



*Pittwater Aquatic
Club*

PAC Journal

NOVEMBER 2023

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PO Box 159, Mona Vale 1660

Editor: - Ron Baxter

PRESIDENTS REPORT

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Hi all.

The working bee was a success. Many jobs were done which keeps the club functioning. Thanks to the 43 (plus a couple that didn't sign in). Friendships were made and maintained. There was a small hiccup at the luncheon sitting. Everyone had their meal and were devouring it when it was noticed that there was still a substantial amount of prawns left. Luckily, after an announcement was made to the troops, this was soon rectified. Thanks to Vicky and her offsider Andrew Bray for the purchase and presentation of a great meal. Thank you both. Also thanks to Lindsay and others for the organisation of the day.

We have had issues with the upstairs fridge. Eventually a new compressor and drier were fitted. Hopefully this will give us many years of service.

Please remember that the two moorings out the front are for vessels coming on and leaving the slips. They are not for weekend holidaying. The permission of those using the slip at the time should be sought before use. Tony Creevey can be of help if all else fails.

There have been issues with vessels overstaying their time on the workberth. In one instance a member was towing his vessel to the work berth and could not utilise it because someone had left their boat there.

CONSIDERATION TO OTHERS PLEASE.

More house keeping. If you cannot con your mum into coming down to the club to clean up after you, THEN it is up to you to clean the BBQ AFTER USE. It is not too hard. ALSO wash and put away your cup after use. Your use, you clean up your mess. We sacked the maid.

POSITIONS VACANT. The PAC Xmas party will be held on Sunday 10th December. The menu was approved by the board. Another good feed guaranteed. PLEASE get your name in (paqclub@tpg.com.au) before the 5th December. Spaces are limited. First in best dressed. (Old saying). We need names for catering purposes.

It's Xmas time already.

ALAN BARNES

0418113012

CHRISTMAS PARTY

The Christmas Party will be held on Sunday 10th December. Bookings for this event are essential. The number of places will be limited by the size of the clubhouse. If you intend coming BOOK NOW.

BOOKINGS CLOSE TUESDAY 5TH DECEMBER AT MIDDAY

BANKING

When making a direct deposit into the club's NAB account, please, include at least the following. Invoice number if know, member's name, reason for the payment. The club is still getting deposits with little identifying information. Eg, Work berth and slip payments should have the members name and at least WB, Slip No1, S1. Slip No2, S2. Casual mooring at Bayview, M10. Other payments should have the member's name and what the payment is for.

Pittwater Aquatic Club NAB BSB 082 294 Acc No 36582663

MELBOURNE CUP FUNCTION

Unfortunately, the Melbourne Cup luncheon had to be cancelled. There were not enough bookings to make it worthwhile catering.

STANFORDS DRIVEWAY LICENCE

Stanford Supreme Court Proceedings – Section 88K Conveyancing Act 1919 - Easement

Summons filed on 22 December 2022. Lay evidence in chief served by both parties. PAC's expert evidence (traffic engineering and town planning) served respectively on 4 and 7 August 2023, and further expert evidence (valuer) served on 27 October 2023. The plaintiffs' town planning evidence (addressing PAC's town planning and traffic engineering evidence) served on 4 November 2023. Proceedings listed for mediation on 14 November 2023 before Senior Deputy Registrar Bellach.

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

BOARD MEETING

Items discussed at the Board Meeting Include.

- Stanford driveway licence.
- Christmas Party
- Term Deposits.
- Banking signatures
- 1 new member application.

SMALL YACHT CRUISING CLUB

This is an invitation to all members of PAC and people on the waiting list who have monohull yachts to a length of 45 ft and would like to sail in company and socialise on a regular fortnight cruise calendar with SYCC.

The cost would be \$285 for the coming year with no entrance fee, there are 20 places available for this season and upon joining you get the club burgee and club stickers and access to 7 club moorings located in Towlers Bay ,the Basin, America Bay and Refuge Bay all the moorings are close to PAC moorings we are an incorporated company and all moorings are serviced yearly ,we have onshore social events as well as on the water events with educational week ends as well as maintenance events, we encourage family and pets ,

As a cruising club we do not have a racing format and the fleet is made up of yachts ranging from 25ft up to 45ft and a mixed fleet of brand yachts like Dufour , Phantom Hanse , Catalina, Beneteau, Hunter, Arendt, Cavalier,

If you are interested in joining SYCC prior to taking up entry to PAC this is a good way to start the coming summer season .

My contact details are Mob 0408024167 email dchowie@bigpond.com Derek Howie

NEW MEMBER APPLICATIONS

Applications for membership received during the month were from, Peter Kidner
The waiting list for membership now stands at 105.

WORKING BEE

Saturday 20th October



The working bee was a great success. The yard and surrounding areas were trimmed and 6.5 cubic metres of green waste was removed. 1 tonne of gravel was distributed behind the water tanks and red mulch applied under the front hedge. Yellow and white markings were repainted, the clubhouse was washed, BBQs cleaned and plumbing clips under the club were replaced. The dinghies were anti fouled.

Attendees were provided with a great morning tea and a chicken and prawn lunch well provided by Vicky and Andrew Bray. A big thank you to Vicky and Andrew.



CLUB BBQs

The club has two BBQs downstairs for members to use. Recently a member arrived to hold a BBQ and found that they were in a very dirty state. The member cleaned the BBQs and went ahead with his meal. It would appear that whoever used the BBQs before had forgotten to clean them after cooking their meal. There are paper towels in the downstairs slip kitchen and scrapers attached to the BBQs. If you use the BBQs, please clean up when you have finished cooking. The BBQs were given a special clean during the working bee. Let's keep them clean.

BOAT SURVEYORS



Matthew Hundleby is a fully qualified shipwright and marine surveyor with 40 years of experience in the marine industry. He is a trusted authority in assessing the seaworthiness of vessels, and his deep understanding of boat construction, maintenance, and repair makes him a valuable asset to any boater. Matthew is also a member of the Pittwater Aquatic Club (PAC), and he is happy to offer PAC members a 10% discount on their next insurance survey.

If you are looking for a qualified and experienced marine surveyor, Matthew Hundleby is the perfect person for the job. He is passionate about the marine industry and is committed to providing his clients with the highest level of service.

For more information see website www.avastmarinesurveyors.com.au or phone Matt directly on 0491 664 780.

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 7

Wednesday 21st April.

Another lovely calm day with bright sunshine succeeds a foggy daybreak. When the mist lifted the scene was superb, the hills being perfectly reflected in the still waters. Phone messages left us uncertain whether to expect the Chief this day or the next morning.

The day was spent in exploring as far as Bobbin Head, where the Skipper ran her on the mud, but with the kedge anchor taken off in the dinghy she was warped off without difficulty.

Opposite the residences which are fairly thickly clustered near the entrance to Coal and Candle Creek an attempt was made to catch some fish resulting in nothing better than two small cockneys.

Returning to an anchorage near Windebank's the Skipper prepared one of his famous curries.

Thursday 22nd April

While breakfast was under way at 8.30 to 9.00am. the Chief came quietly alongside in a skiff. When the Skipper had returned this to the shed no time was lost in getting under way.

The day was calm and fine but overcast. The trysail was bent and furled.

Fishing off Lion island, the Boilers and Barrenjoey, we caught three small flatheads, 3 parrot fish, a small rock cod and 4 leatherjackets. The breeze was light NE. Returning to port the course was laid for Newport. Off Careel Bay the Skipper went below and started to cook the dinner.

After passing Taylor's Point about 5.45pm. it now being dark, the Purser asked the Chief, who was steering (the sails having been furled as the breeze had petered out) if he could see the Salt Pan beacon? At this point the Skippers head came over the hatch and he pointed the beacon out to the Chief who said he could see it

Keeping outside it was then left to him; but a few minutes afterwards the Skipper bobbed up again and cried You're aground- there's the bloody beacon over there! pointing broad on the starboard bow. He added consolingly You'll never get her off The engine was quickly reversed, the Purser went to move the dinghy clear, but too late. The painter had been cut and she remained hard and fast.

An appetising odour of fried steak and onions was emanating from the galley, and the puftaloons were mixed and nearly fried when this crisis postponed the enjoyment of these delectable viands for long enough to break the heart of any cook. When at last we sat down in the cabin the Skipper remarked, referring to the puftaloon's the worst I ever made". But they were good enough, never the less.

To make matters worse we feared it was very near the top of the tide, and as the Skipper said, it was very nice to know that we might not come off in the morning".

First the kedge anchor was run out astern to the full length of the warp, only to come home. The same thing happened to the big anchor.

Just before this cruise commenced there was a whole gale from S.E. and the yacht's big anchor was put out at her moorings in Neutral Bay. She swung round two or three times and turned the warp round the mooring chain. Up till the morning the cruise started the cause of the trouble had not been discovered so the anchor had not been raised. The Skipper therefore crossed over from town that afternoon with a new 42lb. anchor over his shoulder, only to find that the old anchor had been recovered.

Hope of getting afloat before next tide was abandoned and preparations for guying the yacht up were proceeded with. The old anchor was taken out to starboard and this time made a good hold in the mud.

The new anchor was then taken out to port but came home. The kedge was then shackled to 100ft. of chain which was shackled to the new anchor and both were taken out. This was successful.

The throat and peak halyards were bent to the warps and hauled taut.

Nothing remained then but to hope for the best. The Skipper earmarked "If she falls over I'll give up yachting for good.

No one undressed, but snatches of sleep on the settees and a mattress on the floor were taken, one or another coming up for a look see every hour.

She was out of the water all but about 18 inches.

Friday 23rd April

At a quarter to three all hands were on deck and the anchors were brought aboard as she was nearly afloat. The old anchor was taken off astern and at 3.30 a.m. she floated. The Skipper made coffee, which he and the Purser took as "Cafe Avec but the Chief as "Cafe au lait"

The anchor was let go off Salt Pan, bunks were rigged and all hands turned in for four hours sleep till 8 o'clock, then anchor was weighed and proceeding to Newport one of Scott's moorings was picked up. The Skipper and Purser went ashore and settled up at the store, also paying a visit to the hotel where the with Proprietor's for the third time this cruise extracted the price of useless tickets for some show in connection a "Queen' competition in aid of a rock bath at Newport Beach.

Bringing off stores and a tin of petrol we unbent the trysail and set the gaff mainsail.

Getting under way at 1 p.m. a light NW veering to NE took us to Barrenjoey under engine with the luff of the sails kept ashiver.

Passing Barrenjoey at 2p.m. a fine NE worthy of a summer's day was found to be blowing. She bowled along in great style under all plain sail only.

The breeze fell lighter occasionally when the engine was used to help her along for a few miles here and there. North Head was rounded at 5pm some very fresh slants coming down off the cliffs. In one of these the Skipper called for the main sheet to be eased away. A new cee had been rove which was too big for the blocks on deck so it was rove through the horse. The two parts and the block jammed together and until it was let go it would not render. However, the yacht stood up to it alright. A mooring buoy was hung up in North Harbour and the yacht snuggled down for the night which was calm and cloudy but very beautiful. The hone port was good to see once more.

Saturday 24th April

Day commences overcast with barometer 29.6 and falling. At 9 o'clock rain was falling. The Skipper and Purser went ashore at Verall's shed and walked to Manly returning, after ringing up home and also their Mate, arranging with him that he should come down in the afternoon, by bus with stores.

The rain had stopped but the day remained dull with a fresh N.W. with the glass still falling.

While lunch was on a heavy SW squall came along bringing with it the Mate in his shore clothes and no coat. He had been waiting at Verall's shed and trying to attract attention for an hour, so that his manful efforts to avoid showing bad temper were much appreciated, especially as the companion ladder slipped and bruised him on the brass step into the cockpit. After a game of dominoes coffee was served at 4.30 with buttered toast.

This was shared with Sep. Stevens who came aboard with his crew of one from "Wanderer" which he had just bought in from Snail's Bay. The night was cold with squally Westerly though the rain cleared up.

Barometer 29.5 At 9p.m. all hands turned in. The Westerly blew very hard and the awning shook the yacht as it blew about.

Sunday 25th April.

Day commences bright and clear with light Westerly. The dip on the beach was delightful.

After breakfast it breezed up again and by 11 o'clock an extra had squall induced us to furl the awning. Just before lunch Bill Bedford came along flying round the bay in the yacht which he built under full sail and single-handed. There was no mooring vacant and in the fresh breeze he could not leave the tiller to get his anchor on deck So he ran alongside "Cutty Sark and the Mate jumped aboard letting go his anchor for him and helping him furl his sails, The Purser brought them both aboard "Cutty Sark".

The Skipper bent shore clothes and all hands, with "Akarana's" Mate went aboard Bill's yacht and sailed in her to Manly. Here the Skipper's cruise came to an end he being put ashore to go by ferry to town.

Returning to North Harbour all hands paid a visit to "Akaranka the Ancient.

Bill Bedford joined the "Cutty Sark" company for tea and played dominoes with the Chief and Purser before being taken off to his own ship for the night.

Monday 26th April.

Bright and clear with light Westerly veering to SW with fresh squalls at time.

That good Old Timer "Pa" Brockhoff joined us during the morning and gave us a full account of the narrow escape from wreck his "Scotia" had at Manly just before Easter in the gale before referred to, when "Cutty Sark's anchor fouled.

Getting under way with trysail and foresail at 12.30pm.

The moorings in Neutral Bay were picked up at 2p.m. the engine assisting, in fact doing all the work from Robertson's Point where the breeze shifted N.W, and fell very light.

Just before reaching the moorings Pa Brockhoff hauled the dinghy up and stepping into her to go for water and some stores aboard "Scotia" swamped her. He was hauled aboard with only his legs getting wet.

Lunch was prepared and the last meal of the cruise was eaten and a loving cup or two drunk with great regret that a glorious holiday was over "Cutty Sark' was snugged down and covered up.

THE END