



Cruise News

Royal Sydney Yacht Squadron Annual Cruise

Day 5

Wednesday 23rd April 2008

The Basin - Coaster's Retreat Lay Day & Spit Roast



The Basin



Basin Aerial View

The Basin

The Basin is a naturally enclosed lagoon with a very narrow mouth, which at times allowed the entrance of vessels. The water used to be deeper but it has silted up and the entrance has been closed with a net since 1972. Coaster's Retreat is so named because coastal trading ships used to wait here to sit out storms and to gather in convoys to sail to Sydney.

Terraces were constructed here very early in the nineteenth century to enable settlers and coasters to grow vegetables and crops on a small scale. Since the late nineteenth century this has been popular as a haven for yachts and as a camping ground.

On Saturday 28 March 1891 the *Lucinda*, the Queensland government yacht, anchored at the Basin. On board was a sub-committee, chaired by Sir Samuel Griffith, which was working towards a draft of the constitution for the Federation of Australia. As the sea was too rough the vessel had come into the calmer waters of the Hawkesbury River and spent the previous night in Refuge Bay.

Situated on the northwestern shores of Pittwater, opposite Palm Beach, the settlement here is adjacent to Ku-ring-gai Chase National Park. From the beginning of the twentieth century holiday houses and weekenders were gradually constructed, close to the water's edge. Homes can only be reached by water, or on foot through the national park.

Tomorrow:

Race 5

Inshore Heat 3

Around marks Broken Bay / Pittwater.

High Water: 1.26m @ 1039

Low Water: 0.65m @ 1603

Yacht Profiles

NAME: STARLIGHT

SAIL NUMBER: 6453

CLASS/TYPE: Bavaria 35 Match

LENGTH OVERALL: 10.20 m

Bavaria Yachts in Germany produced the Match series of three boats (35 ft, 38 ft and 42 ft) to be performance cruiser racers. Starlight is a 35 Match, of which about 200 were made. This model was designed by Doug Petersen of the USA and was the last of the three models to be produced. She was launched in 2004 and has been raced regularly on Pittwater with RPAYC. She has won RPAYC's summer points series for her Division on three occasions. This is the third Squadron cruise in which she has participated.

Originally she had quite a high sail area / displacement ratio, probably suitable for lighter European summers, but I have reduced sail area to better handle our stronger winds – which don't seem to have eventuated this summer - to make her a comfortable and easy to handle fast family cruiser. Although she looks as if she should be a light displacement boat she is in fact quite heavy at just over 12,000 lbs displacement; which is quite high compared with some of the 35 footers reaching the market today.

Mainsheet hand and first mate is George Mate who has sailed with me in four separate boats over some twenty years. George has been on a number of Squadron cruises and will be taking the helm in the crew's race.

Ku-ring-gai Chase

National Park

NPWS Regulations

On the spot fines of \$300 apply to these regulations, with a maximum penalty of \$3300 for each offence.

- For safety reasons only one vessel can be attached to a mooring at any time.
- Only vessels under 11m in length can be attached to a yellow tyre-shaped mooring. Vessels up to 14m in length must use beehive-shaped moorings.
- Vessels cannot be moored or tied to vegetation.
- Camping is only permitted at the Basin. Gas fires only permitted.
- All waste must be removed with you when you leave. Under no circumstances can any rubbish or liquid wastes be dumped into waterways.
- No pets, especially dogs, are permitted in the park. This includes on vessels attached to public moorings.



Yacht Profiles

BOAT NAME: DAYDREAM

CLASS: Compass 29

OVERALL LENGTH: 29'

This was my first real adventure into boat ownership. I had crewed on boats in my youth but I never had to be responsible for the whole "Kit and Caboodle". It was an interesting time. I read books on everything, even diesel engines!

I put our name down for a mooring in Berry's Bay late in 2002. Waterways informed me that it would take 3 to 4 years for a mooring to be allocated, and that we would be notified when our name was near the top of the list. At that stage that suited us perfectly. We had planned to take some lessons etc before we ventured into boating. To our surprise, within six months an offer came in the mail. According to the enquiries clerk, Waterways had started to audit the moorings west of the bridge.

We received our offer and we had 45 days to find, survey, purchase and register a boat in our name or the mooring would be forfeited.

The 45 days ran over the June school holidays. Two of those weeks were already booked for holidays elsewhere. We had 31 days left. In that time we traveled all over Sydney Harbour, Pittwater and as far away as Port Stephens to view boats. Our girls aged 7 and 8 at that time, were growing very tired of it all. Finally in the last 7 days, a Compass 29 came on the market in Double Bay. Unfortunately that week coincided with a regatta and most slipways were fully booked

I contacted Waterways to explain my problem thinking that they could give me an extension into the next week. Their reply was a very curt NO. I explained that we did not get letters notifying us in the run up to our offer, so we were starting from scratch. She finally relented and gave us until the following Monday. Effectively a one day extension! A new offer would be mailed on Tuesday to the next person on the list. With that, she hung up the phone!

Fortunately, the RSYS came to the rescue and squeezed us in on that Wednesday afternoon, the surveyor faxed his report through on Thursday

and we started negotiating the final price on Friday. Finally at 4.00pm on Friday the boat was ours. The following Monday was spent at the Waterways office in York Street.

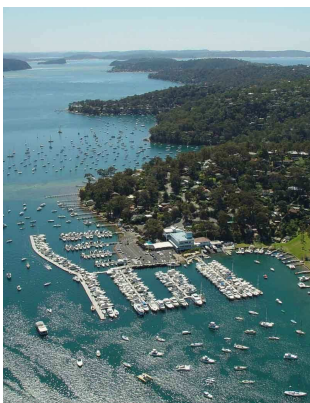
A week after we had the boat safely on a mooring in Berry's Bay, a note from Waterways arrived saying our registration number was the incorrect size and we had 7 days to fix it. I actually measured them and they were 3cm short of the regulation size! One week later, another letter arrived. One of the numbers on our mooring buoy had fallen off. It was the middle of winter, cold, wet and miserable. The last thing I felt like doing was getting wet feet launching a dingy to row out and fix such small items. I was beginning to regret having anything to do with Waterways.

Shortly after this I discovered that a Waterways boat was permanently parked at a pontoon in Berry's Bay. Our bay was obviously first on his rounds for the day.

After a shaky start, we have since had a lot of fun on the boat. We motored and sailed around the harbour and our favorite destinations became the Fish Markets, Storrs Beach and Clifton Gardens. Each week I would read a chapter in our "How to books"...anchoring etc, and then we would put it into practice.

Last November, we sailed out of the heads for the first time and up to Pittwater. Along the way we encountered a whale breaching 200m away (followed closely by two whale watching boats) and a pod of dolphins. To top it off, a lone penguin crossed our bow as we entered Pittwater. What more could you ask for? The weather, which was overcast when we left, cleared as we passed Lion Island and we sailed happily into a nearly deserted Refuge Cove.

We have had our boat in a pen at RPAYC since then. Over the Christmas holidays we explored some beautiful spots. There is so much to see up there. You could be a million miles from any city. I am really looking forward to visiting other beautiful bays on this cruise.



RMYC - Aerial View

REMINDER

Tomorrow, Thursday 24 April
RMYC Official Function

RMYC staff will be available on arrival to assist you to find your allocated berths. Please be patient!
Peter Moxham (Marina Manager) - 0418 423 897

Change rooms, shower & laundry facilities are available 24 hours.

Pre dinner drinks in the Top Deck Dining Room from 6.30pm