



CRUISING NEWS



APRIL 2014

OUT ON P'S ~ BACK WITH A LICENCE (GYPSEA ROVER CRUISES THE SOUTH PACIFIC)

BY PAM MERRITT



Will Merritt thanking Bryan Drummond for the presentation.

There's no doubt about it, hearing about the adventures of fellow cruisers brings out the crowds, especially when the destination is as exotic as the South Pacific. About 95 guests attended our March meeting.

The Gypsea Rovers, Bryan and Sue Drummond, now consider themselves to be fair dinkum, fully qualified cruisers - and after clocking up 7500 nautical miles over 11 months last year, so they should.

In that time, whilst cruising around Tasmania, then on to NZ, Tonga, Fiji, Vanuatu, New Caledonia and back to Brisbane, they had 40 visitors on board, including 19 RBYC members. Organising the comings and goings of so many different crew members must have, at times, seemed like a military exercise, but Bryan and Sue made it all look easy.

Bryan and Sue purchased Gypsea Rover, a 10 year old Hylas

54, about two years ago. She was well set up for 2-handed blue water cruising, with heavy displacement and narrow bow to minimise slamming to windward. Her long water line length means an average 8 knots of speed in the right conditions.

South Pacific cruising sounds ideal with consistent 15-20 knot SE trades, and over the months Bryan and Sue were cruising they had 6 days of rain and 5 days of wind greater than 25 knots!!

They joined a rally run by the NZ based Island Cruising Association, with departure from Opuia. There were 20 boats in total, with Gypsea Rover being the only Aussie boat, the rest from NZ. Of the 20 boats, 4 were catamarans which, as Bryan pointed out, make excellent venues for 'sundowners'. The rally organisation provided for plenty of time in each



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country, giving leeway for going off and exploring alone or 'staying with the group'. We joined the boat for two weeks in Vanuatu and, after a couple of days in Port Vila, headed north through the islands on our own and rejoined the group several days later in Espirito Santo. Passages between countries were undertaken with the security of being with the rest of the group.

For sailing in the South Pacific a water maker is an essential item of equipment. Power is always an issue and Gypsea Rover is well set up with solar, wind, water turbine and a diesel genset. She carries plenty of fuel in seven tanks. All this combined with the full size washing machine, coffee machine, Soda Stream and yoghurt maker makes for very comfortable cruising. And, of course, winches are electrically operated making sail operation and trim an easy task for the crew. Did I mention raising and lowering the dinghy? - also at the press of a button.

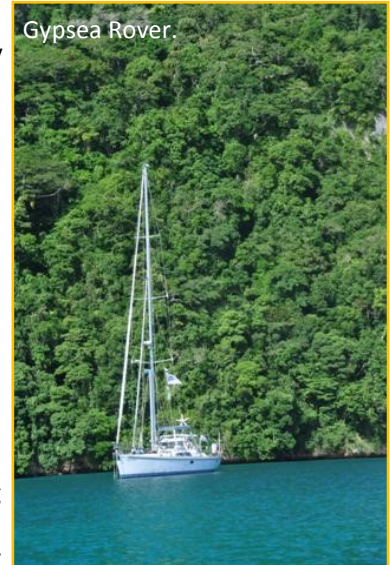


David Webb, Anne and Dennis Blom.

Gypsea Rover has a first aid kit on board that any medical clinic would be proud of, but have now added a saline drip after a medical emergency that required helicopter evacuation en route from New Caledonia to Brisbane. Dehydration was of primary concern and a drip would have been invaluable.

Amazingly, with such a fantastic year of cruising behind them, Bryan and Sue calculated that their day to day living expenses were actually less than living in Melbourne. Bryan's talk was excellent and backed up by fantastic photos of each place visited.

In 2014 Gypsea Rover is again cruising, this time to Indonesia. We wish them safe sailing and will look forward to another Cruising Talk next year!



Gypsea Rover.

David Webb and Dennis Blom also spoke at the Gypsea Rover presentation. David about his experiences sailing the Fiji to Vanuatu leg and Dennis, who was a complete newbie to sailing, gave us his perspective from an inexperienced sailors point of view.

Now, you would have to call this dedication with a capital 'D'. OK, so 'dedication' as used in this instance is not spelt with a capital. Look, there's no need to be pedantic, I'm on holiday in our van at Warrnambool. Now, do you see my point? Instead of playing Spider Solitaire, which I was doing until an email from our Editor in Chief arrived noting, rather pointedly I thought, that while the rest of the Newsletter was pretty much 'to bed' there was no sign of a contribution from yours truly.

The aforementioned EIC would not be sympathetic to the fact that I had to attend two happy hours earlier in the evening. That's right, 'two' happy hours. You might wonder why a man would subject his liver to such a risky undertaking. Such a question demonstrates a lamentable lack of appreciation of the artistic temperament. My 'muse' (who often takes a holiday without me) urges me to go forth and get to know a wide range of citizens in order to give my literary endeavours the common touch.

Don't be offended. I'm quite certain that you would appreciate the heights of endeavour for which I'm noted, however the EIC is not convinced that artistic style is appropriate.

But is she understanding when my copy is belated because I have been seeking the common touch? No, no, not Ellie behind the bar, but good solid down to earth drinking companions who call a spade a shovel.

Tell you what. I'll see if I can find a few more 'happy hours' to attend on this holiday so I'm ahead of the game with more of this prose for next month.

Will Merritt

**Will's
(not so)
Wise Words**

CRUISING TO ROYALS WITH SABOT FAMILIES

BY LYN BINGHAM



Relaxing on *Mirrabooka*.



Sabot kids enjoying lunch on the lawn at RYCV.

The annual Cruising Group outing to Royal Yacht Club of Victoria at Williamstown with Sabot kids and parents took place on Sunday 30 March. We assembled in the Members' Bar and kids and families were allocated to the boats *Aquacadabra*, *Lara*, *Mirrabooka*, *Ophelia* and *Reverie*, by Simon Tedstone. The Commodore's boat *Reverie* seemed very popular with the 10-14 year olds (see photo).

We enjoyed a leisurely sail from RBYC to Royals (in other words there wasn't much of a breeze) but with the sun shining it was very pleasant.

Lunch on the deck or lawn at Royals is always enjoyable and the sun had a bite to it as some of the male members assembled around the barbeque area to show off their cooking skills.

After a delightful couple of hours of eating, drinking and socialising, it was time to depart. A bit more breeze enabled a good paced sail (reach) back to the marina with young Alice Tedstone helming *Mirrabooka* in fine form for most of the way.

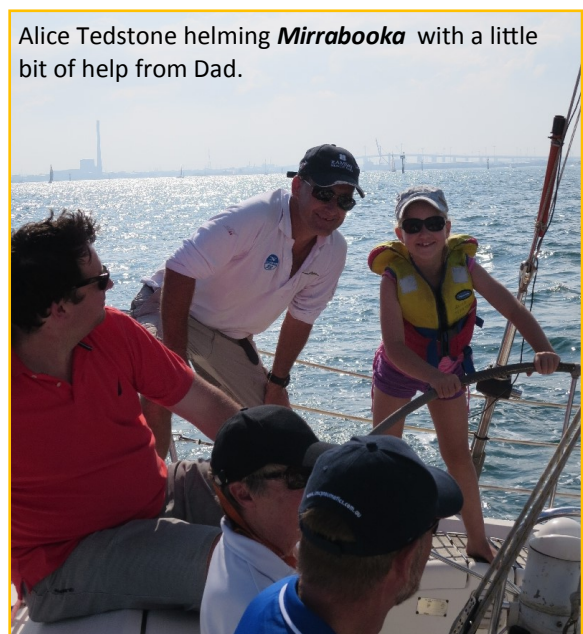
A good time was had by all thirty four kids and parents who attended.



Sabot kids enjoying lunch on the lawn at RYCV.



Some of the Sabot kids having fun on *Reverie*.



Alice Tedstone helming *Mirrabooka* with a little bit of help from Dad.

KING ISLAND BOAT CLUB

The first destination of the recent Bass Cruise was King Island with the Harbour at Grassy giving us refuge after the overnight crossing in calm seas.

The King Island Boat club lived up to the reputation it has built up with racers in being the most warm and inviting club in Bass Strait. We didn't get the renowned steak burgers on arrival (probably would have if we had told them we were coming in advance!) but a phone call to Commodore Duncan Porter on arrival soon had Duncan, Carol & Ian Bott opening their doors and bar for our use—for all three nights of our stay.

The club predominately sails cadets with numbers increasing over the past couple of years - 6 participated in Stonehaven Cup in SA but they had 13 come to RBYC recently. The average age of their kids is 12 1/2. They have trouble keeping their kids as they head to secondary school off the island for their last couple of school years. When asked how they manage financially they replied 'Would you like another drink'. The cruising group were happy to support them over the bar and with a cash donation for which they were very grateful. Robina Smith



Welcome to Cruising Food!

This new column is a forum for all sailors to contribute their favourite cruising recipes and tips. On-board Highland Fling nothing seems to dominate the day's conversation as much as the options available for the next meal, i.e. what's left and how to best enjoy it?

Given that our esteemed Cruising Group have just recently returned from their annual Bass Strait Bocce Championship tour I thought a short segment on Sundowners food was in order. Fresh dips and snacks are appetising for only so long, so I thought I would focus on long shelf life appetisers which take up less precious fridge space.

Italian Tuna and White Bean Dip.

- 400g tinned cannellini beans
- 95g tin of Tuna in oil
- An extra 1-2 tbsp of extra virgin olive oil
- 1 tbsp lemon juice
- 1/2 tsp grated lemon rind
- 1 handful of flat leaf parsley (or any other green herb that has survived the distance)
- 1/2 a spring onion finely sliced (if your cooking onions have started to sprout, the sprouts will do)
- 8-10 pitted black olives, sliced for garnish
- Toasted Turkish or ciabatta bread, or dried pita bread to serve.

- Drain and rinse the beans
- Mash the beans lightly with the tuna and it's oil
- Add extra oil to loosen the mix
- Add in the lemon juice and rind
- Stir through the chopped herbs and onion

Serve with the toasted bread

Top with the olives

Haloumi with Lemon and Capers

Haloumi cheese can be bought in most supermarkets and has a long shelf life whilst refrigerated.

Lemnos makes a plain haloumi, an organic haloumi and a chili haloumi.

The chili is our favourite but is sometimes harder to find. If it's unavailable, just add some dried chili flakes to the finished dish.

Preheat a non-stick frypan or clean BBQ plate

Dice the haloumi into 1.5 cm cubes

Fry on all sides until nicely browned

Place on serving plate

Top with capers and a squeeze of lemon juice

Tips:

Storing herbs on board: Remove from plastic wrapper and place in an airtight container with absorbent paper towels below and above the herbs. Check the paper towels second daily and change as needed. Store towards the back of the fridge in the warmer section to prevent accidental freezing. On-board Fling for extended cruising I carry a stick blender with a small food processor blade and container. It's great for chopping herbs and mashing up beans etc. It runs off our 600-1200 v inverter without a problem. On passage I find it safer to use than a knife and board.

Contribute!

Please forward your requests and (better still) your favourite cruising recipes to sailfling@gmail.com, or phone Karen on 0467054189



'UNDER THE NUT' IN STANLEY

BY SANDY WATSON, *EMMA KATE*

Rafted up under the 'Nut'.



The fleet of six Brighton Cruising Boats sailed from Three Hummock Island to Stanley on Sunday 2nd March. We had a good sail in the Hope Channel between Hunter Island and Three Hummock Island, pushed by 1-2 knots of tide. By mid-afternoon were all settled in the Stanley Harbour, under the looming presence of the 'Nut', the huge rock overlooking the town. Plans for the following days' activities were made aboard *Emma-Kate* during sundowners that evening.

Some took the easy way up—to enjoy the view!



People took off in various directions on Monday morning; the laundromat beckoned, as did the 'Nut' and most cruisers walked or chairlifted their way up the 'Nut' to enjoy the magnificent views and lovely walk at the top. Everyone gathered at the historic Stanley Pub in the evening for a delightful dinner.

Stanley was settled in 1826 by employees of the Van Diemen's Land Company and named after Lord Stanley, the British Secretary of State for War and the Colonies in the 1830's and 1840's. Today Stanley is the main fishing port on the North West Coast of Tasmania and we cruisers did help to support that very industry with several forays to the fish'n chips and seafood shops! There are many very interesting and well maintained examples of Colonial architecture in the village, the layout of which is reminiscent of centuries past.

At the summit.



Stanley obviously does well from tourism and de-

servedly so; there are several cute little boutiques and historical points of interest, including 'Highfield Historic Site' and a 'Heritage Walk' around the little town.

More than half the Cruisers took part in a day trip on Tuesday organized by Geoff, skipper of *Andante 1*, to Arthur River for a cruise in the Tarkine Wilderness, which was very much enjoyed by all who took part. Feeding of sea eagles was a highlight as was the commentary by the hosts on the boat.

Cape Grim, near Stanley, is reputed to be famous for the "cleanest air in the world", which is commendable, but by Wednesday we had rather too much clean air and the boats were starting to be pushed against the wharf. It was decided by the skippers, one after the other, to move. *Mirrabooka* headed to Three Hummock Island, three boats found pens in the harbour, *Chakana* tied up to the fisherman's wharf and *Emma-Kate* ended up rafted up to a fishing boat. A final get-together for fish'n chips in the park was enjoyed by all for dinner.

On Thursday morning, *Chakana*, *Andalucia* and *Sun Kiss* headed for Port Phillip Heads, while *Andante 1* and *Emma-Kate* remained in the Stanley Harbour for another night before heading for George Town on Friday.

So that was Stanley, recommended cruising destination!

Roger, Tony & David enjoying dessert



'Highfield'



Highfield Historic Site.



SAILING IN THE UK

BY ROGER LLOYD (CREW *ANDANTE 1*)

Roger being congratulated on winning the Bocce wooden spoon.



How does sailing in Port Phillip Bay & the Bass Strait compare with that of UK & Atlantic France?

The UK lies in the battle ground of the polar front and its succession of Lows, which approach from the west. Melbourne is significantly north of the equivalent in the Southern Hemisphere. In the UK

the prevailing wind is from the SW or W and almost all strong winds blow from that quarter. A High pressure over the UK, or a Ridge of high pressure extending from the Azores, will usually give sunshine and easterly winds, often quite light, and in summer sea breezes will usually quickly take over near the coast. However, sea breezes in Australia are stronger because of the larger and hotter hinterland (heated by the stronger sun). In Atlantic France there is often a determined NE night wind which hurries in at 0300 but has exhausted itself soon after dawn. This is the cause of damage to yachts and many pyjama parties in the middle of the night, after an anchorage has been carefully selected to give good protection from the day-time SW wind.

We do have Atlantic swells on the west coast of UK, Ireland, and France, but these are nothing like the swells from the Southern Ocean. Swell, of course, even with no wind, dramatically affects the entry to many harbours the world over, including Port Phillip Bay, although there are also other factors here.

Generally winds in Victoria, particularly in the Bass Strait, seem stronger and from a greater variety of directions than in my home waters. The air temperature is of course warmer, even in Tasmania, than in the corresponding season in the UK. Along much of the UK coast it is a long sail between good harbours, but this is dramatically so in what I have seen of Australia, although I have yet to sail on the East Coast and have still to experience the reported delights of the Whitsundays. However it does seem to me that it is easier to cope with strong winds in Australia than in the UK. One reason I think is that there is less 'wind chill', because the wind is warmer. Another effect seems to be that the molecules of a warmer wind are more spread out and the wind is 'less heavy' and so the force or strength of the warmer wind seems slightly less than a colder wind of the

same wind speed. (However, I am told by my meteorological friend that any slight difference in air density would not have a noticeable effect.)

Everywhere I visit in the world the locals say how difficult the area can be under certain conditions, but I think that the Bass Strait has no need to advertise the fact. Many years ago I crewed in a race to Grassy. It was a fine reach in a Beaufort force 6 most of the way, but the sea state was rougher than would be expected in a force 6, presumably caused by the relative shallows and uneven bottom of the Bass Strait and its tidal streams, which in places can be significant. Of course the Bass Strait is a large area and the population density is not that great. It is nice not to be competing with fellow yachtsmen for scarce resources (moorings and marina berths, etc) and I do like sheltering in almost deserted islands and coves. Also, the natives are more helpful and friendly here than those in more populated areas! Obviously, UK ports are more crowded, more developed, have more history, and on the South Coast the marinas are vastly more expensive. Judging by the numbers of yachts in marinas, the French are keener sailors even than the British. (However, by observation 'coming alongside' is not in their yachting syllabus). There are some vast marinas, which are full to bursting in the French holiday season of July and August, when Paris relocates to the Ile de Re, my favourite French island, just off La Rochelle.

The winds of the Bass Strait can blow up unexpectedly strongly for a few hours and are generally more boisterous and fickle in strength and direction than in the UK. In the UK, I believe that the direction of stronger winds is more certain and easier to forecast. I suspect that winds are more difficult to forecast in the Bass Strait because of the many adjacent atmospheric forces of greater strength and variability than in the UK. Although the UK suffers from vigorous secondary Lows that develop quickly on a trailing cold front, we do not have the quick-forming dramatic East Coast Low phenomenon that you have here. Australians avoid and protect themselves from the sun. The British seek out their sun! Our climate is a little less extreme.

The Solent is the channel between mainland UK and the Isle of Wight [in the middle of the bottom edge]. It is delightful. Unfortunately this is diminished by thousands of other people who think similarly and are prepared to pay the exorbitant marina fees. In this small area of water there is an amazing variety of yachting harbours and challenging situations, making short trips very enjoyable even on some winter days. The Solent's sailing capital is of course Cowes with its "Cowes' week". There are many sailing schools in the Solent, which is sometimes called the "Theme Park", and an RYA instructor often referred to as a "talking backstay".

Some 80 miles to the south, after crossing the shipping lanes of the English Channel, lies the north coast of France, Cherbourg, and the Channel Islands. There are many nice harbours to the west of the Solent along the south coast of the UK. Just off Land's End lies the Isles of Scilly, one of my favourite places because of its many islands, some uninhabited, and all occasionally swept by strong winds and heavy rain. There are many anchorages, but few give all-round protection. There are many wrecks, both ancient and modern. Sudden fog and rocks do not mix well, and accurate pilotage is always required.

I have sailed in Ireland, especially along the south and west coasts, which are delightful. I have sailed a little in Scotland. Here the scenery is often fantastic, but even in summer there is often more wind, rain and biting midges than I would like. There are many islands, deep channels and high cliffs with abundant wild life. To the east of UK is the North Sea. The southern North Sea is the land of mud and sand banks and much too much commercial traffic, particularly in the very contested waters of the Dover Strait in the SE. A few years ago, between the sandbanks of the Thames Estuary, the main channel into London's docks was the Princes Channel. This is no longer the case. The sandbanks have moved!

The River Tamar to Launceston is like a bigger and better version of Milford Haven in west Wales. It is on a grander scale with less population, less development and is dramatically short of yachts. What a paradise!

When I was working and sailed in the Bristol Channel I was never late back for work. There were two reasons. When on passage west the tidal stream is westbound for only 5 hours, but when homeward bound east the tidal stream offers 7 hours of help. Also, because strong winds usually blow from the west, if I was returning in half a gale the wind would be from behind.

In the Bristol Channel the dominant factors are the range of the tide and the strength of the tidal stream. In Port Phillip Bay, because of the lack of the above factors, the locals are experts at detecting and utilising wind shifts. The Bay is a great playground, and although it could do with a few more yacht havens and protected anchorages, it is incredibly close to Melbourne's CBD with its harassed executives wishing to relax. The Bass Strait seems to demand endurance, self sufficiency, a strong yacht with a reliable engine, flexible planning, and time (this later of course being more available to those who are retired). More women sail in Australia than in the UK. I am a member of the UK-based but world-wide Cruising Association. It took me a long time to realise that younger members who own cruising boats and go cruising are few and far between.

Any Australian wishing 3+ months of good and relative cheap cruising in the islands and estuaries of Atlantic France, please contact me, roger@RNL.org.uk.

MEMBER NEWS

David Pollard, Charlie Bird has advised that the new batch of name badges is available from **Mandy** in the RBYC office. Also, if you ordered a cruising shirt that is ready to be collected from the office too!

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All boats that cruised Bass Strait this year have now returned to the bay. **Andante 1** spent time at Pt Welshpool and Refuge Cove before sailing back.

Emma Kate was the last to return after waiting for a weather window at Oberon Bay. While at Refuge Cove their Tamar Valley/ Flinders Island crew, **Richard and Marion Johnson, Sophistique**, jumped ship and walked to Tidal River where they were picked up. (It is about time parents were able to call in the favours from their children after all the taxi trips done for them!) Seems picking of the grapes does not wait for weather windows.

What were you doing on February 31st!

Spotted by David Bingham in the King Island Courier dated Wednesday 26th February 2014.

FEBRUARY - 2014			Time m
1	0020 3.41	SA 1257 0.64	16 0037 3.02
	0653 0.89	1849 3.26	16 0655 1.23
SA	1234 3.51		SU 1243 2.99
	1926 0.37		1919 0.94
2	0124 3.52	SU 1340 0.76	17 0111 1.04
	0758 0.70	1933 3.16	17 0651 3.32
SU	1343 3.59		MO 0748 1.12
	2026 0.33		MO 1326 3.03
3	0222 3.61	MO 1423 0.86	17 0126 3.08
	0856 0.53	2019 3.08	17 0748 1.12
MO	1444 3.64		MO 2009 0.91
	2121 0.35		18 0211 3.15
4	0315 3.67	TU 1507 0.53	18 0836 1.01
	0949 0.42	2107 3.02	18 1425 3.09
TU	1539 3.64		20 0252 3.21
	2212 0.43		20 0922 0.90
5	0402 3.67	WE 1553 0.97	19 0922 0.90
	1039 0.39	2158 2.98	WE 1510 3.14
WE	1630 3.59		20 0330 3.27
	2300 0.56		20 1004 0.82
6	0447 3.62	TH 1642 0.99	20 1552 3.19
	1127 0.43	2250 2.97	2221 0.90
TH	1719 3.49		21 0407 3.31
	2345 0.72		21 1046 0.76
7	0530 3.54	FR 1724 0.92	21 1633 3.22
	1213 0.52	2345 2.98	2302 0.94
FR	1804 3.38		22 0444 3.34
			22 1129 0.72
			SA 1715 3.25
			SA 2344 0.98
			30 0505 0.69
			30 1053 3.32
			SU 1737 0.74
			2358 3.28
			31 0610 0.69
			MO 1201 3.36
			MO 1842 0.73

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Robina and Brenton Smith, Chakana, are finally on their way to the East Coast after their engine and fridge needed attention after Bass Strait cruise. They have a blog if you search chakanacaliber40.wordpress

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Next month: results of the Annual Bass Strait Bocci and Inaugural Klop competitions!

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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 11th APRIL ANNUAL BOAT PROGRESSIVE DINNER

****Please note that this has been brought forward a week due to Easter****

Bookings have closed with wonderful support!

Plan is to gather at the Members Bar for pre-dinner drinks and nibbles at about 6.30pm where the evening's program will be distributed. Main course on one boat, dessert and coffee on another boat with port and chocolate for 'stayers' under the gazebo at the First aid Room near the entrance to the marina.

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.

WEDNESDAY 16th APRIL ORCV—BEYOND THE BAY at RBYC 7.30pm.

Training program designed to give bay racers, cruising sailors and boat owners the knowledge, skills and confidence to make the transition from day sailing on the bay to extended passages beyond Pt Phillip Heads.

SATURDAY 3rd MAY END OF MONTH ON WATER ACTIVITY

RBYC Cerberus trophy race/cruise to Royals. 10.30-2.30 Race then lunch. Look on club website for details.

SUNDAY 4th MAY OPEN BOATS FOR VIEWING MARINA PARTY

11.30 onwards. Support the RBYC Social Committee. Dress your boat to show participation. Entertainment by folksinger wandering the marina. Prizes. See club website for details.

EARLY MAY—DATE TO BE CONFIRMED STARS AND COMPASS FORUM

Information and distribution of this years papers with helpful hints on preparation for submitting your entry this year.

FRIDAY 16th MAY FORUM DINNER MEETING

Guest Speakers: Dustin Marshall
Marina Reseach Project

Come and find out about marine life in and around our marina.

FRIDAY 20th JUNE ANNUAL CLASSICAL MUSIC NIGHT

International pianist, Stefan Cassomenos, will be our guest artist. He will have just returned from touring in Germany.

Not to be missed—keep the date free.

WEATHER WATCHING

Chair Chat

After spending the last 5 weeks cruising around Bass Strait and watching the weather for 6 weeks, I have been impressed by the quality and accuracy of the BOM sites. The old sea dogs suggest you should start watching the weather at least a week before your planned departure to get a feel for the patterns, hence the extra week of weather watching.

I primarily use the synoptic charts and the Marine and Ocean section of the BOM site and more particularly:

- Forecast Wind
- Interactive Weather and Wave Maps
- Tidal Predictions
- Area Forecasts
- Sea Temperature and Currents.

Other areas of the BOM site such as observations, charts, radar and general forecasts are also very useful in understanding the weather. A recently added BOM service called Met Eye is very comprehensive and automated but required lots of download which can be a problem when wireless signals are weak.

There are other commercial services such as Predictwind that provide forecasts plus other facilities such as routing, these are favoured by many sailors and from all reports are quite good.



Captain Coxswain's Corner

'THROW HIM IN IRONS'

'Irons' originally referred to a long bar or bolt along which shackles could slide. This was used to confine prisoners by the legs. Irons were known as 'bilboes' because the steel, reckoned to be the finest in Europe, was forged in Bilbao, a seaport in Spain.