



# KMYC – *Your Club*

February 2024 ~ Commodore Chris Jensen



Welcome all to another year of sailing or motor sailing, as the case maybe.

For the past few years, due to family commitments, we have not been able to get out on the water as much as we would have liked over Christmas, but this year we were out for two weeks from New Year's Eve (which was an impromptu night on the club pontoon).

We saw many members over January and hope you were able to enjoy time on your boats too.

There have been quite a few events since my last newsletter so please read on.

## **Boat Insurance**

As you know, we ask for a copy of your boat insurance when joining the club, as well as annually with your membership renewal. While this is a requirement of the club to protect both you and the club, it is also a condition of NPWS, who lease us the moorings at KMYC.

We **must** be able to provide a copy of the insurance for all members, along with other information as requested, as a requirement of our lease, whenever asked by NPWS. It appears that some members have overlooked providing this insurance information to us each year. Therefore, I have asked Georgia to contact members for whom we do not currently have insurance paperwork and ask that you send it through immediately.

Any member who owns a boat that isn't insured cannot remain a member of the club and cannot utilise any of the moorings we lease from NPWS. If you have let your insurance lapse, please let us know. We understand some insurers are getting harder to renew with, but there are others that will provide third party, so we may be able to assist by pointing you in right direction.

## **Club Burgee**

As you know, flying our burgee identifies you as a member of KMYC and entitles you to use the club moorings in Refuge etc.

If you find a non-member on a KMYC mooring you wish to use, you are entitled to ask them to vacate if. Please do this politely. If a dispute arises, show them the club handbook where your boat is listed. Your membership pays for these moorings, and we ensure they are serviced regularly so you can be assured they are in good condition.



Having said that, the moorings in Refuge and America Bays were installed some years ago, and many are only suitable for boats up to about 40 feet. We picked up club mooring #4 recently, only to have a 58-footer pick up the one beside us. There was no way we were both going to fit but he didn't care. In the end, we decided the safety of our boat and good night's sleep was more important, so we decided to move on.

Please be aware the club does not allow 'mooring minders', so if you leave a club mooring you cannot leave dinghies etc. on it until you return. If you find one of our club moorings in this state, as I did recently, feel free to move the dinghy to an adjacent mooring so you can pick ours up, or swing the dinghy off the back of your boat until the owner returns and then return it. (It has been suggested to me to just cut them loose, but I think that might get me into grief). I did speak to the offending dinghy owner, a non-club member, when he returned, who said, "Oh we were only away for a few hours. And we were thinking of joining your club." – Don't think so!

If you take up a non-KMYC mooring and the owner/member asks you to move on then, you are required to do so. Please respect their right to the mooring, as we do to ours.

This year while out in Refuge and America Bays, I identified two boats that were flying our burgee but were not listed in the current club handbook, though of course the book does not include members who have joined since it was printed. I was going to go and speak with them but one was motoring out of Refuge by the time I had checked the book, and the other had also disappeared. I am not suggesting you approach boats and question them, however if you happen to be able to get a photo of the boat and name, we may be able to track them down. It appears some non-members are flying our burgee in order to use our moorings and dump rubbish at the club.

## Xmas Party

The Social Committee, under guidance of Rear Commodore Paul Purnell and partner Donna, arranged a wonderful Christmas party. The weather didn't look that great, as it was raining when we drove down, and the club was surrounded with threatening skies. The Founders Lounge looked very festive and pre-dinner drinks on the boats backed into the pontoon had us all in a great mood. At 6.30ish we were all up in the lounge and saw two giant rainbows as the rain swept around us but missed the club!



Donna was worried as the band she had organised cancelled on the day but did help in securing another one. They arrived and turned out to be the hit of the night. Eating and dancing continued until the band finished, but a few hardy souls kept the drinks flowing. Next morning was a quick clean up and some boats headed out for a 'hair of the dog' in Smiths Creek.



This year we only had three children RSVP, so not enough for a separate party, however little Sia from the Kiosk proved to be quite the social butterfly regardless.



## Tailgate Party

To celebrate the opening of the Overflow Carpark, some members decided a BBQ was in order. Scott Wheelhouse and Garry Sexton were in charge of organising said Tailgate Party, with delicious meats



sourced by Ross Nefodov. A couple of dozen members turned up, and unfortunately, so did the rain. We gathered in the car park and managed a quick 'thank you' speech to all those involved in the project, then Keith Davidson and I cut the ribbon just as the rain set in. And boy was it a downpour. At least we could all witness the efficiency of the new drains as we hid under the awning of Tom Simmat's camper trailer. Keith kindly fetched his car to run some folks down to the Founders

Lounge.



The rest of us huddled under umbrellas and made our way down to join them. Ross had set up a coal BBQ and kababs were underway. Garry also cooked sausages on the club BBQ and we settled in for an ale or two. So despite the heaviest downpour I have seen in a while, we all had a great afternoon.

Special thanks to Scott & Garry for the idea, as well as organising it all, and to Ross for his expertise on the coal BBQ. Great stuff.



## Australia Day - Not one, but two raft-ups

Australia Day saw boats arriving in Refuge Bay on Thursday night to secure the moorings for members. Ropes were set to tie off to the bank and a few anchors set to reduce strain on the

moorings. The weather was for a southerly, so of course, Friday morning saw a hot wind from the north!



This weather built all day and circled around, giving us a few issues. A group of us went kayaking past the waterfall and up the creek. It seemed like a good idea until we turned to come back and faced an onslaught of wind and rolling waves. If we stopped paddling, we went backwards. Eventually, we got back to the raft-up to find those onboard had also been battling the buffeting winds.



Stingray Bay had to leave Friday afternoon and when we let them out, the raft-up separated and with no chance of dragging it back together, Double Trigger and Bali Hai were on their own that night. The next day, a few more boats turned up and we dragged all the boats back together. We then joined our dinghies together for a drink-and-drift, which turned out to be hilarious, but required constant motoring to avoid all the boats in

Refuge Bay. We achieved plenty of cheers from the moored boats we navigated around and had heaps of fun.

So, what was this second raft-up? Well Richard Hunt from Hoist Away, who has been enjoying weeks out on the water, hired a houseboat as a stage for the INXS cover band. They set up in Yeomans Bay



and I believe they had over 14 boats to start with. The wind played havoc with them as well but eventually the band got underway, and from all accounts was a huge success.

We had planned to leave our raft-up and dinghy around for the show, but the wind saw us decide to stay put. However, Sharon Brincat from Misty Blue, who was rafted up next to us, and her girlfriend headed around.

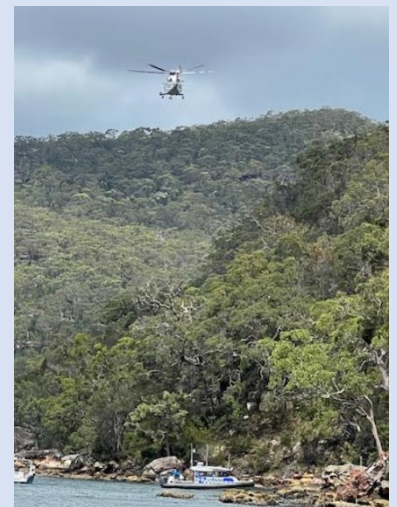


They returned later that night to report on the success of the event, though much to Alex Brincat's surprise, his dinghy didn't come back, but rather his son's one. We all agreed it was an improvement on Alex's deflating inflatable. Hope you guys sorted that out eventually.



Most people went home on the Sunday, but as we were starting to dismantle the raft-up up the huge Toll helicopter flew into Refuge. We watched as two rescuers were winched down through the trees onto the track to the waterfall. It then flew off to refuel, leaving the police and fire service boats in attendance. An hour later, the helicopter returned and winched the patient out, who had evidently broken their leg. The police and remaining hikers were transported off Refuge Beach by the fire boat and transferred to the police boat.

After watching this unfold, Briar and I stayed Sunday night and returned to the club on Monday.



## Kiosk Trading Days

Please note our planned trading days over the coming months:

**Thursday 1 February to Friday 12 April** – OPEN 6 DAYS. CLOSED Tuesday

**Saturday 13 April to Sunday 28 April** - OPEN 7 DAYS for the public school holidays.

We will be open all Easter Long Weeken.

Regards Trent and Angela

## Save the Dates

**Colo River Cruise** – Easter 29 March to 2 April

**End of Season Dinner** – 18 May

**Kings Birthday long weekend** – 8 to 10 June

Have you seen the beautiful timber boat Pearl on her mooring and wondered about her provenance? Member John Hearne has penned the following article about both his timber boats.

## TWO TIMBER TREASURES

By John Hearne with acknowledgements to Phil Heaney

*"Pearl" and "Awaba" [pronounced "Uwuba"] are beautifully designed and constructed wooden vessels.*

Master shipwrights and renowned sailors Ken and Colin Beashel designed and built **Pearl** in Elvina Bay.

In 2011 I spied her pretty hull and sheer in the water when delivering a wooden launch from Moreton Bay to Colin in Elvina Bay for some alterations. Five years went by before I bought that same



hull from Colin in October 2016. Pearl was designed by Ken around 1982 for Doug Rickard - Bell. I had seen the hull the right way up in the shed under construction. I know that on 14<sup>th</sup> April 1984 Ken was fixing a rib on the port side because he had fitted a bronze plaque in memory of Jack Earl reading "Jack Earl Such a Treasure 14/04/1994".

In 2017 Colin built a cabinet in front of that rib, and the plaque was moved to the starboard side of the peak behind the hand basin.



Pearl is 28 ' 6" LOA and 25'2" LWL, 10' 10" Beam and draws 3 ' and 6' with the bronze centreboard down. She displaces 4500kg, 380kg ballast and 272kg centreboard. The mast and boom of aluminium are painted brown with S/S rigging. She sleeps 3 & carries plenty of sail. I usually sail single handed with the first reef in. In no breeze I rely on the 28HP Yanmar Diesel and 140L S/S fuel tank.

The hull is Huon Pine planks glued and fixed with copper roves and glassed. The frames are laminated QLD maple, the ribs are American Oak. The deck is Fijian Kauri, glassed and laid Celery Top Pine planking. Bulkheads & Cabinetry down below are Huon Pine with Rosewood trim. Note the rosewood sink. The head and hand basin are located in the peak.



Pearl boasts pressure H/C water, excellent fridge, radio/CD player, fans fore & aft, an icemaker and household appliances powered on board by 240v & 12v systems. The boat has deck covers and a sun awning with side curtains. The cockpit table and the sun awning are stored in the peak.

There is H/C shower in the cockpit and swimming is facilitated by a step and board on the transom plus an aluminium leg. There are 2 S/S water tanks with a combined 120L capacity.



The deck is proud with a bronze Muir anchor winch & roller fitting. Bronze electric sheet & halyard winches make light work for single handing. I've had such wonderful pleasure sailing Pearl, I'll miss her.



I'm now the delighted owner of another timber treasure, the motor sailor **Awaba**, she's a beauty. By a quirk of fate, In October 2023 Pearl found me Awaba in Smiths Creek, a tributary of the Hawkesbury. I was hit by a fierce bullet which flipped my dinghy. When I finally found a safe mooring in the third arm of Smiths Creek, the kindly gentlemen who helped me right the dinghy turned out to be none other than Phil Heaney. Subsequently over a few beers it dawned on me that I was yarning with the builder of Awaba. When told Awaba was still for sale and knowing something of her I exclaimed "I'll buy her!" However later that week Phil accepted an earlier offer so I resigned that it was not to be. But then in early December Phil rang to say that due to ill health the owner had asked Phil to sell the boat on his behalf. Thus I happily acquired Awaba. It was meant to be.



How fortunate I am to enjoy another wooden vessel also designed and built by a master shipwright and renowned round the world sailor. Phil constructed Awaba over a 3 year period in his Lake Macquarie shipyard launching the boat in early 2022. In the local Aboriginal language, "Awaba" means both "Lake" and "Tranquil Waters". Despite her name Awaba is a strong ocean-going vessel capable of long passages. With canoe stern and sails she is a very happy sea boat. Awaba cruises nicely at 6.5 knots with the engine ticking over at a smooth 1700 RPM. The mast is Oregon and sits in a tabernacle so it can be lowered. The rigging is Dyneema rope.





You can read all about the construction of Awaba in a series of articles Phil wrote for "Scuttlebutt" and in "Afloat" magazine. Awaba's 31' 10" hull is heavily constructed with Oregon; double planked, epoxy glued, fixed with copper roves and trennelled. The deck is similar except it is screwed. She has a 3 bladed prop driven by a 75 HP Yanmar. Awaba displaces 9 tons, ballast of 1.25 tons.



The saloon is resplendent with benchtops and sole in Huon Pine and trim of Queensland Rosewood. Mug and glass racks are Mahogany and Huon Pine respectively.



Fixtures in the main saloon include a 2 drawer S/S fridge/freezer, 2 burner gas stove/oven, skylight, settee and steering station. H/C pressure water is provided to the sink and shower. On board power is 12V supplemented by 2 x 130 watt solar panels. A shower and fresh water head are located in the for'ard cabin. Awaba sleeps 4 comfortably 2 for'ard and 2 on the settee table.

When not needed, the dinghy is stored on the roof. Again built by Phil in Australian Cedar for lightness, glassed with 2 watertight compartments, centreboard

and a lug sail. The grandchildren and I will enjoy sailing the dinghy.

So you'll find me holed up in the waters of the Ku-ring-gai Chase National Park; or with 500 litres of diesel and 500 litres of water at sea on a coastal passage to anywhere.

