



CRUISING NEWS



DECEMBER 2013

STARS AND COMPASS PRESENTATION



Dori Parkin being presented with trophy by Rod Watson.

Dori Parkin was finally presented with her trophy as the winner of the 2012 Stars and Compass Navigation Trophy at the November Forum Dinner.

Dori was cruising in the UK on the original presentation night and it has taken this long for all the stars to be aligned to enable the official presentation to take place.

Dori has kindly presented some feedback notes to those who entered this year. Also, as a new development to encourage more navigators to put their skills to the test, a forum will be held by David James and Dori in April next year just prior to the new paper being released. Kathy DeGaris as this years winner will be compiling the 2014 paper and will also be doing an introductory paper for beginners with a prize for the winner.

So make a New Years resolution to start brushing up on your skills ready to give the 2014 Stars and Compass paper a go.

SHIPWRECK SHENANAGANS AND BLOOPER BUNGLES

BY PAM MERRITT



David 'Dominica' Drennan

There we were – stranded. Our ships had gone down and we were caught in all manner of sticky situations. Some had been in bed asleep; some had been in bed, but not their own! There were those who were well prepared with lifejackets and other safety equipment, while others found themselves stranded in suitably smart 'desert island wear' of Hawaiian shirts and shorts.

We had gathered to share our devastating experiences when there was a hush and audible gasp from those assembled. The Captain of the noted Italian cruise ship, Costa Concordia,

had entered the room with a tall, elegant, beautifully dressed woman on his arm. They were accompanied by a couple of crew members who had the audacity to be selling tickets (at greatly reduced price) for a Costa Concordia cruise. They couldn't give them away.

A delicious meal helped revive 'shipwreckees' and provided strength for what was to follow.

Crews of the Batavia, Hesperus, Costa Concordia and Inception settled down to watch some even worse boating disas-



Costa Concordia crew. John & Heather Tadich

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David 'Dominica' Drennan & Captain David Bingham.



Lyn Bingham and Pam Merritt caught in bed - but whose?



Sue and Bryan Drummond - thank! it was not Gypsea Rover shipwrecked!

Kathy De Garis well prepared!



ters than they had experienced – Chairman Rod's Bloopers. And to make matters worse they were then asked to answer a series of questions about them. All that salt water and sun does tend to addle the brain!

Grant Collins posed some tricky questions to test our knowledge of Famous Shipwreck Disasters (see below), with the crews of Costa Concordia and Hesperus coming out on top.

Survival packs were distributed, and I must say were very welcome after what we'd been through.

Time flew by and it was decided to abandon our planned 'wet weather gear' race – probably just as well given the fragile state of most present – apart from our Costa Concordia Captain and his glamorous escort of course. Pity, it would have been good to have seen her trying to don wet weather gear in that fabulous floral frock.

Chairman Rod with David 'Dominica' Drennan



Sunken Ships Quiz - Compiled by Grant Collins for Shipwreck evening.

One answer will be "Nobody Knows".

In 1898 author, Morgan Robertson concocted a novel about a fabulous Atlantic liner of 800 feet long, and weighing 70,000 tons. Driven by triple screws, giving her a speed of 24-25 knots. He filled her with rich and complacent passengers and she carried nowhere near enough lifeboats for all onboard. This was of no concern as she was considered unsinkable. Morgan Robertson wrecked her on an iceberg on a cold April night with great loss of life.

In April 1912 White Star's most luxurious ship of 888 feet long and weighing 66000 tons driven by triple screws, making her capable of 25-26 knots began her maiden voyage. There were nowhere near enough lifeboats onboard and she too was considered unsinkable. Her first class passenger list was a who's who of the rich and famous. She sunk with a loss of over 1500 lives after colliding with an iceberg on a cold April night in 1912.

1. What was the name of the real ship?
2. What was the name of the fictional ship?

3. Which is the odd one out? – Lusitania, Titanic, Andrea Dorea, Empress of Ireland, Britanic and Mauretania.
4. How many survived the wreck of the "Loch Ard" – bonus points if you can name the survivors.
5. Which Ship sunk on the morning of July 26, 1956 after colliding with the "Stockholm" in heavy fog near Nantucket.
6. How did the "Normandie" sink in New York Harbour on 9th Feb, 1942.
7. Which Island in Bass Strait was known as the Isle of Wrecks?
8. Commander Fogarty Fegan won a posthumous VC in which action in November 1940.
9. What was the last tune the orchestra on the Titanic played as it went down?
10. What year was the Batavia sunk?

Answers on Page 6.

THE BAY BOATY TRUNDLERS

(WITH APOLOGIES TO THE BAY CITY ROLLERS)

BY BRENTON SMITH



Moored at QCYC.

The RBYC Cruising Group had another successful cruising activity over the four day Cup weekend with nine boats participating in its trundle around Pt Phillip Bay. The nine included David and Pam from *Solero* from

SYC, but being active participants in the sundowners sessions, were considered as honorary members of the group. They are also friends of Richard and Marion on *Sophistiqué* and were out on their first cruise in their newly acquired *Jeanneau*.

As is normal for RBYC Cruising Group the planned schedule, while being focused on arriving at QCYC, was fluid and determined by the weather and each skipper. By Friday, the weather gods were promising high levels of cooperation and confirmations from skippers were clogging Robina's inbox.

Chakana (Brenton and Robina) bunked off work early and headed south before midday Friday, followed in the evening by *Othelia* (Allan Haddow) to anchor off Portarlington. It was all hard on the wind, but who cares when it is 8-12kts and with the wind gradually backing around to the east all the way so that we made it to the anchorage without a tack – no complaints about that then! Allan had a more boisterous sea breeze to contend with but still made it in one leg.

Saturday saw Chairman Rod on *Emma Kate* lead *Sophistiqué*, *Alegria*, *Aquacadabra*, *Lara*, *That's Amore* and *Solero* out of the pens as they sailed, motor sailed or motored to QCYC all arriving after lunch having used the ebb tide to hasten down the Western or Coles Channels. QCYC provided their usual warm welcome and by 4pm we were all tied up and enjoying sundowners in the afternoon sun on *Emma Kate*. Life can be tough at times!

Arturo, the crew on *Alegria*, prevented them tying up at QCYC and so opted for two nights in the Queenscliff Marina. Arturo is Ian and Bronwyn's well marinised miniature Schnauzer.

The BOM promised a vigorous SW change in the night, and as the

ocean racers on their way to Portarlington can attest, they were right. I did a quick row over to Queenscliff for the Sunday morning papers and thankfully did not linger for coffee as is my usual custom. A rain squall just missed drenching me on the row back to *Chakana*. Sunday was a good day for a late breakfast, adopted by most of us, followed by a walk around Swan Island. Minor chores occupied some skippers; others chose a siesta – always a good way to determine if the fenders are working properly when the wind is from the SW at QCYC.

Sunday sundowners were necessarily indoors, followed by a variety of evening meals ranging from pizzas to barbecues with the works.

Monday saw *Lara*, *That's Amore* and *Othelia* head back to RBYC in watery sunshine with a pleasant southerly breeze and flood tide providing some fast homeward sailing. The remainder slipped lines around 11am and sailed across South Channel to cruise along the Nepean Peninsula to Sorrento. Nothing too strenuous although the wind shifts of more than 90° accompanying the bullets coming over the peninsula prompted some rapid course changes and sail trimming. Another early morning row in *Chakana's* tender had enabled me to buy some award winning pies from the Queenscliff Bakery, and these provided a pleasant late lunch after picking up one of the Parks mooring buoys at Sorrento. All five buoys were occupied by Brighton cruisers.

Aquacadabra invited us over for sundowners where we discovered a bit more about the importance of power:weight ratios for jet skis. Rob's son-in-law and friends had hired one that was capable of 80kph. Considerable fun was had riding the wake of the Queenscliff ferry.

After a night of having to adjust the helm at each change of tide to prevent the buoy providing an arrhythmic, atonal and very annoying banging on the hull, Robina and I rowed ashore at Sorrento. We had not



Marion, Pam, Allan, David and Sarah.



Sundowners on *Emma Kate*. Rod, Sandy, Ian & Richard.



Dinner in the QCYC dining room which is being refurbished.



A walk on Swan Island.

been there before, and spent a pleasant hour perusing the town centre, before buying some award winning vanilla slices for morning tea.

With there being little wind, motor sailing was the preferred option for the sail back to RBYC via Blairgowrie, Mt Martha and Mornington. *Sophistiqué* and *Solero* anchored at Mornington for an onboard barbeque lunch before heading home. *Chakana's* skipper learnt a bit more about the fuel system on his boat after pumping the fuel from one tank to the other and 'running out' of fuel. No big deal when it is

flat calm in the bay. Twenty minutes had the motor purring again!

A spinnaker run home from Mornington in the sea breeze was a perfect way to conclude the trundle around the bay. Gai W probably thought she had the best of Cup day, and she is probably right, but ours was a close second.

Not a peep was heard from the boats at RBYC as Robina and I had a pleasant barbeque dinner in the cockpit back in the pen watching the sun go down – with a sundowner.

Summer sailing is back - yippee!!!



Sundowners on *Aquacadabra*. Pam, Richard, David, Brenton, Sandy, Jon, Suzanne, Rod, Rob, Robina with Marion, James and Bronwyn in front.

On top of all the other hazards involved in sailing a small sailboat across the oceans, none is more terrifying than that of facing pirates. These blackguards have re-emerged in recent years reaping death and destruction on the high seas. Cruisers these days must be wary of certain stretches of water where danger may be lurking.

Indeed one needn't venture far afield to find examples of this form of villainy. Why, only last Saturday, we on *Andalucia* were sailing on Port Phillip when we became aware of a suspicious vessel not too far astern and obviously in pursuit of our innocent crew. Believe it or not, that villainous vessel lacking any flags to indicate nationality tried to lure us into dropping back to their position. They spun some yarn (Note expression worthy of Captain Coxswain.) about wanting to capture a close up camera shot. They must have thought we were very naïve to fall for that ruse in the middle of a yacht race. (I cannot be too specific about the identity of the nefarious pirate involved for fear of reprisals. Suffice to say that the pirate's woman did bear a striking resemblance to our editor.)

You, dear reader, will be aware that I am out on a limb revealing information of this sort. One never knows who among our Club members

may be hiding the infamous skull and crossbones flag in their locker. For instance if you have ever attended a boat re-naming ceremony in our marina, you will have noticed that the celebrant with the bushy beard, wearing a caftan, is decidedly suspicious. The way he distributes spirituous fluids can only mean that he has evil intentions. Then there are those other gents who have acquired large well equipped vessels with bows like icebreakers. These boats are obviously designed as ram raiders as they regularly demonstrate on the Club courses on Saturday afternoons and Wednesday evenings.

You may think I'm being paranoid but I tell you I'm going to give my crew training in boarding other sailing craft. Skill in this area should be helpful when we stealthily approach boats in the fading light preceding sundown. We will be prepared with containers suitable for smuggling large amounts of rum.

Will's Wise Words

Will Merritt

HOW I STARTED SAILING

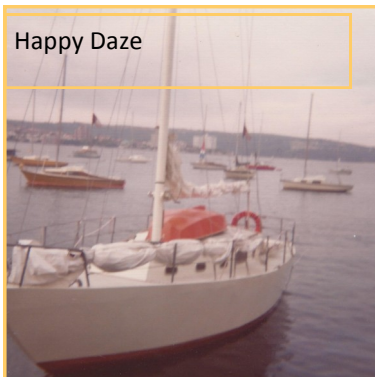
BY TONY GARVEY



I joined the 4th Mordialloc Sea Scouts when I was 9 or 10 years old. The scout hall is on Lambert Island in Mordialloc Creek and the only access was by punt which we pulled over by chain, very cold on the hands. We had Sabots and 12ft Cadets to sail. Christmas holidays with

the scouts were spent camping near a shearing shed at Wangara Basin near Shepparton and sailing every day in the warmish fresh water. I was also working at the Red and White Hire Boats, so weekends were full of boats and sailing.

Happy Daze



At about 18 years of age a mate's Dad had built a steel boat (*Solent*) and there were a few bay trips and twilights etc out of SYC. My mate built a steel *Temptress* and my first ocean voyage from Melbourne to Sydney was done on *Happy Daze*. On one leg from the Skerries to

Eden a storm arrived and when I was on watch a line was tied around my waist and then to a staunchon, so much for safety at sea. I was to spend some time that summer on *Happy Daze* in Cairns and experienced my first and only cyclone, tied up at Hales Wharf - what a scary night that was!

My mate's Dad built another bigger steel boat and we sailed out of SYC. A 3 month trip on *Refuge* was fantastic, Melbourne – Sydney, Sydney – Mooloolaba and then day hops from there up the east coast, there were so few boats and people up on the islands and reef in the 70s. One day anchored near the A frame on Middle Percy Island we had a visitor. Andy, the lessee of the island, asked us if we would

Off SYC on *Refuge*.



help him stand up a fence near his house and he would give us lunch in return. I have never had a lunch like it,

we had to brush the chooks and birds off the table because they were eating all the food and there were cats, dogs and

a goat running around the house. Maybe it helps to be a bit eccentric to live alone on a tropical island.

I then moved to northern NSW and Brisbane. My mate and *Refuge* moved to Elliot Heads. I would drive up and we would sail down to Mooloolaba or just spend a few days in the Great Sandy Straits.

Sailing went quiet for a while and I eventually re-

turned to Melbourne to live. I was invited down to RBYC one Wednesday to sail on *Clipper III* and sailed with Gary for about 3 years. Regular sailing and some courses with Gordo were a great help to me. I went on to buy *Thunder* in partnership with Robina and Brenton Smith. Robina and Brenton bought their dream boat *Chakana* and I took over *Thunder*. So of late there has been some racing and some bay cruising on *Thunder*, a couple of trips on other boats and a charter at Airlie Beach (I couldn't believe how many resorts had been built).

I really enjoy sailing my own boat and crewing on other peoples boats. I was told they call RBYC the friendly club and I think that is entirely correct.



Refuge at Mooloolaba.

Cyclone escape, Green Island.



Refuge sign on Middle Percy.



FULL HOUSE AT WATERFRONT CITY

BY ROBINA SMITH



First there were 5 boats and we booked dinner for 10, then there were 7 boats and the booking increased to 14 but by the time we sat down for dinner at Medici's in Docklands 11 boats were moored in the marina and 30 cruisers were participating in the end of month cruise on 30th November. Nothing like forecast good weather to bring cruisers out with a southerly to get there and a northerly to get them home.

Sundowners were held on various boats while waiting for *Chakana* and *Sun Kiss* to arrive. They had been having a scenic race around the bay in the Ingenue Series and arrived at 7pm just in time to head off for dinner.

After a delicious meal from the Italian based menu we headed off for after dinner refreshments on the only boat that had room for a crowd of cruisers this big - *Summer Wind*. Thankyou Paul and Angela for allowing us to invade your new boat.

Boats that headed to Docklands were: *Amelia*, *Andante 1*, *Avventura*, *Catwalk*, *Chakana*, *Highland Fling*, *Solero*, *Sophistiqué*, *Summer Wind*, *Sun Kiss* and a Boston Whaler (Peter & Barbara Roney's power boat).



Answers to the Sunken Ships Quiz

1. Titanic
2. The Titan
3. Mauritania
4. 2 - names were Tom Pearce and Eva Carmichael.
5. Andrea Doria
6. Due to the amount of water pumped in to extinguish the fire.
7. King Island
8. Killed while Commanding Jervis Bay, an armed merchant ship.
9. Nobody knows the answer to this question.
- 10 1629

Cruising Newsletter Editor

Time is running out for the new Editor of the newsletter to step forward.

I am heading off with the Bass Strait Cruise in Feb/ March and can do the newsletter up to this time. I am happy to continue doing the layout.

However, we need someone to write articles, take photos and write up events of the cruising group (or organise someone to write them up) and send this information to the layout person. The editor also organises people to write cruising stories and How I Started Sailing if there are none coming forward.

Please consider whether you could do this for the coming year. **No editor - no newsletter!**

The Editor

RBYC Cruising News

“THINGS THAT GO WRONG- AND OTHER MARINE EMERGENCIES;

On page 2 of August Cruising News is a summary of a talk by Gordon Syme on the topic above.

This article contained the statement that “He assured us that in the event of dismasting, bolt cutters are of no use at all and that hacksaws are the best tool to cut away the rigging and should be carried on board.”

This has to be a misquotation and should be corrected.

While agreeing that a hacksaw should be on board, the bolt cutters are a NEVER LEAVE HOME WITHOUT THEM ITEM.

When RAGAR was dismasted in February 2012 (and I hope no one else has tried it since) all of the clearance work was accomplished with the bolt cutters that had been wrapped in an oily rag and plastic for 20 years, the sheath knife from the companionway and pliers. We did not touch the hacksaw.

The cutters and sheath knife quickly disposed of the tangled mess leaving the mast torn open 30cms above the cabin top where the lower part of the mast was 2 thicknesses of section plug welded. The bolt cutters made this final cut like tinsnips.

A hacksaw might be handy BUT NEVER FORGET THE BOLT CUTTERS AND THE SHEATH KNIFE

Ralph Higgins

Editors Note: The use of hacksaw versus bolt cutters is always a topic under discussion and hopefully not one that we have to experience.

*I have attended a Sea Safety and Survival Course where a participant related his experience of a dismasting in a Sydney to Hobart race and he found that a hacksaw was the only thing that worked to cut away his mast and rigging. It seems that **hacksaw, bolt cutters and sheath knife** are essential kit for every skipper and the situation will determine what is best to use.*

RBYC KIDS / FAMILY CHRISTMAS BREKKY



SUNDAY THE 22nd DEC

8.30 am

BEACH GAMES, FUN ACTIVITIES,

LOLLY BAGS, SANTA COMING!

CASUAL FUN BREAKFAST

\$15 PER HEAD

BOOK ON 9592 3092

MEMBER NEWS

The Cruising Group welcomes new member Steven Harnett who has a 44ft Caribbean Ocean named *Beaujolas*.

.....
Ian Mather and David James recently crewed on the delivery trip from Brisbane for Sally and Nick Williams’ new 40.3 Jeanneau Odyssey. Luke Smeaton also joined the crew.

.....
Ted Masur had a brisk sail down the east coast to bring his new boat, a 40.7 Beneteau, to RBYC. Name to be announced when it is made official and King Neptune is appeased.

.....
Murray and Sally Hine have returned to RBYC after a sojourn in NZ. They have bought a 24.6 Jeanneau and renamed her *Amelia* - named after their granddaughter.

.....
Paul and Angela Woodman announced at the recent Cruising Dinner the purchase of *Summer Wind* a 44ft Bavaria. After dinner drinks at Docklands showed she has plenty of room for visitors and crew.

.....
Gordon Syme left a Safety Audit checklist after his July presentation that was always going to go into the newsletter but there was never enough space.

If anyone would like a copy of it please email me and I will email it back to you.

.....
Look out for the ordering of new Cruising Group shirts during January. We thought it was time for an update as the old shirts were ordered a few years ago and there are many new members.

.....
ORCV is running a Rally in conjunction with the Melbourne to Vanuatu Race. Starting 29th June but flexible for Rally. All are welcome to participate. Details on the ORCV website or contact Sally Williams.

FORTHCOMING EVENTS

SATURDAY 14th DECEMBER ANNUAL HARDSTAND CHRISTMAS PARTY

This weekend! Where has the year gone?
From around 6pm on, out on the hardstand unless emailed.
Load up the barrow for a BYO everything BBQ: bbq food, drinks, folding tables and chairs. Don't forget to start tuning your carol singing voices.
Come for a fantastic evening of socialising and carol singing.

SUNDAY 22nd DECEMBER RBYC KIDS/FAMILY CHRISTMAS BREKKY

8.30am. Beach games, fun activities, Santa coming!
See more information on page 7.

SUNDAY 19th JANUARY 23rd BIRTHDAY CRUISE TO ROYALS

An annual favourite and always well supported so mark the date in your diary for the New Year.
A chance to catch up with the cruising fraternity in our first event of the year.

Departing RBYC at about 10am, we sail to Royals for a BYO everything BBQ lunch or you can order a meal at Royals.
Drinks to be purchased from the bar.

Please advise Chairman Rod rodsandy@bigpond.net.au the week before if you are planning to attend so we have some idea of berthing requirements. In the event of bad weather we will cruise over the Westgate by car.

FRIDAY 21st FEBRUARY FORUM DINNER MEETING

Guest speaker to be advised.

ANNUAL BASS STRAIT CRUISE IN COMPANY 2014

As worked well for us last year the plan is to have no plan until we gather at QCYC on Saturday 22nd February (weather permitting) and study the weather charts with much beseeching to the weather gods. Our destination will then be decided. We plan to spend about 2 weeks cruising returning on the weekend 8th/9th March.

If you intend to join us and haven't yet expressed your interest please email Rod rodsandy@bigpond.net.au He can then include you in the email list for information.

Christmas Cheer

Chair Chat

Let's hope that the New Year brings some longer spells of warm weather and fair winds. Many of you, like Sandy and I, will be looking to get out on the water for the Christmas/ New Year break.

There seems to be quite a few Cruisers heading to some bay destinations around Boxing Day so keep in touch and keep an eye out for your fellow cruisers. If you are not going up the Yarra for the fireworks, or QCYC, there is usually a group of revellers at the marina. It's a good spot with panoramic views of the city fireworks.

The Members' Handbook 2013-2014 is available at the office, so drop in and pick up your copy. There are plenty of events for you and your boat to participate in. The Bass Strait Cruise in Company leaves RBYC on February 22nd and sixteen boats have expressed interest. It's not too late to add your boat to the list, in fact you can decide to join us at any time whenever you and your boat are ready.

Please remember if you have any issues around the club please contact our General Manager, Eric Wegman or his staff. Eric and his staff are very approachable and always happy to help if they can. Marina issues can be referred to the new marina manager, Josh Deacon, who has made a real - and much appreciated - difference to the running of the marina.



Captain Coxswain's Corner

So me 'earties, you often sail 'goose winged' with your jib poled out to be opposite the mainsail. However the expression was around long before our 'fore and aft' rigs. Question is; how would one do that with a square sail on a yard arm? Well, when running before strong winds, sail area was reduced by furling top sails leaving a few lowers. These sails had the bunt (center of the sail) hauled up to the yard leaving triangular shaped outer ends hanging to catch the wind. That sail shape probably bore a stronger resemblance to bird wings than the modern version.