



Managing Risks was a large part of the presentation and this is about avoiding or preventing events that shake your confidence. Yachts have a set of complicated systems and all, or at least most of them, need to operate most of the time. As soon as you leave the shores of Australia you very much have to be self-sufficient and develop new skills on repairing parts of the systems as they are used and fail.

This all sounds a bit daunting but Michael spoke of the wonderful resources that you have amongst the cruising community. When you are at sea these people are available via HF and sat phone and of course the web if you have a link. Then there are the endless conversations amongst cruisers at anchor.

As all cruisers know, it is all about the weather, weather, weather and part of managing risk is ensuring you have access to frequent forecasts. On their cruise to the islands they used a weather router from the US who provided regular updates by sat phone for a fee of \$200.

Both must be competent sailors because, especially at night, you are sailing single handed while the other sleeps – ensuring sufficient sleep is essential for managing risk.

The GPS is fundamental to cruising these days and they have seven of them on board – yes 7! The other essential is an effective autohelm and they have two electro-mechanical helms and one wind vane.

Part of managing risk is managing fear and having a well found boat inspires confidence thus reducing fear. Also being part of a small team where each member must contribute requires management of illness and injuries. Michael and Christine had a very well stocked first aid kit before going offshore, and also training in first aid at sea including a session with Rosie Colahan at RBYC.

What They Learned – There is much to learn!! Cruising is also joyful, fun, fantastic and a most challenging and thoughtful way of living.

The cruising life also evolves and now they are moving towards spending more time back in Melbourne with their three-year old grandson Billy and with a promise of more grandchildren. Skype has proven to be a very effective communication tool for staying in touch with families.

Michael emphasised several times – dream big! Had they started earlier they probably would have become circumnavigators and their most recent boat would certainly allow them to do it. As it is, crossing the Atlantic and then the Pacific, which is part of the current dream, represents a large part of the globe!

Their parting thought was: The Future = The Past + Imagination. It's up to us now – imagine and go!!

TALES FROM KIRRA KIRRA - ADVENTURE ON THE HIGH SEAS (With Richard and Marion Johnson)

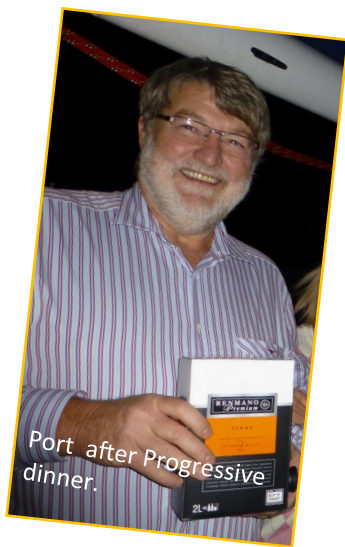
It was after swims and exploring and snorkelling some reefs on Gt Keppel Is., with the wind picking up to 18Kts, we spied a drifting \$4Mill Horizon 60' power catamaran, which when it was 1nm off-shore and heading out to sea in 10 metres of water, we concluded a) that there was no one aboard or they were otherwise occupied down below (hmm), and b) it required rescuing.

Richard and John gave chase in the dinghy. Jo and Marion rang the VMR/Coastguard to notify them of the issue and indicate our intended course of action so all was above suspicion. We found no-one aboard - either on deck or asleep below, but the boat was occupied as shown by the phones, wallets and iPads scattered about. John and Richard considered all options and decided that to make it safe it needed reanchoring. So after some trial and error, we raised the anchor and John started the 2 x 800hp engines and motored it slowly back its starting point on GKI. The thrill was to drive this palatial vessel. The owner returned after it was made safe, and said his gruff thanks through embarrassed clenched teeth. Lusted after one myself till I heard they burn fuel at 220 litres per hour (at 20 knots).

Moral of this true story - when anchoring 40 tonnes of vessel, put out more than 15 metres of chain - even if it is in only 3 metres of water. You are not anchoring a b..... dinghy! For a video of this ocean going vessel go to: <https://www.youtube.com/watch?v=HDD7zwnVKmQ>



THANKS CHAIRMAN ROD



The many faces of Chairman Rod over the last two years. Roger Walker will be taking over the helm of Cruising Group in 2015.



So who saw that coming? The Committee did but they don't count for anything, do they? The change at the Cruising helm is going so smoothly that we almost missed it. Now don't be pedantic. I do realise that the official handover is scheduled for the night of the hardstand Christmas Party, but our Rod has chaired his last Committee Meeting, his last Forum Dinner and his last 'end of month' cruise. Apparently he's about to do what real cruisers do. He is going to cast off his lines and you won't see him for the spray from his stern. (Get real. What are you; a landlubber? There was never going to be any dust.)

Now there's a problem right there. When your's truly stepped down a precedent was created in that the press gang (Do you get it? No. Never mind. Talk about wasting my talents.) coerced me to give up writing Chair Chat and take up the WWW column. (I'm still not sure what the initials stand for.) The question is; now that Rod is to become IPC it seems only fair that he should take up a new column while I slip off into the sunset with violins playing in the background.

The new column could be RRR - 'Rod's Raunchy Ramblings'. What an excuse for using a plethora of innuendo. Nah, perhaps not.

What with Sandy watching over his shoulder and Madam Editor doing the editing there'll probably be a lack of opportunity to sneak any politically incorrect remarks through to the final edition. Ok, you'll just have to put up with my wanderings for a while longer. Say, did you hear the one about (Editor's Note: Sorry but the joke in question was not appropriate for our "G" classified newsletter). That was a good one wasn't it? I wonder if it will get past the censor.

Seriously now, I'm sure I speak for all when I wish Rod and Sandy many thanks for a job well done over the past two years and trust that they enjoy to the fullest extent their cruising on board 'Emma Kate'.

Will Merritt

Wanderings with Will

OBERON BAY - MY FAVOURITE ANCHORAGE???

BY SANDY WATSON

On one of the last few days of the RBYC Cruise in Company 2013, the fleet anchored at Oberon Bay. About four boats were in company and after a very calm motor sail from Deal Island we dropped the picks, ready for a rest. A pleasant saunter along the beach was next, followed by sundowners aboard *Chakana*.

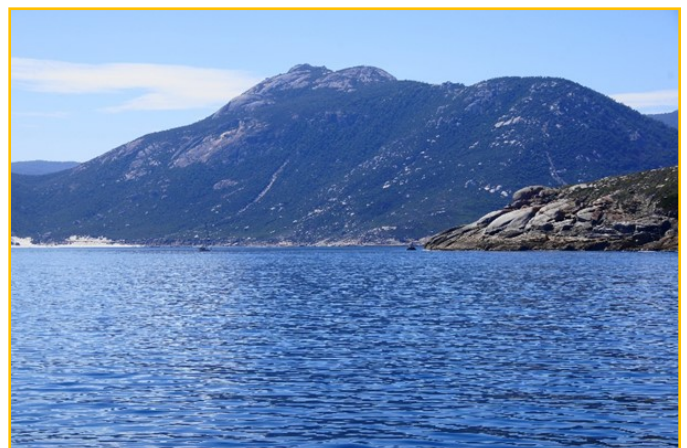
A calm night's sleep was enjoyed by all with some crews up early the next morning to reach the Heads at the appointed time. This is what cruising is all about, after all!

So it was with pleasant memories of a calm and peaceful Oberon Bay that we set sail from Refuge Cove in March 2014, again after participating in the Cruise in Company. An easterly was approaching which would make Refuge at the least uncomfortable. It turned out to be a rather strong and long lasting easterly, well it certainly seemed that way! Oberon Bay the beautiful on one occasion turned out to be Oberon Bay the not-so-beautiful when one was forced there to sit out a blow. We only made it to the beach once in over 48

hours and I spent the rest of the time feeling somewhat nervous and stranded. Of course there were no other boats in sight!

We were quite safe, but the effect of the different weather conditions and circumstances changed my perception of the anchorage completely.

A valuable lesson learnt by a novice cruiser!



HOW I STARTED SAILING

BY PAUL JENKINS KATHLEEN B

As a child I grew up visiting relatives in the country close to rivers, did my time in the scouting movement and spending summer holidays at the beach. As long as I can remember I was always fascinated with boats. I have memories of turning my father's saw horse upside down, planking its sides, fitting a broomstick mast and fashioning a sail from an old bed sheet. In ponds we cut out 44 gallon drums on their side and used them as boats to paddle out and catch elusive bullfrogs inevitably ending up in the water ourselves. In scouts we built timber Canadian canoes and did canoe trips along the Goulburn and Yarra Rivers. During summer in my early teens I went out on commercial fishing boats, even on a few occasions into Bass Strait cray fishing. I did a lot of water skiing later on and it was in 1984 when I experienced the Whitsundays sailing a bare boat charter with a small group of friends that I decided that sailing was something I really wanted to do more of.

Since that time I have owned, repaired and sailed my own Mirror and Heron dinghies, spent numerous years as a volunteer at the Guide and Scout Sailing Center off Hampton's foreshore teaching younger people the basics of sailing off-the-beach dinghies and crewing on various trailable and fixed keel yachts in races.

In 1999 I purchased a Dennis TS500 trailable yacht and did a lot of cruising on the Gippsland Lakes and Port Phillip. In 2002 I purchased a Castle 650 so as to enable my wife at that time and 2 young children to enjoy what I was with a boat that sailed a great deal better and I could also race with the MTYC. Three years later I graduated to a Magnum 8.5 which I currently still own and sail. I soon found myself on the Magnum Association Committee writing the newsletter, participating in social and cruising events and racing the Magnum on occasions including the Marley Point Overnight Race which I had previously crewed on a Spider 28 (I have done 6 MPOR's). I have been President, Vice President and Secretary of the Magnum

Yacht Association and am currently Vice President and Secretary/Publicity Officer.

For the past 3 years I have sat on the Trailable Yacht Division Committee of Sailing Vic representing the Magnum Class Association and a sub committee organising the annual start of summer season combined with the Discover Sailing event for Trailables at Melbourne Docklands for the past two years.

Having several friends with keel boats has allowed me to experience some offshore crew opportunities and more recently I had the pleasure of crewing on a Swanson 30 in a Tasmanian Regatta. Wanting to graduate to a larger yacht, the stress of towing 3 tonne of trailer and boat, rigging, launching, retrieving and de-rigging, my preferred option was to purchase a fixed keel yacht of my own.

As a result I recently purchased a Peter Cole designed Traditional 30 and joined RBYC to start this new chapter of my sailing experience.

My partner is new to sailing and the fact that Jane is enjoying the experience, is supportive of my love for sailing and a fast and keen learner is a big bonus.

Jane and I hope to find new friends, join in social activities and other events at Royal Brighton and we are very much looking forward to sailing our pocket sized yacht as much as possible.



THE ORCV'S LATITUDE RACE ON FOXY LADY

BY ROD SLATER



The ORCV 'Beyond The Bay' training course concluded last weekend with a race through the Heads and out into Bass Strait. It was an exciting day, with some 23 keel boats of varying size and design arriving in Queenscliff on Friday in preparation for the event.

The race started off the point at Queenscliff at 8:30am on Saturday 22nd Nov, with the yachts sailing out through the Heads at slack water (flood), to a pre-determined latitude some three hours south. Having passed through that latitude, they had to turn and race back to the Heads in order to get back into the Bay by 2:30pm (slack water – ebb). The yachts then continued the race up the Bay to finish at Portsea Pier.

Having won the earlier contested ORCV 24 hour Navigator's Race (non-spinnaker division), RBYC's *Foxy Lady* finished 6th in the Latitude Race, in the face of stiff competition from some very big and experienced racing keel

boats. It was a great result for *Foxy Lady*, ably skippered by Sue Slater with a very strong crew, including another Beyond the Bay trainee, Rob Cave, and star OTB sailor Ed Wright. They were well supported by our very experienced ORCV Mentor Lou Irving, and Gun Ocean Racer Mark Willett. Unfortunately the RBYC Cruising Group member and Flinders Yacht Club Commodore's recent shoulder re-construction prevented him from sailing, as it will for 6 months...groan!

The race was won by another RBYC boat, *Summer Wind*, very ably skippered by Angela Woodman. Other RBYC boats and cruising members to take part were *Odysseus* skippered by Sally and Nick Williams, *Carvarlo* skippered by Marnie Irving and *Jake* skippered by Stuart Lyon.



Sue Slater with crew of Foxy Lady.



Note:
Rod and Sue would highly recommend the ORCV's Beyond the Bay program which aims to prepare you (as crew or owner) and your boat for ocean cruising and racing. It was a series of 5 evening educational sessions and 2 weekend events on the water taking place from May to November. Sessions covered boat preparation/safety gear, crew preparation, management, operating procedures and crew training, radio operations, night sailing, watch keeping, provisioning, weather, tides, and navigation.

18th QUEENSLIFF MUSIC FESTIVAL BY PAUL JENKINS

On Friday 28th November *Strathtay* and *Kathleen B* set off at 0630 from RBYC for a 3 night stopover at Queenscliff Harbour to enjoy the 18th Annual Queenscliff Music Festival. We were sailing (or I should say motoring) all the way against a flooding tide with little to no wind to speak of supposedly from the south. Assigned to Row A at Queenscliff with an incoming tide proved interesting and we didn't feel so bad after watching every other boat experiencing the same difficulties trying to berth with a 3-4 knot current sweeping you sideways as you tried to dock. It's interesting how fast the tide runs into and out of Swan Bay!

Apart from the trip over the weather gods were kind and we had sunny days and warm nights throughout the weekend. The lineup for the festival was great and we even managed to get into the mosh pit both Friday and Saturday nights to enjoy Russell Morris and Co and the Jezabels. We caught up with 5 crews from the Magnum Yacht Association who had sailed across from Sorrento and Martha Cove and joined them for sundowners Sunday night following Xavier Rudd's performance as the closing act.

Monday's forecast for the Bay told us there was a severe wind warning from the south. Having been caught out on the Bay many years back in a 21 foot Trailable when a severe southerly change hit unexpectedly and recalling reading once that 'The best time to reef if is when you first think of it', we put the No. 2 reef in the main and departed at 1030 for the trip home. The wind started off around 5 knots from the east and gradually veered south to around 8 – 9 knots so with a full genoa and reduced main we enjoyed a relaxing sail along the West Channel on one tack back in sunshine. As we docked the southerly began streaming in at around 20 knots!

We had such a great time we are already penciled in to return next year and hope we may get more RBYC yachts accompanying us.

Strathtay is a Cavalier 32 owned by Steven and Susan Etches
Kathleen B is a Peter Cole designed Traditional 30 owned by Paul Jenkins and Jane Cooper.

'I sense the tension in him, a familiar aspect of the days before a departure, He likes to say that every successful cruising couple consists of an optimist and a pessimist. The optimist gets them off the dock; the pessimist keeps them from losing the boat.'

This is a passage from 'Blue Horizons' by Beth Leonard. She voyaged with her partner Evans Starzinger and has completed two circumnavigations. It was written as they were preparing to leave New Zealand on passage to British Columbia with two stops. They are voyagers in the true sense of the word!

Which one are you?

Read by Brenton Smith

MEMBER NEWS

Kathy De Garis and Alan Richardson are now officially boatless but have the most healthy bank balance they have seen for a while after selling their boat *Allegresse*. They have been visiting Yamba and have been racing twice with the Yamba Yacht Club in lovely weather; high 20's, gentle breezes. It was very challenging with strong river tidal flows and hidden sand banks!

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Sue and Bryan Drummond, *Gypsea Rover*, are now in Malaysia after spending some time in Singapore where they found the railway a breeze, interesting food on menus, tried a Singapore Sling and ventured onto the Singapore Flyer which is the biggest wheel in the world. Keep hoping for some inside stories from their crew! In true yachtie tradition Bryan has celebrated his 60th birthday in an exotic anchorage!

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John and Jo Walker, *Kirra Kirra*, have continued to head south with crew **Richard and Marion Johnson, *Sophistic***, joining them for the leg from Mackay to Yeppoon (Rosslyn Bay). It seems it was a 'quiet' week (...not).

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Robina and Brenton Smith, *Chakana*, have returned to Melbourne after 9 months cruising the east coast. They have *Chakana* moored at RQYS in Manly for the next few months before they continue the next chapter in their cruising journey.

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Jenny Stone and John Lute are heading to RQYS at the end of the year to sail *Corazon* back to Melbourne.

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Some of our cruising members have maintained blog sites throughout the year. If you haven't kept up with their travels and have some spare time over Christmas you could search for them at the following addresses.

gypsearover.info

kirrakirra14.blogspot.com.au

chakanacaliber40.wordpress.com

Another site you may want to peruse is written by **Wayne and Ally Sollars, *Blueheeler***. They left RBYC marina in January 2011 and have sailed up the east coast, joined the Indonesia Rally, and spent time in Malaysia and Thailand. In 2014 they have sailed across the Indian Ocean and Mozambique Channel on their way to the Mediterranean. Always an inspiring read!

blueheeler39.wordpress.com

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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. Over the summer break is the perfect time to write up your **favourite or not so favourite anchorage or passage**. Or if you have **read something inspiring** (see left) send me the excerpt.

Send to robina_smith@hotmail.com

NOTICEBOARD

FORTHCOMING EVENTS

SATURDAY 13th DECEMBER ANNUAL HARDSTAND CHRISTMAS PARTY

This weekend! Where has the year gone?
Long range weather has it warm and sunny!
From about 6pm on, out on the hardstand.
Load up the barrow for a BYO everything BBQ: bbq
food, drinks, folding chairs and tables.
Don't forget to start tuning those carol singing voices!
Come for a fantastic evening of socialising and carol
singing.
We managed good weather last year and it is looking
good for this year but the alternative is always the
verandah.

SUNDAY 19th JANUARY 24th 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 Jenny Collins jacngrant@gmail.com 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 20th FEBRUARY FORUM DINNER MEETING

Guest Speakers: Jenny Stone and Hugh Jones
Cruising Norway

ANNUAL BASS STRAIT CRUISE IN COMPANY 2015

Dates are: Saturday 21st February till the Labour Day
weekend, 7th to 9th March, 2015

Contact person is: Rob Hurrell, *Aquacadabra*.
robnona@bigpond.net.au
Phone 0409781477

Please email Rob your intention to join the cruise so
you can be included in the list for email updates.

So far 9 skippers/boats have expressed interest.
As usual, plan is to meet at Queenscliff on evening of
Saturday 21st February and each skipper decides on
destination from there.

FRIDAY 27th MARCH ANNUAL BOAT PROGRESSIVE DINNER

Always popular so please keep the date free.

MY LAST CHAT

Chair Chat

So this is my last chat as the Chair of Cruising
and I thought a couple of reflections on the last
two years would be appropriate. Some say that
they have never seen such a wide grin on my face
since Roger Walker agreed to take over. I am
certainly happy to be moving on to more adven-
tures next year, but the Chairman's role has been
good fun. Serving on General Committee whilst in
the cruising role had its moments. I did not enjoy
the politics and I am a simple fellow who believed
my role was to do what was best for the Club and
cruising.

RBYC Cruising Group is a unique group of people
on the Bay who between them generate many
great social and sailing opportunities. It has been
a great honour and pleasure to be a contributor
and participant in the fun and adventure. The job
was made a lot easier by the work of fellow com-
mittee member and wife, Sandy. I should also
make particular mention of Will who conned me
into the job but has always given me great sup-
port and help.

I know Cruising will continue to be great fun for
us all and that Roger will enjoy the role and the
same great support given by Cruising Group mem-
bers and the Cruising Sub-Committee.

Best wishes to all Cruising Group members for a
very Merry Christmas and a safe and Happy New
Year in 2015.



Captain Coxswain's Corner

'HALF SLEWED'

In the days of old sailing ships, when the
yardarms were not correctly set, or more
precisely the yardarms were *'half slewed'*,
the attached sail would flap and shake er-
ratically rather like a drunken sailor, and
the expression was then applied to the sail-
or.

These days a sail not fully sheeted in is said
to be sprung, and a yachtie may be *'half
sprung'*.