



# CRUISING NEWS



MAY 2014

## THE EDGE OF THE WORLD

BY BARBARA BURNS

*On the recent Bass Strait Cruise in Company some of the group hired a community bus from Stanley to travel to Arthur River for a boat trip.*



**The Edge of the World. The next coast (looking west) is 2/3rds of world away.**

To the south of the Arthur River is a wilderness, the Tarkine wilderness. This is a giant forested area, well used to be a giant forested area but is now heavily logged with remnant old growth bits left mostly on the edge of the river. There is conflict here between logging, mining and conservation.

Mining and logging mean short term jobs for the locals. An enormous amount of foresight needs to be implemented to make everyone happy.

On the north coast of Tasmania, e.g. at Stanley, the range of the tide is about 3 metres, but it is only 40cm on the west coast. Due to this lack of tidal range, there are no tidal flats and no salt water in the rivers. Rice grass was introduced in the Arthur River from the river Nile deliberately to reduce the erosion from waves produced by boats travelling in the river. However, in some areas the Rice grass is being replaced by the more dominant Button grass.

Whilst we were travelling up the Arthur River we were shown a pair of resident sea eagles. Sea eagles are very territorial and can live for 50 years. A female of about that age died recently, but the male was very lucky and was joined by a new girlfriend who was only about 5 years old. They raise only one chick each year and then chase it away about April time after teaching it how to catch fish. They nest alongside



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of the river (their source of food), high in the trees but not at the top where it is too windy. They use the same nest year after year. It can be handed down the generations for hundreds of years.

The young stamp down the sides of the nest when learning to fly before they leave the nest. This behaviour is very destructive, like young teenagers really, and so the nest has to be repaired every year by the female.

Sea eagles and wedge-tailed eagles are enemies, but they need not be. Wedge-tailed eagles feed on land rodents, e.g. wallabies, and so do not compete with sea eagles for food because the latter feed on fish. Wedge-tailed eagles usually

live further inland, i.e. further up the river.

All in all it was a very informative and enjoyable trip.

The highlight for us was meeting the amazing lady who reads the weather forecasts every day for us intrepid yachties. She has been doing this for 20 years and still seems to love doing it!



David Spencer with guide.

The **Cruise in Company Boules competition** was held at Grassy on King Island. As always it was highly competitive and going into the last round it was a tie between *Mirrabooka* and *Andalucia*. However *Chakana* came from behind with a big points win over *Andalucia* to win the coveted newly refurbished trophy. Roger playing as the only representative from *Andante* took out the wooden spoon. A new competition was introduced this year—**Klop**. A type of skittles, first to 50 game using numbers on the skittles. This was played at sundowners on Three Hummock Island with **Andalucia** winning the most games.



*Chakana* team, Brenton, Robina & Jenny, accepting trophy from Rod.



*Andante* representative, Roger, accepting wooden spoon.



*Andalucia* team -Klop winners. Will, Therese, Pam and Brian.



Klop competition at Three Hummock Island.

We recently enjoyed a pleasant Sunday lunch at the Club with friends. It occurred to me at the time that we should do this more often. The Club is an excellent venue and these days one can eat lunch there for a range of prices to suit most pockets / moods. Tell you what, if you shout I'll come along and make your day by showing you the ropes.

Mind you, I'll be struggling to match the merriment of the aforementioned lunch where at the wife of a 'prominent ex-Commodore' was heard to remark that she was planning to attend the next RBYC widows lunch. Since Mr. P.E.C. appeared to be in good health this prompted much un-asked for advice on how to avoid becoming the late P.E.C. in the immediate future.

The advice was doubtless accepted on the under-

standing that it was offered by members who had consumed the odd glass of wine with lunch.

Of course I am not one to gossip, and I've probably said too much already, but if you'd like to know more about these matters perhaps you could offer a couple of glasses of bundy and coke when next I'm in the bar.

As the Greeks were rumoured to say: 'In Vino Veritas'.

Will Merritt

**Will's  
Wise Words**

# 8TH ANNUAL PROGRESSIVE DINNER

BY BARBARA BURNS

On the 11th of April the Brighton Cruising Club held their 8<sup>th</sup> Annual Progressive Dinner.

The weather started off very wintry, wet and cold, and I thought we would get quite damp getting to the boats and even damper moving to the next boat for the change of courses. However, as the evening wore on it became very mild and pleasant.

We all met in the Club House for pre-dinner drinks and yummy nibbles before wandering out to our designated boats for the main course. I had noticed during the day many of the boat owners hurrying to their boats for final minute preparations for whatever course they were doing, main or desert.

After an hour or two of very pleasant conversation whilst eating and drinking we all moved onto the next boat for dessert.

Our designated boat for dessert was *Farr Fetched* where we were presented with an amazing pavlova and some very old port. Quite delicious!

After some time, when we were all feeling very relaxed, some of us moved to the hard stand for some final imbibing of wine and port.

A fabulous night had by all!



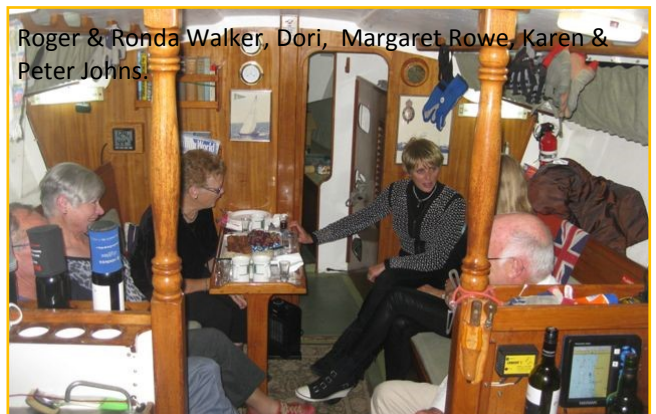
Karen & Andrew Parker and Sue Drummond enjoying pre-dinner drinks.



Sally Spencer, Ross Waring and Dori Parkin at the Members Bar.



Jo & Hugh Jones, Sally Hine and Will Merritt enjoying main course on Amelia



Roger & Ronda Walker, Dori, Margaret Rowe, Karen & Peter Johns.

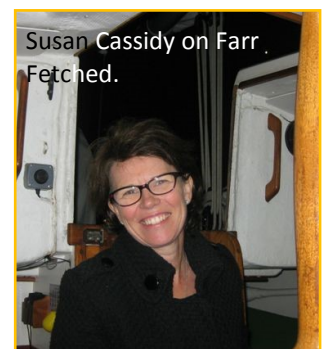
A huge thankyou to our 19 main course and dessert boats. We appreciate so many volunteers who make this night so successful!

**Bronwyn & James *Alegria***  
**Kathy & Alan *Allegresse***  
**Sally & Murray *Amelia***  
**Pam and Will *Andalucia***  
**Barbara & Geoff *Andante***  
**Nona & Rob *Aquacadabra***  
**Wendy & David *Charliebird***  
**Jenny & Grant *Currawong***  
**Sandy & Rod *Emma-Kate***  
**Karen & Peter *Farr Fetched***

**Sue & Rod *Foxy Lady***  
**Susie & Peter *It's A Privilege***  
**Lyn & David *Mirrabooka***  
**Maree & Ted *Pizazz***  
**Alan Woodward *Reverie***  
**Marion & Richard *Sophistique***  
**Angela & Paul *Summer Wind***  
**Sally & David *Sun Kiss***  
**Marg & Andrew *Wildchild***



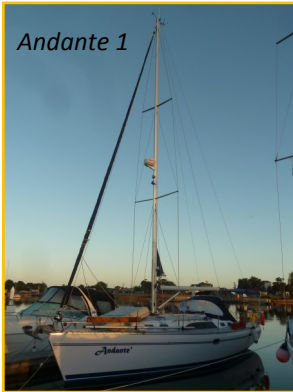
Bryn Illingworth arriving on Farr Fetched.



Susan Cassidy on Farr Fetched.

# CRUISING THE TAMAR

BY BARBARA BURNS



Andante 1

The Tamar River is a 70-kilometre estuary in northern Tasmania formed by the merging of the North Esk River and South Esk Rivers at Launceston to its mouth at Low Head, north of the second largest settlement on the north coast of Tasmania, George Town and into Bass Strait. Despite its name it is not actually a river as it is sa-

line and tidal over its entire length. The only full crossing of the Tamar is at the Batman Bridge in the relatively remote area of Sidmouth, around half way up the River.

We spent a delightful week in Stanley waiting for a weather window for a calm passage to George Town. The rest of the cruisers had left to return to Melbourne, leaving only two boats *Emma Kate* and *Andante*.



Good company on *Emma Kate*.

Our weather opportunity came and we left at 4am in the morning, so that we would arrive at George Town before it became totally dark. It was still quite bumpy so we had to concentrate leaving through a very narrow opening in the harbour, with rocks at each side!

It was then a 20 hour motor-sail to George Town which was just a few kilometres up the Tamar. We arrived there just as it became dark. Looking at the chart it was a bit disconcerting to see reefs scattered in the entrance but thank goodness for our fabulous chart plotter which navigated us through effortlessly.

It is fun travelling with another boat. As we watched *Emma Kate* turn right into the Tamar, a few kilometres ahead of us, really all we saw in the dark was their navigation lights. We stayed at the marina at George Town for a few days, to gather supplies, and plan our next move. George Town is not a particularly pretty town and where we were moored was very plain. So we were very quickly ready to move on. Rod and Sandy left separately as they were very interested in the wine growing area around Devils Elbow and Rosevears. *Andante* left George Town a little later as we were interested in checking out Beauty Point, for mooring and getting fuel.

Beauty Point turned out to be absolutely gorgeous. We ended up staying there two nights on a fabulous mooring with power and water for \$10 a night. Not many places can boast that! The view was very romantic with mountains in the distance, yachts in the foreground and general peace and tranquillity all around. Huge oysters were everywhere but unfortunately because of the pollution in the river we could not eat them. We wondered why there were so many!

We reluctantly left and motored on up the Tamar passing the aluminium smelter and huge stacks of wood chips. It was quite distressing seeing the huge piles of wood chips with the beautiful mountains in the distance and knowing what was being done to the mountains!

Some very large ships were anchored in the river which looked slightly incongruous as you don't expect large ships to be so far up the river.

We arrived at a very tranquil spot called Devils Elbow, where *Emma Kate* was happily riding at anchor, her owners just stepping into their rubber ducky after a very relaxed exploration of the surrounding countryside.

After a brief chat we left to continue our adventure up the river. The tide was totally against us, rushing out, but I have to say our very large and competent engine made progress very easy, especially Batman Bridge where the river underneath the bridge is very narrow and therefore very fast flowing.

The Tamar is a very beautiful river and there is a lot to see. However, as usual, we felt a little pressured to continue our trip into Bass Strait, heading for Flinders Island.

Our next call was Rosevears which turned out to be a pub stuck in the middle of nowhere with a pontoon jutting into the water. We tied up to that for the night and enjoyed the magic of the mist coming over the river making everything look mysterious and fey.

As the Tamar is very tidal, the river can be a little treacherous with many shallows at low tide. We had to pay attention as water which looked navigable was actually shallow and you really had to stay in the channel rather than taking appealing short cuts!

We then motored back to George Town where we caught up with *Emma Kate* for our next leg to Flinders Island.



Leaving Rosevears.

# FLINDERS ISLAND

## A CRUISING DESTINATION

BY SANDY WATSON

Fotheringate Bay, Flinders Island.



It was with extra vigilance that we slowly wound our way out of the Tamar River from Georgetown at 2am on Friday 14<sup>th</sup> March 2014. The tide was ebbing, the wind was light, but we had to pay careful attention to the channel markers in the dark as we had only been this way once before! Our crew were Richard and Marian Johnson who had joined *Emma-Kate* at Rosevears. We were bound for Lady Barron anchorage on Flinders Island, sailing in company with *Andante 1*.

Crew at Trouser Point on Flinders Island.



After about ten hours of motor-sailing we were approaching the Furneaux group of islands, of which Flinders Island is one, which again signaled the need for some extra-careful navigating. As we approached Lady Barron we were pushed markedly by the tide and had to bear this in mind when helming. Geoff, skipper of *Andante 1*, had organized two moorings with the harbour master, which he had checked for us, which was re-assuring. The holding is reputedly not great at Lady Barron and we were expecting some wind. Lady Barron is protected from all but strong west to south westerly winds.

'Great Island' was the original name given to this island by Matthew Flinders in the late 1700's. It was later changed to 'Flinders Island' by Admiral Phillip Parker King, an explorer who was born on Norfolk Island. In terms of European activity, sealing was practiced here until 1828, when stocks were depleted, after which mutton-birding and cattle-grazing were

the means of subsistence. Freehold land was given out from the late 19<sup>th</sup> century and the Municipality of Flinders Island was created in 1903. Not until the 1950's was a proper settlement scheme established, mainly on the Eastern shore of the island.

Secured on our moorings, thoughts turned to land exploration and again the very organized Geoff came to the party and organized hire cars for us. We spent the next three and a half days exploring and 'living off the land'! We sampled wine at Unavale winery (a small home based winery) and walked the coastline at Trousers Point, a lovely walk. We gorged ourselves on the magnificent 3 kg crayfish bought from the fisherman and ate cake at the 'Deep Bite' Café at Killiecrankie. We viewed the whole island (62km x 37km), with its highest peak Mt. Strzelecki at 756mt high, from the lookout. We sampled scallop pies at Whitemark, ate at the Lady Barron Hotel and sent postcards at the General Store! We saw lots of wallabies and some Cape Barren geese.

When it came time to depart Lady Barron, local knowledge gleaned from the cray fisherman proved invaluable in directing us to a much shorter, but no less demanding, passage out towards Prime Seal Island. This small and attractive island provided us with some shelter overnight before we sailed for Refuge Cove. The highlight of our 24 hours at Prime Seal was the eight enormous Flinders Island flathead caught in quick succession!



Richard with large Flinders cray, was great and even better with a few bottles of wine.



## Cruising Food with Karen Parker

Cooking bread without an oven sounds daunting but need not be. There's plenty of fresh bread options which can be made on board that don't require you to fire up the oven and heat up the boat!

This first comes from a Victorian cruising yacht, last seen in our waters some ten plus years ago. S V Crystal Blues hailed from RYCV and has spent much time in SE Asia.

### English Muffins

2 cups white flour  
 1/2 cup rolled oats (optional)  
 1/2 tablespoon of freeze dried yeast  
 1 teaspoon sugar  
 1 teaspoon bread improver  
 1/2 teaspoon salt  
 300ml very warm water  
 1 teaspoon oil  
 Polenta to coat the muffins

### Method

Mix the dry ingredients in a large bowl  
 Add 3/4 of the water and all the oil  
 Add enough extra water to make the dough moist  
 Cover the bowl with cling wrap and place in a warm spot free from breezes  
 Allow the dough to prove until it doubles in size, around 30-40 minutes  
 Turn the dough out onto a floured bench and knead for a minute or two  
 Cut the dough into eight pieces and shape into rounds  
 Spray one side with water and dip into the polenta and repeat on the other side  
 Place the muffins into a large heavy based frypan and allow them to continue to rise until doubled in size  
 Dry cook on the stovetop at a low- medium heat for 15 minutes each side. Keep the frypan lid on, but just ajar to allow steam to escape

### Pitta Bread

There are endless uses for flatbread on board. From soaking up a good curry, easy to eat on passage wraps, toasted crackers for dips, tortilla snack wedges... the list is endless.

There are also loads of different recipes, but we find this one easy for thicker bread.

1 3/4 cups of tepid water  
 1 1/2 teaspoons of dried yeast  
 1 1/2 teaspoons castor sugar  
 460 g plain flour ( a bit under 3 1/2 cups)  
 1/2 teaspoon sea salt  
 1/2 cup olive oil

### Method

Place the water yeast and sugar in a small bowl and leave somewhere warm for 20 min or until the yeast foams.  
 Place the flour and salt in a large bowl and make a well in the centre

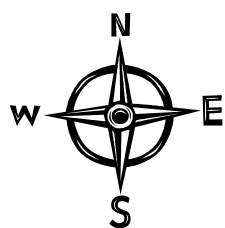
Add the olive oil and yeast and combine  
 Works the dough until it comes together then tip it onto the bench and knead until it becomes smooth and silky, this will take a few minutes

Return the dough to the bowl, cover with cling wrap and leave to rise until doubled in size, approximately 15-20 minutes

Divide the dough into 12 and roll each piece out into a flat disc of 16 cm

Brush each flatbread with olive oil and cook on a BBQ, or frypan for 20-25 seconds until the dough starts to puff up Gently oil the top side then flip the bread over and cook for 220 seconds more.

Resist the temptation to overcook the bread, it will dry out!  
 Stack the cooked breads on a clean tea towel and keep wrapped until serving to prevent them warm and from drying out.



**We urge you to test your navigational skills and give it a go.**

## STARS AND COMPASS TROPHY

The Stars and Compass Trophy was donated by Richard Hawkins with the aim of encouraging the practice and use of traditional navigation methods.

The beautifully etched glass chalice, created by Leisa Wharington, is awarded for the best individual entry in a competition based on answering a number of questions and completing navigational exercises. The competition is open to all navigators with a YA number, not just RBYC members.

This years question paper, set by last year's winner Kathy De Garis, along with the NEW novice paper will be available at the Forum on 16th May (see forthcoming events) or after that date on the RBYC website and at the office if you wish to have a hard copy. Check paper and website for date to be submitted. The winner will be announced at Presentation Night on 11th July.

# EASTER BAY CRUISING ANYONE?

BY PAM MERRITT

Lucky we like our own company, because that's what we thought we had as we drove down to the yacht club to sail to Docklands on Easter Saturday.

Usually we have family commitments over Easter, but with a family get together the weekend before we were 'off the hook' and thought some Easter cruising sounded like a good idea. Seven boats also expressed interest in an Easter Bay Cruise, depending on the weather. The forecast for Good Friday was pretty ordinary, with strong northerlies followed by a 25-30kn SW change late morning. Aquacadabra and It's A Privilege, both bigger boats and braver than us, headed down to Queenscliff anyway. Summer Wind was already there. The rest of those initially expressing interest had either made other plans for Easter based on the forecast, or were still deciding what to do.

By Saturday the weather had come good with lightish winds and some patches of sunshine so, with no other takers, we booked a night at Melbourne City Marina and headed off.

A chance meeting with Roger and Ronda Walker in the club carpark established that they were also heading that way, possibly Williamstown, and would join us at the marina if they could get a berth. It then, of course, became a 'cruise in company' and we had a most enjoyable evening with the Walkers starting with drinks and nibbles on Andalusia followed by dinner and more drinks on Catwalk!

On Sunday Roger and Ronda needed to get home. We checked out Royals for overnighting but it looked busy with visiting RGYC boats, so spent a night on the walkway of the new RMYS marina, scuttling home early on Monday morning before the northerly ramped up to the forecast 30-35 knots.



Nibbles on Andalusia with Will, Ronda & Roger.

## MEMBER NEWS

Ian and Susan Cummin, *That's Amore*, have moved to Singapore. We wish them well and hope to catch up with them around the club on visits to Melbourne.

*Sophistique and Alegria* spent Anzac Day long weekend at Martha Cove and rumour has it that there was a big night to be had at the local sailing Club! The marina was welcoming and comfortable as well.

The great new tower race timer, built by Bryan Drummond and funded by Cruising Group, has been installed and in action.

Brenton and Robina Smith, *Chakana*, are currently in Sydney Harbour after exploring Eden, Jervis Bay, Port Hacking, Botany Bay and many nooks and crannies in Sydney Harbour. (Thanks *Kirra Kirra* for your article last year.) Plans are to head to Pittwater and beyond by the end of May. This newsletter has been produced in the mobile office (*Chakana*) while at Cammeray Marina where half the boats appear to be live-aboards.

Jo and John Walker have headed back north to join *Kirra Kirra* at Manly Harbour in Brisbane to continue their cruise of the East Coast after some basic maintenance has been attended to.

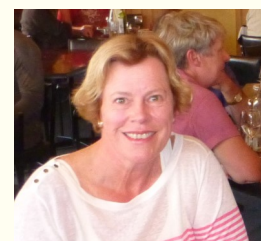
Sue and Bryan Drummond, have been readying *Gypsea Rover* before heading off in mid May to join the ICA fleet heading to Indonesia via Cape York.

Allan Haddow, *Ophelia*, set off at Easter with Scott Cumming on *Thula Mama* for a cruise to Tasmania. Being cruisers, they looked at the weather and headed to Cleeland Bight and Western Port instead!

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

## CRUISING COMMITTEE

It is with pleasure that we welcome new Committee Member **Kathy De Garis, Allegresse.**



Kathy has been involved in our Cruising Committee as the General Committee representative for some months and is now going to bring her skills to our committee.

Welcome Kathy and it is most opportune with the Classical Music night coming up.

## FORTHCOMING EVENTS

### FRIDAY 16th MAY FORUM DINNER MEETING

**Guest Speaker: Dr Dustin Marshall**  
Sea life in the Bay and around RBYC Marina

Dr Dustin Marshall, from the School of Biological Sciences at Monash University, will give a presentation about the sea life in the Bay and especially around the RBYC marina, which he and others have been studying. We are looking forward to a very interesting evening.

As usual, gather at the Club about 6.30pm, member draw at 7pm, followed by the meal, with the talk at about 8.30pm.

Booking with the office is essential for the catering. We have had instances recently when up to 10 more people have arrived for the dinner without booking.

Please book with the office (95923092) no later than Wednesday 14th May.

### FRIDAY 16th MAY - 6PM STARS AND COMPASS TROPHY FORUM

In the Committee Room before the Forum Dinner. Navigation novices are encouraged to try their hand at the **NEW** Stars and Compass Trophy novice paper, for which their will be a prize awarded. This short forum aims to introduce navigation newcomers to the competition so they can go on to complete the more involved paper in the future. The Stars and compass Exam Paper will be available at the forum.

### SATURDAY 7th JUNE QUEENS BIRTHDAY LONG WEEKEND END OF MONTH ON WATER ACTIVITY for May

Alan Robertson trophy race to Queenscliff.

Watch the website for information. Continue on to QCYC for an evening with fellow cruisers in front of the fire. Alternatively cruise down and meet the racers there.

### FRIDAY 20th JUNE ANNUAL CLASSICAL MUSIC NIGHT

Featuring world-renowned pianist Stefan Cassonenos who will play a large variety of his repertoire to entertain us. Stefan is a recipient of the 2012 Young Achiever of the Year Award and is internationally acclaimed.

Enjoy an evening of fine dining, dining and entertainment -all for just \$100 a head.

Pre-dinner sherries, delicious three course dinner and some wine included.

Starting at **6.30pm**. Dress - black tie.

Don't miss this wonderful evening.

Bookings through the RBYC Office. Individual tickets or tables of 10.

Come along for an elegant evening of fine entertainment.

### SUNDAY 6th JULY ANNUAL YARRA RIVER FROSTBITE CRUISE

Mark this date in your diary now.

## STANLEY TEAMWORK

## Chair Chat

Stanley is a delightful and historic township nestled under 'The Nut'. The port is a small fishing harbour right under The Nut, very picturesque.

The sheet pile wharf we rafted up to is less picturesque when you see the old timbers, rusty piles and the huge 3m plus tides. The harbour also has a small design fault in that the entrance, whilst narrow, is open and exposed to southerly wind variants, particularly on the south end of the wharf. Of course we were on the south end and after a couple of days the wind blew up from the wrong direction and we started bouncing around. There were 3 boats on the wharf and another 3 rafted up to these.

Life became quite uncomfortable and the boats, particularly against the wharf, required regular checking and adjustments. At low tide I could reach the bottom spreader from the wharf and step up to the boat at high tide. The wind was forecast to ease but it wasn't, so on the advice of some local fishermen (and others) we decided to move before high tide and bigger waves.

Getting off the wharf whilst bouncing and being blown on was going to be a challenge. It was safely achieved with a little bit of helming skill, some thoughtful use of lines and lots of great teamwork from all on the cruise. I was reminded of the advantage of cruising in company with good people and many very experienced sailors.

We all had a peaceful and restful night in the more protected end of the marina. Thankyou to all those that helped, particularly the local fishermen at Stanley.



## Captain Coxswain's Corner

### 'LIMEY'

Largely because of American movies, we are generally aware of the slang term 'Limey' for English people in general and English sailors in particular. The term originated from a British regulation requiring ships to carry a supply of lime juice to prevent scurvy.