



CRUISING NEWS



MARCH 2013

HAPPY HOUR BY 1700 HRS (‘SOJOURN’ AROUND AUSTRALIA)

BY BRENTON SMITH



Kerry and Linda’s course around Australia.



Linda, Rod Watson and Kerry.

Rule 1: Happy Hour on ‘Sojourn’ is at 1700 (or as near as possible to it).

Sojourn: n: temporary stay or v: to stay temporarily. What a totally appropriate name for Kerry and Linda McCorlick’s Dufour 52 yacht that now sits on Arm 6 in our marina after nearly three years away on their circumnavigation of Australia. The first iron rule on ‘Sojourn’ was happy hour at 1700 which meant they had to sojourn in numerous bays, anchorages and marinas around Australia.

The second iron rule was that sailing was not to be conducted in rough weather. This meant that some of the sojourns were quite lengthy while waiting for the weather to settle down. If in doubt – stay for another happy hour!

Flinders, and to a lesser extent King, were the heroes of revealing the Australian coastline for the first time and they saw monuments to Flinders everywhere. Flinders was also a prolific user of names from his crew and native Lincolnshire, and having a copy of Flinders’ log on board added considerable interest as they moved around the coastline.

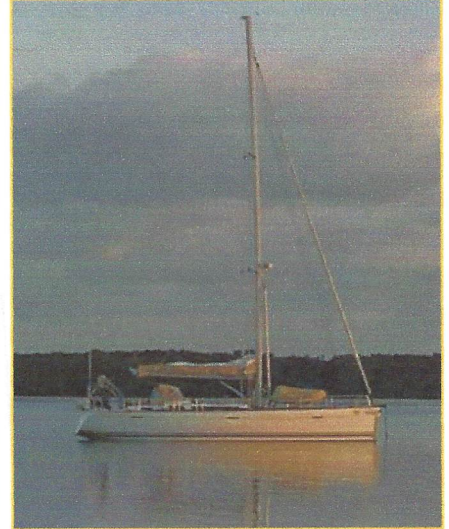
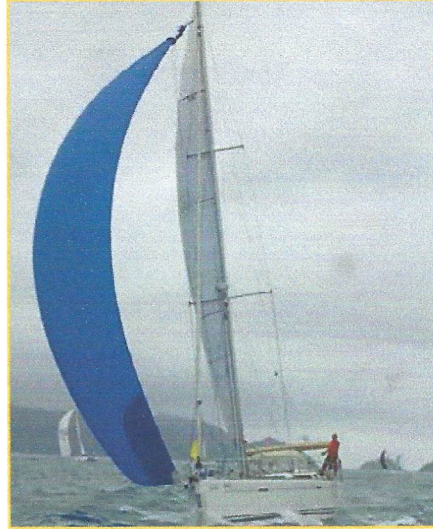
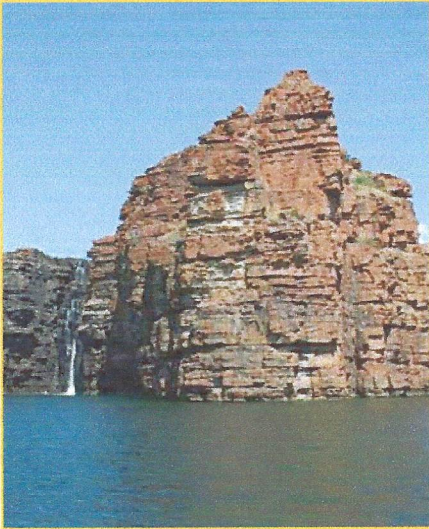
Underlying the whole concept of the trip was the ‘No Plan’ plan and they stuck to it!

Previously Kerry had been a keen ocean racer, but to entice Linda she resorted to cruising mode and promised they would not go further than 50 miles from the coastline. This they did, with the exception of crossing the Gulf of Carpentaria and of course the Great Australian Bight (GAB) – more about that later.

I have long been an admirer of Sojourn, as she sits hand-somely under her covers, looking just like a boat that is designed to sail to exotic destinations. Part of that, and the concept of almost daily ‘Happy Hours’ with frequent sojourns, is the need for some seriously good ground tackle, and also a well organised anchoring technique. Handling a large yacht that has some rather high sides at slow speed while coordinating the anchoring is a process that provides spectator sport in anchorages around the world, and a steady

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Left: Waterfall at King George Sound during the dry season. Centre: Joining in during race week at Hamilton Island. Right: Up Escape River, Far North Qld (lots of crocodiles and pearl leases to navigate).

supply of customers for divorce lawyers. They rate the purchase of hands free two-way radios in Sydney as one of their better decisions. No futile screaming from the cockpit in 30kt winds or frantic hand signals that are invisible in the dark. They called these 'Marriage Savers'.

A Delta anchor on 100m of chain was the primary anchor backed up by an Admiralty anchor (good for weedy bottoms) and a kedge anchor on the stern kept them snug in some pretty ordinary locations. Their preference was to anchor off whenever possible and not to use mooring buoys, particularly after one of their neighbours drifted off into the dark when the tackle failed.

Although there was no plan, there are obvious weather constraints for sailing in the top-end during the cyclone season – and there are only two recommended weather windows in the Australian Pilot for crossing the GAB – November and March/April. The first cyclone season was spent in Townsville which included the Category 5 Cyclone Yasi that wreaked such devastation on the coastline between Townsville and Cairns. Fortunately both cities missed the worst of it, and the tidal surge at the marina lifted the pontoons to within half a metre of the top. It came very close to total devastation, as did Sojourn. Linda and Kerry spent the worst of it nearby in Jupiter's Casino.

Prior to crossing the Bight, a long sojourn was enjoyed in Albany while waiting for the right weather pattern, and five days later they were in the wonderful haven of Pt Lincoln, but not before an uncontrolled gybe as the south-westerly (SW) change came through and left a mainsail that could not be spilled after the mainsheet traveller disintegrated – at 2am of course. The northerly winds took them well south of the Bight – heading for King Island in fact – but the expected SW change put them on an easy run into Pt Lincoln in time for the 1700 happy hour!

It pays to pick your crew wisely, and whether it was luck or good judgement, Kerry and Linda took on Pablo and Ainsly in Broome after finding them on the Findacrew website. A day later they were avoiding the sandbar and re-anchoring in 30+kts of breeze, while Kerry and Linda were in Melbourne on one of their six weekly trips

TRIP TIPS!

TIP 1 – AIS and radar are brilliant. Enabling the professionals to see and identify you facilitates rapid communication when it is needed. They benefited from the actions of some very professional seafarers who could communicate immediately and accurately.

TIP 2 – Have good anchor tackle – nothing upsets a happy hour more than a dragging anchor.

TIP 3 – Buy a pair of marriage savers – see below.

For anybody who is interested, the "Marriage Savers" used by Linda and Kerry are being sold by Cruising Solutions for US\$70 <http://cruisingsolutions.com/products/>

TIP 4 – For the victuallers - do not stress too much. There is plenty of food around the Australian coastline. We hear regular tales at Cruising Group about lockers of food being consigned to bins or the deep. This was another one!

TIP 5 – Take the car. This enabled Kerry and Linda to explore further inland as well as the coast.

TIP 6 – Enjoy – Kerry and Linda certainly did!!

Thanks to Linda and Kerry for yet another inspiring tale of cruising adventures – the numbers at the meeting show that we love them – the tales, and Kerry and Linda too!

HOW I GOT INTO SAILING...TWICE

BY DAVID SPENCER



The Enterprise Dinghy underway.

With a father who had served for seven years in the Royal Navy during WW2, it was inevitable that I would grow up with an appreciation of ships and boats. Visits to Navy open days were annual family events and as a youngster I eagerly looked forward to. We had our own tour guide especially of the armaments as dad was a gunnery officer. During my early teenage years, my parents bought a caravan at Burnham-on-Crouch in Essex – a well-known sailing destination in the UK that is not too far from London. We spent weekends and school holidays there.

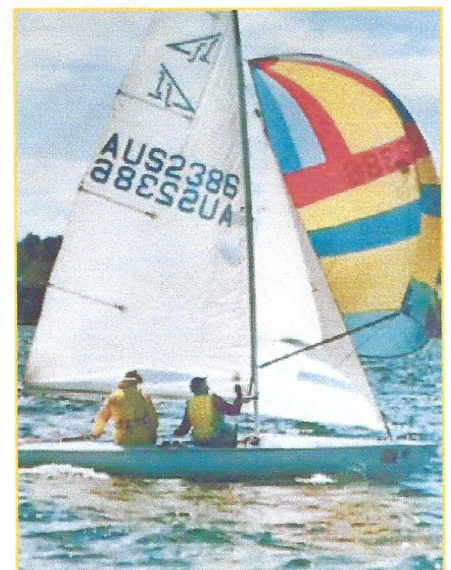
I was about twelve years old when my parents bought my first boat (or was it dad's in disguise) a 12ft clinker built gaff rigged dinghy not unlike our cadets at Brighton. I also sailed with some of the local lads who belonged to the Burnham Yacht Club (BYC). At Burnham, the Royal Corinthian Yacht Club and the Royal Burnham Yacht Club were based, but these were seen to be for the Harley Street Specialists, not a boy from the East End of London or the

local lads for that matter. After a couple of seasons learning in the 12 footer my parents bought me an Enterprise dinghy, one of the many Jack Holt designs of which the BYC club had a growing fleet. By now I was into racing with the club and cruising around with dad and my younger brother. Dad often jokingly reminded me that he had rung more salt water out of his socks than I had seen.

I had a long break from sailing when I moved "down under" other than the occasional sail on a friend's boat or hiring one while on holidays. So how did I get back into sailing? Through a local tennis club member who was displaying some photos of his boat to uninterested tennis club members, that is until I looked over and said to Greg, "a Flying 15 designed by Uffa Fox". Immediately I got his attention and it wasn't long before I was crewing for him down at Davey's Bay Yacht Club. Besides club racing, we also entered a number of state and national regattas. My friend Greg eventually moved to Queensland but fortunately at the same time came

an invitation to a twilight sail at RBYC in 2000. Brian Patinson had just bought Longbow, an Adam 10 and was looking for crew. By now I'm sailing keel boats (yes, I know, a 15 has a keel). Brian moved up to bigger and yet bigger boats and I moved up with him until I got to do a Westcoaster on Gusto, an open sixty, and what a ride that was. I have also had the opportunity to race on Magazan and Mirrabooka. It was during my time racing with the Bingham's that Sally was invited to join on a Bass Strait cruise. Up to this time Sally had only sailed on the occasional Wednesday night and so from that point on she was no longer a sailing widow.

About five years ago we started sailing together on a Wednesday afternoon with Doug and Heather Gee on Sun Kiss, a Northshore 34. In September 2010 the Gees asked us about entering into a partnership with them, which we did as we thought it a good size boat to sail together and have benefited from the new experience, responsibility and learning that goes with ownership.



Flying 15 sailed at Davey's Bay.

From the Editor: Don't forget to write up your How I Started Sailing story. This is your chance to see your name in print and share your passion. Approximately 600 words with possibly a picture dug up from the archives would be great. Thanks for keeping your cruising stories rolling in. **Please email robina_smith@hotmail.com**

CRUISING THE CHANNEL ON CAVARLO

BY LYN BINGHAM

The D'Entrecasteaux Channel provides excellent and picturesque anchorages, magnificent scenery, and choices of hidey-holes for all weathers.

In 1792 the French Rear Admiral Bruni D'Entrecasteaux, commanding the Recherche and the Esperance, discovered the Channel that bears his name. His delight at the discovery urged him to exclaim "Each ray of light displayed fresh beauties, on all sides great depths were seen, all equally sheltered from the winds."

Having cruised there in Amaya and also in Mirrabooka I impressed upon Mr Bingham my desire to visit this area once more before age prevented me from doing so. And so the plan evolved.

settled down and we were able to grab some sleep. We were informed later by local people that we should have had the brains to choose another spot not too far away which would have offered more protection!

After a swim and some oyster gathering on the way, Kettering was our next stop to refuel and drop off the life raft, which we did not need for cruising in this area. Being a hot Friday night, a meal at the pub seemed like a good move but without a reservation it was back to the boat for dinner.

We then spent two nights at the Duck Pond in Simmons Bay on Bruny Island – a great location for shelter in all weather.

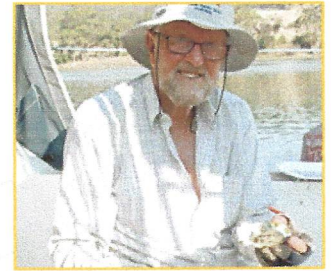


A taste sensation! (Photographs by Ray Tyshing)

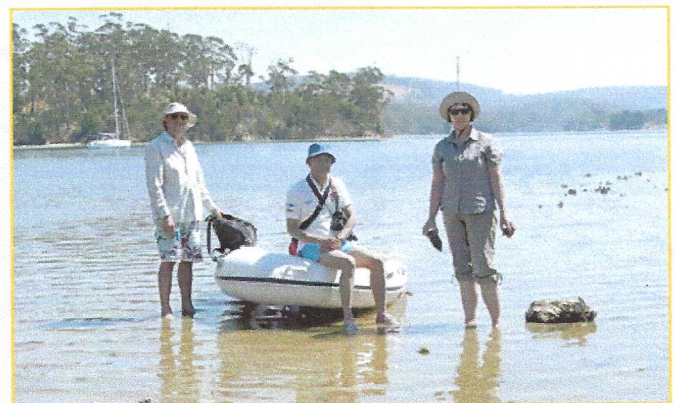
Mr B. and Ray Tyshing (one of our crew on Mirrabooka) were invited to race to Hobart on Cavarlo, Lou and Marnie Irvings' Cavalier 395. Cavarlo would remain in Tasmania until February when she would participate in the Royal Yacht Club of Tasmania (RYCT) circumnavigation, so how fortunate we were to have the use of a boat to cruise these waterways again? Cavarlo raced the West Coast, crossing the finish line on Sunday, December 30 2012, after a pretty good race from all accounts.

In the afternoon of New Year's Eve, Chris Tyshing and I took a flight to Hobart, met up with our husbands along with the Cavarlo crew, to enjoy the fireworks and festivities around Elizabeth Pier. The next day we visited the MONA gallery and enjoyed devouring all that Salamanca Place has to offer and the Taste of Tasmania too. Then it was time to provision the boat and prepare for departure.

Mid-afternoon on January 3, following lunch at the RYCT and then farewelling Lou and Marnie after promising to take special care of their lovely Cavarlo, we sailed off down the Derwent. Our anchorage on the first night was at Snug Cove which was anything but!! As we approached the chosen spot Ray, on the helm, reported 30 – 35 knot winds and then a gust of 50 knots. Several hours of strong winds and anchor dragging later, things



Above left : David and Lyn enjoying oysters. Above right: David Bingham showing off their catch. Below: David, Ray and Chris collecting oysters in Duck Pond.



A walk ashore, a delightful swim and then it was time for the more serious business of oyster gathering. Mr. B had his old faithful oyster-opening knife and without doubt they were the biggest Pacific oysters ever seen, the oyster at times measured five inches! Oysters were a delicious entrée for several nights and we returned to the Duck Pond towards the end of the cruise for more.

After dropping Chris off at Gordon for her trip home, our next stop was the pretty but unusually named Egg and Bacon Bay, where we dropped anchor for lunch. Then it was onto Port Cygnet for a pleasant walk into town which was followed by a drink and dinner at the local pub, along with a night in a sheltered anchorage. The following day, after a brisk motor sail (at one time reaching nine knots) south in the channel, we anchored for shelter behind Rabbit Island in Port Esperance and stayed put the rest of that day. The next day the thought of curried scallop pies beckoned, so we went to Dover, picked up a club mooring and took the dinghy

ashore. We talked to a local man, Jeremy Firth, who advised that the lady who ran the cafe where we had previously enjoyed scallop pies had passed away. He suggested a fairly new and modern restaurant up the hill called The Post Office Restaurant where we enjoyed a pleasant lunch and good bottle of wine. We contacted Gordon Reid (ex-owner of Yachtmaster Sailing School and now resident of Dover) who kindly drove to the restaurant, stopped at the shops for us to pick up a few supplies and then he and Sue provided us with afternoon tea at their home with great views overlooking the water. It was good to catch-up with Gordon and Sue.

Having visited Recherche Bay on a previous trip we were keen to show Ray this special and interesting place. The first night we anchored in the north, at the "Pigsties" which was memorable due to the invasion of large mosquitoes in the early hours of the morning, followed by much banging and swatting in the cabins as we fought to annihilate them.

The following morning we headed to the southern end, Rocky Bay and the "village" of Cockle Creek (population 3) and took the dinghy ashore for a delightful swim – it was warmish and sunny and the water was clear. We walked around ashore, visited the local small cemetery and anchored for the night at the "Coalbins" by which time most of the mosquitoes had been vanquished.

A visit to Southport proved interesting as we anchored off a beach where there were quite a few houses and we thought possibly a shop of some sort. We took the dinghy ashore only to discover that we were nowhere near the jetty, pub or the centre of town. (Don't assume you are where you think you are!). So a long dinghy ride later we tied up at the jetty and walked a fair distance to the pub for lunch. There is also a camping ground and a small shop attached to the pub that has basic supplies.

Another visit to Port Cygnet on our return saw us mingle with hundreds of fans as the Port Cygnet Folk Festival was on that weekend. We enjoyed afternoon tea while sitting outside listening to an Irish band and on our walk back to the boat bought some of the large black cherries that Tassie is renown for. Full of flavour, they were delicious.

A pleasant sail followed, north along the coast and back to the Duck Pond for more oysters. Next morning we tied up to a small jetty in the north of Simmons Bay and walked ashore on Bruny Island again. A local woman watering her garden asked if we brought some rain with us. The entire island is as dry as a chip. A quoll (Bruny Island rat) was spotted foraging in her back yard. Just after New Year we did experience a few days of smoke from the bushfires around the Tasman Peninsula.

Our last night was back at Oyster Cove Marina, Kettering, and yes we made a reservation for dinner at the pub, did a load of washing and returned the life raft to the stern of Cavarlo. She was safely in her pen awaiting the return of her owners for the circumnavigation.

As always the weather at 43 degrees south in this part of the world is quite variable. The mornings would often be sunny and then clouds would roll in, often dark and ominous, but very little rain. The surrounding mountains provided spectacular backdrops to the great scenery and it's never very far from one anchorage to another. We used the headsail whenever the boys decided there was sufficient breeze to assist the engine, but more often than not the wind would die out or blow from dead ahead. The main was used a couple of times but mostly it was motor sailing.

But for a few more degrees of warmth, this lovely cruising ground rivals if not betters the Whitsundays...highly recommended.

WILL'S WISE WORDS...

Now, I ask you, where will it all end? We are being deluged with reports of drug cheats in all manner of sporting codes. There are even suggestions that there are criminal connections. Not in sailing circles of course, there'd never be anything like that going on in our area of interest, would there? Mind you, I did attend a gathering of yachties recently and there were some strange things going on.

I'm not one to talk, but they were not a young set. In fact, to not put too fine a point on it, they were old enough to know better. At least one of those present has competed at Olympic level. A few of the females present were decidedly dubious, wearing those long white boots commonly associated with girls of

a certain calling. Do you know that one of those girls sidled up to me with an offer to sell me a plastic bag containing green vegetable matter. Well I gave her short shift and had no sooner got rid of the hussy when her girlfriend suggested I try a sample from her pill box. They tried to pass these incidents off as being in fancy dress, suggesting that the offers were actually garden weeds and Tic Tacs, but I'm no fool, I can see through these 'ne'er-do-wells' every time.

That was only one incident, there have been others. Recently, out in Club races, all manner of skippers have been overtaking our gallant 'Lucy'. No one can tell me those skippers hadn't been taking something. I mean to say, the rate we've

been overtaken suggests that whatever the skipper was on had added at least a knot to their boat speed.

Ok, I did have a small side bet on the odd boat that won here and there, but honestly, the new Beneteau we've ordered has been financed from an inheritance from my late dear Uncle Albert. Quite a surprise really since my parents had never mentioned him, but his solicitors recently contacted me by email. It was so exciting. I've sent off my banking details and I'm now expecting the transfer of funds which will enable me to pay the C.O.D for the new boat.

I REMAIN, HUMBLE IN SPITE OF MY NEWFOUND WEALTH, WILLIAM MERRITT ESQ.

WHAT A JOURNEY!

BY PAM & WILL



After buying a 1983 Catalina 38 in California early last year, our son Wayne spent many hours and dollars getting her ready for a Pacific crossing.

Leaving about August, and with a three-month stopover in Hawaii, he sailed SOLO across the Pacific and covered about 6400 nautical miles. After 42 days nonstop from Hawaii, he finally cleared customs at Bundaberg Port Marina early January this year.

After a couple of weeks on the boat tidying up etc. he moved the boat from Bundaberg Port Marina to a (cheaper) 'fore and aft' mooring at Midtown Marina while he returned home to Stawell for a few weeks. And we all know what happened in Bundaberg a couple of weeks ago – that's it – record floods!

For the first week Wayne had no idea what had happened to his boat apart from the fact that the moorings where he'd left

it weren't there any more (and neither were the boats). Then someone from Bundaberg Port Marina called to say that a photo of Hellcat had been found on a Facebook site called "What Happened To My Boat?" following the floods.

She was high and dry five kilometres downstream, beside a road and a fair way from the river on the north side. Relatively undamaged compared to other boats, but leaning on a power pole (see photos) she had brought power lines down leaving some properties without power. Oh dear!

Last week Wayne returned to Bundaberg to assess the situation. Problem now is to get a crane to move her. The main bridge in town is damaged, all the available cranes are on the south side of the river and probably very busy anyway, so the nearest crane is in Gladstone 150 kms away. So it goes...

If only boats could talk, Hellcat would have a story to tell!



MEMBER NEWS

A warm welcome to **Nilgun Vardarli** who has joined the Cruising Group in the past months. And welcome **Kim and Adam Quennell**, visitors to our recent Cruising Dinner and who are on a 5-year plan to gather experience ready for future cruising with possible destinations in Europe. They are looking for crewing opportunities. **Roger** was also visiting and offered the opportunity for people to crew on his boat in the UK. More details in the next newsletter or contact Robina for information.

Gypsea Rover has crossed the Tasman after sailing and motor-sailing in light winds for most of the journey. On Day 3 **Sue and Bryan** reported that they were motoring with no wind, no ships, fish or anything! Seemed to make the most of the conditions though and cooked up a storm with roast lamb and vegies on the menu. Crew **Mel and Don** joined them in Hobart for this leg of the adventure to New Zealand.

Mavis Sheedy has joined **Gypsea Rover** in Nelson as relief crew and is looking forward to some cruising around the coast of New Zealand.

Jo and John Walker, Kirra Kirra, have had light winds but fabulous weather for the start of their east coast cruise. They have arrived in Tasmania via Refuge Cove, Deal Island, Flinders Island and Triabunna on the Tasmanian Coast. Apparently the café and restaurant at Killicranckie is worth a visit. A highlight has been the spinnaker run to Deal Island across Bass Strait in building winds. **Follow them on kirrakirra.blogspot.com.au**

There has been a lot of action in the marina this month with 10 boats getting ready to Cruise in Company in Bass Strait. Liferrafts were fitted, anchors and anchor chains attached, barge boards readied, AIS installed, meals prepared, provisions stowed and water tanks filled as the boats dug out their charts ready to follow the wind. Assembling at Queenscliff on Saturday 23rd February were **Andalucia, Chakana, Emma Kate, Enya, Happy J, Mirrabooka and Sun Kiss. Acquacadabra** is hoping to catch up after getting his goose neck fixed. **Sarah Patterson's Jeaneau** is hoping to join the cruise later in the week. **Sojourn** will also be trying to meet the flotilla after leaving a bit later. Should be lots of stories out of this!

Tom Hinton, Tales has attempted to complete the nonstop, single-handed, small boat cruise to King Island. Last word was that the weather and sea state won out this time!

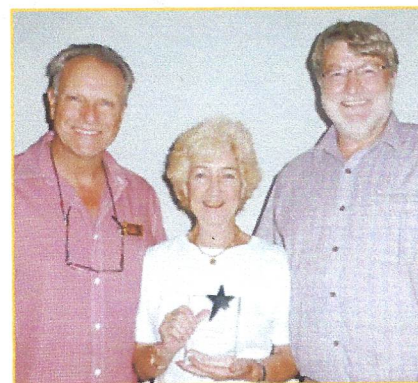
Cruise update: Six boats are holed up in Port Welshpool after 2 nights in Refuge Cove waiting for the next weather window. **Aquacadabra** arrived in Refuge Cove the day the rest of the boats moved on, as did **Highland Fling** on her return journey to RBYC. Waiting to see whether **Sarah's Lara** is on her way.

TIDAL STREAMS AT QUEENSCLIFF

When does slack water occur at Queenscliff? Is it related to tidal flows at the rip as the water pours in and out of Port Phillip Bay, or to high and low water at Queenscliff?

After several days of watching the tidal flows while holed up in Queenscliff at Christmas time during spring tides, the slack water is related to HW and LW at Queenscliff, which as we all know is 30 minutes behind the tides at Point Lonsdale. This is also when the rip is at its strongest and so if you have enjoyed a speedy ride through the east channel on an ebb flow in the rip, then it will be blessedly quiet in the Queenscliff cut and marina. Similarly if you have been pushing the flood tide in the west channel.

If you have to manoeuvre in the tide affected parts of the Queenscliff marina, then the speed of the tide is not significant for at least one hour each side of HW and LW.



At our last Cruising Dinner the years of work that **Bev Asprey** has put in to co-ordinating and updating the club library were recognised with a presentation from Commodore Paul Woodman. Paul thanked Bev for her "Service as Librarian Above and Beyond".



FORTHCOMING EVENTS

FRIDAY 15TH MARCH

FORUM DINNER MEETING

Guest speakers: Carolyn and Don Warner
Antarctica – The World's Last Great Wilderness

The March dinner will feature a special presentation by Iceberger Don Warner. On a recent 3-week cruise he and wife Carolyn visited the Antarctic Peninsula and numerous sub-Antarctic islands, including the Falklands, South Georgia, Deception Island and Elephant Island.

During his presentation Don will share his insights about Antarctica's amazing wildlife, remote locations, connection to 'The Boss', Sir Ernest Shackleton, why the area is important and what is being done to protect this pristine wilderness.

This promises to be a most interesting talk and will be heavily booked due to the involvement of an Iceberger so book early to avoid disappointment.

Please note the change of venue to usual. Gather in the Members Bar about 6.30pm, meal at 7.00pm, followed by the talk at about 8.00pm.

Please book with the office (9592 3092) no later than 5.00pm Wednesday March 13th.

FRIDAY 19TH APRIL

ANNUAL BOAT PROGRESSIVE DINNER

Always popular - please keep this date free.

For the uninitiated, we firstly gather in the club for drinks and nibbles. You are then allocated to one boat for main course and a second boat for dessert, with many boat owners kindly offering to host either main or dessert. Afterwards we get together again to wind up the evening. Sounds confusing doesn't it! But it works!

The evening is only possible because of the generosity of boat owners who provide main course or dessert for 6-8 people (all costs reimbursed). If you are a boat owner and are able to host a course Pam (willm@hotkey.net.au) would love to hear from you by the end of March. Non-boat owners are always warmly welcomed and will be able to book through Pam during April.

FRIDAY 17th MAY

FORUM DINNER MEETING

Guest speaker: Dori Parkin
This dinner will feature a presentation on sailing the Scottish Coast and the Solent.

FRIDAY 21st JUNE

ANNUAL CLASSICAL MUSIC NIGHT

Saturday 23rd February

HAPPY HOUR!

from the
Chair

Here I am, sitting with about twenty-four other cruisers, enjoying sundowners on the back balcony of QCYC. We sailed down today in 3.5 hours on a great easterly; what an exhilarating day and a great start to the Bass Strait Cruise. The weather looks favourable for tomorrow for an early afternoon departure for Wilsons Prom (Refuge Cove). You may have worked out that the editor of the newsletter, Robina, has forced me to stop drinking and start writing, so I need to be quick.

There are seven boats at QCYC: Enya, Chakana, Emma-Kate, Andalucia, Happy J, Sun Kiss and Mirrabooka, with Sarah Patterson's Lara to join us tomorrow. There are two later starters, being Aquacadabra and Sojourn. Weather looks good for a trip east and then maybe south towards Flinders Island...? We will update you on our return.

Right now, it's time to return to drinks...



Captain Coxswain's Corner

'DEAD HORSE'

No, it's not rhyming slang for tomato sauce. It refers to the period (usually one month) when crewmen worked off the advance pay they received when they signed up for a voyage. Since the advance was often spent before the voyage started, the men would not receive remuneration for work until the month was over. Trying to get extra effort from the crew in this period was referred to as 'flogging a dead horse'.