

SMALL YACHT CRUISING CLUB PITTWATER INC



M A I N S H E E T

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Call Sign – SIGH SEE
Call Channel 16 – Chat Channels 17 and 77

COMMODORE:	Derek Howie	SOCIAL SECRETARY:	John Thomson
VICE COMMODORE:	Phil Best	NEW MEMBER SECRETARY:	Derek Howie
REAR COMMODORE:	Paul Hrones	EDITORS:	Ken & Sue Johnston
SECRETARY:	Stephen Stubbs	WEBMASTER:	Sandie Tolliday
TREASURER:	Neil Steinhardt	COMMITTEE MEMBER:	Grahame Simpson
CRUISE CAPTAIN:	Keith Brown		



Rendezvous finally on the water

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Letter from the Editors

Welcome to our first edition of Mainsheet for 2008. It's been a busy start to the year for many members, ourselves included which has delayed this publication. We're hoping for third time lucky – in speed of publication and also overcoming our computer skill glitches, which have resulted in a few contributions going astray (i.e. being misfiled into the virtual world somewhere!) So, if you sent a contribution and it hasn't appeared, please re-send and we will publish next time.

Special thanks to Carol Brown who regularly adds photos to the website.

Warm weather sailing.

Ken and Sue, Passing Cloud



Commodore's Corner

Well, we all have a time to change direction in our lives, and John Cronly has decided to do just that. He has, therefore, stood down as the Commodore of SYCC, effective immediately, and yours truly has been asked to fill in the position until the AGM in June this year, when all positions will become vacant.

I would like to take this time, to express on behalf of the members, our thanks and gratitude to John for all his efforts and time given to the club. I thank him for the implementation of the members contact book which he has finished for the second time running. This is a very important tool for all members, perhaps especially new members. John has been committed to the position of Commodore for the last four years, and I think, this has been a pretty good innings and I wish him all the best to follow his new directions.

At this time SYCC looks in good shape, and I can only thank those people that have taken the time to be supportive of the club and its activities, and ask them to keep up the good work.

The change back to a fortnightly cruise calendar has had a positive impact, as the number of boats that are now attending the cruises has increased, and I hope this trend continues. I mentioned at our last meeting we have accepted five new members

into SYCC, and I ask you to make them feel welcome when you meet them on future trips. I will arrange for SYCC burgee transfers to be made, and will provide details as to when they are ready and how you can collect them from Neil our good treasurer. So until next time we meet, fair winds.

Derek Howie, Rendezvous

MINUTES

SYCC General Meeting.

Date: 11th February 2008.
Held at 12 Karabah Place, Frenchs Forest

Attendance: John Cronly, Derek Howie, Ken & Sue Johnston, Stephen Stubbs, Cathy & Phil Best, Valerie Wilson, Ian Lavis, Carolyn & Grahame Simpson, Neil Steinhardt, John Thompson, Rosalie & John Neef, Barbra & John Storey, Cathy & Phil Thomas, Zdenka & John Van Den Bosch, Mary & Ken Wallace and Sandie & Norm Tolliday

Apologies: David Henderson, Glennis & Ken Gladman, ,Cathy Howie, Jenny & Basil Riegels, Karen Steinhardt, Lynne Stubbs, Roman & Phil Zwolenski, Margaret & Donald Campbell and Carol & Keith Brown

Before the meeting opened John Cronly read the following resignation:

"As you are all well aware since Hiltraud passed away I have taken part in very few sailing events for numerous reasons, mainly the difficulty in exiting and arriving at my marina berth in unfavourable winds single handed. In addition I no longer find any pleasure sailing and being on a relatively large boat on my own. Aequus is now for sale and my sailing activities will consist of one last trip on Aequus to scatter the remains of Hiltraud's ashes on Broken Bay, on the waters she loved so much.

I have decided therefore that no useful purpose is served in my continuing to be Commodore and I hereby resign with immediate effect. Derek Howie has kindly agreed to act as Commodore until the annual election of officers whereupon he will offer himself for election to the post. As I am no longer Commodore, Derek will chair the meeting.

Our time in the SYCC has been one of the most important, worthwhile and enjoyable periods in our lives. I thank all members past and present for making it so. I have thousands of happy memories and you all know that the SYCC was a most important part of Hiltraud's life. The critical support of the club during Hiltraud's last days and later is indelibly printed on my memory.

I will of course continue in the club as an associate, the club will always be very important to me. Lastly I would like to thank all those too numerous to mention who helped me in my time as Commodore, what little I achieved would have been considerably less without their help."

Derek then gave a vote of thanks to John for all his past efforts and this was acknowledged by a round of applause for John.

The Acting Commodore opened the meeting at 8:15 p.m.

Previous Minutes.

As published in the last Mainsheet.

Matters Arising:

None

Correspondence.

None

Treasurer's Report.

There was a healthy balance in both accounts and a full report will be emailed to those members who require same.

Accepted: Phil Best Seconded: John Van Den Bosch Carried

Cruise Report.

Cruises as agreed were to have been run on a monthly basis, however several members expressed a desire to return to the bi monthly format so a new calendar was placed on the website.

Unfortunately since then the weather has intervened and weekends have become a little disjointed. Despite this quite a few boats have been out and about.

The Anniversary weekend was a great success, with the party at Clareville beach being well supported by both sailing and associate members. In all about 40 people Barbequed and partied until late afternoon. Strong winds meant most of the sailing contingent came by car and then regrouped at Towlers where Howie introduced Rendezvous to her new home.

The long weekend continued on Sunday and both moorings ended up with a full contingent. It was very reassuring after recent meetings to see such a strong turn out of boats, this bodes well for the future of the club and reinforces the need to have alternate weekends so that we always have some boats out on the water.

There was also good activity over the Christmas break with several boats making the trip to Sydney, albeit quite brief for some, the Pittwater and Hawkesbury moorings

were also put to good use.

The Australia Day weekend was also well supported despite a last minute change of venue. As Gosford and the Rip Bridge are a little difficult for the taller rigged boats it was decided to meet at Pinta bay , where after some late arrivals we made a 6 boat raft. At least a further 4 boats were also in Refuge and subsequently we had nine boats sail away to Akuna and Mushroom Bay. Derek, Kathy and Rendezvous again extended an invitation for sundowners where 16 members enjoyed a pleasant evening aboard.

Unfortunately the last weekend planned as a Casino Night had to be cancelled due to bad weather.

Our next weekend is planned for the February 16-17. Unfortunately as John was unable to book the opera cruise for the weekend 23/24 February, this means we have a double booking weekend which may result in less boats being on the water. Nevertheless both associate and sailing members will be active .

It would seem that the concern expressed at recent meetings regarding sailaway attendance is not founded and whilst we cannot all be out on the water all of the time the need to for at least 2 sail away per month seems proven.

Accepted: Ian Lavis Seconded: John Van Den Bosch Carried

Social Secretary's Report.

The associates met together before Christmas at the Dunes.

Need to find a venue for this year's Christmas party. Last Year's Christmas party at John Cronly's place was well attended and most seemed to enjoy the informality of the event.

Fifteen people have booked for the Sydney Harbour Cruise on 17th February departs Wharf 6 at 7pm returns 10pm

Accepted: Zdenka Van den Bosch Seconded: Ken Johnston Carried

Editor's Report.

Email sent out requesting contributions, only received a few cruise reports
Request for contribution ideas, some suggestions listed below

- Tips and Tricks
- Traders Corners
- Cooking Corner (members submit recipes or report on good restaurants)

Accepted: Sandy Tolliday Seconded: John Thompson Carried

Web Master's Report.

We haven't experienced any problems with the web since my last report.

We were overseas from end August until the 20 October and were unable to do any uploads while we were away. Since my return routine uploads since my last report include:

- 25 October Upload Mainsheet
Amend Events calendar to include Christmas Party details
- 26 October Create and upload photo gallery for Anniversary weekend
- 27 October Amend Events Calendar to include next General Meeting
- 27 November Upload details of Christmas cruise

- 3 December Remove Vale to Hiltraud Cronly page at John's request
- 10 January Create an upload new Events Calendar
- 12 January Create and upload Christmas Holidays photo gallery
- 13 January Add details of next General Meeting to website

Sandie advised that if given a notice few days she could put trip changes on the web. This then led to a discussion on phoning to advise if going on a trip (see General Business for detail)

Accepted: Sue Johnston Seconded: Phil Best Carried

New Member Secretary.

It has been an interesting six months with some funny calls from individuals, who have read the advert in Afloat. It comes out they don't own a boat but are interested in going out for a day sail.

Since change of advert in Afloat, we get enquiries from people thinking of buying a boat or refurbishing a boat. I send them a form for when they are on the water. More emphasis is required on seeking members who will participate in club cruising. We have had good membership registration received Debbie & Brian McMichael, Margaret & Donald Campbell, Ann & Greg Palin (from Hawkesbury River), Mary & Ken Wallace (at meeting), Barbara & John Storey (at meeting).

Cathy Best then introduced John Storey, who has been sick for six months and now is starting to get back into sailing. John spoke for a few minutes on their current boat (Another Storey) and previous boats.

Cathy & Ian Lehman have a change of boat. Enquiry received from a John Chambers, who has a S&S 34 at Gosford. There have been six enquiries that have become members. And hopefully we can continue this growth for the next six months. Enquiries from other clubs – led to a discussion (see General Business for detail)

Accepted: Ian Lavis

Seconded: John Van Den Bosch

Carried

General Business.

Discussion re phoning trip leader if you may possibly attend a trip. This was the old system (before email). This would then enable trip leaders to contact people if there was a change of plan. □

Enquiries received from Hawkesbury River Sailing Club & Avalon Sailing Club. Discussion on association with these clubs. Derek suggested some points for consideration - e.g. cruising events that incorporate these clubs, possibly amalgamate slightly to share costs of moorings. He emphasized that SYCC was going very well and these are points for discussion not proposals.

Discussion on Members Registry. – John Cronly distributed the latest information and requested members to initial if OK or make amendments. Discussion was had on how to update the registry during the year. It was suggested that an email could be sent to advise new member's data (upon being financial) and it was up to each member to update his/her registry details.

Suggestion that cancelled cruises due to inclement weather could be changed to a night at a restaurant, if there was enough time to co-ordinate members who expressed interest in the cruise.

It was agreed to move the Trash & Treasure from Clareville to the next meeting which will be held on a Saturday Afternoon 12th April. Trash & Treasure at 10:30pm – BYO BBQ – then the meeting at 3:30pm

The meeting was closed at 9:20 p.m. with Derek Howie proposing a vote of thanks to Cathy & Phil for their hospitality in hosting this meeting..

The next meeting will be held at John Cronly's home,
5 Finchley Place, Turramurra
on Saturday 12th April 2008 at 3.30pm

TRIP REPORTS

Trip: Post New Year,
Refuge

Date: 1st-5th January, 2008

As a number of boats couldn't make the Harbour trip for New Year's Eve, an impromptu gathering in Refuge Bay happened with a number of boats coming and going. The weather was kind and as you will have seen from Carol Brown's photos on the website, the sailing was very good as well. Our entertainment or exercise for a couple of days involved pushing a pair of over sized Riviera stink boats (sorry Jim) out of our territory as there just was not enough room on our respective moorings. Passing Cloud did sustain a small injury during the night, we believe, from one of these goliaths.

Mention must be made of John Gilligan doing an oil change on Passing Cloud during these few days which had our little Yanmar 12 hp purring all the way back to Clareville, in exchange for a couple of bottles of red from the locker cellar!

Wandjina had Val's father Reg as an extra guest on board and with Ian enduring the agony and inconvenience of his ankle in plaster and needing crutches to get around, Reg was put to good use. Full marks to Carol and Keith (Shikari) for the extra assistance given to Wandjina to allow Ian and Val to actually be on the water.

Owing to huge swells hitting the coast during this period and of course beaches being closed on occasions,

Broken Bay saw its share of this swell so some boats chose to sit it out for a few days. However Passing Cloud had to return to Pittwater on Saturday and for a short time experienced 3 metre and yes one 4 metre swell on the way back to West Head (a first) and surfed the waves back into Pittwater. A lot of fun.

So much so that as soon as we picked up a mooring in Towlers, Sally arrived and David suggested a sail, so I just had to leave Sue to go to inspect those waves in Broken Bay again. All in all a great week.

Boats in attendance: Shikari, Wandjina, Rendezvous, Jade, Just Magic, Fidelio, Passing Cloud, and Sally.

Ken and Sue, Passing Cloud



Ian with broken ankle, keeping cool – post Christmas



Anniversary weekend raft-up

Trip: Australia Day Long Weekend

Date: 26 – 28 January

Well, the long weekend had finally come around after a busy Christmas break. We phoned Carol and Keith to say that we would be coming on the Gosford trip as far as we could, which would be Hardys Bay because it would be too close a call to fit under the span of the Rip Bridge. Carol said that she was disappointed by the lack of numbers that had not called to say if they were coming. After talking about the lack of starters I said that we should look at a different location, and ring some people, as well as send out an email as to the change of destination.

The location that we settled on was to be Pinta Bay, and then next day, Mushroom Bay, for lunch and jazz at the café. On the phone I went, and ended up getting a good roll up, with a lot of people liking the change, and keen to have a good cruise for a change instead of the usual Towlers or Refuge.

Twelve boats said they would be out, so on the Saturday we left our mooring at Avalon, and had a NE wind of around 12knots which made for an easy sail all the way up Pittwater, and then all the way down to Pinta Bay. On arrival we saw Shikari and Wandjina at the mouth of the bay, but I thought it was too exposed where they were, so decided to go into the bay and tie up to the bank and call the rest alongside when ready. Some must have thought it was too rough and headed back to Refuge. Six boats rafted next to each other and enjoyed the setting sun and a very peaceful night in the bay.

We had an early visitor call to ask if anyone wanted to go on a walk up the track to the train station, but I said that at this time of the morning, being 9.30, every one was still in bed. I thought that there would be no takers, however, hoped to get them all up for the next leg to Mushroom Bay later in the day.

We motor sailed to Mushroom Bay and made ourselves at home. After lunch onboard, we headed over for the jazz at the café where we had coffee and ice creams and stayed 'til around 4 o'clock, then headed back for dinner. We all enjoyed one of the quietest spots to be found in Cowan waters, it was so still you would not know that you were on a boat. Monday we stayed till around lunch time, and then headed off to get the NE breeze which gave us one of the fastest trips in a long time, up the centre of the river, all the way to West Head and then into the Basin, to tidy up and head for home later on. A great week end was had by all boats attending and I thank you all for attending Boats on the cruise.

Rendezvous, Don't Know, Sally, Kirin, Just Magic, Sacra Bleu, Serafim, Pass Time, Shikari, Wandjina, Idle Vice, Fidelio. We also had three boats from Avalon Sailing Club and Aequus out on the Monday

Derek, Rendezvous



Trip: Gamblers Anonymous, Towlers

Date: 2-3rd February 2008

Well we all looked forward to a big night of gambling our hard earned dollars to the benefit of the club fund [not likely]. Matches were to be gambling chips,

with one match equivalent to the value of one potato chip - it must be the Irish in me.

To make a big impression I was bringing a mystery guest who I have on good notice is good with numbers. We had been told that the games would be made up of cards, bingo and any insect that could be found on boats.

The forecast for the weekend was not looking all that good but I had a phone call from Raelene saying that about five boats were going to attend. We will not mention names in order to protect the gamblers in the club! David Henderson and I did the breakfast shopping and our mystery guests did the rest. We arrived on the Saturday morning and boarded Rendezvous and took the option of an outside sail to Cape Three Points. Before we left the mooring we received a phone call to say that we are now the only boat and soon realised that one can not gamble when we do not have the games on board so it was going to be a DVD Night at the movies.

To those members that were unable to make it, they missed out on my mystery guest (John Van den Bosch). He would have made a big impact on those that would enjoyed being around him and they would have gone away thinking that anything is possible if you have a mind to do it.

We had a great sail outside the Heads and the conditions were so good we could have headed for New Zealand. On arrival at Towlers Bay we picked up the SYCC mooring. When Idle Vice arrived in the late afternoon we decided to stay on separate moorings due to a storm warning predicting strong winds from the south and 20 knots winds in the night. Luckily the sky was clear till the morning and after a good breakfast of bacon & eggs and fresh coffee we

looked at the arriving storm clouds coming and made for an early departure. On leaving Salt Pan Cove we headed back to the mooring in very heavy rain and strong winds coming from the North West. We had a soaking but the temperature was warm and we accepted it in fine style as any yachties do when conditions are like that.

Well we did not lose any of our gambling funds and better still, we had great moments with our special guest and went away wishing him all our support and will be looking for great progress in his boating group over the coming months.

A great time was enjoyed by all.

Boats attending Rendezvous and Idle Vice.

Derek, Rendezvous



Trip: Towlers Bay Gambling

Date: 2-3rd February 2008

Early in the week Derek invited Judy and I to join him, and John and Zdenka Van den Bosch, on the Gambling trip to Towlers Bay. Judy had to teach Sunday School but I decided to go. What a great weekend, the best I've had for some time. Saturday's weather was great and we enjoyed a brisk sail outside, Dufour is the French way of

saying "go machine". John took the helm and it was noticed that he has not lost any of his Yacht Master skills. It was good to see the smile on John's face (and Zdenka's) get bigger and bigger as the days' sailing progressed. The inclement weather probably accounted for the fact that the trip became a one boat cruise, however if we had all brought our own boats it would have been a three boat cruise, and when one looks at the weather, the trip was well attended. On this subject I would not be surprised to see Phantasm on some trips in the near future.

Saturday night went well with good company and good food. Sunday morning had light showers when we dropped John and Zdenka off at Salt Pan, and motoring away back to the mooring we had a total white out caused by the wind and rain. Derek's good sense of direction guided us back to the mooring where we had good cups of coffee waiting for the rain to clear and reflecting on what a great weekend we all had.

Boats attending Rendezvous

David Henderson, Sally

Editors Note:

Ken and Sue from Passing Cloud, always keen to partake in sailing adventures and continually of an optimistic nature when it comes to weather forecasts, actually drove down to Clareville on the Sunday morning, in the hope that they could get on the water. On the 1 hour trip from Westleigh, the inflatable on the roof filled up with water due to very heavy rain, because the drainhole was

plugged up, and we had to stop on the side of the road to empty the water out. Nevertheless we continued on our way, hoping that the rain would stop by the time we reached Clareville. At Avalon we stopped to get a coffee, and got completely drenched in the process as the rain by this time was torrential. . We pressed on to Clareville beach, and sipped our coffee in the empty carpark, looking longingly out at the water - and couldn't see a thing. Whiteout! What can you do but laugh?

Trip: Towlers Bay

Date: 16-17 February



Sweets before Breakfast!

Motoring to Towlers it was overcast ! WANDJINA kept watch on the inner mooring from Friday evening. The breeze coming from the south kept CASTAWAY, DUNNO, PASSING CLOUD and RENDEZVOUS scattered on moorings in the bay.

An invitation to shake out the sails on Rendezvous was gladly accepted. We set out in a brisk 15k sou'easter up Pittwater with Cathy's brother and his family, passed Observation pile and something was seen to fly off the boom ! A prompt man-over-board was

called, a quick u-turn, and a deft boat hook pick-up retrieved a new sail tie below the bow of the boat on the first pass ~ you can't practice too often ! A good sail to Box Head and back to enjoy 'happy hour'. All enjoyed the hours until dusk aboard Rendezvous, eighteen in total!

The boats bumped and grinded to an early morning strengthening breeze, more to the south. The Sunday treasure hunt on the beach at 0900 was extra special with a BBQ breakfast of eggs, bacon, sausages and steak supplied and cooked by Ian from Dunno. THANKS IAN.

Treasure was buried just above the high tide and all found, even the bag located below the unsuspecting chef ! (I had done the math at home so my found the treasure sheet put the sweets into the grass ~ apologies for the hastily written notes !)

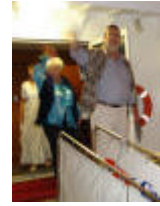
Some made an early departure home for the evening Opera harbour cruise.

Boats attending -
Rendezvous, Passing Cloud, Castaway, Dunno, Wandjina and run-about friends, Manouche, and Sally, Another Storey and Serafim.

'Dry Sailing' ~ SERAFIM

Opera Cruise photos

A good time was obviously had by all!



ARTICLES

Oz Commodore visits Paphos International Sailing Club

... And goes home with one of the Club's new baseball-style caps. John Cronly is the Commodore of the Sydney's Small Yacht Cruising Club (www.sycc.net.au) on Pittwater and came to stay with old friends Chris and Nikki Dake for a week. He put in a couple of appearances at the Club and was invaluable as part of the team which took Virginia Osman's Circe out of the water - not for the fainthearted.

John, Aequus

Greetings from Fran McMichael

Hi there all SYCC.

Fran is back, Ireland is still there and very cold.

Firstly, as you all may know, you now have two new McMichaels in the Club (no, not that club) SYCC . Brian and Debbie got married 27th January 2008, at Brian's mum's home in Tumbi Umbi, see what the kids get up to while I'm away.

So now we can see more of them, if they want to be alone SOMETIMES, we will understand.

My daughter Siobhan is doing the back to UNI thing, so I shall be doing a lot of grandson time to help there, I have three grandsons, Ethan (4) Reed (3) and Finn (14 months) day before New Year 2007, just ask Cathie and Derek Howie!!

I hope to see you all on the water in the

very near future.
Got a couple of new jokes too.

Fran (Casablanca)

The return trip of Sacre Bleu, The Great Barrier Reef, part 4

(Note – apologies to Paul and Judy from the editors for the publishing delay)

Although being able to fly at any time, we decided, that any return home of Sacre Bleu, from the relative safety of the mooring at Laguna Quays (south of Airlie), was always depending on two factors – the northerlies and crew availability. A month on the mooring was long enough.

North winds start in September or October, earlier means working all the way.

Greig, our son in law, and his Pittwater crew on the Sydney 32, were committed to race in the Hamilton Island Races, which finished on Saturday 25/08/07. He volunteered to give me a week crewing, after the conclusion of “Hammo”.

Having booked my flight and an Avis car on the Internet, I duly flew into Proserpine, in the late evening of Saturday, to find that the Avis rep was not at his desk. Repeated efforts, first using the Avis desk phone, and then my mobile, failed. When I asked one of the local cab drivers about the whereabouts of the Avis rep, all he said was “Welcome to the Whitsundays”, shrugging his shoulders.

Never mind, I thought, the Laguna Quays Resort has a shuttle bus. After several tries with my Vodafone, one of the locals told me the reception was notoriously bad at the airport. So fortunately I had some small change,

called the resort on the payphone, only to be told, that I missed the last chance for the shuttle, as everyone had finished for the night.

The rapidly emptied airport, was not a particularly appealing prospect for overnighing, and any Proserpine cab would not come for at least an hour, requiring a guarantee of the huge fare prior. One of the coffee shop girls heard my progress into irritation, and offered me a lift to the marina, if I could wait until she finished cleaning up, as she had to pick up her husband, who was the chef at the resort. Some 2 hours later than anticipated, at the Marina Restaurant, I was tucking into a pre - ordered pizza, refreshing ale and feeling quite warm, after the sweat inducing aggro. The 25 degrees helped by the humidity, was sufficient to ensure, that any bedding on board, was going to be a nuisance on this night. Sacre Bleu had been put onto the marina.

Out of a disaster, or what could have been one, came improvements in little steps. Firstly, the Marina owns a shuttle bus. While organising the hire of the bus, my mobile rang, despite the marginal location and bad reception, I was able to organise with Greig his pick – up at Able Point Marina, some 60 km away. On the way, I was able to provision and still have some time for brunch.

By the time we had returned to the marina, it was really too late to consider leaving, and Greig wanted to prepare the course, for the next few days. The wind unfortunately was forecast to be directly on the nose, from the South East all week. The reality was, he wanted a pizza, just like the one I had the previous night.

Based on these conditions, the early start on Monday kept the impact of the 3

– 3.5 knot tidal flow to a minimum. The tide here ebbs North. We were forced to sail more or less due East, to Blacksmith Island, where there is no real protection from the South – Easterlies. Here we had to wait for about 4 hours, for the tide change. After lunch we sat bouncing at anchor, for a while until about 1600, when the tide turned in our favour, to allow us to reach our destination for the night – Scawfell Island.

As we went to hoist the main, because of our short term stop, we failed to secure the halyard. It was wrapped around the Radar reflector, and the steaming light, because we had been rolling around. Another lesson forgotten and relearned, because it took 20 minutes of jiggling, and quite a number of adjectives to release the halyard. Scawfell proved to be one of the rolliest anchorages, but as I had been sick, as a result of the halyard muck around, 2 minutes after the anchor was secure I was asleep.

Although not brilliant, Tuesday was dry, and early there was hardly any wind. Breakfast of cereal and tea, while motoring in the direction of the Percy Group. Sighted in the distance some whales, about 500 meters away. The morning weather forecast gave us 20 – 25 knots from the south east, right on the nose. When rain arrived with quite strong gusts, the forward hatch and mast boot, both allowed some water in. Ah well another job to be done when we get home. It was our intention to use the light of the moon to guide us in to Middle Percy Island, where we saw some yachts at anchor. We forgot about the Eclipse of the moon, and so with a bit of luck and our strong Dolphin light, we anchored near the other intrepid sailors also wending their way south. Seeing the Eclipse progress into total darkness was awesome. This time the

rolling was tolerable, and could be described as cradle type.

Again the early morning (0645), offered little or no wind. This picked up to 6 – 7 knots South East, still requiring us to motor sail. By mid – morning the wind rose to 15 – 20 knots and we reefed. With limited tacks and Greig's calculation of the number of tacks, we were able to see our destination Island Head Creek, from quite a long distance. Sighted some whales, not far away, and one flipped onto its side, showing us its under body and huge tail. Glad we weren't any closer. A tricky entrance, requiring lots of references to the guide book, and the result is a beautiful anchorage. The mast boot and the forward hatch had allowed some water in, which we pumped out of the bilge. We were able to stem the future flow by retaping of the mast boot.

Those jobs, which we had not completed the previous afternoon, like engine oil top up, were done, as we waited for the tide to change. Our departure from this pleasant location was at 1130, motoring through the channel, so that we could take advantage of the 2 knot tidal flow in our direction South. The result was that our log indicated speed of 5.5 knots, became a GPS shown fluctuating speed over ground (vmg) of 7 – 8 knots in 15 – 20 knots wind from the South East. The thumping when falling off a big wave, continued the siphoning into the bilge, and we had to close that valve. The manual bilge pump served its purpose, but that was tiring work to ensure that the bilge was empty. At least the mast leak was no longer and the hatch had also been patched.

So 3 hours after departure, we were in Port Clinton. We waited the next day again until after 1100, to motor out for

our leg to Yeppoon or more correctly Roslyn Bay. The 2 knots tidal flow came as predicted, so that when the wind came in at 12 – 15 – 18 knots, we were able to sail, until we were off Cape Manifold, when the wind died to below 10 knots. The motor would not start. Changing the inner filter did nothing. Although we were sure there was plenty of fuel left, we poured in the 20 liter reserve drum into the tank. Still no start. So a call to the VMR at Keppel Sands, put us in touch with a mechanic, who suggested disconnecting the primary filter, the CAV, and bypassing it. By a lot of priming of the lift pump, to our delight, the motor fired up, so that we were able to negotiate the shallows of Keppel Bay into the Marina where we had booked our berth. The showers were greatly appreciated after our 5 days of limited water showers on board. Greig's flight on Saturday from Rockhampton, left for Sydney 2 hours after the arrival of Judy's flight. Having borrowed the marina courtesy car, this time for only the cost of fuel required I was able to pick up the Admiral.

What was to be a holiday for her, became a bus trip into Rockhampton, looking for a new CAV filter assembly. Duly purchased, it now had to be installed. A bloke passing by saw me struggling with the motor, and as it turned out, he was a retired chief engineer from many ships and tugs. Under his tutelage, and frequent taking over, mainly to tighten any likely source of air inlet, by late Tuesday, the motor fired with the new filter in place. He had also insisted on replacing the old brass fittings, and hose clamps. Again this was to ensure no air leaks.

He showed me on his trimaran, the CAV motor filter is fitted with a valve, so that in the event of a blocked filter, while out at sea, he can bypass the filter and continue motoring, without having to change filters. Then in port he can take

his time, ensuring an air tight replacement, specifically on the multitude of seals, which were so difficult to align, while bouncing at sea in 2 – 3 metre seas.

Mike, the Rocky weather man, was both entertaining and informative on his daily scheds. As luck would have it, Wednesday's forecast was for gale force winds. No way to go to Great Keppel Island. Thursday's forecast was more of the same. We decided to hire a car, while waiting for my mate Werner to arrive the next Wednesday, after his medical on Tuesday. I was confident, that he would be OK. Rydges Resort sent their bus to pick me up at the marina, on Friday, so that I could get the rental car.

First stop Emu Park Village, with its Singing Ship. This is a ship-like sculpture of various pipes which make eerie sounds, when the wind blows – very clever. Next stop the local museum. A fascinating collection of local history and memorabilia. At the Rockhampton information centre, we learned that on Friday, Saturday and Sunday there are Jazz recitals. And that is what they were, recitals. Jazz for us, has to have some emotion, freedom, and above all spontaneity, or at least the impression of enjoyment. When we heard a recital by a local wind instrument teacher, technically it was acceptable, but the performance lacked soul. We had a meal and instead of staying in town, we drove back to the marina.

Saturday was still overcast, so Gladstone was our destination. By the time we arrived, the centre of the city was closing or already closed for the weekend. A short walk and we had seen the town, and the marina nearby was also quickly inspected. Being only a short distance from the Town of 1770, and Agnes Water, we decided to go

exploring. We found an almost brand new apartment to stay overnight, in 1770. After an uneventful return to the Keppel Bay Marina on Sunday, Monday's tides were all wrong for the trip to Great Keppel. We could just about make it out over the bar, but getting back would have meant waiting until after dark. The rental car was quickly returned and the Admiral made an executive decision – the ferry would take us. The day was pleasant enough, although we felt that the resort was a bit tired.

Tuesday's bus from the marina at 1050 went all the way to Rockhampton airport to take the Admiral, and I was able to go part of the way, into Yeppoon, for the fresh provisions. Wednesday evening Werner arrived, and I set several optional courses, all dependent on the conditions, aiming for top of Curtis Island, for the inner passage, outside passage for Gladstone, and if we were lucky maybe even Pancake Creek. Having refuelled we were able to get under way by 0845, into hardly any wind. This increased so that 10 – 15 knots from the South East, just for a change, turned to the North. Clear weather allowed us to make 6.4 knots vmg. Just after dusk we picked out the leads into Pancake Creek, and after nearly running into a wall of rocks, we joined 3 other yachts at anchor, not very far in. At first we were rocking, but by bedtime, we went to sleep on a millpond.

The North Easter prevailed, albeit only about 5 – 6 knots. Having logged on for Bundaberg, we motor sailed virtually all the way. The turtles and flying fish were plentiful, especially the latter being chased by the brown dolphins. These flying fish seemed to fly extraordinary distances of what seemed like 150 meters or further. There are turtle nesting grounds near Bundaberg, and it is coming up to that time of year. The

sight of a whale and several pods of dolphins became too ordinary – hardly worthy of a mention. Nice marina and even a good feed at the restaurant.

The leads out of Port Bundaberg to head South have to be followed for quite some distance, as the shallows extend far offshore. This Friday the weather was perfect, with 27 degrees and 10 – 15 knots from the North East. We meandered through the Great Sandy Straits, picking out the port and starboard markers with relative ease, as the clear air allowed us to see far enough. When we anchored at Ungowa, off Fraser Island, it was dusk. Shortly after the wind died, and we had a great sleep. Millions of sand flies or at least that what it felt like had a feast on my sweet blood. Werner came out unscathed. We thought we might need all our energies for the Wide Bay Bar. The Tin Can Bay VMR gave us our way points for the crossing, but the seas were calm and what is normally described as a "washing machine", felt like inland waters, well almost.

At Mooloolaba our marina berth was sorted out by my friend Nick, the last one available at Kawana Waters. Werners wife Dorit came to pick us up, and we had wonderful showers, and a bite to eat, at their Noosa Waters home. The problems with Werner's back prevented him from continuing the trip. A call to Ken Gladman, got him up to Mooloolaba quite quickly. While waiting for Ken to arrive, under Werner's direction, I was able to replace the fresh water pump, which had corroded after the immersions in the bilge. The result is that we now have a larger volume of flow at higher pressure. The starboard nav light needed replacing, and luckily I had two spare globes.

Time passed quickly, and early on Thursday morning, in forecast 25 – 30 knot South East winds, we left port.

South to South West 25 – 30 knots winds were supposed to come in later in the day, so we decided to take the inner Moreton Bay route for Southport. This became the area of Brownies maps, or as Ken called them, street directories, which had us motoring along some winding channels. Getting under the high tension wires, was a bit hairy, as we were not sure of the clearance, although Ken assured me that he had negotiated that same channel in his 44 foot yacht Hi Fi. Polished the keel a couple of times, when we misread the directions in Brownie. As we passed by the Seaway Tower we logged off, and anchored just around the corner.

On Friday morning we were delayed leaving, by having to wait for fuel at Southport Yacht Club. A couple of hours out from port, we encountered big seas and high strength winds. Not at all pleasant, so I gave Ken the option of turning back. He had lived through worse, and so we continued ever onward, maybe to Ballina or Yamba. When we were informed by the VMR that Ballina bar was closed, we decided that Coffs Harbour would be our destination, despite the fact that it was overnight. Two hours on and two hours fully dressed, in the bunk. Once we were past the Solitaries, out from Coffs, we came in from about 10 – 12 miles out, where we had enjoyed the benefit of a 2 knot Southerly current. About 3 miles from Coffs we saw 2 whales on our starboard quarter, which necessitated us to change course very quickly, to avoid a collision, as the whales moved to our port giving a slight roll, showing their white bellies. This was the closest either of us had been to these creatures. Just after 10.00 we were tied up in the marina. I went for a walk to the Jetty restaurant area, to buy a coffee, and a newspaper, while Ken wanted to catch up on his beauty sleep.

On the way back, the rain came down in sheets, and I got drenched.

The rain persisted on Sunday, and a strong wind warning was still current. The prospect of another overnight was not as daunting as the weather forecast. As it turned out the trip on Monday, was acceptable. Only irritation was that the Port Macquarie VMR, phoned Judy at midnight, because we failed to change the radio channel over to scan, from channel 73. They had been calling us. As we entered Port Stephens, we logged off with Coastal Patrol, but apparently, they did not notify anyone. So during the morning I had a call from Water Police on my mobile. Soon cleared that up, and we tied up to the Soldiers Point marina. Darrel was not there, but Jim made us most welcome. The luxurious bathroom facilities would do justice to a five star hotel. While we did not need to carry out any provisioning, the marina has a modern courtesy car. The café meal was great. Because we were visiting during the off - season, we did not get our free evening cocktail and morning coffee. It all went to confirm why this marina was voted the Best for 2007.

Wednesday was Ken's birthday, and we arranged with the Admiral, that we would try to get home before dark. We left just after daybreak, and mostly motor sailed. Glenys made the car trip from the Lake, to await our arrival. At about 19.00 we tied up to the piles and enjoyed a sumptuous feast, with a drink or two. An uneventful trip down Pittwater, concluded what will live in my memory as an experience of a lifetime. Glad that I have done it, and got that out of my system. I would not have missed the whole trip, for all the tea in China. I now don't need to do it again, but maybe some time later. Who knows?

I would still recommend to anyone dreaming of going North later – don't

dream, do it now, as later may not come, or if it comes, will you be capable?

Lindsay May completed his 35th consecutive Sydney Hobart Yacht race in 2007. This time as navigator of Swan Song but coming off his success of 2006 as skipper of race winner *Love & War*. Here he gives his annual account of the race.

Rolex Sydney Hobart Yacht Race 2007

What is it about the Rolex Sydney Hobart Yacht Race that has some people coming back year after year, others do it once and never go to sea again? Three sailors have now achieved 44 races.

The passing of Sir Edmund Hillary caused me to pause and consider what it might have been like in the years after World War II that drove men who had endured the hardships of war or the restrictions of rationing at home to pit themselves against the elements and attempt to conquer Everest or even race a yacht from Sydney to Hobart.

The Sydney Hobart Yacht Race was first sailed in 1945, the same year that hostilities ended and one would have thought that the first thing people wanted to do was settle down and try to re-establish life, raise families and return to some form of comfort. But no, within months, a group encouraged by Commander John Illingworth RN, who is reported as saying "Why don't we make a race of it", set about organising a race to Hobart and actually achieved their aim with 9 yachts starting out on

Boxing Day 1945 for a 'cruise' to Hobart.

The Cruising Yacht Club of Australia as the name implies, was a cruising, not a racing club. In the early years of the race there are accounts of crews stopping off at the various bays and harbours down the NSW and Tasmanian coast and going ashore to shoot rabbits which were then stewed for dinner. With no thermal clothing and basic foul weather gear, pre-GPS satellite navigation assistance and mobile electronic communications the adventure was a tougher experience.

Illingworth was a yachtsman with extensive racing experience in the UK and Europe and he pushed his yacht and crew of mainly ex Navy and Army men to finish in 6 days 14 hours, 22 minutes to win with Line Honours and handicap and of course a race record being the first ever race.

Fast forward 63 years and today men and now many women set out each Boxing Day to test themselves against the elements and their own personal goals to overcome whatever the weather has to throw at them.

The weather dictates how enjoyable or miserable a yacht race will be. Weather generates winds that drive the sea. Strong wind means big waves, bumpy seas, miserable living conditions and upset stomachs. Light wind brings flat seas, sunny days, picture postcard conditions, yet very slow progress for yachts.

Submitted by John Cronly, Aequus



Keith & Carol battling the swell
post Christmas

CULINARY CORNER

Food envy – lamb roast on the BBQ



Simple ingredients:

1 x small lamb mini roast, available from WW or Coles
Whatever spices you have on board to rub over the lamb
Olive oil to smear over the top
Tiny taters, and whatever other veggies you fancy
Rosemary infused sauce in a packet

A good bottle of red
Essential requirement: Hot coals on the BBQ, none of this gas bottle stuff as the flavour doesn't compare

Method:

Prepare everything (lamb, veggies etc) before you go visiting for cocktails, otherwise there could be mishaps on your return if you've enjoyed too much hospitality!

Start the BBQ before you go to another boat for cocktails hour. Allow 20 minutes for coals to heat up. Send hubby back to boat to put the lamb (and veggies) on the BBQ. Imbibe several more glasses of whatever you fancy and enjoy everyone else's nibbles and conversation. Return to boat 20-30 minutes later, with several requests for leftovers.

Next time, remember the mint sauce (at the request of envious lookers-on!)

Passing Cloud

(for the benefit of those that attended the recent Towlers get-together)