



CRUISING NEWS



APRIL 2019

The February 2019 Annual Bass Strait Cruise
By
Barbara Burns

The RBYC annual Group Bocce Tournament held at Apollo Bay was won by "it's a Privilege". Congratulations to the skipper and crew. Will Merritt presented the trophy.



NINE LITTLE BOATS

By
Pam Merritt

(or Bass Strait Cruise 2019 - Part 1)
to tune - 'Five Little Ducks'

Nine little boats sailed out one day
Over the seas and far away
Down to Queenscliff on a sunny Saturday
Out through the Heads - but going which way?
Chairman called a meeting the following day For
the usual pre-cruise communique One boat decided
to stay in the bay Manali may join us another day
Monday's breeze good for Apollo Bay
But two of our boats went the other way
To Lakes Entrance, Eden and further away Kirra Kirra
and Saffron did not delay
So six boats sailed to Apollo Bay
But one only had one day to stay
Chakana headed home the very next day
Two weddings to go to over Adelaide way
Now five boats left at Apollo Bay
Nimrod, Mirrabooka, Kathleen B will stay Andalusia,
It's a Privilege also ok And there's coffee shops there
for morning latte
Happy Hour at 5 o'clock come what may
The Bocce Trophy competition on Tuesday
The first round Nimrod made great headway But It's
a Privilege snatched victory - to their dismay!
Next day was time for our acting foray

With a Gilbert and Sullivan evening soirée Singing's
not usually a yachties forte But crews put on an im-
pressive display

Three little maids and some burly cops
Was clear they'd raided local the Op Shops
Andalusians' in drag - an amazing sight
Mirrabookan's had training to get it right!

After four good days of Apollo Bay play
Four boats headed down King Island way
Foxy Lady then joined the cruising melee But Part 2's
a story for another day.....

Back in the bay's Queenscliff waterways
When Happy Hour was again underway



RBYC 13th Annual Cruising Progressive Dinner

By
Pam Merritt



Yes, 13 years of Progressive Dinners - who would've thought? When the idea was first proposed in 2007 we were skeptical about how it would work: the logistics of hosting dinners on boats, moving from boat to boat, who would be prepared to cook?

But work it has - and 2019 was no exception. With a few of our regular 'host boats' away cruising (as cruisers do!) the concern was that there'd be a shortage of boats and chefs to accommodate the numbers booked in. Two days before the dinner we had only three boats to host thirty-two people for Main Course and four boats for dessert - it wasn't going to work!

A phone call on Wednesday afternoon from Grant and Delma Dunoon offering to host a Main Course on Blue Water Tracks for as many as needed saved the day! We also gained another boat (and host) for dessert so problem solved.

We gathered in the bar. No one won the key draw so we headed down the pier.

It was another fabulous evening out on the marina. Balmy weather, no rain and by 7:30pm all were settled on their Main Course boats. Rumour has it that the 11 guests Blue Water Tracks ate out in the cockpit with magnificent city views. There were reports of Moroccan Chicken, Rogan Josh, Green Curry Chicken and Vegetarian Thai Curry being served.

At 8:45 it was time to move to allocated boats for dessert with a different group. Guests were treated to Chocolate Mousse, Lemon Curd Tart, Poached Autumnal Fruits and Toblerone Cheesecake. Tea and coffee was also offered, although we did hear that one skipper had trouble lighting the gas to boil the billy.

Gathering at 10pm on It's A Privilege gave everyone a chance to get together to compare notes over port and chocolates and socialise in true cruising camaraderie style.



Huge thanks go to all our very generous hosts.

Main Course -

Chakana - 7 people, hosted by Robina Smith
Mirrabooka - 7 people, hosted by Lyn and David Bingham

Blue Water Tracks - 11 people, hosted by Delma and Grant Dunoon

Andalucia- 6 people, hosted by Pam and Will Merritt

Dessert -

Catwalk - 6 people, hosted by Ronda and Roger Walker

Cavarlo - 6 people, hosted by Sue and Rob Hurrell

Foxy Lady - 7 people, hosted by Sue and Rod Slater

Kathleen B - 6 people, hosted by Jane and Paul Jenkins

Pizazzz - 6 people, hosted by Maree and Ted Masur



SHORTEST BASS STRAIT CRUISE 2019

BY ROBINA AND BRENTON SMITH *CHAKANA*

When two of my nephews sent 'Save the Dates' for their weddings in Adelaide a week apart and on the middle and last weekend of the Bass Strait Cruise, Brenton and I thought that was it for our annual sail into Bass Strait. We decided that a meeting up with the Bass Strait Cruisers in Queenscliff and a short Bay Cruise was going to have to suffice for this year.

We had a pleasant sail down to QCYC on the Saturday where there was much socialising over BBQ's and lunch in the town. The meeting was held with the skippers as to the direction the Bass Strait Cruise would take. Apollo Bay was in the main fleet's sights with options onward and the weather was cooperating for a departure on slack water at 7.30am Monday.

Hmmmm! We had never sailed to Apollo Bay. We could do a day sail with the easterly, spend the night and a nice westerly was forecast for Tuesday to sail us back again.

Decision made. Those Bass Strait waters were calling even if for such a short time. Well racers do it with a race to Apollo Bay and back over a weekend!

Monday morning found us finding the 'Four Fingers West' channel and leading the fleet out of a benign rip, heading for Apollo Bay. The iron sail was put to good use as the forecast easterlies and nor-easterlies did not build to expecta-

tions but it was a very pleasant day on the water with dolphins providing plenty of entertainment. The distance between us and *Nimrod II* waxed and waned as we both sailed, motor-sailed and motored at varying times. By late afternoon we were rafted up to *It's a Privilege* with *Kathleen B* rafted to us.



Rafted up at Apollo Bay, big medium and little!

After some shuffling of boats celebratory sundowners were had on *It's a Privilege* before retiring to our boats for the night.

While the rest of the fleet sent up zzzz's, *Chakana* made an early morning exit from the harbour with Peter appearing on deck to help release our lines... or was it to make sure the paint work on *It's a Privilege* was kept in pristine condition?

The forecast westerlies had come in which meant a fabulous sail all the way back reaching the Heads just in time for slack

water at 3pm. With the tide and wind with us we continued sailing up the bay and were tied up in our pen at RBYC by 8pm. It was a grand day on the water and a great way to finish our shortest Bass Strait Cruise.

2019 Bass Strait Cruise An evening with "Music from Gilbert and Sullivan"



Mirrabooka



Andalucia



It's a privilege

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Anchoring Etiquette By Brenton Smith

In these days of marina hopping the arts of anchoring are becoming lost and I am no exception to this trend. Maybe it is time to review a few rules of anchoring etiquette.

Rule No 1. Set the right rode length. As a general rule more is better but there are limits particularly if you are in a crowded anchorage where it is hard to justify more than 5x depth at high water for chain and 7x depth if you use mainly rope in the rode. Any more is unsocial. This means knowing how much chain is running out. If you have the bucks then buy a chain counter – but it will fail, or set up marks on your chain / line.

Rule No 2. First in has the rights. If you anchor anywhere near another boat already at anchor then you are obligated to ensure that your boat does not hit theirs. Rule of thumb (which I have been guilty of breaching): If you appear to be too close to the other boat then you are. If you are too close, then move.

Rule No 3. Boats do not drag forward on their anchors! If the boat behind you in the anchorage is coming closer; it is not dragging forwards – you are dragging backwards and are therefore responsible to implement Rule No 4.

Rule No 4. If you drag then there really is no alternative to lifting the anchor and resetting it. When you do this Rule No. 2 comes into play – you have to avoid the other boats when your anchor is set. If you are really lucky then letting out a bit more chain may be sufficient, but don't count on it.

Rule No. 5. Persist until your anchor is set firmly in the bottom. There is no shame or embarrassment if you require several attempts before the anchor sets satisfactorily – there is nothing more important for a good night's sleep for you - and your neighbours. Just be thankful you live in this modern age with modern anchors that make multiple attempts less likely to be needed, modern reliable diesels with sufficient power that make manoeuvring possible in almost any conditions, and most importantly, an anchor winch that operates with the press of a button.

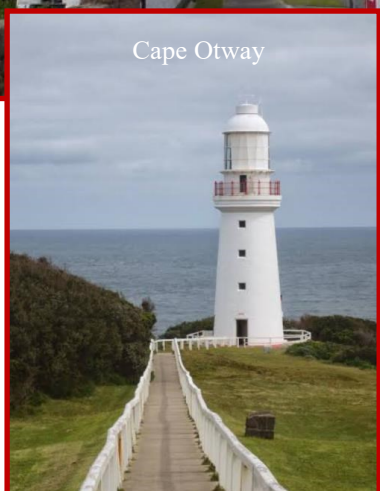
Cap'n Bullys Blog Lighthouses we have visited



Green Cape



Cruising Group Cape Wickham



Cape Otway



Wilson's Promontory

Birubi 5 In Tasmania By Sue Drummond

We set off from Queenscliff early on 27th December and had a good sail to Grassy on King Island. We arrived after dark and with some trepidation anchored amongst the moorings of the inner harbour.

Our Crew was our daughter, Ali, and Jens and Kathryn from Germany whom we met through RBYC. We were able to hire a car at some expense, (\$200 delivery fee) and see the sights. The Cheese Factory, Cape Wickham Lighthouse, the Petrified Forest on the rugged West coast, and the quaint town of Currie.

The highlight for me was a birthday dinner at "Wild Harvest" a restaurant on the hill above Grassy which has a panoramic view over Bass Strait. They showcase King Island Beef, Wallaby and Dairy Produce. People we spoke to in Grassy were absolutely convinced that the Scheelite Mine is about to re open, which is good and bad in my opinion.. It may help the ailing township, but it may turn the picturesque Harbour into a working mine site. A word of warning for those who are anchoring in the Harbour. The moorings have all got buoys with floating ropes and are quite closely spaced. I happened to wake during the night to find our boat lying at right angles to all the others and drifting towards the bow of the adjacent yacht. A buoy rope from a mooring had got jammed between our rudder and hull and prevented us from turning.

We sailed on to 3 Hummock, then Stanley, Wynyard (where our crew departed,) Beauty Point, Eddystone Point and St Helens. We were very lucky to have a following breeze. The breeze became very vigorous and we sheltered in Chinamans Bay on Maria Island, from a northerly then a southerly change. Finally things settled down and we did a big day, thru the Denison Canal to HOBART. This haste had become necessary as the port engine was making a noise, best described as a clunking sound. Bryan was convinced that the injectors were the culprit, but he was lucky to get an excellent mechanic who pinpointed the problem as all the bolts having sheared from the engine mounts. Fortunately, the drive shaft was not affected. He was able to get the other side mounts replaced a few weeks later.

We had arranged to have a berth at Prince of Wales Bay for the Wooden Boat Festival, and they have accommodated us from then on and off, as we venture out into the Channel and it's beautiful anchorages.

We have had a wonderful time since arriving in Hobart. We have caught up with Chris and Peter McHugh from SV Honey Bee, whom we met on the Indonesian Rally and Jim Kellam on SV Haulback who carried on from Asia to complete his second Circumnavigation and is now on his 3rd! We have made several visits to the Tasmanian Whisky... at Sykes Bay on Bruny. Fortunately, they also do gin and platters and have a lovely outlook north over the bay. We have revisited the tiny community of Franklin with its lovely Palais Theatre with its concerts, markets and community cinema. We've watched anxiously as the massive fires south of the Huon River have threatened Geeveston, where our

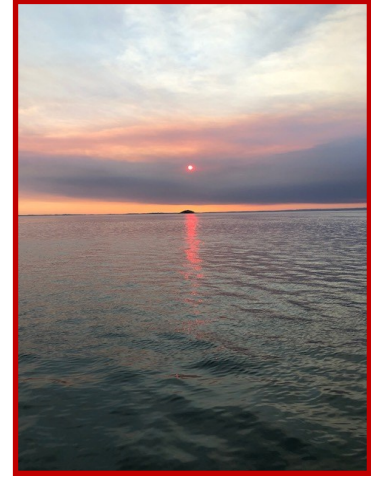
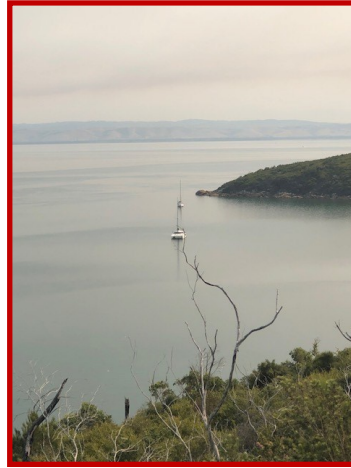
friend from Surrey Hills has settled. The last really hot record setting day has just come and gone and the immediate threat has abated, but the massive fires are still active amidst the quiet of the Huon Valley which is still disturbed frequently by the water bombing helicopters.

It's getting a bit cooler and it will be time to head north to get back to Melbourne before Easter.



A Postcard of our trip from Queenscliff to Jervis Bay

By
Barbara Burns



.Wilsons Promontory

Tin Mine Cove ,Chinamans Beach and a view of Doughboy Island in the evening with Bush Fires all around Wilsons Prom, which was closed, while we were there. Our boat became covered in ash which took weeks to get rid of. We felt ok as we were on the water. Very calm. Worth visiting as not many boats get to Tin Mine Cove. Too off the beaten track. Too much wild weather.



Leaving Lakes Entrance with a full incoming tide, ok as there were no waves. The fishing boats are more frightening as they just push in. Eden ,a welcome refuge after a rough trip around Gabo Island.. Two Fold Bay, a beautiful anchorage in East Boyd Bay. We stayed there two days relaxing and enjoying walking on the beach, and rowing the dinghy to get exercise.

Bermagui is a delightful fishing village, and was an easy sail form Eden.

Batemens Bay is very difficult to get into now because the local council refuse to dredge the entrance. Saffron has a draft of 1.4m which meant that we could just get over the bar with a foot to spare.

Jervis Bay is another delightful Bay. We enjoyed staying for a few days. The Navy skulking in the background.





STARS AND COMPASS TROPHY

Yes—it’s that time of year again! Did anyone miss it last year? Events around this time last year meant that the Stars and Compass paper was not available.

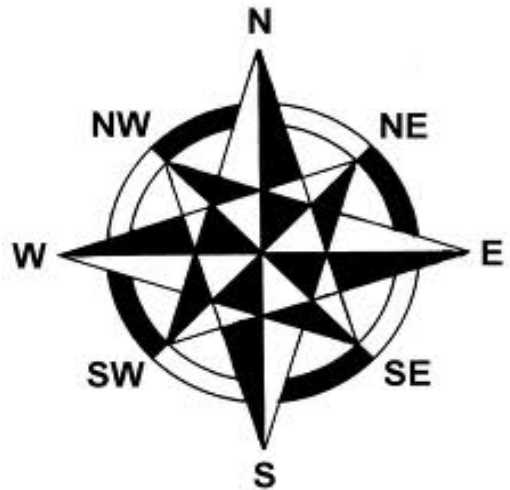
But we have it available this year for all those wanting to practise their navigation skills.

The Stars and Compass Trophy was donated by Richard Hawkins with the aim of encouraging the practice and use of traditional navigation methods. No answers are to include the use of modern computer based devices such as GPS.

The beautifully etched glass chalice, created by Leisa Wharington, is awarded for the best individual entry in a competition based on answering a number of questions and completing navigational exercises. The competition is open to all navigators with a YA number, not just RBYC members.

This year’s question paper will be set by Brenton Smith and will be available from the RBYC office at the end of April, email reception@rbyc.org.au, or contact Mandy on (03) 9592 3092. All entries must be submitted to the RBYC office by close of business on Friday, 21st June 2019 with the winner presented with the trophy at Presentation Night on 12th July, 2019.

We urge you to test your navigational expertise and give it a go!



MEMBER NEWS

Cruising Group extends a warm welcome to new members who have joined this year. **Kirsten and Malcolm Mitchell, *Caledonia***, have been long time members at RBYC.

Peta and Geoffrey Nuttall, *Be and Be*, sailed their catamaran from Tahiti with their children on board. Must be some stories to tell there!

Ross Wareing has rejoined our group.

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There are many RBYC boats currently cruising away from the bay.

Allan Haddow, *Ophelia*, is cruising in short passages again and exploring the waters of South Australia.

Barbara Burns and Geoff Brewster, *Saffron*, are making their way up the east coast of Australia. **Sally and David Spencer** crewed with them to Eden, **Tom Hinton** joined them at Eden for the leg to Sydney.

Terry Frankham, *Reliance*, and **Craig Walton, *Y Knot*** are circumnavigating Tasmania on the VDL-C 2019 rally. We look forward to hearing about their adventure.

Jo and John Walker, *Kirra Kirra*, have sailed to Paynesville. They will continue sailing up the east coast at some point and will also be joining their friends to cruise on their boat in Indonesia.

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David and Wendy Pollard, former owners of ***Charliebird***, have farewelled her from the RBYC marina. David bought her in 1987 and spent 9 months in the RBYC yard re-building and re-engining her after a complete strip-

ping out. It was not until late 1999 that ***Charliebird*** was in full sailing trim and being enjoyed by the family. David is now wondering what to do with all his time, there always used to be something to do on the boat. We can all relate to that! David is one of the original members of our Cruising Group and has been on the committee for 28 years.

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Rob and Sue Hurrell, *Aquacadabra*, are having a land based trip exploring Europe. I am sure being on water will come in to it somewhere.

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Sue and Brian Drummond, *Birubi*, have been exploring Tasmanian waters, and are now heading home.

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Please keep your cruising stories and other contributions rolling in. This newsletter relies on a flow of member contributions.

FORTHCOMING EVENTS

FRIDAY 12th APRIL *

FORUM DINNER MEETING

*****A WEEK EARLIER THAN USUAL DUE TO GOOD FRIDAY!*****

**Guest Speakers: Angela and Paul Woodman
'Retirement Adventure' Cruising the East Coast of Australia**

In 2018, Angela and Paul sailed *Summer Wind*, their Bavaria 44, from Melbourne up the east coast of Australia to Lizard Island and back to Townsville where she has spent the cyclone season. They will be presenting an overview of their trip, then focus on Cruising the Clarence River in New South Wales and cruising from Cairns to Lizard Island.

Sure to be interesting and presented by one of our own cruisers, please mark the date in your diary to attend. As usual, gather at the Club about 6.30pm, members draw at 7pm, followed by the meal and with the talk at about 8.30pm.

Please book with Mandy in the office (95923092) no later than Wednesday April 10th. Bookings essential.

EASTER WEEKEND 19TH-22ND APRIL

END OF MONTH ON WATER ACTIVITY

A cruise in company to a destination in the bay that will be decided after looking at the weather.

Contact for this activity is Robina Smith. Please email her your expression of interest to join the cruise. Further information and updates can then be forwarded to you.

robina_smith@hotmail.com

FRIDAY 17th MAY

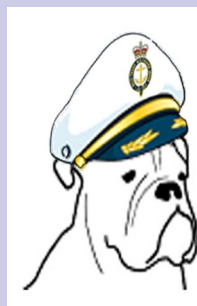
FORUM DINNER MEETING

Guest Speaker: TBC

FRIDAY 21ST JUNE

FORUM DINNER MEETING

**Guest Speaker: Grant Dunoon
Melbourne to Osaka Race and returning in cruising mode.**



Captain Bully's Blog

“There are times when the ocean is some violent explosion of energy and danger: ferocity on a scale only gods can summon. And the sound is a roaring of a beast whose anger knows no limits. Those are the nights the light is needed most.”

— M. L. Stedman - *The Light Between Oceans*

Lighthouses are always a great fascination, elegant structures bound with histories of valour, rescue, isolation and often sadness. Visiting King Island on our last Bass Strait cruise we walked to both Cape Wickham and Currie lighthouses, it sparked memories of all the lighthouses we have visited around Australia and even better memories of the lighthouse cottages we have stayed in as bases for coastal walks we have done. In South Australia we stayed at Cape du Couedic, and walked the Wilderness Trail, in Kangaroo Island's Flinders Chase National Park, a spectacular coastal walk in the south-west, which included by chance swimming with the sea lions.

Equally spectacular on the south coast of NSW, we have now stayed twice at Green Cape light-station cottages both times during October. The cottages are perched on the cliff top and at that time of the year the whales swim by all day long, frolicking, breaching and blowing, it's a wonderful sight. Sadly the lighthouse, while still standing, has been replaced by a steel framed light-station. None of the charm, elegance or romance, but presumably equally functional. Wilson's Promontory Lighthouse and cottages make for majestic accommodation after the fairly taxing walk from Tidal River and Cape Otway's also a fantastic base for the various stages of the Great Ocean Walks. All the cottages we have stayed in have been in first class condition and make for excellent accommodation. All have linen provided but catering is BYO. We have visited so many lighthouses and hopefully will see more and stay in more of the cottages. Could be a topic for further discussion.