



CRUISING NEWS



APRIL 2022

Prof. Dustin Marshall
 School of Biological Sciences
 Monash University, Clayton Campus

Gave a Presentation on the Challenges and Potential Solutions of Today's Fisheries

Barbara Burns



On Friday night 18 people gathered for our monthly forum dinner. The meal was excellent with an amazing desert, which I had to take a photo of.

Professor Dustin Marshall gave a presentation on the challenges and potential solutions to the important issues of the basic collapse of the world's fisheries.

1 in 5 people on the planet get most of their protein from seafood. From the perspective of global change, seafood has a much smaller carbon footprint and uses less freshwater than traditional agriculture and livestock. But the fisheries that provide seafood are under incredible strain, which is only likely to increase as demand for animal protein increases with rising global prosperity. As far back as the 50s there are photos of fishing boats in the Gulf Stream in Florida with their catch of very large fish. As the years have gone by and similar photos have been taken of the Gulf Stream fisheries the fish have changed, become smaller and sparser.

Some of the oldest fisheries in the world are in Australia. The indigenous people made these amazing fish traps in the Great Dividing Range, which channelled fish into specific channels where the flood plains were running.



What is happening now is that we are catching 1/5 of what we were catching in 1950. It is hard to quantify as modern boats are very large, fast, have GPS, and many other technological advances, as well as using huge nets etc.

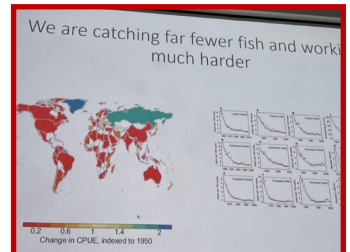
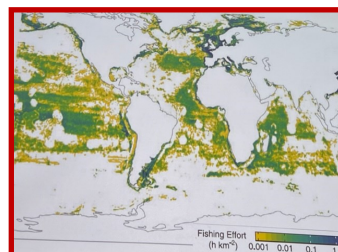
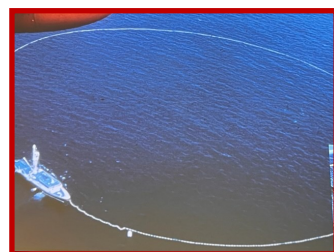
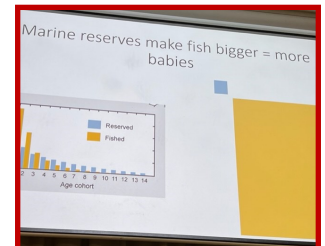
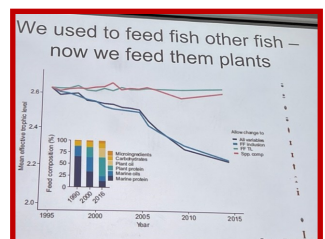
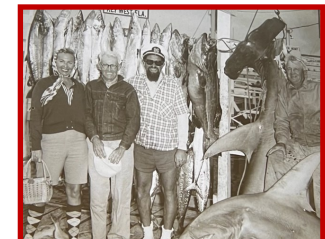
China catches enormous amounts of fish. They are really hammering their fishing areas, going over their fishing territories many times during the year. It is not only China who does this, there are many other countries that have the same fishing practices of abusing their fishing territories. The world's middle class is becoming wealthier, they are wanting to eat more meat. As an average China eats 3 kilos of meat. The US eats 25 kilos of meat.

Eating cows is very destructive for the environment. Cattle take up a lot of space, water and energy. Fish on the other hand consume a lot less water and energy. It is increasingly clear that Marine Protected Areas are a valuable tool for increasing fishing catches that have been undervalued up until now. The research has shown that one big fish is widely more energy effective than 50 smaller fish. One large fish produces a lot more roe.

If we can create fish reserves, where the females can grow big, it would be a valuable asset for increasing fish stocks.

For an example by a creation of a network of fish reserves (cod as an example, which is a slow growing fish) allows the cod to grow large, and more large females can lay eggs to populate the rest of the area.

Global aquaculture has increased around the world, it was very tricky for a while as they were using little fish to feed the big fish, which nearly wiped out the little fish. This has changed and they are now using mainly plants. Also the wild fish have been changed from the equivalent of wild shaggy cows to sophisticated modern beef cows in 20 years.



CRUISING NEWS MARCH 2022

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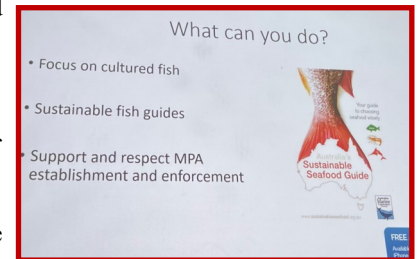
Barbara Burns

Aquaculture is the way forward.

In the US it is law that fishing boats are monitored on the size of the catch allowed, and it is done twice, once during the catch and once after the boat is brought into harbour.

In Australia it is very dire. 1 in 50 fisheries is checked yearly. The government philosophy is if you don't find anything out no one can yell at you. In recreational fishing if everyone caught their quota of fish, the fish stocks would be wiped 7 times over. In Australia, a lack of regular stock assessment is coupled with the controversial nature of Marine Protected Areas in some states. The answer is to have marine protected areas that are large enough to protect the species within. The ideal size for these marine protected areas need to be about 10 kilometres wide and 100 kilometres apart, these enable the fry to go between the reserves and yet are too small to be of interest to the fisherman.

Opportunities are being missed, and our tremendous advantages are often being squandered by poor practice in terms of both wild caught fish and aquaculture. In the meantime, use the sustainable seafood guide to choose the more sustainable options at dinner.



MEMBER NEWS

**Book Review
Cannery Row
John Steinbeck
By
Barbara Burns**



This months forum dinner talk was about the demise of the worlds fishing industry, so I thought "Cannery Row" was an appropriate story. This book is a great favourite of mine, I think it is wonderful and captures the idiosyncrasies' of its character's marvellously well.

Cannery Row is a novel by American author John Steinbeck, published in 1945. It is set during the Great Depression in Monterey, California, on a street lined with sardine canneries that is known as Cannery Row. The story revolves around the people living there: Lee Chong, the local grocer; Doc, a marine biologist; and Mack, the leader of a group of derelicts.

1941-1945

World War II cannery expansion: Monterey became "Sardine Capital of the World" as it fed a world at war with the plentiful and nutritious Monterey sardine. Within five years the industry would die on its waterfront for lack of sardines. The Monterey Cannery & Warehouse buildings, located at 700 and 711 Cannery Row, are now a place for visitors to find unique shops and restaurants



Jenny and Grant Collins have just completed the Little Vic Bike Ride which was 3 days of riding 235km around the Grampians with 1500 other crazy riders. They camped in Halls Gap (twice) and Dunkeld, finishing the ride at Seppelts Winery at Great Western



Robina and Brenton Smith were finally able to see their gorgeous grandson in March, when the borders opened for New Zealanders to be able to visit Australia and return without having to go into quarantine. Avery was born in Auckland on the 1st December 2021 weighing 3.62kg

A slight mistake which was picked up on Rod Watsons fabulous photos in last months edition. The photo with Murray Passage written on the caption is actually Murray Pass. Thank you David Bingham

**Welcoming new Committee member
Rod Cuthbert**



In a reflection of the club's desire to have power boat owners more involved in club activities, Rod Cuthbert has joined the Cruising Group committee. Rod is the owner of Halcyon, a 14m wood & FRP cruiser with a distinctive green hull. He bought the boat in early 2021 and admits to initially choosing Royal Brighton because it was within the 5km lockdown radius of his St Kilda home. Since restrictions have lifted Rod and his wife Kris have been on the water at least twice each week, and look forward to taking Halcyon to his native Tasmania later in the year

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A FEW DAYS IN PARADISE

By Lyn Bingham

A visit to Queenscliffe Cruising Yacht Club reinforced just how delightful that small part of the world is. In company with It's A Privilege, Yknot, and Boomeroo, Mirrabooka settled in at the wharf Saturday afternoon after a pleasant sail from Brighton and were joined later by Sun Kiss. We all enjoyed sundowners and dinner together for two nights, the highlight of the second night being the sharing of Michelle's yummy Christmas pudding complete with custard and cream. Thanks Michelle.

IAP, Yknot and Boomeroo departed QCYC heading south-west to Apollo Bay at about {we're told} 05.30 Monday morning.

John Gleeson, who was a longtime RBYC member, blew into QCYC as we were having breakfast next day and suggested we visit the Queenscliffe Maritime Museum where he is actively involved in several projects. And so we departed by dinghy across the cut and spent a couple of hours at the museum with some valuable information being imparted by both John G and another John who was on duty that day.

Queenscliff and Point Lonsdale both hold special memories for me. The story goes that my maternal grandparents were courting at Point Lonsdale before they married. With a group of other young people they were visiting the rock which is directly below the Point Lonsdale lighthouse and with an incoming tide the rock can be surrounded by water.



As this was the case my grandfather rolled up his trousers, took off his shoes, lifted up my grandmother and waded ashore with her. She would have been wearing petticoat, long dress and boots. I also recall my grandfather talking about the wreck of the Time at Point Nepean which hit Corsair Rock in August 1949 and was visible until the 1960's when, during a storm, it slid off the northern side of Nepean Reef and broke up.

The SS Time was on a voyage from Sydney to Melbourne and tried to pass through the Heads into Port Phillip on an ebb tide early in the morning of 23 August 1949. Just as the Time turned to starboard to enter the South Channel the steering failed and the vessel struck Corsair Rock. Two Queenscliff fishermen purchased the wreck for 950 pounds (insured value 30,000 pounds) and its timber cargo and made a handsome profit. The cargo and most fittings of value were recovered.



Read all about this and other wrecks at the Museum – the displays are excellent and worth looking at.

One of interest is the SS Edina – coastal steamer and passenger ship – 1853 – 1938. The longest serving screw steamer in the world. Built on the Clyde she was 322 tons and had three masts. She arrived in Melbourne in 1863 after carrying stores and horses to the Black Sea during the Crimean war, trading around the UK and Mediterranean and used as a blockade runner during the American Civil War carrying cotton from the Confederate states in 1861. She was purchased by Stephen Henty on her arrival in Melbourne for use from ports in Western Victoria, later carrying gold prospectors to New Zealand. After a refit in 1870, she was used in the coastal trade along the Queensland coast before returning to Melbourne. Edina made over 12,000 Melbourne to Geelong passages and carried over one million people on the service. She was taken out of service in 1938 but later renamed Dinah and used as a lighter until 1958 when she was broken up and her remains used as landfill.

She was a ship to be avoided whose grisly record reads like this:

1860's – She was driven aground while anchored in Lady Bay, Warrnambool, during a gale.

1868 – She struck Lonsdale Reef while entering Port Phillip.

1870 – She collided with the steamer SS Dandenong in Lady Bay during a gale; shortly after she grounded on Gellibrand Point during fog.

1880 – She collided with a coal hulk.

1883 – She collided with SS Excelsior (ferry on the Geelong run) near Williamstown.

1898 – She collided with SS Manawatu (N Z Shipping Co) off the Gellibrand Lightship and sank her.

1899 – She again collided with SS Excelsior in a thick fog, this time sinking her.

1928 – She sank the barge Batman at the mouth of the Yarra River.

A further collision in July 1931 sank the tug Hovell and forced the Edina onto a mud bank in Port Phillip.

After all this history it was time for lunch and we enjoyed the food at Scully's Oyster Bar and Grill on the wharf. The mussels, flounder and chowder were voted excellent.

Time to row back to QCYC (we didn't take the old, reliable Seagull outboard for such a short trip but we did see some similar models in the Museum) for a cup of tea and an afternoon rest. That evening at sundowners a large grey kangaroo kept us company nearby enjoying whatever it is that kangaroos enjoy in the grass.

It was a thoroughly enjoyable short break at QCYC.



ALL ABOUT BUYING A BOAT

Chris Clarke

“Let’s get a boat, I want to learn to sail” was the cry around a family dinner shortly after Christmas this year, I’m the only sailor in this group and was recounting my journey on Reliance in circumnavigating Tasmania in 2019. I was with my sister, brother-in-law, niece and her husband, their children were playing under the table. The subject had been mooted at earlier dinners and then left for other more urgent matters.

So a sailing dingy was now on the agenda, it seemed easy, just look at the ads online and check out the offerings! Not so easy, the price range we were looking at was producing dinghies that needed lots of work to be done or had no trailer, so let’s look at higher priced offerings, this we did but could not settle for any one boat.

OK, so now let’s look at bigger boats, in this category there are many from trailer-sailer to keel boats, 16 feet to 30 feet, from \$5000 to \$100,000. We started looking at yachts around \$6000 and with a keel, most were on moorings and you understood why the owner wanted to sell! So we moved up in price and finally found this much loved 40 year old Cole 23, in the yard at Yaringa Boat Harbour where it was being anti fouled.

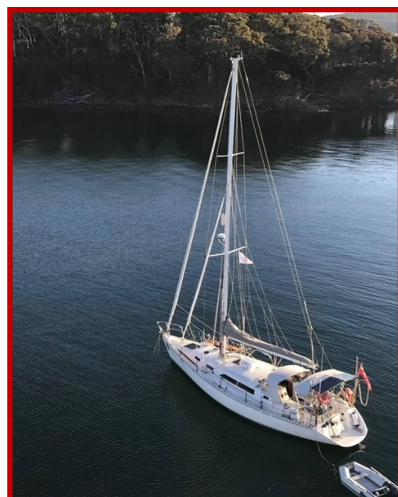
The yacht name “Meelup” an indigenous word from Meelup Beach, WA means “Place of the moon rising” this name, to us, gave us a sense of place and belonging so we were attracted to it right from the beginning.



So now we have started to sail, learning the tides and shallow waters of the northern end of Westernport Bay. Yaringa Harbour is located about 3nm north of Hastings, a very pretty place with the boat harbour dug out of the mangroves before it became a marine coastal reserve. Quick to get in and out of the harbour, good hardstand storage and immediate access to all marine trade services. To cap it off, Yaringa Harbour has an excellent restaurant, appropriately called Captain Jack’s, overlooking the boats and the surrounding mangrove wetlands.

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Reliance at Anchor in Tinpot Bay, South Bruny Island Tasmania. A gorgeous evening

WHY IS A SHIP CALLED SHE ?
A ship is called a 'she' because there is always a great deal of bustle around her; there is usually a gang of men about, she has a waist and stays; it takes a lot of paint to keep her good looking; it is not the initial expense that breaks you, it is the upkeep; she can be all decked out; it takes an experienced man to handle her correctly; and without a man at the helm, she is absolutely uncontrollable. She shows her topsides, hides her bottom and, when coming into port, always heads for the buoys.

Complements of Rob Hurrell

Sunday 3rd April, 2022. The Juniors Big Boat Day.

A total of 35 juniors and parents turned up for the annual Juniors Big Boat Day. The 5 boats that were available and ferried the juniors and parents to RVYC parents were: Asterix, Lynx, Blue Water Tracks, Nimrod 11, and Tai Tam
A few photos below from Sunday 3rd April, for the Junior Big Boat Day. A huge thankyou from Youth & Junior Sailors who enjoyed a fantastic day out with some of the big cruising boats.

The juniors were very enthusiastic about their experiences, especially as skippers let some juniors helm on the return trip.

Many thanks to the boats that participated, and to Peter Gebhardt for coordinating the day and to RVYC (Michael Neumann) for their hospitality and hosting the event.





Titanic Entertainment Dinner Show

A Night To Remember

Friday 20th May, 2022

Live again that fateful night.

All the fun and none of the consequences



WHERE

RBVC. Bayview Room
253 Esplanade. Brighton

WHEN

7pm Drinks & Photos with Captain Smith
in the Bayview Cafe

DRESS

Dress up as First Class or Dress down
as Steerage (Optional)

BOOK NOW

\$75.pp includes 2 course meal & Show
Bookings: RBVC Reception 95923092
email:reception@rbyc.org.au



NOTICEBOARD

*** Easter Cruise 15th—18th April 2022***

A cruise from RBYC to RGYC for the Easter Break.
Leaving RBYC on Friday 15th around 8.30 to enjoy a sail in company to Geelong.
You need to book your pen as soon as possible and the number of days you wish to stay.
The name of the Marina Manager is Paul Walters. Mobile: 0418 524 867.

You can also book on line:
RGYC have an on line booking system for visitor berths which is: <https://fs22.formsite.com/RoyalGeelongYachtClub/form1/index.html>

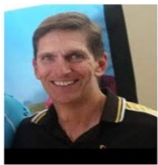
Please let Paul Jenkins know if you wish to participate.

paul.jenkins8@bigond.com

***Friday April 22nd 2022**

Monthly Guest Speaker Dinner

Proudly brought to you by the Cruising Group



Ian Veitch

**Director – All Sat Communications.
Marine satellite and AIS safety devices**

**Friday, April 22nd, 2022
Bayview Room**

This presentation by Ian Veitch will provide an overview of satellite and AIS safety devices on the market today and go over what works and what doesn't.

As usual gather in the members bar about 6.30. members draw at 7pm, followed by the meal.

Please book at the office (95923092) with Mandy no later than Wednesday 20th to get an idea of numbers. Meal \$40 per person and payable on the night.

Friday 20th May

Rescheduled Titanic Night

Please mark in your calendars and re-book

Come along for a great night of fun and entertainment. Have your photo taken in front of the Titanic's Grand Staircase with Captain Smith

Captures the magic of the Belle Epoque era in 1912. Fabulous costumes, orchestrated music, talented cast, plenty of fun and audience participation. Dress up for First Class or Dress down for Steerage.

May End-of-Month Cruise

28th-29th May

Destination Mornington Marina.
Peter Gebhardt will co-ordinate



Hello to all of our readers. As we know there are many members of our group who receive our humble newsletter and although we would be overwhelmed if all booked and attended our popular Forum Dinners on the 3rd Friday of each month, we certainly would love to be in that situation and welcome you back!

Although we have a large number of members in the cruising group, a smaller number are actual Cruisers, many race only, crew only, swim only etc. The Cruising Group was never established just for cruisers. The Progressive Dinners, Forum Dinners, Music, theatre dinner nights etc have always and still are for all members of the club.

A little disconcerting is the very low participation with this years Bass Strait Cruise, and the low numbers that attended the recent Forum Dinner. Whilst we can appreciate that the past 2 years have been a challenge with a Pandemic going on, and some members have been catching up on 2 years of not being able to see family and taking holidays, I think its time we began putting the Pandemic behind us, and get back on track. We need to understand that we are members of a Sailing Club which includes the various groups that are part of it.

Last months Guest Speaker, Dustin Marshal was excellent, presenting information about Global Fisheries and how the we humans are having a negative impact on our waterways and the environment. It was a topic that all of us should be informed of and know about. Yet disappointingly we had the lowest number of attendances we have ever had at a Forum Dinner! We have an Excellent Speaker lined up for April with a wealth of experience and knowledge on products we should all have on our boats. We also need to appreciate the tenacity and effort needed to bring you a great night of entertainment coming in May with the Titanic night.

So, yes members, I am appealing to you all to look at what we work hard at to organize for you and join in. It's advertised on the website, its advertised on our social media and it is advertised in this newsletter. So, if you have not already done so, book a seat or table with friends, family (they do not have to be a club member) and come along and enjoy the Titanic night and consider the monthly forum dinners. We would love to see you there.