



CRUISING NEWS



MAY 2015

TO LIZARD AND BACK

BY ROBINA SMITH



Roger Walker thanking Jo and John for their presentation.

At our very well attended Forum Dinner on 17th April, Jo and John Walker gave a presentation on their last two years of cruising - to Lizard Island

and back. We do like to hear the cruising stories of our members!

Jo and John spent the last two years cruising the east coast of Australia on *Kirra Kirra*, their Seawind 1160. They left RBYC arm 4 at the beginning of 2013 and cruised to Tasmania then north to the Whitsunday's and south to leave the boat in Manly, Brisbane for the summer cyclone season. In 2014 they rejoined *Kirra Kirra*, sailed further north to Lizard Island then meandered their way back to Victoria, leaving the boat in Paynesville for the present to explore the Gippsland Lakes.

They finished as good friends and have managed to keep that status quo throughout, maybe because they feel *Kirra Kirra* is an ideal boat for cruising with enough space inside and the added bonus of a shallow draft.

Their philosophy was that they were cruising not racing, all plans were weather dependant and they had plenty of time and plenty of places to see.

Jo and John visited many memorable places during their 2 years but chose five of these to present to us in detail.

Flinders Island

Flinders Island was explored cruising from Killecrankie to Trouser Point to Lady Baron. Killecrankie was a pristine bay with

all the creature comforts i.e. coffee shop and restaurants. It was protected from southerlies but had little mobile service. Trouser Point proved to be an isolated, beautiful, clean anchorage with clean sandy beaches and some wildlife. The bay was so named as a ship went down and a cabin boy left his trousers behind! At Lady Baron there was a tavern which was the meeting place of the fishermen and this was where John found out about the sneaky shortcut to make the trip to the east coast of Tasmania much quicker. But this was not a good place to get water - the bore water looked like tea!



Lady Musgrave Island

John and Jo first went to Lady Musgrave 10 years ago and it has not changed in that time. They have concluded it must be managed well. It has been mined for guano and used for a holiday village but both uses have been abandoned, the latter due to WW2.

The 15 ha island is surrounded by a 1900 ha coral cay which has one entrance that is best approached at slack water. Once inside the coral cay the water is clear and calm, with the bommies appearing to be close to the surface but most have plenty of water over them.

The island abounds with birdlife which nests in and under the *Pisonia* forest. It is also a nesting ground for green and loggerhead tur-



At Lady Musgrave.

CRUISING GROUP COMMITTEE MEMBERS

Chairperson Roger Walker.....0407 844 992

Secretary Jenny Collins.....9585 1154

Editor Robina Smith.....0403 791 347
Email.....robina_smith@hotmail.com

Editor for June, July and August Sue Drummond
Email.....sue.drummond@optusnet.com.au

Will Merritt.....9598 8626
Pam Merritt.....9598 8626
David Pollard.....9596 5633
Richard Johnson.....0419 361 285
Sandy Watson.....0418 906 417
Rod Watson.....0409 507 480
Kathy De Garis.....0417 392 811
Peter Strain.....

CRUISING NEWS MAY 2015

tles. John and Jo were lucky enough to be there in November when they saw a never ending stream of turtles heading up the beach to lay their eggs. The beach looked like earth moving equipment had been through!

The snorkelling was great around the edge of the cay and Jo was fascinated to see a turtle cleaning station where the turtles went in one after another to have the fish nibble and clean their shells.

Cooktown

Cooktown is situated at the mouth of the Endeavour River in Far North Queensland. It is where Captain Cook beached the *Endeavour* for repairs in 1770.



Kirra Kirra anchored in the river from where they dinged ashore to take in some of the history of the place at the Captain Cook Museum and take advantage of the walking tracks. It is here that the Bicentennial Walking track

ends that starts at Healesville.

There was no swimming here as there are crocodiles. Jo and John were very quick to get out of the dinghy and shallows when going ashore.

John and Jo spent 4 nights in Cooktown tasting the local cuisine, provisioning, checking out the very cheap local mansions that were for sale, checking out the Fishermen's Fuel Dock where the sign said 'Will Mate for food!' and seeing the sign for the local hog shoot where 90 hogs were shot over a weekend.



Their UK visitor on board at this time really enjoyed the 'Wild West' experience.

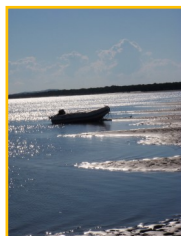
1770/ Pancake Creek



1770, so named as Captain Cook landed there in May 1770, is often thought to be too shallow for cruisers but there are some large vessels moored in there including keel boats, catamarans and commercial boats. The well lit prawn trawlers abound with their weird manoeuvres at sea requiring vigilance. There is a sandy beach, clear water and, more importantly for swimming,

no crocodiles. The town offers a pub and general store for provisioning.

Pancake Creek is a popular yachting anchorage a little further north. From here there is a good walk to the Bustard Head Lighthouse. This was the first lighthouse on the Queensland mainland and was manufactured in Somerset, England as a kit and



bolted together. A picturesque spot although it can be infested with sandflies.

Lizard Island

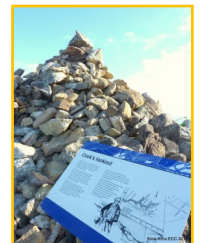
With the south east prevailing wind it is easy to get up to Lizard Island but it needs patience to wait for the northerlies or the south easterlies to slacken to sail back.

Captain Cook named the island after the large lizards that he found.



Watsons Bay is the main anchorage on the island as it is sheltered from south easterlies and is the jumping off point to round Cape York and sail to Darwin. It is well stocked with fish as it is a fish sanctuary and thus is a no fish zone. The resort at the end of the bay was being rebuilt after the destruction of Cyclone Ita but as it was about to reopen it was wrecked again by Cyclone Nathan.

From Watsons Bay there are several good walking tracks including the climb to Cook's Lookout where walkers take a stone to add to the increasingly bigger cairn. The walk to Coconut Bay involves abseiling down a cliff to reach the beach.



A highlight of Watsons Bay was the 'Table of Knowledge' which requires the participants to partake of liquid refreshment to impart knowledge. A transistor radio enabled a small party of cruisers including Jo and John to listen to the AFL Grand final. Festivities must end at dusk before 'The Bities' arrive and dinghies need to be anchored securely as they can easily be blown off the beach necessitating a rescue mission. Water is available from a bore and is ok when boiled. Seems it was the woman's job to fill the containers - and the man's to carry them!

The Blue Lagoon is known for its stunning colours that photos don't do justice to. Here there is a superb reef to snorkel.



A research station is also located on the island. It was noted that whereas Watsons Bay is pristine the SE side of the island is full of plastic washed up by the prevailing winds.

From Watsons Bay it is a short sail to Cod Hole where a mooring is preferable as the water is deep and there is an ocean swell. It is a great place to see the bigger reef fish.

Throughout John and Jo's two years cruising they came across an assortment of boats, some magnificent large vessels with all the mod cons and some that necessitated camping on the beach, no motor or power supply. They concluded that there are different boats for different folks!





STARS AND COMPASS TROPHY

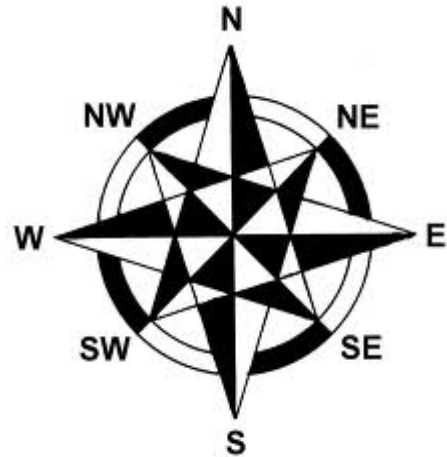
Yes—it's that time of year again!

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 an YA number, not just RBYC members.

This year's question paper, set by last year's winner Andrew Roberts, is available now on the RBYC website, or you can pick up a hard copy from the office. All entries must be submitted to the RBYC office by close of business on Friday, 12th June 2015 with the winner presented with the trophy at Presentation Night on 10th July.

We urge you to test your navigational expertise and give it a go!



I don't suppose you noticed 'Lucy' being out of the water last week. I mean to say, why would I expect you to notice? This is just another case of; 'out of sight, out of mind'. As some unkind Cruiser recently pointed out; 'We now have a Chairman, an Immediate Past Chairman, and a **Has-been** Chairman'. (Can you hear the sound of violins wailing in the background?) However, I digress. The poor old girl's bottom (I am referring to the boat, not to Lady Pamela!) has been flaking for some time. There were large patches of antifoul paint just peeling away. Fortunately some extensive grit blasting revealed that there were no significant hidden problems. So, the old girl was touched up with a couple of coats of epoxy and paint and she now looks beautiful again. (Come to think of it, this does remind me of a lady of my acquaintance from my younger days!) Now all I have to do is to part with a few paltry boat units. (This is sounding more and more like the same lady.)

Now, if I make a few other minor improvements she'll look like new. You know how it goes, re-spray topsides and deck, replace windows, rewire throughout, replace all inte-

rior fit out, replace the rig, etc, etc. Just as well I have retired and am in good health.

Well, there is some minor areas of arthritis affecting the joints. I'm not sure whether this unique strain of arthritis has been classified by medical scientists. It is quite strange really. It seems to be much worse when there are domestic chores to be done and 'er indoors wants them done yesterday rather than by my preference to do them tomorrow. Oh yes, this affliction also affects my right hand (writing hand) each month when our sweet, wonderful, good looking editor, who might give me a pay rise, wants copy for this column. Perhaps the pain will ease if I just nip off for a medicinal glass of port.

Will Merritt

**Will's
Wonderful
Wonderings**

AROUND THE BAY

BY PAUL JENKINS KATHLEEN B



As I write this I realise that some readers are long time coastal and blue water cruisers. In their shadows I feel a little humbled as to date I have only crewed in two short coastal trips, however completing a sail around Port Phillip is something I have aspired to for some time and some readers may not yet have done so. The next step from here will be venturing out through the Heads on my own boat and this recent cruise has served as a shake down in some preparation for this! We all start from somewhere and perhaps some have leapfrogged the 'around the Bay' part. For those that haven't done this before it is a very worthwhile cruise.

Jane and I completed this over the two week period between the 16th and 27th February this year. Whilst we did not have time to stop at every possible overnight spot we did go around anticlockwise and we did enjoy ourselves.

Although we finished work on the previous Friday, we had both been busy leading up to our holidays and so spent the Saturday and Sunday stocking the boat, putting the dog and cats into temporary care and making sure our affairs were in order for the next few weeks. This left us with Sunday night on the boat and finally on Monday 16th we actually left for our holiday. I wanted to go to as many places as we could but in reality we were on holidays so I also wanted it to be a non-stressful experience and enjoy some relaxation. With that in mind we booked into Melbourne City Marina for our first night away and decided to just watch the weather and be sensible about it all.

Monday afternoon we walked to the Munich Brau Haus and shared some pretzels and a few steins of German Beer. Later we had dinner at the Woolshed Pub before retiring for the night.

On Tuesday after a nice breakfast of poached eggs and bacon on toast we headed to Royal Victoria Yacht Club. Once tied up we walked around the historic Williamstown taking in the

Time Ball near Point Gellibrand, had coffee in one of the many coffee shops on the Strand and browsed in the shops. That night we had dinner in town before retiring for the night on board. Royal Victoria Yacht Club Reception gave us a key card for access to the club facilities making showers and the like very convenient and appreciated.

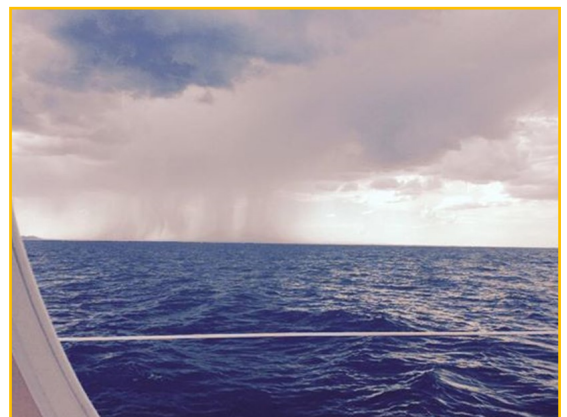
Wednesday we looked at the weather and as we wanted to be back at Brighton for the Friday night cruising group dinner did not want to be too far away on the Friday morning. So we had breakfast on board then bought some sandwiches for lunch along the way and headed to Portarlington. We had a relaxing sail virtually straight to Portarlington from Hobson's Bay. We anchored off the western side of the jetty near the beach allowing plenty of swing room with an already anchored catamaran from New Zealand. Stage one of the Portarlington Safe Harbour Project was underway with the existing Jetty being widened and extended. The project master plan is to have up to 45 commercial berths, up to 100 recreational berths, a service berth with refueling and pump out, and an extension of the existing weather wall. We spent two nights and a full day on the pick here and again looked through the shops, had dinner at the local pub and I took the opportunity to give the underside of the hull a clean. Friday morning we weighed anchor and sailed back to the club at Brighton for the lucky draw and Cruising Dinner. It was quite a warm day and the forecast was for 35°C on the Saturday and so we decided to spend the Saturday night at Brighton so we could swim and relax more before continuing on again.

Sunday the forecast was for light'ish winds from the SW so we set full sail and headed off. It was a leisurely sail on a beam

reach all the way to Point Richard's channel. Half way along the channel we heard a wind warning for the Bay from

Coast Radio Melbourne. Looking across to Avalon we noted a very large storm travelling NE on that side of the bay with torrential rain squalls and a lot of lightning and thunder.

We furled the Genoa and started the engine just in case, although the wind was still light and the front was travelling in the opposite direction and on the other side of the Bay. How-



CRUISING NEWS MAY 2015

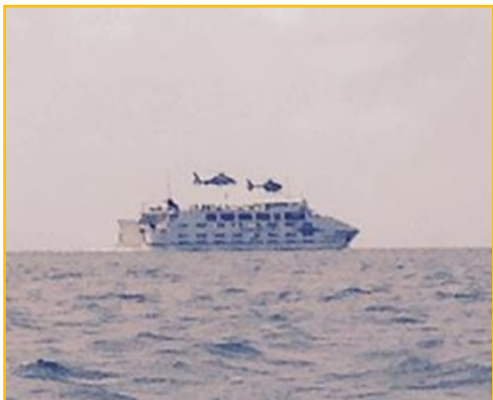
ever, as we approached Point Wilson Channel and the Spit in the Outer Harbour the storm veered and seemed to chase us down. With no other warning we were being hammered by 33 knot gust with full main up which lasted for about an hour and half. Through the Spit there is shallow water either side of this channel and very much overpowered on a broad reach with 33 knots the boat was trying its hardest to round up and head out of the channel. The pressure on the steering from the rudder was enormous so I was concerned we would end up in shallow water if I attempted to round up to reduce sail so kept steering us as straight as I could until we could find a safer place to do so. As we rode into Hopetown Channel the wind subsided and we steered into it and dropped the main. We motored the rest of the way into Royal Geelong Yacht Club and berthed right out the front of the clubhouse. The club reception gave us cardkeys to the club so we showered and had dinner in town before retiring for the night.

There was another severe wind warning for the Monday so we spent two nights at Geelong. On the Monday we walked into town and saw a movie, did some shopping and rested. On the Tuesday we headed off to Queenscliff Harbour. With light to medium SW winds we enjoyed a good sail along the Hopeton, Wilson Spit and Point Richards channels all the way to Portarlington.

Rounding Point Richards our next mark was just off Prince George Bank then to the entrance of the West Channel (the big white mark). However we made increasingly slower speed over the ground as we did so with the wind finishing right on the nose and a flood tide. Approaching the West Channel mark under motor the speed log said 4knots with the GPS showing an SOG of 1knot. We kept at it for hours and by the time we finally berthed at 1900Hrs in Queenscliff it had been 11 hours at the helm, our longest day yet!

We stayed in Queenscliff for two nights enjoying ourselves and resting up once more with the Wednesday forecast a severe wind warning once again.

Thursday we departed for Martha Cove as we had arranged to meet friends there for dinner and another friend who lives there was lending us his berth for the night. Crossing to Sor-



rento from Queenscliff was not to be without entertainment. As we exited the Harbour to the Cut we noted two large Police RIB's, two police launch-

es and two Police Helicopters. The RIB's were loaded with Tactical Response teams with full black gear etc and there were a number also on the rooftop of the Sea Road Ferry that had just docked. As we sailed across we watched the helicop-

ters zoom over and hover above the ferry as it sailed across, several tactical response personnel drop by rope onto the top of the ferry, the helicopters bank and zoom off. Next a RIB would zoom up alongside, a rope drop over the side and several tactical response personnel scale up the side and onto the top of the ferry. This was repeated many times on both ferries as we sailed toward Sorrento. Obviously some form of anti-terrorism exercise!

It was my first time to Martha Cove and it is quite a large marina. There is a lot of development to be done still and supposedly when it is finished there will be more facilities including a travel lift and service area, shops and cafés etc. We had a nice dinner at a Tapas Bar in Rosebud and the following morning were invited up to our friends' apartment for a hot shower and cup of coffee before heading off back to Brighton on the Friday.

We did not have time to fully explore every place we would have liked to. We did however achieve a sail around the Bay and covered some good sea miles.

What we have realised is just how big our Bay is, how quickly the weather can change and how the weather and tides can impact on progress. We also discovered how our little 30 footer handles the differing conditions and some things that need to be done before we set off out of the Heads. For example, in rough weather we had some water leakage through the cabin windows and we discovered water in the bilge at the end of each day which we were able to trace to worn rudder post bearings and seal leakage. The boat is due to be re-anti fouled so while out we intend to drop the rudder and attend to this and also fit new windows with a better sealing system. Having had to empty the ice chest and repack it every 2 days with fresh crushed ice (all we could get) we are also converting the ice chest with an electric compressor system. We also overlooked the fact that having a headsail furler fitted had blocked the normal anchor passage through the pulpit making it rather awkward to use the anchor although we did manage. We need to modify things so that the anchor can remain on the bow ready for fast deployment and retrieval in future.

We found the staff at both Royal Victoria and Royal Geelong Yacht Clubs very friendly and helpful. I phoned ahead to enquire about overnight berthing and they happily accommodated us and were helpful on arrival and departure. Reading about the developments of the safe harbours starting to occur at Wyndham and Portarlington combined with Melbourne City Marina, Queenscliff, Martha Cove and our yacht clubs the Bay looks like becoming a more user friendly place to cruise. We would be happy to do a similar trip with other cruising group members in company and will continue to plan towards Bass Strait for next year.

I CAN'T TIE A BOWLINE

BY SUZIE STRAIN

I love the yachtie life
 I can be a shipboard wife
 Incompetent sailor I may be
 But can be useful out at sea
 Check the stores, write the lists
 Clean the bilge to stop the whiffs
 Port and starboard, know the sheets,
 OXO on the cleats
 Not so good on the tech
 Better helping on the deck
 Mastered fenders with half hitch
 But haven't got respect from Rich
 As though I've sailed for some time
 I can't tie a bowline

Sailed from Gladstone heading north
 Whitsunday our final berth
 Islands, bays along the coast
 Every beach I loved the most
 Musgrave, Heron for the Reef
 The beauty of the world beneath
 Pearl and Keppel where the features
 Are the most gorgeous beaches
 Freshwater remembered for the chop-
 per
 More alarming was the crocker

Percy Island and its 'Hilton'
 Only Brampton had been built on
 Surely there was lots of time
 To learn to tie a bowline

Should be easy, like a habit
 I know you start with a rabbit
 Make a loop with one end free
 Down the hole and round the tree
 But when the rabbit comes back
 through

Somehow it all goes askew
 Instructions from the sailing master
 Get it right, get it faster
 In the dark, any weather,
 Skipper yelling, under pressure
 I need another glass of wine
 To try the bowline one more time.

Though 60 years have well passed
 I should be equal to the task
 My eyesight is yet to fail
 I was the first to spot the whale
 And who first noticed David's fish?
 Which made a tasty dinner dish

I'm pretty well nine-lettered
 At Sudoku hardly bettered
 At Scrabble – know my place
 Still top the Patience race
 Learning cryptics from the best
 Play Charades with worthy zest
 But despite the games fest
 It is my unending quest
 To get this old brain of mine
 To tie a bloody bowline.



ANZAC CRUISE

BY PAM MERRITT



Summer Wind and Andalucia tied up at Royal Melbourne

As well as monthly meetings our Cruising Group aims to organise a monthly 'on water' activity of some sort. In April it was a planned overnighter to Royal Melbourne Yacht

Squadron on Anzac Day. However with a forecast of 15° C, showers and 20 - 25 knot SW it wasn't surprising that a couple of boats intending to participate decided to give it a miss. As it turned out, the wind on Saturday afternoon was so light that we actually motored to RMYS, luckily managing to dodge nearby rain squalls on the way.

Five boats (Andalucia, Aventura, Cavarlo, Lena and Summer Wind) and 20 people braved the conditions and enjoyed the hospitality of Royal Melbourne with pens allocated and gate keys ready for collection on our arrival. An evening meal at the club was provided in the cosy Members Bar with warming open fire - Rod and Sandy even drove in to join us for dinner.

Most opted for 'penguin viewing' on the breakwater at dusk before heading up to the club. Viewing was excellent with only a few people around due to the cool weather. There's a colony of about 1200 Little Penguins on St Kilda breakwater and in warmer weather a couple of hundred people turn

up to see them make their way up the rocks to return to the rookery. Maybe we were lucky it wasn't that busy!

It was a brisk walk back to boats after dinner in a strong southerly - bit of a shock after the warmth of the club. Despite the cold, boats were snug with heaters running and maybe a warming glass of port or two!
By Sunday morning both rain and a 20 knot SW had set in. Never mind, with good wet weather gear and a short three nautical mile trip returning to Brighton wasn't a problem. So a good weekend was had by all despite the weather.

We were made very welcome by a neighbouring club and hope to be able to repay their hospitality by welcoming their Cruising Group to RBYC sometime soon.



Dinner in the Members Bar.



Jollity aboard Summer Wind!

MEMBER NEWS

We welcome new attendees at our last cruising dinner and hope to see more of them at cruising functions. **Geoff and Kathy Perks** sail *Wilparima*, a H28 wooden long keeled boat with a ketch rig. Kathy calls her 'Awesome Cubby' as she feels really comfortable and secure. **Miranda and Wayne** are waiting for their new Seawind 1160 to arrive.

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Chairman Roger Walker and Ronda, Catwalk, are enjoying some time in Hawaii where they can enjoy the warmth without worries about being called out for bushfires.

.....
Allan Haddow, Ophelia, has waited out the storms that hit Sydney in his favourite anchorage near the fishmarket (see last months edition). He has now explored Pittwater and Cowan Creek before sailing on to Pt Stephens where he is on a mooring with 30kt westerly winds outside the bay.

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Robina and Brenton Smith, Chakana, have had a sudden change to their cruising plans while Robina has a sojourn in hospital and some recovery time. There will hopefully still be some time to do some cruising before Brenton heads back to work.

.....
Sue and Bryan Drummond, have returned from a short trip to *Gypsea Rover* in Malaysia after completing some boat jobs which included antifouling and airconditioning. It appears that resorts and their accompanying pools did well out of them as an escape from the heat and humidity.

.....
Will and Pam Merritt spent a few BOAT units recently on *Andalucia*, as she had a more thorough annual maintenance of her 'bottom'. See WWW for more details.

NEWSLETTER EDITOR FOR JUNE, JULY AND AUGUST

Many thanks to Sue Drummond for agreeing to take over the coordination of the Newsletter for the next three months while Robina is recovering and away with limited email access..

Sue will be looking for contributions so maybe you will put pen to paper, or finger to keyboard and write up that favourite or worst anchorage or passage (missing this month -where are they all!!!!) or a cruising story. We rely on your contributions.

Please send contributions to sue.drummond@optusnet.com.au over this time. Trish Jeffery, a member of cruising group, from **Kaleidoscope Design** will be doing the layout.

FORTHCOMING EVENTS

FRIDAY 15th MAY FORUM DINNER MEETING

Guest Speakers: James Heywood and Peter Clark Batteries

James will cover types of batteries, charging regimes, performance expectations under different duty cycles, maintenance and life expectancy. Lithium batteries are the new technology. Peter Clark will be giving some information about them.

We rely on our batteries to run our boats so come and keep informed about best practice.

As usual, gather at the Club about 6.30pm, members draw at 7pm, followed by the meal and with the talk at about 8.00pm.

Please book with the office ([95923092](tel:95923092)) no later than Wednesday May 13th. Bookings essential.

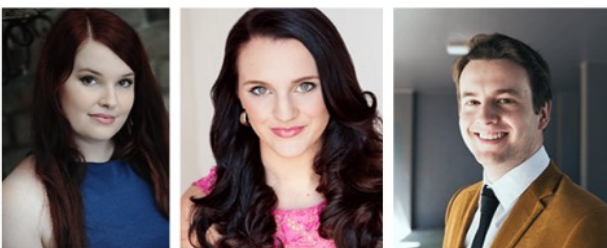
SATURDAY 6th JUNE END OF MONTH CRUISE

Alan Robinson Trophy race to Queenscliff on the June long weekend. Sailing instructions will be published soon on the RBYC website. Continue to Queenscliff for the weekend or just have a leisurely sail down.

FRIDAY 19th JUNE ANNUAL CLASSICAL MUSIC NIGHT

Melba Magic

7.00PM FRIDAY,
19TH JUNE, 2015



Jade Moffat

Zoe Drummond

Daniel Carison

Three young Australian opera singers will perform a range of arias and songs from well known musicals. All music accompanied by Stefan Cassomenos (who was our fantastic pianist from last years music night). Some of the music will include songs from Carmen, Don Giovanni, Rusulka, Fiddler on the Roof, Man of La Mancha and My Fair Lady.

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

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

6.30 for 7.00 start. Dress: Black tie.

Bookings with Mandy in the RBYC office. ([95923092](tel:95923092)) Individual tickets or tables of 10.

Start planning to attend now and organise friends and family to make up a table for this wonderful night!

**Dateline
2 May,
Honolulu,
Hawaii.**

Armchair Chat

Aloha to all cruisers! The temperature is about 87 F, the sun is shining, there is a good wind, 10 to 15 knots and the ocean water is warm. There, that should whet your appetite.

This morning from our 12th floor ocean view window (all rooms have ocean views at this hotel) we had a marvellous view of the juniors from Waikiki Yacht Club on the water, learning the art of sailing on a beautiful Saturday morning.

In the Yacht Club marina they have about as many yachts as we do at RBYC, but I have not yet seen one venture down the canal to the open water. The same can be said of the adjacent public marina: only about 10 yachts left their pens this morning out of about 3,000 boats. Seems a pity on such a beautiful day.

We dined at the Yacht Club last night after being warmly welcomed and granted reciprocal rights.

We fly home to Kyneton in a few days. No doubt to a temperature of about 10C, heavy cloud cover, cold winds of 20 to 30 knots and hopefully some much needed rain.

Roger Walker



Captain Coxswain's Corner

'SON OF A GUN'

This month's wordy expression may well be related to the expression 'show a leg' as expounded last month. There was a time when a startling surprise might be greeted with the expression; "well I'll be the son of a gun." Those wives 'showing a leg' were sometimes pregnant and would even occasionally go into labour while on board ship. In these circumstances a convenient out of the way spot for a delivery was in the space between the ship's guns. Boys born in this location were subsequently referred to as the 'son of a gun'.