



CRUISING NEWS



MAY 2022

Easter Cruise to Royal Geelong Yacht Club.

By Paul Jenkins.

After Thursday Dinner in the members lounge, four boats from the Cruising Group set off on Good Friday for Geelong with Saffron, Favourite Child and KathleenB departing around 8.30 in the morning and our newest member of the Committee setting off around midday on Halcyon. The sailboats had a cracking good sail from Brighton until around Wilson Spit Channel. It was a Beam Reach with SW winds ranging from 8 kts to 12 kts and Saffron experiencing 25kt gust in outer Harbour. The wind was gusty but it was great to be out on the water with sails up cruising at 6 to 10 kts on a passage.

We all arrived safely and after settling in met up at the Club's Covered deck for Sun-downers. Self-catering for dinner was the order of the day. Saffron Crew Barbequed using the club's Barbeques whilst the rest of us cooked meals on board.

Saturday the crew of Halcyon, Rod and Christina went aboard Favorite Child whilst Jane and I jumped on Saffron and the two boats set off around 10.00 A.M. to explore Corio Bay. There was no wind so the diesel sails were put to use. Corio Bay is an interesting place if you have never explored it and not as busy as it was in days gone by. It was once a bustling and historical Industrial Port with the Wool Stores, Aluminum Smelter, Explosives Factory, Grain Silo's, Cheetham Salts and Oil Refinery. Lime Burners Bay at the entrance of Hovell Creek was named after the Lime Burning Kilns used to make cement. The railway Pier later renamed Cunningham Pier is also part of this history.

On Saturday Afternoon, Jane rounded up members of both RGYC and RVMYC to join in with our Cruising Group crews for a best out of three games of Klop (FINSKA) on the lawn. This kept us all entertained for several hours and was great way to engage with members of all 3 clubs. Many were new to this favorite game of the Cruising Group and aside from having a great time many new friends were made. Although the Motor Yacht Club won the day it should be mentioned that they had the most players, so the odds were in their favour. Normally we would have teams of even numbers, and I am sure if we had done it that way the more experienced Brighton players would have easily won! Perhaps a more serious game and rematch is to come?

Saturday night some went into Geelong for Dinner and a late-night having cocktails in one of the many intimate little bars that are open late.

Sunday's forecast from the BOM was spot on with gales of up to 32 kts in Corio Bay so it was a good day to stay in the marina. There had been a plan to go for a walk in the botanical gardens however that fell by the wayside after a kind invite to have nibbles and drinks aboard Halcyon starting at midday did not finish until around 5.00 P.M. Sunday night Saffron cooked dinner on board whilst the rest used the Club's barbeque, and we ate under cover on the Deck with a few beverages.

Sadly, we had to depart Monday morning to return to Brighton and unfortunately the BOM forecast for a Beam Reach home with SW winds of 10 – 15kts did not occur so we had to contend with motoring. 6 hours under motor for the sail boats and 3 hours for Halcyon.

We thank Royal Geelong Yacht Club for their hospitality and providing us all with berths especially over a long weekend that saw some 37 visitor boats. And thank you to the crews of the Cruising Group Boats and our fellow sailors that made it a great cruise. Everyone had a fantastic time, and we look forward to more Power Boats joining us in the future.



Kayaking in SW Tasmania A seven day camping and kayaking trip in Bathurst Harbour And Port Davey Sue Drummond

This has zilch to do with sailing but I'm a sailor and it was on water in a place largely visited by cruising sailors so I hope this is of interest.

Our family has never been interested in kayaking after a near fatal attempt with small children , on the Goulburn River, so it was with some anxiety that I agreed to join an enthusiastic bunch of Taswegians on an "expedition " in Port Davey. It was with a reputable company and we were all ladies of an age where ...well...they couldn't make it too hard and kill off their customers, so my preparations were at first pretty relaxed. I had a lesson with Rohan Klopfer at East Coast Kayaking , got one of his old kayaks , pootled around out front of RBYC, heard that the Tasmanian a were kayaking on the Derwent twice weekly started regular exercise and worried I wasn't fit enough.

First challenge was to get our luggage , a sleeping bag , a mat, and tent into a middle size sausage bag. Par Avion squashed 9 of us, 2 young lady guides , luggage , life jackets into 2 small planes and we took off to Melaleuca airstrip with wonderful views over the Western Arthur's and Federation Peak. Second challenge was getting fully laden expedition kayaks (2 seaters, large fibreglass with 3 waterproof storage compartments) from a deck down a ramp and into Maleleuca Creek. They slid plopped into the water with a bit of encouragement.

We were off.

The highlights were :

- The guides, Hannah and Pip. Yoga stretching in the morning, fabulous food, knowledge of the area and judgement of our abilities so pushing us but not beyond, and a sense of fun.
- The trip out to the Shanks & Breaksea Islands at the mouth of Port Davey. 2 m swells look quite different (huge) in a kayak but kayaking through them gave everyone a real sense of adventure and achievement. Kayaking through the Shanks , where the western side has been hollowed out by Southern Ocean swell and resembles Easter Island statues was spectacular . No photos due to intense concentration and effort not to get caught of nearby breaking swells
- Climbing Mt Milner with the complete view of Port Davey beneath.
- Walking from Spain Cove to Stephens Beach to see a HUGE midden undisturbed for a century.
- The weather... a bit of drizzle and cloud but no gales .

Cathy Degaris, a former member of RBYC, and I shared a tent and though she had never camped before she coped with fortitude and a portable toilet seat.

We are now a team "The Floating Fannies " and are looking for our next kayaking adventure.

Sue Drummond



May Presentation Ian Veitch Director All Sat—Communications By Geoff Brewster



As is standard procedure, around 41 attendees gathered in the club room for a drink a chat and tilt at the jackpot prior to adjourning to the Bay View Room for the dinner and the presentation by Ian Veitch.

Cruising Group Chairman Paul Jenkins opened proceeding by respectfully acknowledging the Bunurong Boon Wurrung and Wurrundjeri Woi peoples of the Kulin Nation, past, present and emerging before going on to introduce guests and new members Sandy Caust, Helen Scott and Jackie Hope. On behalf of the cruising group Paul acknowledged the contribution Will Merrit has made to the cruising group over many years and presented Will with a gift. Paul went on to present new cruising group member, Rod Cuthbert with a cruising group pennant: Rod is captain, and commander, of motor cruiser Halcyon.

Dinner consisting of Chicken Risotto followed by a Brownie and Ice-cream desert. Paul then approached the lectern once again to introduce the evening guest speaker Ian Veitch.



Ian has levered off in excess of 22 years' experience as a specialist in search and rescue operations to own and operate All Sat Communications. All Sat Communications is an Australian distributor of quality satellite safety and communications products and accessories.

Ian conducted his presentation in broad sections; leading off with a brief description of the various types of satellite and more specifically the range of their orbits, followed by a presentation on Developments in Electronic Distress Flares, in turn followed by Developments in Personal Locator Beacons EPIRBs. Samples of various Personal Locator Beacons were passed around the audience and while this was in progress Ian commenced the next part of the presentation which was a dissertation on the various types of Satellite Phones currently available. The concluding part of the presentation was on the next generation of navigation, communication, and entertainment "The Digital Yacht".

The following lists many of the main points of the presentation:

Satellite Communication

There are 3 main groupings of satellites available to provide consumer communications with devices used by the intrepid mariner: LEOS, (Low Orbit Satellites) wiz around some 400 km to 1,500 km above the earth, there are 5 LEO's available: MEOS (Medium Orbit Satellites) inhabit orbits from 5,000km to 12,000km, there are 35 MEO's available.: GEOS, Geostationary (or Geosynchronous?). A geostationary orbit or geosynchronous equatorial orbit is a geosynchronous orbit 35,787 km in altitude above the earths equator following the direction of the earth's rotation, There are 7 GEO's available

Developments in Electronic Distress Flares

Pyrotechnical distress flares have traditionally been used to raise the alarm and also act to pinpoint a location to assist in search and rescue parties to come to the vessel in distress.

In bygone era's Pyrotechnical distress flares have been the initial and primary signal for a vessel in distress; not so these days as EPIB's radio AIS etc are invariably used as the initial distress signal, flares are used more as a final guide.

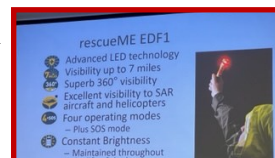
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May Presentation Ian Veitch Director All Sat—Communications By Geoff Brewster

While pyrotechnical flares will continue to be used there is an increasing pressure coming to bear on their use into the future, these pressures centre around illegal / inappropriate disposal of millions of unused flares each year. Pyrotechnical flares contain highly toxic chemicals such as perchlorate which is known to affect thyroid hormone production resulting in hypothyroidism There is a push for legal alternatives such Laser Flares and Electronic Visual Distress Signals (EVDS)
Ian presented a rescueME EDF1 Electronic Distress Flare



ResQFlare 3966 is a US Coast Guard approved boat flare kit that facilitates rescue by emitting a high intensity LED flash characteristic of the international Morse Code distress signal

Authors note :

Laser Flares, these do not currently meet Australian Standards and consequently cannot be used to replace pyrotechnical flares although the industry is working to change this.
Electronic Visual Distress Signals (EVDS) again these do not meet Australian Standards. Ongoing work continues throughout the country to gauge their suitability in the future.

Personal Locator Beacons:

Ian presented several devices and briefly discussed their various attributes and passed them to the audience for viewing.

Devices included:

rescueMe

rescueMe EPIRB1- manual activated with GPS -

rescueMe PLB1-personal locator beacon with GPS

rescueMe AIS/DSC man overboard for any vessel (any vessel in the vicinity can detect and respond not just the home vessel)

safeSea

safeSea EPIRB1-pro float free

safeSea V100 VHF -survival craft hand portable radio telephone

safeSea S100 SART -Search and Rescue Transponder

AIS

ATA100 -AIS Transponder single unit solution with full colour display

ATB1-fully compliant ATB1 Class B SOTDMA (Self Organising Time Division Multiple Access) -

allows the unit to negotiate with other AIS units to find a regular transmission timeslot, used in heavy traffic zones.

Ais Alarm -send alarm for crew in need of rescue.



Satellite Phones:

Satellite phones are available for all 4 consumer satellite networks: Iridium, THURAYA, Inmarsat and Globalstar.

Connections are post-paid through companies such as Pivotal providing your sat phone with an Australian mobile number. This provides a simple dialling out and your callers are only charged a mobile call.



Iridium

Using a constellation of 66 LEO satellites only Iridium provides truly global satellite service. Calls are routed from satellite to satellite to a ground station in Arizona then to the number called. Coverage may degrade a little towards the equator.

Thuraya

With coverage across Australia and 140 countries Thuraya's powerful satellites support advanced satellite phones and broadband solutions.

Thuraya uses 2 satellites in a geosynchronous orbit for the consumer network Only covering 2/3 of earth, Australian consumers use the satellite Thuraya 3 located roughly above Singapore. So long as you have a clear view towards that direction you will have coverage.

Inmarsat

With near global coverage and 30+ years' experience, Inmarsat's renowned network provides reliable satellite services for voice, data and M2M (Machine to Machine) services

Uses 3 satellites in a geosynchronous orbit and covers most of the earth-except for the poles. In Australia one satellite is employed which is basically above PNG So long as you have a clear view in that direction you will have coverage

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Globalstar

Renowned for crystal clear calls, Globalstar provides arguably the lowest cost satellite phone solutions ideal for use in Southern Australia.

Uses a constellation of LEO satellites and ground stations. Globalstar offers exceptional voice quality. Service is slightly degraded towards the equator as the earth is much larger in that region and the distance between satellites is also greater so one may move out of view before another is within view which may result in dropouts. Basically, one of the satellites has to see you and a ground station to pass call data through. There are 3 ground stations in Australia in Mt Isa, Dubbo, and Meekatharra.

Digital Yacht

The concept of the "Digital Yacht" is the next generation of navigation, communications, and entertainment devices and includes devices such as:

GPS160 NMEA 0183 enhanced AIS system which is a high performance positioning sensor

LANLink – NMEA (National Marine Electronics Association) to Ethernet which enable a boats NMEA data to integrate onto a router network allowing connecting devices and apps to take advantage of the data

NavLink 2 an easy to fit WiFi router designed to make NMEA2000 navigation data available for apps on smart phones, tablets ipads and PC's

MOB100 The AIS MOB100 is the ultra-compact AIS MOB beacon / SART designed for manual or automatic activation from a lifejacket and when triggered will send casualty position 8 times a minute to any AIS equipped vessel or shore station. range is typically 5 – 10 NM

iAISTX is an AIS transponder with a wireless interface designed specifically for the growing number of boaters who use their tablet for their navigation tasks

iAISTX+ is an AIS transponder with a wireless interface designed specifically for the growing number of boaters who use their tablet for their navigation tasks, also has NMEA interface to integrate with modern plotters / instruments.

4GXtream is a premium LTE (Long Term Evolution) internet access product which offers fast connectivity at up to 300 MBs and has built in dual band WiFi router, dual sim slots built in GPS as well as NMEA 2000 interface.

Ian finalised his presentation and took questions from the floor and then closed with some observations which included

If you have AIS on your vessel, make sure MOB/SART alarm are turned ON

It is a very good idea to fit a SART ...Search and Rescue Transponder to your boat, and or fit an electronic radar reflector which will make you yacht look like an aircraft carrier to a ships radar.



NOTICEBOARD

*****Friday 20th May 2022*****

Rescheduled Titanic Night

We are very delighted to announce that this show has been re-booked for Friday 20th May commencing at 7 pm. \$75 per person, which includes the meal and entertainment.

Please book at RBYC with Mandy at reception on (03) 95923092

Bookings can be for individuals or tables of 10

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

Book Now as Tables are Filling Up Fast

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*****May End of Month on Water Cruise
28th–29th May*****

Destination Mornington Marina. Peter Gebhardt will coordinate. An alternative destination is planned in case of a northerly, which makes the marina untenable in terms of anchorage. Possibility that the RMYS at Williamstown be approached for dinner at a nearby restaurant.

Please contact **Peter Gebhardt: peter.gebhardt70@gmail.com** if you wish to attend.

Please don't leave it until the last minute, as planning is required to organise the event.

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*****Friday 17th June 2022*****

Forum Dinner Meeting

Will be a presentation on Marine Weather Forecasting by the BOM.

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*****Frostbite Cruise 2nd– 3rd July 2022*****

Destination Docklands. You may choose to spend the weekend and take advantage of the terrific clubhouse, or just come over for lunch.

Coordinator to be advised later, as you need to book a berth with Melbourne City Marina.

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*****Friday 15th July 2022*****

Forum Dinner Meeting

Possible presenters will be on a cruising theme.



I am reminded winter is on its way and its time to close the cooling vents in the ceiling and start wearing warmer clothes.

.. Its also time to start thinking about the little jobs I need to get done to the boat in preparation for the Spring and next summer.

Oh, and the annual Frostbite Cruise to Waterfront City will be in July so please make sure you put time aside and think about your pot luck dinners!

Last Friday's Forum Dinner saw a more favourable turn out with Ian Veitch presenting some interesting information on Sat Phones, PLB's, MOB devices, PLB's and AIS, not to mention the latest trend with Flares which will hopefully see our authorities adapting to the latest in laser technology and as Geoff Brewster pointed out, we can move away from the more dangerous and polluting pyrotechnics we have to carry, ensure are 'in date' and dispose of responsibly!

Last count I received this week (Thursday) was 122 bookings for the Titanic night which is a great improvement on the 40 odd we had a few weeks back. Its looking like being a really great night which we hope everyone will enjoy. I believe the set being provided should be fantastic.

As we welcome the new member to your committee, Rod Cuthbert (the proud owner of Halcyon) its worth mentioning Rod & Christine joined three Sail Boats for the Easter Cruise to RGYC and aside for us all really enjoying their company Rod tells me they had a wonderful time on their first Cruise with the Cruising Group. We aim to encourage more of our Power Boat owners at the club to participate in future and will certainly make them feel welcome.

On a personal note, I have informed your committee of my retirement plans which will involve Jane and I relocating to the Bellarine Peninsula in January. This means a timely bit of preparation in readiness will involve our boat finding a new home. After much consideration we have decided to join RGYC so we can move the boat into a marina that will be close to our new home. Jane and I are also members at QCYC so no doubt we will find plenty to do sailing and club wise when we do make the move. We have made so many friends at RBYC which we intend to keep in contact with, so those friendships can remain. Enough of that for now, we will keep all updated as things unfold.

So, your committee continues to plan and provide lots for you to do thru the coming months we just need you to come along and participate which makes it all worthwhile for everyone. I don't believe I have ever heard anyone say they did not have a good time with our cruisers. There are some interesting discussions around improving what we do and how we do it to ensure we do evolve and develop to suit the needs of our members and we always welcome your ideas and suggestions.