electric anchor winch

Battened main sail - 3 reefing lines back to cockpit  
No 1 Genoa  
No 2 working headsail  
No 3 Jib  
18 HP 2 cylinder Volvo, shaft Drive, 3 Bladed fixed Prop. Hydraulic lift Keel.  
225 litre fresh water tank  
50 litre diesel fuel tank

Registered 4 wheel trailer, disc brakes, 12000lb electric winch.

Well maintained and cared for by owner since 1987  
Price \$55000. Phone Les 0429955047

## **SERIAL ARTICLE**

### LOG OF A CRUISE IN CUTTY SARK AND PETER PAN

This story from 1926 is about cruise of the Cutty Sark a local cutter 9.5 metres in length from Sydney to Pittwater and Cowan Waters. The story is 16 pages long, so it will be serialized over the next few months.  
By courtesy of Tim O'Donald.

The following article has been copied from one of the original carbon copies. Some of it was not legible and the spelling and place names have been copied exactly, some may vary from current usage.

#### PART 6

##### Friday 16th April

Day commences overcast and cold with light with showers P.P.O. and the Purser had a bath in a deep pool of fresh water a few yards from the beach, but the Skipper was content with a dip in the salt.

Getting under way after breakfast a call was made at the boatsheds and store at Berowra where the punt cross, but petrol was not procurable.

However, it was decided that it was a pity to have come so far without seeing the rest of the creek; so, relying on a fair breeze and favourable tide for returning, "Peter Pan was headed up stream.

Four miles up a boatshed was found, and a house where a road comes down to the creek. The owner, Crossland, was very friendly and glad of a chat. What was more to the point he sold us a tin of petrol. Also he piloted us up the further couple of miles of navigable water. The scenery was found to be very beautiful in spite of the dull weather which had set in with the rain. The awning was therefore rigged.

The charm of this stream is the entire absence of slimy mud so generally met with in such creeks. The bottom is all clear sand Retuning to "Crossland's", which the owner told us was pioneered by his father, we signed the visitor's book and bade his farewell.

This spot is visited by motoring parties as well as campers and launch parties. So he appears to do a good business hiring boats, selling refreshments, etc.

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Calling at Berowra we got hot water for our tea, to save boiling it ourselves, and had a snack of lunch under way. This disposed of the awning was furled and the sails set.

When the bridge was in sight the Purser ran her on the mud banks twice, but Brooklyn was reached without further incident between four and five. p.m.

The boat was run onto the little beach at the corner of the Reserve and all hands went to the Village for spots and stores and to 'phone and wire arrangements with our friends. As a result of these we got under way at dusk. The weather had been showery all afternoon, but cleared up and looked quite promising. The sails were set but the engine was kept going.

Squaring away round Juno Head the breeze came away very fresh from the Sou West. The engine was slowed down but not stopped. The little craft flew along to West Head at a great bat. The breeze came dead ahead out of Pittwater, so the mainsail was lowered away and the jib furled.

The breeze was now very hard from S>W> and it started to rain again. All hands were muffled in coats and oilskins as it was very cold and off The Basin and Towlers Bay the spray was blowing across thickly enough to make pumping necessary to keep the water from the engine.

With some difficulty, in the pitch dark, "Peter Pan" secured to "Revonah's" buoy at Newport.

What stores, clothes, blankets etc. were required were transferred to "Cutty Sark". Leigh Scott had put an anchor out from the latter so she was snug and secure.

The cosy cabin and soft bunks were doubly appreciated with the thick rain now falling, the bitterly cold wind blowing, and after the comparatively hard flooring boards in "Peter Pan".

The Skipper was quite up to his form in quickly preparing a hot meal, but it was 10.45 p.m. before it was finally cleared away and the dishes washed and stowed.

#### Saturday 17th April.

Day commences with bright sunshine, but with a bitterly cold hard SouWester.

The Purser turned out at 8 a.m. and made tea.

"Peter Pan" was snugged down. The remainder of the stores etc. transferred to the yacht and the former was taken to a snug mooring and covered up. All hands then went up town.

By 3.20 p.m. the Mate and the Chief were brought aboard and "Cutty Sark" got under way under trysail staysail and jib.

Some of the sausage and beef they had brought was much enjoyed by all hands while under way, and a pot of tea made.

The breeze was hard from SouWest and it looks black to the South'ard. The jib was furled off Soldiers Point and the engine started. A mooring in the Inner Basin was secured and the awning rigged.

The cosy cabin was very welcome for the rest of a very wet and boisterous evening, One of the Skippers splendid hot dinners put all in contented mood in spite of the unpromising weather.

#### Sunday 18th April

All hands had experienced a night of broken slumbers and some discomfort from the rain finding its way below through the companion and the skylight which was open for ventilation, It was a wild night with a Southerly gale blowing and thick rain, So much fell that the dinghy was full to the thwarts in the morning. A thumping, the cause of which was not discovered, woke all hands sometime after midnight. About this time a small Motorboat dragging her anchor bore down upon the yacht but passed without touching.

The yacht was moored to a buoy with the warp fast on the bits and seized to the bowsprit just for'd of the stem. She yawed about so much that as the tang of the warp rubbed on the bobstay was quite loud and the jar

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felt through the yacht. So the Purser donned his oilskins over his pyjamas and seized the warp to the bowsprit end and, after which she rode much more easily. His specs, were in his Pyjama coat pocket and he was lucky to find them lying on deck in the eyes of her instead of them having fallen overboard, as they very well might have.

The Inner Basin is a most secluded spot, so that the extent to which the wildness of the night was felt in the yacht indicated how dirty it must have been in more exposed parts.

When day broke it was still blowing hard was showery and very cold.

A cup of tea was brewed at 8 o'clock and breakfast stowed somewhere about 11- Do one feeling inclined to leave the yacht or to take her from her moorings. At noon the Mate and "Peter Pan's" owner parted company returning to the city via Newport, thence the Waitangi gave them passage.

Late in the afternoon "Gumleaf" with her owner and skipper. Richard Scott, Mack Walker and Billy McFadden as her company arrived from Refuge and anchored in our vicinity. The Skipper and Mack tried their luck alongshore in the "Gumleafs" dinghy with the fishing tackle, but returned empty handed.

The Chief meanwhile was busy concocting a delicious fish soup from some small fry caught off the yacht. Upon the Skipper's return aboard he and the Chief prepared the rest of a slap up 3 course dinner to which "Gumleafs" company were invited, and they stayed aboard yarnning till 10p.m.

#### Monday 19th April.

The day commenced dull and cold with some showers and the S.W, wind still fresh. Barometer 29.8 and still rising A cup of tea at 8 a.m. began the day, but after it no one was in a hurry to leave the blankets, so that by the time all hands had been ashore for a bath, and breakfast and tidying was all over, it was noon.

Two small steamers sheltering behind Barrenjoey indicated the state of the sea outside.

The Purser was given further instructions in the working of the engine, after which the Chief bent shore clothes and all hands were taken aboard "Gumleaf".

Proceeding in her to Palm Beach, stores were replenished there and the Chief left to catch the Brooklyn steamer en route for home.

Returning from Palm Beach fishing was tried off Soldier's Point and Mackerel Beach. A nice flathead and a few small bream were turned over to Cutty Sark for breakfast for her company now reduced to two only.

"Gumleaf" returned to her anchorage near "Cutty Sark" and the Skipper of the latter made an admirable curry which was sufficient for, and appreciated by, both ships' companies.

During the preparation of dinner, the Purser dropped the washing -up basin overboard and this operation had to be performed in a saucepan. The weather had rapidly been improving all day and a beautiful red sunset gave promise of fine weather to come.

A young moon in a clear sky, a clock calm, barometer 29.9 and rising - all well.

#### Tuesday 20th April.

Day commences clear with light Westerly, a truly lovely morning.

Before noon our friends of the "Gumleaf" left for Newport and home, leaving us some very handsome additions to our stores.

Directly afterwards sail was made on "Cutty Sark" and getting under way with all plain sail the engine was started to take her through the entrance to the Inner Basin. Crossing over to Palm Beach the engine was stopped and the Skipper stood on and off in a light breeze now coming away from the ESE, while the Purser went ashore to replace the washing dish and get the newspapers.

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Just after he came aboard again while we were under sail only and with barely steerage way the ferry steamed came out astern from the wharf nearly on top of us. Our hails to the passengers to tell the ferry master only resulted in their rushing aft to stare at us "like a lot of yahoos" in the Skippers expressive phase. However, the ferry's engines were reversed when she was within a few feet, but the dinghy had to be hauled short to keep her clear.

The breeze, now East. gave bare steerage way; so, as we were crossing what often proves to be a good drifting ground, along the shoal sandbank with about 8 or 10 feet of water, down the middle of the bay, the lines were put over. A whiting weighing over 1/2tb. was caught but no flathead.

As it had been agreed to pick up the Chief at Newport next day it was difficult to decide how best to put in the time making the best use of the glorious weather which had set in, though the weather map and the Weather Bureau forecast seemed to indicate for a few days only. Every sign of fine weather for the next few days was apparent however. It was decided that as at least five days were left to us it was looking. too far ahead to forsake the beauties of Broken Bay, and upset the arrangements with the Chief, by taking advantage of the very favourable weather conditions for returning to Sydney.

We went outside to see what it was like and perhaps try for some fish.

The tug "Kumara came in and took the disabled "Currumbene", a small timber steamer which had put in for shelter from the gale, in tow for Sydney.

Off Barrenjoey the Skipper conceived the bright idea of going up Cowan Creek to within walking distance of the Chiefs home at Kuringai and picking him up there. So sheets were checked and she was squared away before the Easterly breeze.

Off West Head, as the breeze was but light, the engine was started. It was a lovely afternoon, the colouring over all the view being superb, and the sun giving very pleasant and genial warmth. Such a day was alone worth the cruise to experience.

We put into Jerusalem Bay to telephone the Chief, but on being told that the telephone there was 1 1/2 miles up a hill, while one at Berowra was on the waterfront we left there again, and getting out of Jerusalem Bay mainly under power had a fair wind to Berowra. The engine was kept going and the sails were furled as the boatsheds were approached.

The anchor was let go and we shoved ashore in good time to telephone before the exchange closed down.

The Chief was not spoken to, but a message was left for him to join us here at Windebank's.

We remained at this anchorage for the night. There was a clock calm, a young moon was shining, - a peaceful and perfect night in a secluded spot where all was still, not a sound breaking the serenity of a lovely night excepting that of a nearby waterfall.

During the gale, we were told, even here a very wild night was experienced

Two men on a motorboat were calling for assistance at 1. 30 am that night, their anchor dragging. One opened the skylight for'd to get at the anchor warp to pay out more, when the wind lifted the skylight off the boat and blew it away.

To be continued.