



CRUISING NEWS



MARCH 2015

CRUISING THE NORWEGIAN COAST ON TWO VERY DIFFERENT SHIPS.

BY ROBINA SMITH

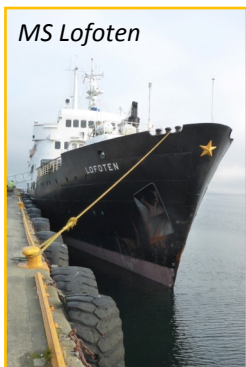


Roger thanking Jenny and Hugh.

At our February Forum Dinner Jenny Stone and Hugh Jones gave a very interesting talk on a little travelled cruising destination from our part of the world, the Norwegian coast.

During 2014 these two cruising members happened to cruise in the same part of the world with their partners, however their cruising experiences were quite different!

Jenny Stone and John Lute spent 5 nights and 6 days on the *MS Lofoten*. This was a working ferry, the oldest boat in the fleet of Hartigruten Postal Ships with a LOA of 87 metres, 40 crew, 100 passengers and although 51 years old has been refurbished.



MS Lofoten

The company has been in business since 1893. In the early days letters took 3 weeks to deliver in summer and 5 weeks in winter. They only used a compass and clock for navigation. The service and instrumentation has greatly improved since then.

The coast is ice free due to the Gulf Stream. Jenny and John travelled southwards from Kirkenes in the Arctic

Circle with Bergen their final destination. The stops were short with time to explore the towns. Longer excursions were taken on coaches which dropped them at the ships next port of call.

The ship had a single engine with no bowthrusters and the Captain showed great skills in manoeuvring in tight situations. He was seen to use the anchor to help pull off a wharf.

Jenny and John set off in blustery conditions and were lucky to see a display of the Northern Lights on their first night.

That first night the ship also encountered a violent storm of Force 11 (56-63 knots) with 6 metre seas. However Jenny and John were unaware of this until greeted with the news next morning! They had slept through it in a cabin down in the middle of the boat.

The weather improved as they cruised south with passages through sheltered waterways with numerous bridges to link the islands. When crossing the Arctic Circle they participated in the Cod Liver Oil Ceremony. They even had some time to enjoy the sun on the aft deck!

The fabulous scenery, as seen in Jenny's photos, more than compensated



Passage through sheltered waterways.



Fabulous scenery!

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for a boat with no Wi-Fi, Jacuzzi or organised on-board entertainment.



Queen Mary 2 at anchor.

Hugh and Jo Jones spent 15 days cruising on the *Queen Mary 2*. They travelled from Southampton to Hamburg and on to the northern apogee of their journey, Tromsø, then re-

turned via Hamburg and Southampton. This was actually three cruises combined together.

The *Queen Mary 2* was launched in 2004 in France. In the final stages of her construction 16 people died when a gangway collapsed under a group of shipyard workers and their relatives who had been invited to visit the vessel.

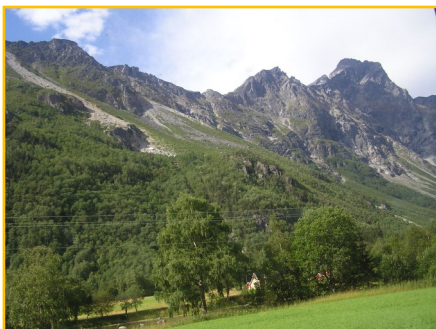
Queen Mary 2 is the flagship of the Cunard Line, is 343 metres long with a draught of 10.1 metres, has 1500 crew and 2500 passengers. She was designed to cross the Atlantic in all sea conditions including 40 foot swells. She has no rudder but uses power pods. The Captain showed great manoeuvring skills when he berthed her between 2 cruise ships using his bow thrusters to slide into the allotted space.



Stvanger Harbour

On arrival Hugh and Jo were greeted with the pleasurable surprise of an upgrade in their accommodation. They were shown to a suite with separate sleeping and living areas and a private balcony from which to survey the view. The ship has state of the art facilities including 3D Cinema, planetarium, on board entertainment, spa and Wi-Fi. The ship felt enormous and looked down on other cruise ships as they passed.

Hugh's photos showed us a sample of the magnificent scenery. Hamburg was a very flat area only just above sea level with canals, bridges and buildings that survived the Second World War sitting alongside more modern glass offices which



have been designed for their energy efficiency. At Lureberg it was found that a Coat of Arms must be on a slant - if upright it is a declaration of war on God! On to Bergen where the ship had a 2m clearance under the bridge and Troldhougan where they had an excursion to a recital hall where the exterior was traditional with a turf roof but the inside was a modern building.

Along the way Hugh and Jo saw newly built boats using copper and bronze fastenings and long boats that were clinker built.

From the town harbour at Stavanger they could see dense housing and beautiful gardens where the flowers grow bigger than normal due to the 20 hours of light they receive in a day.

At Hafrsfjord Stavanger, where the Kingdom of Norway was founded, the *Queen Mary 2* was given a proper farewell with the fire boats creating an arc of water to glide through.

During the cruise the *Queen Mary 2* tied alongside everywhere except for one place where they went ashore on tenders. Hugh and Jo didn't feel that there were so many passengers on the ship as they were very well organised - seemed to have done it all before! The encountered cool weather with only 1 really inclement day. (This said by a Welshman!)

Two very different cruises. One on a working boat with little in the way of modern conveniences and the other with everything one could think of wanting. The discussion around our table afterwards centred on which type of cruise would we want/choose to do. The verdict was split!



Typical Fjord.

KAPAL LAYAR 'GYPSEA ROVER' DI INDONESIA

BY SUE DRUMMOND



Adunara sunrise

You have probably read Angie Wharton's 'Short Tacks' article on the trip from Bali to Kalimantan, and we will be giving a talk later in the year, on the travels of the good ship 'Gypsea Rover' in 2014 so

I'm going to give you an overview of our 4 month Indo adventures to whet your appetite.

After having replaced the inner workings of our generator and obtained social visas for ourselves and our 3 crew, Mel Chambers, Paul Wise and Helen Scott, we set off at a flying pace and arrived in Horn Island in 5 days with only 2 stops. Yep, we beat the rest of the fleet and spent the next week hanging on the pick, watching Harry, the resident croc, disappear as the tide washed over him then reappear in exactly the same spot as the tide dropped..or was he watching us?



Little Dancers

Then off...24 boats from all over the world, with the trades on the quarter negotiating the huge Chinese fishing fleets to arrive 5 days later in Saumlaki, the capital city of the Tanimbar Islands.

One boat arrived, its prop snagged with the remnants of a net cut away by 2 very traumatized Aussies who were snagged in pitch dark with large waves sloshing in though the transom. On their arrival they were assisted by another boat's diver to ward off possible sharks. Helping out other yachties out was something that characterized this rally and really bonded us together.

Saumlaki was a typical Indonesian port, lots of fishing boats, a very smelly fish market, crazy traffic and footpaths where you had to be vigilant not to fall into drains beneath missing slabs of pavement. We attended the first of many 'Gala Dinners' with the local dignitaries and met the friendliest people, eager to share their culture. Universally, Indonesians



Dikesari Rice Dancers

love to sing and dance and karaoke is a big part of social life everywhere and we were encouraged to join in. There were lots of visits

to schools, churches (Eastern Indonesian is largely Christian) and cultural places, which was an agenda repeated in many of the towns we visited.

I am sure that the Tanimbar Islands have great cruising grounds but we had no information about anchorages and we'd heard from Sue and Martin Stevens that the Banda Islands near Ambon were a must. They were well worth the detour. We are now experts on the history, growing and harvesting of nutmeg and mace. If you are ever up that way, the Mutiara Guest House serves amazing food and the diving is very good. You can also climb the volcano and the Dutch Fort and houses have been restored and make on interesting tour.

Then it was back hard on the wind to join the rest of the fleet in the Alor Archipelego. The rally potted along the north of the island in the lee so wind was variable with land breezes in the mornings and sea breezes in the afternoon.

Day sailing was mandatory as within 10nm of shore and sometimes further out, fish attracting devices, unlit platforms of various sizes, were a hazard. We had a daily HF sked and could share information about hazards and good anchorages.

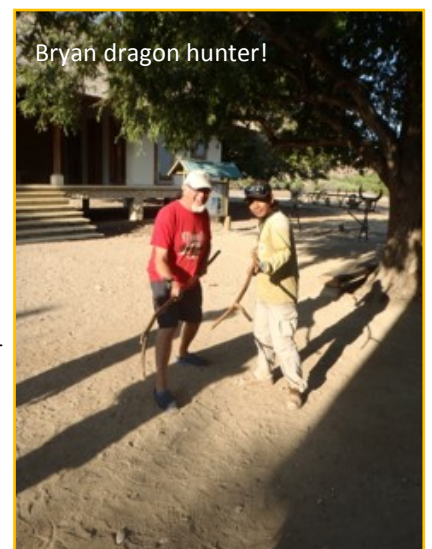
There were lovely anchorages along the way with delightful swimming and friendly local kids often came out to try out their English, paddling dugout canoes. We avoided large towns if possible due to the awful, grotty harbours littered with plastic rubbish but many of the rally 'destinations' were just these and there was a fall off of the boats attending the festivities as we proceeded west.

Mid way along the island of Flores, we had a crew change.

Annie Belfrage who now sails on *Summer Wind*, her husband Denis Blom and Mavis Sheedy joined us and we continued on past the huge volcanos of Flores, the Komodo Islands and on to Lombok. Denis was able to help us past the cultural barriers with his fluent Bahasa and we shared Mavis's excitement at returning to Lombok where she



Big Dragon.



Bryan dragon hunter!



Benan Sundowners

had taught. There WERE dragons in Komodo.

From Lombok, Susan Tuma, David Webb and Angie Wharton joined us for all too shorter time as we stopped briefly

at Lovina Beach on the north coast of Bali then sailed the Bali sea to Kalimantan via some very isolated islands, Kangean and Masalembo. It was nice, though, being the only boat at an anchorage and being welcomed by friendly locals. Motoring down the Kumai River into the interior of Borneo was quite a change. Smoke haze obscured the sun. There was NO alcohol available. There were bird houses for the harvesting of birds nests. There were orangutans. It was great.

With new crew, the Parkers and Margie Neeson and 2 big frozen beef sirloins not actually noted by customs, we set off for a culinary cruise up the South China Sea via the islands of Belitung (a recent article in the Age is worth reading), Bangka, Lingga, Benan and finally Batam. The people of these islands are much more strictly Muslim, speak Ma-

lay as opposed to Indonesian and though most are fishermen and women, living in stilt villages, many have worked in Singapore and bring home some wealth to their islands.



TJP boys with music

We decided to exit Indonesia via Nongsa Point Marina on the north Eastern tip of Batam rather than with the rally, as there was a degree of date changing with the rally, and marina berths in Singapore itself are hard to come by. Nongsa Point Marina is the only decent marina in the whole of Indonesia and the lux of a swimming pool, a shop and little trips into the main town to hang out in a shopping mall with aircon were enjoyed by all.

Overall, it was an amazing experience and being on a rally brought friendship and assistance and the chance to interact with Indonesians that we would not have otherwise had. Terimah Kasi Indonesia!

Those regular readers of this column who have doubtless been experiencing sleepless nights worrying about the loss of my \$4.00 thongs as reported last month need no longer worry. I have lashed out by spending \$5.00 for a far superior pair. Lady Pamela was very understanding when I reduced her dress allowance for February to cover the cost.

Fortunately we set off for the Annual Bass Strait cruise in February so dresses weren't required for that period. The hardy crew on Andalucia did not venture so far this year since other commitments necessitated an early return. We did manage to avoid storm and tempest but did survive fearful 10 knot following winds with only three meals a day to keep our strength at the required level.

We berthed in the harbour at Apollo Bay for a few days and I led (well some of the way) a shore party up to the Marriner's Lookout (named after a local family) to establish the best way to return along the hell-



ishly rugged coast. For the benefit of readers not familiar with the primitive wilds of Apollo Bay I should explain that Marriner's Lookout is on top of a mountain to rival Mount Everest for degree of difficulty. Reports in future articles on the cruise will doubtless play down the difficulty of this climb, but I can assure you that we really needed that cappuccino when we staggered back into the town at the port.

I fear that next year we may have to limit our cruise to a less onerous destination. How about we visit the entrance to the Yarra River where, I hear, they have established a village named Melbourne and a reasonably civilised port which the locals, showing a remarkable lack of imagination, refer to as 'Docklands'.

Will
Merritt





TUNS TO DO AT TUNCURRY

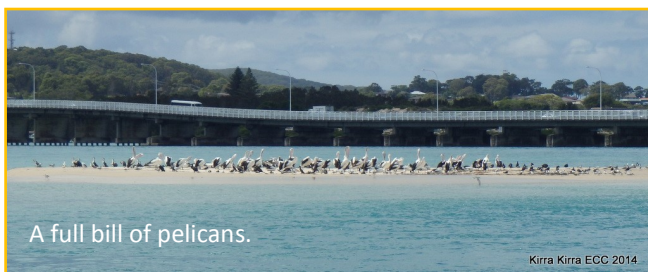
BY JO WALKER *KIRRA KIRRA*



sary stopping point for several days.

Forster Tuncurry is situated on the mid North Coast of NSW, approx 45Nm north of Port Stephens. The twin towns of Forster and Tuncurry sit opposite each other at the entrance to Lake Wallis, which is tidal. The entrance bar is deep, over 6m most of the time, and the leads are very clear. The overrun is about 2 hours from & into the lake, so calculate carefully, as there can be some swell with an outrunning tide, but it rarely breaks. Otherwise it's an easier bar to cross than say Camden Haven 24 Nm to the north.

Once inside the lake, Alan Lucas indicates an anchoring spot just past the fish co-op, which is where we observed several yachts swinging around on their anchor lines due to the tidal current and curve of the deeper channel. We opted for a tie up to one of a number of brand new mooring jetties at Tuncurry. The fish co op manages these, and for the sum of \$25 per night we had good nights' sleep. As the current flows quite fast, tying up was slightly tricky, but using barge boards and fenders we managed it two handed. Tidal range is about 1.2 metres at the new moon. There is no power or water with the mooring, but a lovely piece of parkland adjacent has public toilets and fresh water tap along with rubbish bins and the usual free electric BBQs and picnic tables etc. The shopping centre is a 3 min walk away, with a large supermarket, butchers, bakers, fruit and veg if provisioning is needed. There is also a cinema for



Travelling North with the wind at our backs, we didn't consider Forster –Tuncurry (FT) as a place to visit, so bypassed it. As south-bound sailors, taking leaps when the North or East winds favoured us, FT became a neces-

those rainy days and the ever necessary coffee shops, plus restaurants. Unfortunately there were no mooring options on the Forster side.

Having never visited FT before, and because we had our dog Tasha with us, we explored on foot. The area is called The Great Lakes, comprising beautiful sandy surf beaches and extensive inland waterways. Inland there are National Parks and state forests. The water is crystal clear and dolphins are daily visitors. Pelicans en-mass and other water birds fish the water and have a sandbank as a safety haven at night. There is a bridge to link the two towns, so a walk of 20 mins or so will take to you the larger town of Forster.

Forster has a range of shops, catering for most needs, including banks, cafes, pubs, clothing and food. The main industries here are tourism and fishing. From the main Forster beach with it's beachside cafe, there is a coastal walk, Pebbly Beach Bicentennial Walk, passing 2 lookouts and the historic Tanks Rail site, to One Mile beach and beyond. A very 'New South Wales' feature at these 2 towns are the sea baths, shark and jellyfish proof netted off areas for swimming. We were amazed at how well used these swimming areas were, for lap swimming or just water play.

Exploring in our dinghy, we motored down various arms of the clear watered lake, bounded by lovely secluded sandy beaches for safe swimming or a picnic. There are many little marinas (not suitable for masted vessels) with their incumbent cafe or restaurant overlooking attractive little waterways. And the oysters – a big feature of the area! Wow! Large oysters for \$15 a dozen, so fresh and yummy. We only had a 2 minute walk to the oyster purveyor, I could have gone every day. A meal in the new restaurant (Hamiltons Oysters) where the oysters were bought was very good indeed. The outdoor deck overlooking the water, on a warm night, is superb.

So tuns of swimming, tuns of oysters and tuns of good walks at Tuncurry. Oh, and a convenient tie-up too.



WORST ANCHORAGE - OR WORST ANCHORING!

EXCERPT FROM THE BLOG OF blueheeler39.com WRITTEN BY ALLY SOLLARS.

Blueheeler left RBYC in January 2011 and has sailed up the east coast, joined the Indonesia Rally, spent time in Malaysia and Thailand, sailed across the Indian Ocean and Mozambique Channel to Cape Town and are now sailing across the Atlantic Ocean towards the Caribbean. This is an excerpt posted on February 18th 2015.

Lüderitz is a small township of Namibia located at the edge of the dry Namib desert and cold Atlantic Ocean. Blue Heeler sailed well up the coast from Cape Town – in fact it was one of the more pleasant sails we'd had for some time. Winds from the south-west were up between 25/30 knots, but the seas weren't too big. Day three though we had no wind – unusually our original grib didn't show this, but there we were. Thinking we could arrive in light on the Saturday night we motored for some hours until the wind returned. But it wasn't enough. Our ETA was now looking to be in the middle of the night, no moon and with 30 knots of wind. On the fourth day in 15knot wind we decided to hove-to rather than enter a new country and an unknown harbour at night.

Heavy fog extends the coast on calm days and brings with it some surprisingly chilly mornings. It can also get a little windy here too. There are some moorings available, but we decided to use our anchor as we have more faith in that than unknown moorings. Unfortunately another yacht came in after us and anchored in front of us in winds over 30 knots. We'd seen this particular 52' boat at Cape Town and Wayne had actually made a point of commenting on the inadequate

size of his anchor for such a large and heavy vessel.

After waiting two hours in the cockpit to ensure all was okay with this guy's anchoring, Wayne decided to go below for a shower while I busied myself in the saloon. Next, a loud crash and *Blue Heeler* shuddered. I was on deck in a second to see the other boat had dragged anchor and smashed into *Blue Heeler*. At that point nobody from the other boat was on deck. I rushed to the bow as their bow roller came to a halt on one of our stanchions. By this time their crew was on deck and on my own I couldn't unhook their boat from ours. I called out to Wayne who had quickly dressed and came up to see what was going on.

With the weight of their boat on our stanchion, it bent, then bent some more, before their bow freed itself continuing on its journey down our starboard side, hitting our outboard fixed to the starboard quarter. In doing so the collision bent the clamp bolts. Only at this point did the owner grab the wheel and show any signs of controlling his vessel. Great! We had a feeling that would happen. Although gestures of recompense were shouted across to us in good faith, Wayne was furious and gave him some strong advice on where he should put his anchor! Anyway, the damage is done and won't prevent us sailing, but that's not the point. We are always amazed by people who have such inadequate ground tackle for boats worth hundreds of thousands of dollars and then plonk themselves close to other vessels. Grrr!

PASSAGE ACROSS THE ATLANTIC TO ST HELENA

EXCERPT FROM THE BLOG OF blueheeler39.com WRITTEN BY ALLY SOLLARS.

DAY 1 – 165nm

Seas: 1-2m

Wind: SE 15/25 up to 30knots

We left Luderitz at 8am on Thursday 19th February. Conditions good – 15-20knots from sou'east. The grib shows developing conditions over the next four days but our plan is to stay ahead of the increasing seas by maintaining around 6knots. As it turned out the Benguela Current increased our speed to 8-9 knots for the first 12 hours or so giving us a good run of 165nm for the first day. Each night we talk to other boats on SSB. There are seven other vessels out here that we know of, but there are miles between us. Wind up to 32knots overnight – triple reefed for a more comfortable ride. Heartbreaking news from friends aboard *Inish*. Tragically lost their mast including new sails on their way to Cape Town. All now at the bottom of the ocean but may be salvageable. Can't think what would've happened if they were out here! Trying not to think of those things...

DAY 2- 155nm

Seas: 2/3m

Wind: SE 20/30knots

ETA: 28th February

Distance to go: 1010nm

Making good progress. Seas and wind up as expected but staying ahead of the worst of it. Sky is heavy with clouds but no rain yet. *Blue Heeler's* sails trimmed between comfort and speed. Some waves loom

over the stern like mountains, only to roll beneath. Some crash on top of us, our cockpit covers saving our dry bodies from a dousing. Conditions should improve by Monday/Tuesday. Haven't needed to run engine to make power. New solar panel pumping in the amps! News from *La Luna* that conditions 600nm ahead are warmer and much nicer. Crew both well, lucky we don't get seasick. Two nights beef curry. Might make spaghetti tonight! Found and bought a packet of large aniseed gobstoppers in Luderitz...skipper is happy!

DAY 3: 148nm, 21/2/15

Seas: 3m

Wind: SE 20/30knots

Cloudy but no rain. It's getting discernibly warmer as we move closer to the equator.

Nights are dark. No moon to light the way, only the sound of waves and the flash of sparkle as they break around us. During the day the wind subsided a touch, but returned to 25/30knots in the evening.

DAY 4: 134nm, 22/2/15

Seas: 2/3m

Wind: SE 15/25knots

Remnants of the passing low have all but disappeared. Grey clouds and pounding waves of the previous day replaced by sunshine and heavy swell, making for an enjoyable sail, although we didn't sail as fast as previously. Grounded flying fish lay on the deck each morning with dry unseeing eyes. Now and again a massive wave will poop us

washing the aft deck with foamy ocean. Despite a couple of minor diversions due to unfavourable wind angle and wave direction, we've mostly managed to maintain our rhumb line, never straying more than 15nm, therefore maintaining the most direct course to St Helena.

DAY 5: 145nm, 23/2/15

Seas: 2/3m

Wind: 18/22knots

Halfway into our voyage and routine jobs fall into place. Breakfast, lunch, dinner roll by like clockwork. We're on UTC time now to align with St Helena and of course Greenwich Mean Time so sunrise is 4.30am; sunset is 5.30pm. Four-hour watches have me up between 2200-0200, while Wayne sees in the sunset and sunrise. Won't be long before we cross into the Western Hemisphere.

Another sailing first for us!

DAY 6: 155nm, 24/2/15

Seas: 2.5m

Wind: SE 15/25knots

Winged out and maintaining rhumb line. Seas abated enough that we don't get broached, although a surprise 32knot gust at 1.00am gybed the main and had all hands on deck to get back on course. Sails then trimmed to prevent any further middle-of-the-night interruptions. Catching up on our Australiana, in Simon's Town (of all places) I found a copy of the Australian classic convict tale of transportation in "For the Term of his Natural Life", by Marcus Clarke and immersed myself in that for a couple of days. Wayne read ex-rugby player/author Peter FitzSimons' take on the Eureka Stockade "Eureka – The Unfinished Revolution". Both books are staged in the early to mid 1800s during Australia's formative years prior to Federation. Good reads for anyone interested in our youthful nation.

DAY 7: 135nm, 25/2/15

Seas: 2m

Wind: SE 15/25knots

Still winged out as we crossed into the Western Hemisphere. Another sailing first for Blue Heeler! Seas are much the same as they've been the past few days...2/3m, winds from the sou'east blowing average of 20knots, peaking up to 25 at times. Sky is cloudy and dull with little sun to fill our depleting batteries. We've finished our respective books and have swapped...

DAY 8: 140nm, 26/2/15

Seas: 2m

Wind: SE 15/20knots

Finally a bit of sunshine today. Surprisingly the sky has been overcast for this voyage, and I thought it might have been sunnier. We've had to run our Honda generator a few hours to charge up the batteries but at least we haven't had to run our engine at all on this trip. The trade winds are now steady at around 18knots and with flattened seas we are making good progress. Our ETA is Saturday 28th February and all going well we'll be there bright and early.

DAY 9: only just begun

ETA: 'am Saturday 28th February

DTG: 135nm

Perfect sailing now. Still winged out but the seas are much calmer allowing us to glide along. Tomorrow we arrive at St Helena. This is our longest passage to date – 1330nm. Friends already there have sent us SMS messages via satphone about the moorings available and we already have a tour of the island planned for Monday! I wonder what this tiny isle in the middle of the Atlantic holds in store for us...

DAY 10

"Land Ho!" After 9 nights at sea tied up at St Helena by 9am.

MEMBER NEWS

It was with pleasure that we welcomed new members **Brian Darling and Netta Griffin** to our Cruising Group at the last Forum Dinner. Their SS34, **Morning Magic**, was originally trucked south from Pittwater and they spent two years at Yaringa Boat Harbour in Western Port before moving her to RBYC to give a new base from which to explore the bay. Brian has been a member of RBYC in the past.

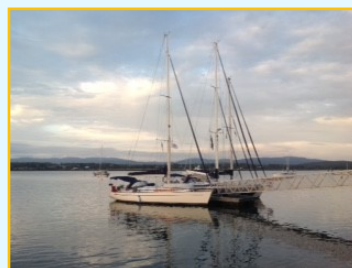
A Swan 65 is sailing from Hobart around the 21st March and is looking for crew. This husband and wife team of doctors from Sandringham intend to take about a week to return to Melbourne. If you are interested contact **Craig Walton Y Knot 0425714664** and he will give you more info.

A yacht needs a skipper for the PIF on March 20th. Any available skippers looking for a boat contact Eric Wegman at the office and he can give you more details

Jo and John Walker have completed their southward journey and have moored **Kirra Kirra** in the Gippsland Lakes for the coming months. They intend to spend time exploring this cruising area before continuing onward. Jo and John will be regaling us with their cruising experiences at the April Forum Dinner.

Alan Haddow, Ophelia, spent 3 weeks in Lakes Entrance during February waiting for a suitable weather window to take him around to Eden. As usual with cruising it seems you wait for a good window then end up motoring most of way due to lack of wind! While anchored at Eden he sheltered from the forecast 30 (gusting to 40) knot winds from the south and south west in Fisheries Bay using a second anchor as a 'kelle' - weighing the anchor rode down to keep it near horizontal before rising to the bow.

Ophelia has since made good time with short hops to Bermagui, Batemans Bay and Jervis Bay.



Several RBYC boats are participating in the Van Diemens Land Circumnavigation of Tasmania including **Summer Wind** seen here anchored at Georgetown. We hope to hear about their adventures.

Seven RBYC boats headed to Apollo Bay for the Annual Bass Strait Cruise in Company. From there some boats headed to Pt Fairy, Portland and across Bass St. Others enjoyed the serenity of Apollo Bay and the coffee shops. All boats have returned and I am sure there will be some articles next month giving us all the details and gossip!

Please keep your cruising stories and 'How I Started Sailing' contributions rolling in. Don't forget our new feature 'Worst Anchorage' We all have one of these stories! This newsletter relies on a flow of member contributions.

FORTHCOMING EVENTS

FRIDAY 27th MARCH ANNUAL BOAT PROGRESSIVE DINNER

****Please note this is the 4th Friday due to the PIF Charity Sailing Challenge clashing on 3rd Friday****

Gather at the Members Bar at 6.30-7pm for predinner drinks and nibbles and the instructions as to which boat you will be eating on.

At 7.15 we head out to the marina to arrive at allocated main course boats by 7.30pm. A reminder to please BYO wine to boats.

8.45pm to 8.55pm is 'change over' time, where we all tear around the marina looking for our allocated dessert and coffee boats. At about 10pm we gather back on *Looking Good* (end of arm 5) for port and chocolates. Sounds confusing but it works!

This evening is only possible because of the generosity of boat owners who provide main course or dessert for 6-8 people (all costs, \$8 per main and \$6 per dessert, reimbursed) on their boats.

Pam Merritt would love to hear from all boats who would like to host a course **ASAP**. 0408361208 or willm@hotmail.net.au

Non-boat owners are always warmly welcomed and bookings must be made through Pam by **Monday 23rd March**. Cost is \$20 per person.

SUNDAY 29th MARCH END OF MONTH ON WATER ACTIVITY SABOT CRUISE TO ROYALS

Cruise to Royals as a combined activity with Sabot sailors and their families. The idea is to give the Sabot kids and their parents a 'Big Boat' experience.

Meet in the Club at 10am for allocation of Sabot families to the boats. BYO everything for a BBQ lunch on the lawn. Buy drinks at the bar.

This has become a fabulous annual event. Please email Jenny Collins to let her know your intention to join the cruise and volunteer your boat. jacngrant@gmail.com

Please consider volunteering so we have enough boats as the Sabot numbers have increased and we would like to accommodate all those who wish to come!

FRIDAY 17th APRIL FORUM DINNER MEETING

Guest Speakers: Jo and John Walker
'To Lizard and Back'

FRIDAY 15th MAY FORUM DINNER MEETING

Guest Speakers: James Heywood and Peter Clark
'Batteries'

Armchair Chat

It is Tuesday morning after a long weekend. The sun is shining, it is a beautiful day and as they say 'all's right with the world'.

Then you pick up the morning paper and it's all doom and gloom.

So, to leave your worries, it is down to the boat, walk out to the marina and behold the world is left behind.

Climb aboard the pride and joy. Oh. The dodger needs replacing and while we are at it, the bimini has never been quite right. The self steering has been playing up too, so better get it all fixed and hang the cost.

How things can change! Yachting is a bit like that, but you would not miss it for quids, 'not on your Nellie'. (Will M. can you explain where that saying comes from?)

Just enjoy the day.

Chairman Roger



Captain Coxswain's Corner

'GROUND SWELL'

Now here's a term in common use by land lubbers most of whom would be totally unaware of its maritime origins. General usage refers to public opinion, growing from the ground up, about a contentious issue. However, sailors are aware that a gentle swell in open waters becomes more pronounced as the depth decreases near the coast. This is due to interaction with the ground and inshore steep peaks and breaking rollers will be generated.