



CRUISING NEWS



APRIL 2013

THE DON IS NO TEABAGGER!!

BY BRENTON SMITH



Rod Watson, Carolyn and Don Warner



View of Neko Harbour, Antarctic Peninsula

Don Warner is one of the hardy icebergers who love to swim in the bay even in mid-winter when the water temperature falls to a chilly 8°C. Much too chilly for the ostensibly more sensible fully clothed yachties who can be seen striding out on the pier on mid-winter Wednesday afternoons past the scantily clad icebergers. The term teabagger is one of derision amongst the icebergers; referring to those (like most yachties) who immerse themselves for the briefest possible period in the bay in mid-winter. As we shall see, Don is most definitely not one of these!!

Don and his wife Carolyn entertained the Cruising Group in March with their presentation about their trip to Antarctica. They joined the *MV Ushuaia*, a small cruise ship of the Antarctic Expeditions line, in the delightful port of Ushuaia to cross the Drake Passage to the Antarctic continent, but only after

visiting the Falkland Islands, South Georgia and Elephant Island, in effect circumnavigating the Scotia Sea. Ushuaia is the southernmost settlement in Argentina.

The deep south of South America is a wild remote part of the world which can experience high winds and large seas even in high summer - not a trip for those prone to 'mal del mar' as the locals would say. However, Don and Carolyn were blessed with good weather which enabled most of the scheduled shore activities to occur from which they produced a great set of photos.

The attractions in the islands in the Scotia Sea were the abundant wildlife, which having not been hunted now for several decades, just ignores the small numbers of humans amongst their midst.

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King Penguin rookery, South Georgia.



Seals litter the beach, Fortuna Bay, South Georgia.

It was also heart warming to be British on the Falklands with 2012 being the 30th anniversary of the conflict with the Argentineans. As shown by the recent referendum, the population overwhelmingly wants to retain their status as a British Protectorate.

South Georgia and Elephant Island are on opposite sides of the Scotia Sea and were the centrepieces of the Shackleton saga, of which Don is obviously an avid scholar. A quick history lesson was presented as he showed the photos of the route that Shackleton and his men traversed. Paying homage to Shackleton's and Frank Ward's remains on South Georgia with a nip of Scotland's finest was a highlight for Don.

For those of you who are a bit rusty on Antarctic geography, the Drake Passage is a 500mile wide stretch of the Southern Ocean between Cape Horn

and the Antarctic Peninsula that stretches out from continental Antarctica. The ferocious westerly winds and currents girdle the globe uninterrupted at these latitudes. On the *MV Ushuaia* only 2 of the 20 nights afloat were required to cross it each way. Although the abundant wildlife in the Scotia Sea is fascinating it is the ice, and in particular the icebergs, that are the dominant attraction. We have all seen photos of icebergs, but they never cease to fascinate with the mostly silent beauty seen in the ever-changing shapes sculptured by nature.

Each day the passengers were taken ashore on Zodiacs and/or made a Zodiac cruise. It was on one of these that Don showed he was a true iceberger by swimming in Neko Bay on Antarctic Peninsula which had a brass monkey demolition water temperature of just 0.5°C. That is not a typo!!! There was no teabagging for RBYC's Don Warner.

Thankyou McMullan Conway Communications

Over the past three years McMullan Conway Communications have been doing the layout and publishing of the Cruising Newsletter. Terry McMullan, a member of RBYC, volunteered the services of his graphic designer when a plea was sent out to the members. Unfortunately for us, due to a change in the circumstances of his designer, he is unable to continue this service.

The Cruising Group has been most grateful for their help in making our newsletter look professional and interesting, especially in the changeover to colour and delivery by email. Special thanks to Hannah and more recently Kate. They have always been a pleasure to deal with.

So the plea is out again for any members who have skills in this area to help the editor with the layout and publishing of the newsletter. Please contact Robina Smith (robina_smith@hotmail.com) if you can help or have any contacts who could help.

Thankyou for keeping the cruising stories and articles rolling in. I am assuming there are many of you putting the final touches to your 'How I started sailing' stories ready to send to the editor at the above email address. I am sure we have not heard from all of you yet and that you all something to contribute.

THE TRIP SO FAR ON GYPSEA ROVER

BY SUE DRUMMOND

Why am I writing this? I know that members of the Cruising Group have our blog on Favourites and check it ..probably daily!

So for those that do not you can find us at gypsearover.info

A POTTED SUMMARY OF OUR TRIP SO FAR:

We headed out the Heads on Boxing Day, to beat the rush. It was an uneventful mix of sailing and motoring, then, arriving at the Tamar, we headed into the Old Pilot Station harbour at Low Head where there is a floating pontoon. No problem with depth or manoeuvring though it is quite cosy. This is an historic spot, with the Maritime Museum, cafe, pilot's cottages for rent, lighthouse and a steam powered foghorn which is sounded on Sundays by the local historical society.

Bypassing Beauty Point, we headed up to Rosevears and stayed the night on their pontoon, making sure that we patronized their dining room. It is not a big walk to local wineries. It is uphill but the views are fantastic.

The next leg was the 36 hour trip via Banks Strait down to the Tasman Peninsula, specifically Pirates Bay at Eaglehawk Neck. The Lufra Hotel actually came and picked us up from the jetty for dinner!

Next stop was the beautiful Fortescue Bay for 2 days of walking, swimming and lounging about drinking the wine obtained at Rosevears. A few of the racing boats dropped the pick en route back to Launceston and Melbourne and were up for a chat.

Port Arthur was a likewise pleasant anchorage until the huge bushfire broke out cutting off power and communications to the Peninsula and turning the visitors centre into a refuge. It is a very pretty place with a number of anchorages and we might have stayed to investigate but we were smoked out and enjoyed a calm trip round Cape Pillar, motoring between it and Tasman Island and on to Hobart.

Then, for something I have always wanted to

do....Bridge up and into Constitution Dock right in the heart of Hobart.

Our crew of David James and James and Bronwyn Ide departed and we enjoyed several weeks of cruising down the D'Entrecasteaux Channel as far as Recherche with friends from Melbourne.

We met up with John and Lyn Martin on Windflower, from the Island Cruising Association, based in Opuia, NZ; attended their cruising seminar at Kettering and then headed to the Prince of Wales Bay Marina, up the Derwent, where refugees from Con Dock and Kings Pier Marina were banished during the Wooden Boat Show. The show itself was a delight and Hobart sparkled in the sunshine.



Well the biggest, slowest high ever, hung over the Tasman and we motored for 7 days. On the 8th day a little front gave us a spectacular moonlit sail until we rounded Farewell Spit and again we motored into Nelson, New Zealand. Customs were there to take our lines and welcome us. John and Lyn had booked us a pen and brought a welcoming party aboard. This lovely town has a lot

to recommend it as a port of entry to NZ. It's the centre for commercial fishing and fish farming so has boat services of every kind. It has a marina close to the Abel Tasman and Marlborough Sounds cruising grounds so there are many sailors from Christchurch who keep their boats there. There is also a great Tasman Cruising Yacht Club which gave free one month membership to newcomers, thus use of its moorings in the Tasman Bay cruising areas. The town itself is very pretty and prosperous.

Mel Chambers and Don Richmond had to return to Australia but David Barker was able to stay and we were joined by Mavis Sheedy for a visit to the lovely anchorages on the west coast of Tasman Bay, adjoining Abel Tasman National Park. We dropped David back in Nelson then headed in company with Windflower, to Marlborough Sounds.

Anchoring in the Sounds can be tricky due to the steeply shelving shores, gravel bottom and steep surrounding hills which funnel the wind down.



Above left: Bryan and Sue Above right: Think they are bragging!!

In the cruising guides, the recommendation is to pull the stern in to the shore, anchoring it to a tree! A consortium of 3 large yacht clubs in the area (Mana, Pelorus and Waimata) have installed moorings which are regularly serviced. At this time of year, there are not many cruising yachts around so the moorings provide a welcome, secure respite from wind worries. If staying in the area for any length of time at peak season, it would be a good idea to join one of the clubs. There are two major channels in the Sounds... Pelorus Sound and Queen Charlotte Sound. These have many, many bays branching off. Queen Charlotte has a 70 km walking track along its northern side and lodges along the way where walkers can be dropped off for the day and their luggage trans-

ported by water taxi. Very civilized! Again, we had gorgeous weather.

The real sailing highlight for Mavis, Bryan and I was the beautiful sail across the fearsome Cook Strait. There were dolphins and albatross and just a bit of lumpiness over the Kohuri Rip as we got there a little early for slack due to the swift sail. It got better and better as the sea breeze blew us into Wellington Harbour. The marina is downtown and again the locals were incredibly friendly, lending us a key until the marina office opened the following day.

The 3 days up to Tauranga, where the boat is now, were under motor. The wind would sneak up to 10kts, one of us would get excited and put up the headsail and turn off the engine only to see the SOG plummet and furl it in again. Tauranga is a big port for container ships and cruise boats (trips to Rotorua close by) and this provided most of the excitement as ships passed in both directions, day and night quite close. The Queen Mary 2 and Solstice of the Sea kindly gave us a wide berth after discussions with them. Both could see us on the radar but not the AIS, yet we've been visible on AIS to other ships.

So far, so good. Great crew! No weather nasties! Friendly Kiwis! It's a place one could cruise for 12 months, no worries. We're off to the Coromandel Peninsula and the Hauraki Gulf, Auckland then Opuia in the Bay of Islands, where we will be preparing for our next big passage...to Tonga in May.

Bass Strait Cruise in Company 2013

Idyllic anchorages, great company, long walks, good food and perfect weather (for swimming if not sailing!). The weather gods were smiling upon us. Next month the ablutions series: saving water while cruising.



IS THIS AS GOOD AS IT GETS???

BY LYN BINGHAM

Surely the Gods smiled upon us during our recent Bass Strait cruise. Although some skippers would have preferred to hoist the "white floppy things" more often and save the expense and pollution of using the motor, it was really an excellent two weeks cruise. No thermals needed, only one overnigher (for Mirrabooka that is), pretty stable weather, sunshine and swims most days, not to mention the company of other cruisers and of course the boules competition..... a fairly controversial topic of conversation. The dispersal of some of the boats in their haste to return home meant that there was in fact a mainland boules competition and a Tasmanian competition, but more of that later.

The boats assembled at QCYC over the weekend of 22/23 February and enjoyed dinner at the club. The boats were Andalucia, Chakana, Emma Kate, Enya, Happy J, Mirrabooka and SunKiss. We were joined later on briefly by Lara (at Deal Island) and for longer by AquaCadabra.

We departed QCYC on Sunday at around 12.30 pm in delightful weather - flat seas and sunshine, and arrived at Refuge Cove late morning on Monday in a fairly thick sea mist which persisted on and off for a couple of days. Interesting to sit in sunshine at the south end of Refuge and watch it rolling in over the north end. At Refuge were Andalucia, Chakana, Emma Kate, Enya, Happy J, Mirrabooka and SunKiss.

Swims and walks ashore, some intrepids walked to Sealer's Cove, and then it was time for our next destination. Sadly Enya had to return for personal reasons - we were sorry to see them go and missed them all.

Rafted up beside the jetty at Port Welshpool provided reasonable protection from south westerlies and later on easterlies. There is a pub ashore where we gathered for dinner one night (and wasn't the singing fun, we were the only customers) and pre-dinner drinks another night. There is also an undercover barbecue area for communal dining and round one of the boules. The trek from boat to pub in pouring rain was commendable, but fortunately it was the only rain we saw for the remainder of the two weeks cruise. Some of us enjoyed a walk on the rail trail into Welshpool for a coffee or icecream and a visit to the local Op Shop --but that's another story!

Our anchorage at Chinaman's Creek, Corner Inlet



Mirrabooka at Deal

was delightful but was surpassed the following day when we took three of the boats on the short trip south to Tin Mine Cove where we had a picnic lunch on the beach and a pleasant swim. Nobody tried to walk to the old mine site.

The fleet now split with the bigger boats deciding to head for the Kent Group while Andalucia and SunKiss chose to return to Refuge. Mirrabooka spent a night at anchor at Hogan Island. Here Mr. B tried unsuccessfully to spear a fish or two while Ian went for a walk ashore and reported that some kayakers on their way south had spent the previous night in the hut which is showing the effects of age and neglect.

The other boats headed directly to East Cove, Deal Island where AquaCadabra and Lara were already anchored. We were joined by several yachts from Royal Geelong returning home after visiting the Wooden Boat Festival in Hobart.

This again proved a pleasant anchorage for walking up to the homestead and the lighthouse, swimming and enjoying a communal barbecue on shore with the new resident caretakers and of course the wallabies. And this is where round two of the boules competition took place, in Tasmania. We were playing for the highly sought-after trophy, suitably placarded with previous boules competition winners. (You wouldn't want it on your boat in a fit, let alone actually use it!!)

Now further research into the game of petanque, bocce or boules (these names depend on which country the game is played in) reveals some interesting insights into the game.

Firstly the court where the games takes place is a piste.....don't laugh.....some of you were or

CRUISING NEWS April 2013

could have been. Another rule suggests that the balls must be made of metal.....now this would completely eliminate the Victorian championship winners who were seen to be using plastic balls, and leave the Tasmanian (Deal Island) winners (using metal balls) as outright champions. (No correspondence will be entered into). Then there are pointers and shooters - pointers choosing heavier and harder balls while shooters often lighter boules.....food for thought.

The next morning it was off again for AquaCadabra, Chakana, Emma-Kate and ourselves heading for Oberon Bay on the west coast of the Promontory. Lara chose to stay on a while. (Now these early morning starts leave one questioning - ie "we plan to up anchor at 04.30" and so at 04.30 when some are up and about, others are dead to the world, anchor lights still glowing and never a sign of movement)

Fortunately we managed to navigate the breakers at Oberon whilst going ashore in our dinghies to explore. An unusual piece of driftwood caught my eye whilst strolling along the small beach at the southern end and I mentioned to Mr. B. that it would look nice in my courtyard. He kindly placed it in the dinghy, took it back to the boat, stashed it away and yes it does look good in my courtyard. (I feel compelled to add "our courtyard" !!) There was a small creek with beautifully sweet water running into the bay here.

Emma Kate remained at Oberon when AcquCadabra, Chakana and Mirrabooka departed early morning for Cleeland Bight, near San Remo where pre dinner



drinks that evening were held on Mirrabooka.

Another early morning start saw us enter the Heads around 13.00 into a reasonably strong northerly and heading up the Bay in those conditions is anything but pleasant. Mirrabooka decided to book a pen at the Queenscliff Harbour marina and the following day with the assistance of our asymmetric flew up the Bay and back to RBYC.

All in all a most enjoyable two weeks on the boat, with our crew Ian at last fulfilling his quest to see Deal Island.

There will be many more stories all different

The Cruise in Company Boules competition prizes were awarded at the last Forum Dinner.



Pam Merritt accepted the highly sought after trophy for the Andalucians who were winners of the Victorian championship at Pt Welshpool.



Wooden spoons were Sunkiss—last years winners!

Chakana were the winners on Deal Island with Brenton Smith accepting the prize.



LUCKY 13

BY PAM MERRITT



Andalucia, Oberon Bay.

This year was the Andalucian's 13th annual Cruising Group Bass Strait cruise in company (is that some kind of record?). Well technically they were not all 'Andalucian' as the first few years were in our Clansman 30 *Chindrina*. Little did we know when we set off in *Chindrina* in 2001, with Jenny and Grant Collins on board, heading for Refuge and Deal for 2 weeks, what treasures were in store out there beyond the 'Port Phillip comfort zone' - The Prom, Stanley, Tamar, King Island, Port Fairy, Portland and the wonderful pristine islands of Three Hummock, Hunter and Deal. There's plenty to explore!

To share in these delights this year we signed up two of our regular Saturday racing crew, Theresa Morris and Brian Churchill, both first timers to Bass Strait cruising. Although we race in most weather conditions, a few weeks before the cruise we tried to prepare them for Bass Strait. 'Make sure you have some sea sickness medication, it can be rough out there – big swells, big seas. It's not like the bay you know'. We didn't like to share too many of our past Bass Strait exploits in case it put them off.

Our cruise began with an exhilarating sail down the bay in a brisk easterly. So far so good!

Seven boats were gathered at QCYC, so at the usual round table discussion that evening, with destination to be decided on forecast wind direction, it was decided that we would go through the Heads on the 1300 slack next day, bound for Refuge Cove. Hang on, we usually depart at some ungodly hour, 2am? 5am? This seemed all too civilised – a leisurely breakfast, morning coffee and an early lunch before departure in the middle of the day, in light wind, AND sunshine! Nearly through the Heads and our new chums were asking, "When are we in the Rip? When does it get rough?" Nearly through says Skipper W. No rough this time, just a slight ripple, then flat, glassy water.

And so we began our motoring holiday! Refuge, Port

Welshpool, Chinamans Beach, back to Refuge, Oberon Bay and home, all with motor on, and sometimes with sails up so at least we looked the part! And our cruising crew thought they'd be working hard trimming sails. We 'sailed' east, but to be honest Bass Strait was so calm you could have gone anywhere – never before have we seen it quite so benign.

A little excitement while at Chinamans Beach (Corner Inlet) when Skipper W opened the engine bay to see the engine covered in a thick layer of salt. What the....? Our 3 year old, recently serviced Yanmar had a failed seal on the salt water pump. Called our engine man who said, "It'll get you home, you're not likely to run out of salt water are you? Just wrap a rag tightly round the leak to reduce the salt water spray to a drip." Good advice, but we did pump the bilge every hour while on the move.

We had a reunion to attend in Canberra on the long weekend so, while some continued on to Deal, with limited time this time we opted to return to Refuge and then on to Oberon before heading back to the bay by Friday. Theresa and Brian thought this gentle cruise was a wonderful introduction to Bass Strait and especially enjoyed the beautiful anchorages and the company of fellow cruisers. We were delighted to find ourselves at Refuge by Monday morning of the first week, particularly after staying at QCYC for a whole week last year waiting for a suitable weather window. This year, with such balmy weather, good food, good company, great walks, lots of swimming, beach bocce and the odd card game after dinner how could you not enjoy it? Quite renews one's faith in the Bass Strait Experience.

Over the past few years we've seen cruising boats getting bigger, with more and more 'home comforts' on board, increasingly sophisticated navigation equipment, radar and AIS, electric this and remote controlled that – but the weather will still always have the final say!

Bring on next year.....



Service with a smile.

CRUISE IN COMPANY 2013

BY SANDY WATSON

Weather was looking promising, food prepared and the boat 'ready to go' for our second "Cruise in Company". All went well until it was time to turn on the engine to depart QCYC. No response! Eventually the motor started and we decided that it was a recurrence of an intermittent electrical problem that we had thought solved several weeks earlier. With the fleet ahead of us and the motor running, we decided to make a run for Refuge Cove, which turned out to be a very pleasant motor-sail. We settled in at anchor in the delightful bay, along with *Chakana*, *Andalucia*, *Sun Kiss*, *Mirrabooka Happy J* and *Enya*.

We decided to turn the engine on at Refuge to make sure that it worked - oops! Silence... Brenton just happened to be chatting to the skipper of an adjoining yacht, who very luckily turned out to be no less than - a diesel engine mechanic and prawn fisherman from Cairns! Mick very kindly came over and examined the motor from top to bottom, with the able assistance of our crewman Jim and skipper Rod. We felt very confident that Mick had done the trick, tightening all sorts of electrical connections. Two days later, it came time to leave Refuge for Port Welshpool and we motored through the glassy seas ahead of the predicted change. So confident did we feel about the motor that we didn't start it during our three night stay at Port Welshpool. Oh dear! As the fleet were leaving, we tried to turn on the by now less-than-friendly motor, to no avail....but it did eventually start, and off we sailed, this time, to Chinaman Bay.

Skipper Rod decided it was time to phone a friend and sought some extra advice from Martin Stevens from *Mandolin Wind*. Next morning Jim and Rod got to work and dismembered an electric cord from which to fashion a 'jump wire' in the engine so that the boat could be started immediately. Without this, we had decided that we would not venture further South to Deal Island as it would be too risky.

Well, we did go to Deal Island and then Oberon Bay, Tongue Point, Cleeland Bight, Flinders and back to RBYC without any more bad behaviour from the engine....perhaps it took notice of our frustration, or is just waiting for the next cruise to misbehave! Despite the annoyance of the motor's ailments, we had a fantastic cruise, of course largely due to the mild weather and great company. Minor ups and downs are part of the rich experience of sailing. An often-quoted observation is applicable here- **crusing is all about fixing your boat in exotic ports!**



Emma Kate leaving Deal Is.

MEMBER NEWS

According to the last RACV magazine *Andalucia* combines tradition, culture and excitement in a way that can be highly intoxicating. I think they are talking about the region in Spain rather the boat. **Theresa Morris**, who crews on *Andalucia*, has just joined the Cruising Group and may be able to enlighten us. Welcome Theresa.

Pam and Will Merritt, *Andalucia*, are currently cruising Tasmania in their A Van, exploring inland country they normally only glimpse from the coast.

James Ide, *Allegria*, has a photo of *Gypsea Rover* at Fortescue Bay published in the Cruising Helmsman this month. May be one for the club photographic competition.

David Bingham, *Mirrabooka*, gave a masterful display on 'How to unwrap the anchor rode from around your keel' to all on the cruise in company while sundowners were enjoyed on other boats. A kedge anchor put out by dinghy did the trick.

New word for the Macquarie Dictionary as used by our eminent Chairman. 'Updulating': a path described as undulating but has far more ups than downs.

Roger Lloyd was at a recent Cruising Forum and is offering a sailing opportunity. See below.

A Sailing Opportunity in June, July, August

What about a sail in the northern summer from (old) South Wales, across the English Channel to Brittany and thence the magical islands of Atlantic France, including Îles de Glénan, Belle Île, and Île de Ré. "Katy Dee", a Westerly Konsort 29', expects to visit many interesting French harbours and estuaries from L'Aber-wrac'h and Brest to La Rochelle, including Vanes and the Golfe du Morbihan (with its prehistoric standing stones and tumuli, many islands and strong tidal streams). Last year we also visited Île d' Ouessant (Ushant) and Île-Molène, but we shall not do this unless the weather is very calm. Ability in speaking French and enjoying French cuisine an advantage but not essential! If you are interested, have a look for these places on Google Maps. Obviously, all this is a long aeroplane trip away from your home, but if you are still interested contact

Roger Lloyd roger@rnl.org.uk or 9842 1145.



FORTHCOMING EVENTS

FRIDAY 19TH APRIL ANNUAL BOAT PROGRESSIVE DINNER

Plan is to gather at the Members Bar for drinks and nibbles at about 6.30pm where the evening's program will be distributed.

At 7.15pm we head out to the marina to arrive at allocated Main Course Boats by 7.30pm. A reminder to please BYO wine to boats.

8.45pm to 8.55pm is 'change over' time, where we all tear around the marina looking for our allocated Dessert Boats.

At about 10pm we gather to compare notes over coffee, port and chocolates...

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). Thanks to all those who have volunteered. Non boat owners or whose boats are currently moored away are always warmly welcomed and can book with Pam (wilm@hotkey.net.au) or phone 0408 361 208. Cost is \$20 per person.

SUNDAY 28TH APRIL END OF MONTH ON WATER ACTIVITY

Cruise to Royals as a combined activity with Sabot sailors and parents. The idea is to give the Sabot kids and their parents a 'Big Boat' experience. BYO everything for a bbq lunch on the lawn. Buy drinks from the bar.

We are looking for volunteer boats. Please contact Jenny Collins 99585 1154 if you are able to participate and how many passengers (crew!) you can accommodate.

FRIDAY 17TH MAY FORUM DINNER MEETING

Guest Speaker: Dori Parkin
Sailing the Scottish Coast and the Solent

SATURDAY 8TH JUNE END OF MONTH WATER ACTIVITY for May Allan Robertson race to Queenscliff YC

FRIDAY 21ST JUNE ANNUAL CLASSICAL MUSIC NIGHT Featuring Elyane Laussade on piano accompanied by friends.



THE TROUBLE WITH CRUISING

I spent the first day of the cruise at a very delightful Refuge Cove, working on a reluctant motor with a starting problem. I was, therefore, looking forward to a peaceful second day reading, swimming, sleeping and maybe having a couple of drinks. But no, this was not going to happen...

I was convinced by some overactive cruisers that a walk to Sealers Cove was not to be missed and was of course much better for you than lazing around on the boat. A short, pleasant, UNDULATING walk of no more than two hours' duration. Boy, was I misled. It became clear very quickly that this was not undulating but very much up-dulating and the duration, when finally completed, very close to five hours. It also rained on us twice and of course there was a good 200m (in each direction) of soft sandulating to add to the great time my legs were having.

Later in the cruise, at the beautiful Deal Island, I was again convinced to walk to the lighthouse. To be fair, I was warned that this was an up-dulating climb, although the last section to the lighthouse could be best described as steep-dulating. Not good for the old much overloaded knees on the long down-dulating trip back to the boat.

After a couple of reds and some discussions at sundowners I came to the conclusion that when you are cruising on the water, all walking from the boat is up-dulating!



Captain Coxswain's Corner

'BAGGYWRINKLE'

Protective gear made from frayed rope and wound around parts of the ships rigging to prevent chafe. Baggywrinkle provides a softer wearing surface for the sail.