



# CRUISING NEWS



SEPTEMBER 2013



## CRUISING YACHTSMAN OF THE YEAR ANNE & ROGER CLAYDON

Anne and Roger Claydon were presented with their award by Commodore Paul Woodman at the last Forum Dinner where they also entertained us with a presentation of their adventures during 2012.

*Pictured are Chairman Rod Watson, Roger & Anne Claydon, Commodore Paul Woodman.*

# DREAMWEAVER IN THE PACIFIC

## AKA 'MELBOURNE TO BUNDABERG VIA THE SOUTH PACIFIC!'

BY BRENTON SMITH

*Dreamweaver* is a Dufour 425 owned by Roger and Anne Claydon that has seen more sailing than many of her ilk with more than 10,000 miles under her keel, of which 6,448 were added in their recent cruise/voyage around the South Pacific using that wonderful Australian institution of extended long service leave. As a warm up Roger and Anne had sailed up the east coast of Australia two years ago using more long service leave during which they found that the cruising lifestyle suited them. A year of preparation back at RBYC used to prepare *Dreamweaver* for the South Pacific. One quarter cabin was converted to storage, and the other was used for sleeping on passage.

The preparations included:

- Safety
- Deckware

- Electrical
- Communications and Weather
- Water maker
- Navigation
- Maintenance & engine room

Communications was a big issue so that weather information could be obtained when at sea. A HF radio was installed along with an Inmarsat Isat phone. The former was very useful for the cruising nets and the latter used for obtaining the all important weather GRIB files. Safety acquisitions included drogue, life raft, PLBs, Raymarine Life Tags and grab bag – all of which remained unused in anger! The water maker was probably not required with good quality water being available at all locations. Navigation included the purchase of many paper charts, cruising guides and of course the elec-

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## CRUISING NEWS SEPTEMBER 2013



Becalmed in the Tasman.

tronic charts. The South Pacific is one area where a bearing from a headland on a chart is often more useful than a satellite derived lat-long on an artificial grid agreed in 1984.

The voyage to New Zealand started with a calm trip around to Eden and then waiting for the weather window to complete the clearing out procedures. The leg to New Zealand was the only one where they had extra crew, one of their sons, who is an experienced sailor but did his first night watch on this leg. The enormous high presented the opportunity for a smooth sail to NZ, but not necessarily a comfortable one, with light winds prevailing for much of the voyage across the Tasman. Naturally this changed and they sailed on the wind for the last four days. As they approached Cape Reinga at the top of NZ they battled strong winds and big seas to gain 26 miles in 12 hours followed by 24 hours of wind on the nose down the east coast to Opua.

Our Kiwi neighbours have worked out that welcoming cruising yachties is good business and in addition to providing free admission also have numerous, competent and competitively priced yacht servicing businesses.

Roger and Anne chartered a small plane over Cape Reinga and showed us photos of the complex wave patterns that are generated when the Tasman Sea swells meet those of the Pacific.

After a week they set off for the second long leg of the trip to Tonga via a four day stopover at Minerva Reef waiting for the wind to decrease. This was part of a Rally organised by the Island Cruising Association ([www.islandcruising.co.nz](http://www.islandcruising.co.nz)). Being part of the rally assisted the arrival and checkout procedures – although as Roger found out, following the checkout is very important – do not be tempted by short cuts unless you a good negotiator!

After not quite checking out, they sailed for three days to Fiji where there were some salutary warnings on the hazards of cruising. Two Canadians had died as a result of a gas explosion on board, and another couple lost their boat on a reef – their grab bag was all they had left. After successfully negotiating a check-in, Curley's seminar on local customs was entertaining and informative along with his safety message that around 10 boats per year are lost on Fiji's reefs. Reefs abound as any quick perusal of a Fiji chart will attest, and the marked position of them on the chart plotter screen is often not where they are! Mark 1 eyeball, coupled with radar when approaching islands are essential navigation aids. Curley's waypoints were very useful, but using way-

points supplied by others had to be done with care – they may have been provided by a cat skipper whose draft may be much less than yours!

*Dreamweaver* touched the reef twice, but at slow prudent speeds, and a quick burst of reverse did the trick. They were no longer sailing in company, but found that the cruising was very social – much more so than the east coast of Australia. Dominant impressions of Fiji were the mountainous terrain, plenty of beaches with the ubiquitous palm trees, and reefs everywhere! Full marks to Cook and co whose meticulous works are still the basis for much of the chart information.

Roger and Anne became part of a medical drama at Vanuatu when a French sailor was injured. Eventually his companions organised a medivac to New Caledonia by helicopter and then onto France – that will be €80,000 thankyou!

A highlight in Vanuatu was a trek to the top of an active volcano where the black lava dust provided a stark contrast to the green tropical vegetation along with a fireworks display at night that was very impressive. It was a very wet season, but this had its silver lining, no dust on the boat.

A two day beat to the south took them to New Caledonia, where the navigation aids do exist and also in their expected positions! Time was spent cruising out to Isle of Pines and the Baie de Prony on the south of the main island – all very scenic as their photos attest.

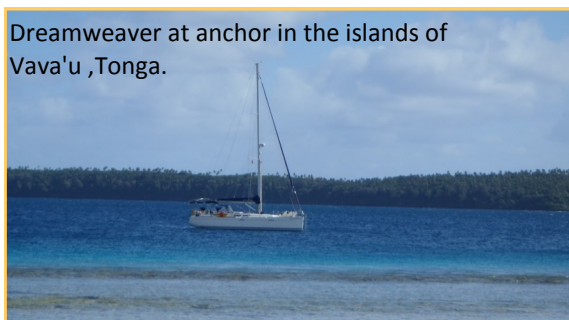
The leg back to Australia included a 500 mile detour to Chesterfield Reef which has some parts above the water, is enormous (can't see across the full extent) and has prolific bird life. A fantastic broad reach that saw the asymmetric up for the entire crossing was a hugely satisfying end to their South Pacific sojourn.

Partly by good luck, and certainly by good preparation, no bad weather was encountered and no major dramas occurred. They found that two of them could comfortably manage *Dreamweaver*, although having the third for the initial crossing to NZ was much appreciated.

Having completed this cruise, the inevitable question is where next? Roger and Anne nominated some cruising closer to home around Tasmania, and then maybe up through Indonesia. It also prompts the question of which boat, for which they mentioned something slightly longer at 44-45ft and centre cockpit for the shelter, but *Dreamweaver* is still a good option.

Their final comment: Don't talk about, just do it!!

*Dreamweaver* at anchor in the islands of Vava'u, Tonga.



# HOW WE STARTED SAILING

BY ANNE CLAYDON



It's difficult, trying to pin point when I actually got into sailing but it became obvious from meeting Roger in 1980 whilst studying in London, that water and some craft that floated upon it would inevitably become part of

my life. Roger on the other hand can't remember a time when he didn't sail.

Neither of my parents had anything to do with sailing and growing up in rural England did not offer many sailing opportunities. Old tin baths on flooded water meadows and rafts on trout rivers were about the total of my childhood memories. At school we restored some old dinghies, relics of some unknown design which we sailed on a local reservoir, rejoicing when they didn't sink. Personally I saw it as a good opportunity to spend time larking around with boys whilst having fun! Sailing wasn't much of a focus! My only other experience was sailing on a Sunfish in the West Indies with my stepfather aged 13. We capsized 21 times before eventually getting back to shore. Not an auspicious start to my sailing future!

Roger grew up in Hong Kong at a time when it flourished as a British colony. Surrounded by water, sailing was integral to growing up. His first experience was at age 6 sailing in the harbour aboard an L Class, similar to a Jubilee. That day he just cried and said he wanted to go home! Surprisingly a few years later he was crewing for his father on an Enterprise [14 ft dinghy] and involved in regular club racing. Soon to take the tiller, it was left for his father to hike and keep the boat flat! At High School it was onto Fireballs, the school had a fleet of 6 boats and on these he began racing at the Royal Hong Kong Yacht Club on Victoria Harbour, in addition to regular regattas at the other clubs. Great fun although capsizing in the harbour was not always pleasant! The harbour was bigger those days but still congested and frightening when trying to right the boat with a ship coming towards you!

Onto university in London and sailing wasn't quite the same. He started cruising in the Solent and English Channel with the Medical School Sailing Club but alcohol seemed more important than the sailing! Roger began cruising more seriously when he joined the British Army as a Doctor soon after graduating. Two weeks adventure training each year [not bad if you can get it!] was spent sailing in the Baltic from Kiel up into Denmark or from the Joint Services Sailing Centre in Gosport to the Channel Islands. He

sailed a variety of yachts undertaking different levels of RYA qualifications whilst having great fun but of course with a serious side.

When eventually Roger and I married in 1984 our honeymoon wasn't the usual visit to a romantic hideaway, somehow I had agreed to 2 weeks windsurfing and sailing on the Greek island of Paxos! We had by this stage got into windsurfing on England's south coast though Roger was more passionate about this than myself! At one stage I almost thought I would return widowed from our honeymoon. Roger circumnavigated the island on a windsurfer with no wet suit, life jacket or water, spending 6 hours alone on a board! The accompanying yacht with me on it left Roger behind and we missed seeing him at the rendezvous point. I was convinced he had perished. I was really anxious but as the afternoon sea breeze built Roger zoomed past to arrive back ahead of us. Our first two years of marriage was spent in Germany which allowed us to go windsurfing in wonderful locations such as the Italian lakes, the Mohnesse Dam and the IJsselmeer in Holland. Then along came children and a move to the North East of England, the North Sea and freezing water, this helped to put my sailing on the back burner for several years. Our holidays often were spent sailing dinghies and windsurfing in other parts of Europe. Living in Australia now it's difficult to remember the quest for warmer waters and sunshine which is often absent in English summers!

In 1994 we immigrated to Australia and our sailing journey took off in another direction. Our two boys sailed Sabots and Roger and I sailed a Taipan Catamaran taking part in State and National competitions. This was an enjoyable time. Eventually I retired from my role on the trapeze as wave attenuator and the boys thankfully took over. Roger still races Taipan's at Port Melbourne Yacht Club each Saturday and has sailed Dragons from Brighton which lead to a World Championships in Ireland and other European regattas in France.

We chartered yachts in the Whitsunday's but otherwise I contented myself with helping everyone else from the beach. I really didn't sail again until becom-

Anne sailing.





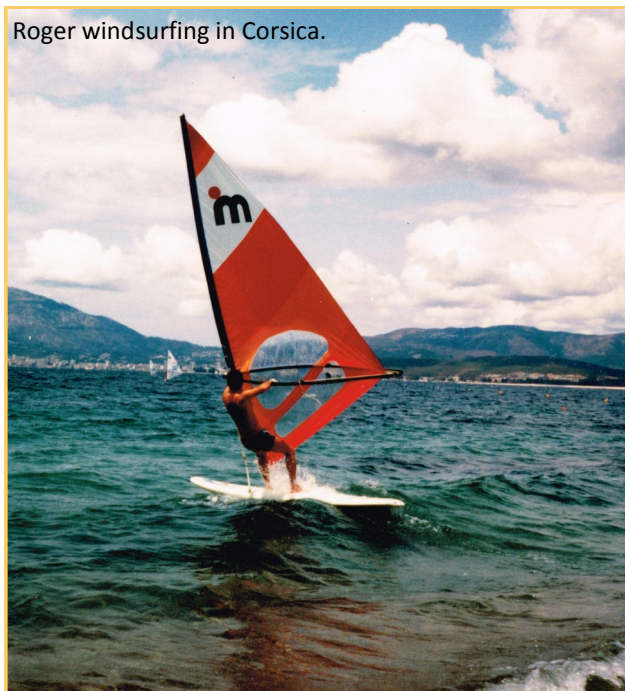
ing a part of Women in Sailing at RBYC, sailing with Sally and Rosie in 2007. This gave me enough self belief to feel that as a couple we could purchase our own yacht and that I was capable of cruising alone with Roger. Roger couldn't believe it when I suggested buying a boat. I worried that I couldn't manage a yacht on my own and feared that I wouldn't be able to rescue Roger if I had to! I did some courses with Gordon. Which gave me a little more confidence, but thankfully I haven't needed to do use the flares or liferaft! We purchased *Dreamweaver*, a Dufour 425 cruising sloop in 2008 and have since spent 6 months sailing on her from Melbourne to Lizard Island, Far North Queensland and back to Melbourne in 2009 and last year, 2012, we sailed from Melbourne to New Zealand and around the Pacific.

In many ways I am still surprised when I think of how far I personally have come from a totally non sailing background in rural England to Australia and its beautiful surrounding oceans. I feel very fortunate and privileged to have enjoyed such a wonderful opportunity. Cruising on a yacht affords the ability to visit and explore some absolutely wonderful places and share these experiences with others. I have never felt sea sick, managing to work in the galley in large rolling seas and eat afterwards! There have been times when I have felt anxious, frightened and fearful usually all at once! I have imagined the worst scenarios! Large seas and strong winds have raised the adrenaline levels and made me question what I was doing, but after-

wards the sense of achievement is huge. I love the panorama of wide blue oceans meeting cloud dotted skies. The flight of a lone bird skimming effortlessly over the ocean waves or the way that a dolphin rolls to the side whilst swimming at the bow and stares knowingly into your eyes.

Sailing has allowed me to appreciate and experience life in ways that I could never have imagined.

Roger windsurfing in Corsica.



I must say that I'm happy to see that Chairman Rod is maintaining the tradition of urging our members to take an interest in Club elections. (See Chair Chat) Taking an 'interest' this year will be simplified because our current and potential representatives have provided an absolute plethora of information. Some of us might even be suffering from 'information overload'.

Unfortunately, some of the information provided, borders on being misleading and could lead one to wonder about the source of the material or the motives of the authors. Perhaps we would rather be represented by members who seek our

support because they have presented plans for the future which

best reflect the wishes of the majority of members. We are, after all, a democratic Club, so let's contribute to the selection of a General Committee made up of volunteers with the best available talents. Maybe, if the selected representatives were to be friendly and helpful to each other as well, we could proceed harmoniously into the future.

**Will's  
Wise Words**

Will Merritt

# HOW I STARTED SAILING

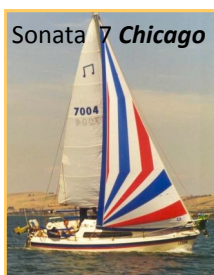
BY ROB HURRELL



It was probably in the blood in my early years, with Dad being a merchant seaman and also serving in the Royal Navy, that I first smelt the sea air and observed the musings of mariners. As a young kid I witnessed Dad building a huge steel hull in the back

yard but unfortunately it didn't get beyond a rusting hulk. Perhaps this was my signal and desire to go one step further with the sea.

I went to a number of camps as a youngster and spent most of the time on various sorts of sailboats - sabots, mirrors and sailfish to name a few. It wasn't till I finished Uni that work provided some more cash flow (a much needed source) and Nona & I had annual trips to the Gippsland Lakes and hired 30 to 40 footers with friends for long weekends.



My first own yacht was a Sonata 7 (23') purchased in 1987. It was about 2 ton on the trailer and was towed everywhere, as far west as the Coorong near Adelaide and up north to Sydney, Brisbane and locations in between and the family enjoyed many cruising areas primarily in sheltered waters.

The Gippsland Lakes was always our main holiday destination at Christmas & Easter times. Our daughter Amy had her first cruise there at the age of 3 mths. Over the next 13 years it provided a lovely caravan on water. We were members of the Sonata Yacht Association of Victoria and many trips with like-minded yachties to many cruising spots filled our time. One of the great advantages of being a member of a club, like SYAV and now many years at RBYC, is the wealth of boating knowledge amongst members and their willingness to share ideas and help on solving problems.

One day, Nona and Amy said the yacht was getting a bit small! Well, 'say no more'... and within weeks the Sonata was on the market and we purchased "Sweet Dreams" a Noelex 30 (30'). While I had done some racing on the Sonata, we were now at a yacht club that raced yachts and immediately a crew was put together. For the next 10 years we raced regularly over the summer, mainly in division 3 but also the Range series and other inter-club regattas. The racing certainly honed my skills on how to compete and while we didn't win heaps, it was such a great time and long lasting friendships with



division 3 but also the Range series and other inter-club regattas. The racing certainly honed my skills on how to compete and while we didn't win heaps, it was such a great time and long lasting friendships with

crew developed.

In 2005 we joined a yachting syndicate of 12, who owned a centre cockpit designed 39' Jarkan called "Aurora Kiss". The Melbourne Cruising Yacht Club (MCYC) was a group made up of a number of Sonata yacht owners who wanted to venture into the oceans and do some coastal cruising. Over the past 7 years I have cruised with various members of MCYC up the East coast a couple of



times, down to Hobart twice and more recently enjoyed 3 separate trips in New Zealand. The MCYC includes people with many years cruising and racing experience and I have found this invaluable in developing ocean going skills and how to maintain and deal with the many issues that arise with a much used keel boat. Aurora Kiss has spent time at RBYC while in transit, but doesn't really have a home port. She travels to various locations where the non-ocean going crew join the yacht for the more relaxed cruising spots. She has recently spent 2 years cruising over to NZ, the Pacific islands and back to Oz and is currently in the Whitsundays.

In 2010 I spent a year racing on a Sydney 38 yacht and during the year competed in bay regattas against other Sydney 38's. The culmination of the racing season was completing my first Sydney to Hobart race. It's great to compete in such an event but this has only confirmed further that I prefer the cruising lifestyle where you go when the weather is right rather than when the gun goes off!

'Aquacadabra' is our current yacht purchased in May 2011, a 48' Buizen built in Sydney. A solid ocean going craft with all the mod cons. Nona & I are spending a few years getting used to her and learning the intricacies of a floating holiday house and all the systems that drive her whether at sea or tucked into a sheltered bay. She is 17 years old but like many yachts had little use while parked on the Pittwater in Sydney, so we have updated some items and also added items to prepare for extended cruising.

Our dreams are to cruise up the east coast in a couple of years and then dream of further destinations at that time. In the meantime we are having great fun sailing and entertaining on the bay and the Bass Strait cruises when I'm not busy with Rear Commodore responsibilities and various sub-committees around RBYC. What a great club we have that welcomes sailors to racing or cruising or just socialising!





# ACQUACADABRA PREPARES TO HEAD TO THE MED! (WELL SORT OF)

BY ROB HURRELL



First came an enquiry to Eric, the GM at RBYC, "Did we have a yacht about 57' long, with a pilot saloon, built late 80's?" There weren't too many yachts that fitted the description but Eric knew of an owner of a Buizen 48 that has a pilot saloon. Then there were the emails back and forth with photos and details of the boat, followed by picture taking and notes by the Art Director and then the final OK from the Film Producer & Director.

The scene is now set to use *Aquacadabra* as the yacht that the infamous Tony Mokbel escapes to Greece on. In 2014 a new TV series will be premiered depicting how this character escapes to Greece after jumping bail on drug charges. He's flush with funds and arranges for a yacht to be shipped

by road from Sydney to Fremantle, kitted out with all the cruising gear and supplies and then sailing off to the Med!

*Aquacadabra* was renamed '*Edwena*' for the filming to keep to the true sources.

We took the yacht to Docklands the night before and at 8.00am on the Friday, what started with a few people slowly became a full film set with 40 film set crew from the safety officer, nurse, dolly grips, best boys and finally the film director all taking their places.

"Lights, Camera, ..... We are filming....all quiet please.....ACTION."

10 seconds later.... "OK, we're good for that. Next scene please"

So this went on for 3 hours to film what I'm sure will only be 1-2 minutes of the first episode in the latest series of 'Underbelly'. Watch out for the series in 2014!



Signage makeover



Lights, camera.....action!



Anyone for coffee?



Spot the actors?

## BRAVERY AWARD FROM THE GOVERNOR GENERAL

Congratulations to one of our cruising members, **Vice Commodore Ross Fisher** for being awarded a Group Bravery Citation.

Governor General Quentin Bryce presented the skipper and crew of **Trybooking.com**, **Grant Dunoon**, **Vice Commodore Ross Fisher**, **Peter Fecht** and **Kim Walker** with a Group Bravery Citation for the rescue of the 6 crew following the sinking of Inception off the coast of Port Campbell on the evening of Good Friday last year.

The racing fleet was being battered by 45 knot winds and 6m swells during the Melbourne to Port Fairy ocean race when **Trybooking.com** received the mayday call about midnight. They responded by heading to the last known position of Inception and using an updated bearing from the sunken boats EPIRB headed for that new position.

In mountainous seas they sighted lights on the life jacket of one of the guys on the next wave. One by one the crew of **Trybooking.com** rescued all six Inception crew who had spent more than 90 mins in the water.



Kim Walker, Grant Dunoon, Peter Fecht and Ross Fisher.

### Member Badges

We have a number of member badges that have not been claimed. These badges make it easier for people to learn the names of our members at Cruising Group functions.

If you haven't claimed yours yet then either ask Mandy at the office as she has the box of unclaimed ones or talk to David Pollard at a forum dinner.

Try to remember to wear your badge at Cruising Group functions!

## MEMBER NEWS

We have had an influx of new members this month and we were pleased to see them at our last dinner so they could introduce themselves.

**Dean and Fiona Cook** have a Northshore33, **Time Flies** and hope to join in more cruising activities.

**Mark and Helen Watson** have a Catalina 320, **Liberty**. Mark mentioned they love red wine and sailing so they will fit in well!

**David and Julienne Allnutt** have a Catalina 385, **Adastra**. David has a background of sailing 470's 35 years ago but an aviation career and 3 children have prevented him from pursuing more serious sailing until now. He was a catamaran lover but converted to monohulls.

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**Sally and David Spencer, Sun Kiss**, will be leaving for Vanuatu on 15th September to join the Medical Sailing Ministries team, which provides remote-access transport and logistical support using the 53 foot Australian registered steel yacht **Chimere**. They provide dental, optical and general medical services. They are also helping to bring the boat back to Sydney and expect to be away about five weeks. Paul Latimer (part owner) spoke about the work at a cruising group meeting about two years ago.

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**Will and Pam Merritt** have returned from cruising Vanuatu with **Gypsea Rover**. Word is that it was a fantastic trip. We look forward to hearing about it. They appear to be relishing their freedom from Club Duties this year with many trips away!

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**Chairman Rod Watson and Sandy, Emma Kate**, have continued their cruising outreach program and visited **Ian and Sue Cummings, Thats Amore**, at Magnetic Island. They are also off to Vanuatu to crew on Gypsea Rover.

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Please keep your cruising stories and 'How I Started Sailing' contributions rolling in. This newsletter relies on a flow of member contributions.



# NOTICEBOARD

## FORTHCOMING EVENTS

### FRIDAY 20TH SEPTEMBER FORUM DINNER MEETING

Guest Speaker: Brenton Smith  
Cruising the Beagle Channel

In 2012 Brenton and Robina Smith cruised the Beagle Channel on a small cruise ship with 80 passengers. There were many zodiac trips ashore with the highlight being a landing on Cape Horn.

Josh Deacon, Marina Manager, will also be attending to introduce himself and speak to us regarding his role with the club and plans for the marina, hardstand and yard.

As usual, gather at the Club about 6.30pm, meal at 7pm, followed by the talk at about 8pm.

Please book with the office (95923092) no later than Wednesday July 17th.

### SATURDAY 5TH OCTOBER OPENING DAY

Traditionally this day marks the beginning of the sailing season in a fun and colourful way.

The September end-of-month cruising activity has been pushed back a week as we are expecting that the cruising group will be participating in the Opening Day sail past. Check the program for the day and join the sail past the Commodore's vessel.

Dig out your cruising group flag and dress your ship ready to give three cheers to the Commodore. Join other cruising members in the members bar afterwards.

### FRIDAY 18TH OCTOBER FORUM DINNER MEETING

Guest Speakers: Lou and Marnie Irving  
Circumnavigation of Tasmania

### WEEKEND 26TH/27TH OCTOBER END OF MONTH ON WATER ACTIVITY

An on water activity as a warm up weekend for a possible trundle around the bay on the Melbourne Cup Long Weekend. Details next month.

### FRIDAY 15TH NOVEMBER FORUM DINNER MEETING

Bloopers/Shipwreck night.

## VOTE IN ELECTION

## Chair Chat

Another RBYC year comes to a close and with it elections and a new year of sailing and enjoying our boats. For me the last year as Chair of Cruising has been very rewarding and challenging at times. The Cruising year has been very successful with great activities and growing participation.

Representing the Members on General Committee has had its challenges with some difficult issues being dealt with, but at the same time many decisions and actions have been taken to improve RBYC and secure a stable and successful future. It is important that General Committee continue this work into the future and focus on the core sailing activities of Keel Boats, One Design and training (particularly juniors).

The future health and stability of your club is controlled by the General Committee so we should all input into their selection through the club election on the 14<sup>th</sup> September. Details of the candidates, their plans and voting details can be found on the website.



## Captain Coxswain's Corner

### 'GIRDLE'

Now here's a term usually associated with matrons. I guess one could see a resemblance to the bulky hull of an early sailing ship, but which part of a ship was a 'girdle'?

It actually referred to extra planking applied at the waterline, increasing the beam, to provide additional stability as the sail area increased with higher masts. It was introduced in an early stage of shipbuilding when designs were incorporating experimental changes. The effectiveness of the innovation appears to have been doubtful and was not continued as the design of ships evolved.