



CRUISING NEWS



JULY 2015



2014 ANNUAL CLASSICAL MUSIC NIGHT
MELBA MAGIC

BY ROBINA SMITH

The RBYC Bayview Room came alive with a little bit of magic on Friday 19th June when the Cruising Group held the Annual Classical Music Night. With a backdrop of masquerade masks the 108 guests dressed in their finest were treated to a fabulous evening of great food and entertainment.

The menu of cured beetroot salmon, followed by chicken saltimbocca or lamb shank was completed with a dessert of Peach Melba – a perfect way to finish the meal while being entertained by singers who are in the Melba Opera Trust scholarship program for promising young singers.

The three singers entertained in each segment of the program with an assortment of classical opera pieces and favourites from musicals. Each piece was introduced as to where it fitted into the story of the opera and the character they were representing. Seems to be a lot of unrequited love expressed in these pieces!

Jade Moffat (mezzo-soprano) is the recipient of the Dame Nellie Melba Scholarship and is relocating to London in the near future. She sang a delightful rendition of *Habanera*, the

famous aria sung by Carmen in the opera *Carmen* expressing the fickleness of love and *Mon Coeurs s'ouvre a ta voix* (Softly awakes my heart), sung by Delilah in the opera *Samson and Delilah* as she attempts to seduce Samson into revealing his strength.

Zoe Drummond (soprano, whose parents took the opportunity to attend and hear their daughter sing as they live in Melbourne and she studies at the Sydney Conservatorium of Music) is the recipient of the RJ Hamer Opera Scholarship.



Roger Walker thanking Stefan Cassomenos, Daniel Carison, Zoe Drummond and Jade Moffat

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

Will Merritt.....9598 8626

Pam Merritt.....9598 8626

David Pollard.....9596 5633

Richard Johnson.....0419 361 285

Sandy Watson.....0418 906 417

Rod Watson0409 507 480

Kathy De Garis.....0417 392 811

Peter Strain.....0418 530 385

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Jade Moffat, Zoe Drummond, Stefan Cassomenos & Daniel Carison

The arias Zoe sang continued the theme of unrequited love. Among them were *O mio babbina caro* (O my beloved Papa) from the opera *Gianni Schicchi* in which she pleads with her father to enable her to

marry the love of her life and *Song to the Moon* from *Rusulka* where Resulka sings asking the moon to tell the Prince of her love.

Daniel Carison (Bass-Baritone) is the recipient of the Opera Society Vocal Scholarship and Beleura-Tallis Opera Scholarship. Daniel sang some of the more populist pieces from musicals along with traditional pieces. Having recently had the role of the Pirate King in Gilbert and Sullivan's *Pirates of Penzance* for the Savoy Opera Company he treated us to a rousing and expressive *I am a Pirate King* with our table wanting to join in the singing.

Also *If I were a Rich Man* from *Fiddler on the Roof* had us toe tapping along with the jaunty lyrics.



Stefan Cassomenos

The performances of these singers was enhanced by the accompaniment on piano of Stefan Cas-

somenos, Associate Repititeur with the Melba Opera Trust. We all remember Stefan from last years excellent solo performance and were not disappointed by his interpretation and support for the singers. The programs mix of traditional opera pieces that were suited to standalone recitals, duets where the singers brought the drama to the music and better known pieces from musicals had the guests enthralled. It takes a lot to have silence in the room with everyone hanging off that last magnificent note in a normally noisy group of cruisers!

The evening ended with the silent auction and great raffle prizes won by 10 lucky attendees.

A wonderful evening in a delightful atmosphere!



Above: Mayor Felicity Frederico, Commodore Alan Woodward, Jill Atkinson & Vanessa Twig.



Roger Walker, Trish Williams, David Brown, Jenny Collins & Ronda Walker



Andrew Ward, Alice Murkies, Suzie Strain, Sarah Patterson & Peter Strain



Sue Drummond, Pam Merritt, Don Warner & Brenton Smith.



Kerryn, Grant & Jenny Collins and Barbara Burns.

BEWARE: THE SPRING EQUINOX IS COMING

PREPARED BY BRENTON SMITH *with assistance from YACHTING MONTHLY*

Every year we welcome the spring equinox (22 Sept) as it heralds the coming summer months but for those of you who decide to go cruising at this time at the southern end of the bay or mooching along the shoreline – beware of the **syzygy**, an astronomical phenomenon that occurs every 18 years.

One of the definitions of syzygy is 'an alignment of three astronomical bodies in a straight line'; in this case it happens to be the earth, moon and sun, which in September 2015, just happens to coincide when the earth is at its closest distance from the moon. The resulting gravitational pull on the Earth's ocean will take our tides to extreme levels.

Running aground at high tide on 22 September 2015 while showing the grandkids a close-up view of Pope's Eye or pushing the boundaries as you tack through the Hopetoun Channel at Geelong could see you in for a long wait for the next

high tide to float you off – these levels will next be seen in 2033. Similarly the short cuts across the sand banks for the catamaran and power boat owners will have additional hazards as the tide falls below the LAT – Lowest Astronomical Tide.

On the plus side, you may now have a new word to use on the Scrabble board while waiting to float off. The full tally of 75 on a triple word score can never be attained as, with only two letter Y tiles per Scrabble set, a non-scoring blank has to be incorporated!



THE WIDE BLUE SEA

BY PAM MERRITT

(Written in the car along the way - apologies to real bush poets.)



It's a long reach to Longreach, but here we are
Cruising north with van and car
Cobar, Bourke, Augathella - so much to see
But still we long for the wide blue sea

Happy hours, campfires, camaraderie
Much like our cruising fraternity
Vast plains, red earth, wild goats roaming free
Far away from the wide blue sea

But the Aussie Outback has it's own appeal
Can't see it by boat - need an automobile!
Roads stretching as far as the eye can see
Just like the ocean - the wide blue sea

Bush poets round the campfire at night
Who pen outback verse with great insight
Homely meals, starry sky, guitar accompany
Makes up for not seeing the wide blue sea

Charleville, Tambo, Blackall - no two towns alike
Barcardine, site of 1891 Shearers Strike
Each town with an interesting history
So far away from the wide blue sea

At Wyandra, bush camp to stop at day's end
Candlelit meal under stars with new friends
A bottle of red, shared - stories told, jollity
Are we forgetting about the wide blue sea?

We love this sunburnt country, land of sweeping plains
But in Longreach they anxiously await the flooding rains
A'vans, other vans, spending money, fancy free
Locals need us tourists, so far from the wide blue sea

Then Winton - where dinosaurs used to roam free
Waltzing Matilda composed here under coolabah tree
So we travel along; things to do, things to see
But ah! how we miss the wide blue sea.

SOLO SAILING IN A COMPASS 29

BY ALLAN HADDOW

Mid 2013 I vowed to get out of the Melbourne winter, so early 2014 I made up my mind I was going north in my Compass 29 called *Ophelia*. It has been a dream for some time to navigate Australia. My wife was not interested in sailing and had no intention of coming along for the adventure. The only way I could have the adventure of a life time was to work and sail – a working holiday.

You see I am a Steel Detailer – creating drawings of steel structures from architectural and structural drawings. All I require is the internet, phone (VOIP) and power to run the laptop and second monitor on the wall. I spent 12 months working from *Ophelia* while she was in the berth at RBYC and knew it could be done with the help of batteries and generator. I would cycle to Brighton, go for a swim – until water got to 14C then work for the day and cycle home. In preparation I made a 2.4m dinghy from 5mm Divinycell.

So after installing the Raymarine a75 chart plotter – touch screen only, GME AIS transceiver & splitter, Simrad VHF DSC AIS radio & hand held, Raymarine EV1 autopilot, 45l fridge, 2.7KV petrol genset, Kogan 23" full HD TV & aerial and sound absorption around the motor, I set motor (not sail as the ..Wind was Coming From Same Direction - WCFSD!) off to the heads via West Channel with Able Seaman Scott Cumming about 1100 on 24-01-15. I had to pack the yacht while we were motoring as I threw everything I needed into *Ophelia* that same morning. It was a case of packing on the move – why waste time in the berth. So Scott helmed probably 75% of the way to San Remo – 18hr on the motor. It was fantastic to have Scott aboard as this was my first trip into Bass Strait (apart from Latitude series with Nick M). Scott has been in Bass Strait many times on his fishing boat in previous years. Scott left me here and I continued on single handed.



I left Newhaven Yacht Squadron 1500 to catch the tide under the bridge on 06-02-15. I was hammered sailing from Cape Conran in 30-35kn east winds from midnight in pitch black, but weathered it all (first time in this wind) until I arrived at Oberon Bay 0300. I anchored in a great position using the chart plotter in the dark. However be warned, do not use a touch screen plotter where it will get wet – the conductivity from finger to screen does not work as I found past Cape Conran. The Navionics map ended up in New Guinea and I did not know how to reset the map. I knew my compass bearing but there are a lot of islands at 'The Prom' one could run into. Eventually I used the dual screen and the map was in the correct position.

Sailing/motoring to Refuge Cove on the Saturday was uneventful except for the current and wind (you guessed it...WCFSD) past the lighthouse – another challenge in beating the ocean. What a fantastic place – Refuge Cove, when I was there. I had to get to a place with internet so decided to go to Port Welshpool and shelter from the easterly gales for the next 2 days. Little did I know this place is more exposed than the ocean. However I was sheltered by large heavy retired trawlers tied up to the wharf in the middle of the river, so all in all was OK.

I could not believe my timing when motoring again from Corner Inlet – leaving at 2130 for Lakes Entrance, arriving spot on time 20 hours later to catch the flood tide. The sea was flat calm with very little wind. I stayed in Lakes for 3 weeks due to the earlier chart plotter problem and engine oil leak. Raymarine gracefully exchanged the plotter for an e75 with additional \$300 payment. Lakes was great for the cheap prawns direct from the trawlers and use of the free jetties. I did go fishing out through the bar one morning and caught nothing. Lost a lure to a fast runabout speeding too close to me!

Once again setting off from Lakes on 03-03-15 for the long haul to Eden was flat calm – mirror most of the way and no fish would jump onto the last remaining lure Scott bought me. To see the phosphorescence coming into Eden at 0400 with the dolphins was fantastic.

I sheltered from the 30-35kn southerly winds at East Boyd Bay. After some discussions with various people, including Robina & Brenton I used the spare 27lb anchor as a 'kelle' – weighing the anchor rode down to keep it near horizontal before rising to the bow – Google helps. The anchor did not move, however the yacht did see-saw from side to side leaning such that the mouse slid off the table. I kept working all day. This was the first time anchoring in this wind strength.

After 3 days I left for Bermagui (45NM), stayed one night then was off to Batemans Bay. I had intended to stay one week there behind the bridge but upon trying to cross the bar thought better of it when I could see rollers developing further in and

when I saw 0.7m under the keel I quickly backed out. I stayed 1 night and after catching up with my son left at 1800 to Jervis Bay.

The sea was very rough with water breaking all around in pitch black. *Ophelia* handled the waves nicely, however one thing I have learned - open ocean sailing running with the wind is not easy. Wind 10kn or less is not enough to fill the sails so one has to motor and the yacht bucks and rolls to the main and secondary swells. I arrived at Hole in the Wall, Jervis Bay at 0400 and again anchored in a perfect position – on top of weed – found out this is a not allowed. Then found the public moorings once I woke up.

On all these overnight sails I sort of sleep for an hour every hour with the autopilot on. It is also very difficult sailing at night on compass alone. The chart plotter is a great help.

I spent 7 days working in Jervis Bay before setting sail direct to Sydney. Getting past Port Kembla at 2130 was difficult as I was going backwards with the slight northerly and south flowing current. So on went the motor – it took 3 hours to pass Port Kembla. When day break came along, there were the Sydney sky scrapers in the distance. Another 6 hours saw me tied up at CYCA at \$60/day in Rushcutters Bay.

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I moved around Sydney, under the Spit Bridge to Bantry Bay, Middle Cove, looked at crowded Cammeray Marina and anchored at Sydney Fish Markets – still best to date. I decided that Sydney Fish Markets was the best place to shelter from the two East Coast Low's – perfect. I had my engine replaced by Bukh, but have had 5 oil leaks and 2 diesel leaks since – all fixed up under warranty. I was lucky enough to receive a visit from Scott & Mandy – *Thula Mama* and Dean & Fiona – *Time Flies* over Easter – in the rain. We did the usual motoring sightseeing, in the rain, and let them off at the steps adjacent to the Opera House. Another day we caught public transport to Bondi Junction. Sydney Harbour has a lot of boats to watch out for compared to Port Phillip. I saw *Ophelia* Super Yacht, now for sale in Gold Coast for \$14M.

I left Sydney on Anzac Day for a short sail to Pittwater, but 2NM from Barrenjoey Headland I could not start the engine – another diesel leak rendering the fuel pump useless. Under sail at 3kn I eventually got to RPAYC, where they towed me the last 200m. I stayed at RPAC for 5 nights at \$60/day waiting to get the leak fixed, then motored to other areas including America Bay, Jerusalem Bay, Bobbin Head and Cottage Point for cottage pie & coffee. A cottage pie cost \$25 compared to \$40 at Doyles in Watsons Bay, Sydney.

I left Pittwater 2000 on 06-05-15 for the long sail to Port Stephens via Newcastle. I got hit by 30kn southerlies at the north end of Stockton Beach around midday with both sails up. Another lesson learnt – reduce sail early. Until this point I mostly sailed at night with no. 1 genoa only as I can furl more easily than reef the main. However it is not easy to spill wind from behind so after hitting 8kn and having the first round up I furled the genoa only to get rounded up with main only. So on went the motor with a piece of genoa out until ... yes again ...the WCFSD after rounding Point Stephens light-house. It was slow going head into 30kn – 3kn SOG – to Shoal Bay. I wanted to stay longer than the 3 days but I wanted to get to warmer climes.

I sailed to Port Macquarie but decided not to cross the bar upon seeing 8th to 12th rollers breaking across the bar. I sailed onto Coffs Harbour arriving at midnight anchoring near the Heritage Jetty. I had arranged a berth for 5 days, but somehow the booking was messed up. Next day I was given a berth - \$45/day. Just as well as in came 20 to 30kn southerlies for 4 days. Another oil leak was fixed here. I met a couple on a Compass 28 who sailed around the world in 25 years working in many places.

At 0700 on 18-05-2015 I left Coffs for the long haul to Gold Coast – motoring as no wind in very confused seas. Just north of Yamba at 1900 the autopilot cogs stripped so it was a long night to Cape Byron where at 0500 I parked the yacht north and clear of the cape in the ocean for a sleep. Woke about 1.5 hours later with sun rising and *Ophelia* still bucking and rolling. To date I have never been sea sick. Marine Parade and north of Wave Break Island (also known as B...s Bay) was a welcome anchorage for the next week. There were king fish being caught off the Gold Coast but none jumped onto my lure. From Coffs to Tweed Heads there are a lot of shoals so I motored outside them all. The current did not affect me. Generally I was motoring at 4-5kn, genoa plus engine 6kn and when the current was against me 3.5kn.

I went to the Sanctuary Cove Boat Show and purchased a Sovereign BBQ & fibre glass gas bottle for \$1100 – best purchase to date.....have now cooked lots of apple crumbles. I have a metho stove, i.e no oven, in the yacht. I sent the autopilot back to Raymarine in Sydney to be repaired – to change the plastic cogs for aluminium. Why aren't they fixed before selling!

All too soon it was time to motor up to Brisbane via Canaipa Chan-

nel and Jumpin Pin. What a great place this area is, although quite shallow even at high tide. I could easily spend 4 weeks along this stretch. While drifting from Shifting Sands anchorage in my dinghy I caught 3 nice bream and 1 male mud crab on a hook. Fantastic flavour. I also found a crab pot with a large hole – to be repaired. I moved to Russel Island for a couple of days and then onto RQYS at Manly. Next move is to Mooloolaba on 07-06-15 for 1 to 2 weeks. I purchased a new crab pot – here's hoping.



I also had a problem with the AIS alarm going off all the time telling me there was a dangerous AIS target within the safety zone. Turned out to be the VHF radio with AIS receive was setting off the alarm. Why did I get a VHF radio with AIS receive when I purchased an AIS transceiver – I don't know and the dealer did not realise either!

So far I have had 3 nights of rough weather (to me it was) while sailing/motoring, lots of rain during the ECL's in Sydney and a lot of motoring. Seems I make deadlines to get somewhere for bar crossing, weeks work, shelter from winds, so have used the motor to keep to time. I purchased Raymarine's Voyage Planner software to sit at my laptop planning my route and then copy to chart plotter. It is easier than sitting at the chart plotter. I have my AIS transceiver on all the time, for safety and so family and friends can see where I am, however there are numerous places where I do not show on Marine Traffic – MMSI 503019040.

I replaced the two lead acid 70Ah batteries with two 90Ah AGM's at Pittwater. Two batteries are only just sufficient but have to top up the batteries at night if I use the 2nd monitor. I use the generator to top up the laptop every 2 hours. The carburettor in the genset has broken and is being repaired under warranty at Mooloolaba. The Kogan TV seems to use a lot of power. The Techiiice 45l fridge seems very efficient, but must use the supplied cover. The chart plotter is just fantastic.

It is lonely by one self – not really as I meet people along the way. I am loving the life and would not change anything. I can't wait to get to Fraser Island and the ultimate goal this year Whitsundays by 1st August. I am hoping to go round Australia next year.

Editors note: Since writing this Allan has traversed the notorious Wide Bay Bar with a good crossing and a 'Mad Mile' that was just that. He spent a few days exploring the Great Sandy Straits using the tide to have plenty of depth over the shallow areas. The throttle cable broke going into Urangan (the sailors adage - fixing things in exotic locations!). *Ophelia* is now anchored in the Burnett River off the Bundaberg town centre with good internet ready for another week of work before heading further north.

VALE HUGH JONES

BY WILL MERRITT



My knowledge of Hugh Jones came from having him as a regular crewman aboard 'Andalucia'. Hugh was always cheerful on the boat. He never failed to find something positive about any situation no matter how glum the rest of us were feeling. We could come in last on a cold wet day and Hugh would point out that we brought the boat home without mishap having sailed the course without any significant mistakes. That said Hugh would then call for a glass of his favourite tippie, a glass of rum and water, not too weak.

This personality trait stood him well over recent months as the dreaded big 'C' spread through his system. I must say that I never once heard him complain about this last hand of fate. His courage was such that he did not wish to burden his friends with his problems. As far as I could see he appeared to live his life as well as he was able up to his final days.

Hugh was also a skilful, albeit an amateur, wooden boat builder. Here, I don't mean moulded or bond-wood boats. He worked with traditional ribbed and planked construction with timber steamed and bent where appropriate. He had recently been to the Hobart wooden boat festival. He attended as a visitor but could well have been a part of the show.

With his Welsh heritage, it is not surprising that he was keen on rugby. In this pursuit, in the past, I believe he had made quite a name for himself as an umpire. After settling in OZ he became fiercely loyal to our team when competing overseas. He was always more aware than I about the performance of our team in international competition.

Hugh was a geologist before moving to Melbourne to be with his family. He was deeply involved in mining in WA at a senior level. He was often called upon for consultation with his previous company, which suggests that his expertise was well respected.

Hugh will be missed by family, friends and shipmates. When next we all meet I suggest that we drink a toast to Hugh for a life well lived.

Editors note: Following is some further information regarding Hugh's 'Paid Hobby', his career, which was passed on by the family. 'Hugh was an exploration geologist, environmental engineer, and mines inspector in WA, and well known across this country and internationally, having been selected to do jobs for the United Nations and wrote the government mining regulations in places like Botswana, Papua New Guinea and Mongolia. He was also on several international mining committees and worked for Golder Associates, an international company, for 15 years where his expertise was used by their offices in Canada, UK, South America, China and the Middle East as well as by the Perth, Brisbane and Melbourne offices. He presented a number of technical papers at international conferences and contributed chapters to several technical books on aspects of mining engineering. He took full retirement only at the end of last year, 2014.'

SHIPS SIGNALS AND WATCHES

UPDATE BY ROBINA SMITH

In the June edition of the Cruising Newsletter Paul Jenkins enlightened us as to how interpret the ships bells to tell the time. The table in his article is relevant to 'ship's bells' clocks that are installed on yachts today or when using an App that can be downloaded.

However, as pointed out by Richard Hawkins OAM, one of our senior members of Cruising Group, co-author of 'Creeks & Harbours of Port Phillip' and donator of the Stars & Compass Trophy, this is not the classical way according to his 'Manual of Seamanship'.

In the 'Manual of Seamanship' the day is divided into seven watches with two dog watches, the purpose of which is to make an odd number of watches in the 24 hours, thus giving the crew different watches each day. The bells for the dog watches are different with 6.30pm being one bell, 7pm two bells and 7.30pm three bells, but 8pm is always eight bells.

We thank Richard for being an avid reader of the newsletter and keeping us on our toes regarding accuracy.

2015 FROSTBITE CRUISE

BY ROBINA SMITH



Yachts moored at Melbourne City Marina.

The frostbite cruise needs a new name! With the fabulous facilities on offer at Melbourne City Marina we think 'Escaping the Frostbite Cruise' or 'Warm Winter Cruise' (see Armchair Chat) would be more appropriate. All we need are full surround covers for the cockpits of the boats and we wouldn't even have to experience the chilly winds while sailing up!



Enjoying lunch on the balcony.

Eight boats ventured to Docklands on Saturday and enjoyed a social evening and meal.



Sue Slater, Marion Johnson, Pam Merritt and Nona Hurrell on the balcony.

Three more boats motored up on Sunday morning with a gentle northerly meaning the sails stayed in their bags. Unfortunately *Aquacadabra* found a problem at the last minute and had to drive up. Forty cruisers made full use of the facilities to cook a warming Sunday lunch.



Ian Truman, Jenny Stone and John Lute in the sunshine.

Peter and Karen Johns kindly brought *Frances* up the river to enable cruisers to take the opportunity to have a tour through her before hearing her history at our next Forum Dinner.



Will Merritt and Rod Slater bonding at the barbeque.

The northerly had strengthened a little for the trip back to RBYC giving a brisk but bone chilling sail in the afternoon.



Mirrabooka's crew rugged up for the brisk sail home.

Thanks to Jenny Collins and Roger Walker for organising the day. A great way to catch up with fellow cruisers!

Boats attending were: *Andalucia, Aquarius, Beaujolas, Catwalk, Corazon, Currawong, Foxy Lady, Frances, Mirrabooka, Sophistique* and *Summer Wind*.

MEMBER NEWS

Chakana has arrived in Noumea after a 6 1/2 day trip from Brisbane. **Tom Hinton** joined **Brenton** for the sail as **Robina** was waiting to get the all clear from the physio to join them. They had plenty of wind for a day or so in the middle of the Coral Sea - maybe too much! Robina is joining the crew on Sunday and after a little time to cruise New Caledonia **Chakana** will be heading back to Brisbane again.

John and Jo Walker Kirra Kirra are joining the Sail Indonesia rally that sails from Darwin in July - first stop is Kupang in Indonesia West Timor. They will be on a 45' catamaran Lightwave 45 called **Gemini Lady**. Meanwhile **Kirra Kirra** will stay tucked up on **Gemini Lady's** mooring in Gippsland Lakes.

Tom Hinton and Alison Roberts Wray have trucked **Boomeroo** back to Melbourne. She is in a berth at St Kilda waiting for Tom to return and attend to some mast repairs. Alison has recently joined the First Time Grandparents Club with the arrival of a Eden Isobel.

Barbara Burns and Geoff Brewster have bought a

new Catalina36 which is currently moored in Hobart. **David Bingham Mirrabooka**, has flown over to help them bring the boat back.



For Sale: Sea boots, Skellerup brand - size 7 (37) only worn twice to a sailing course. The owner is undergoing cancer treatment and doesn't expect to be needing them again. Would like \$40 or nearest offer. Contact via Jenny Collins 0409 936377.

Robina Smith has put this newsletter together having had a good recovery and not being at sea. Sue Drummond will be collating the August edition so please send any contributions to her.

Please keep your cruising stories and best/worst anchorages and passages rolling in. This newsletter relies on a flow of member contributions. We seem to have some budding poets too so if you have an idea, put it down and send it in.

FORTHCOMING EVENTS

FRIDAY 17TH JULY FORUM DINNER MEETING

**Guest Speakers: Peter and Karen Johns
*Frances***

Frances is an international 8 metre, built by Ernie Digby in Williamstown and launched in 1948. From 1961-1968 she was owned by RBYC member Bruce Macgregor and David Petley, carried the sail number B1 and was known as *Brigitte*. Today's owners, Peter and Karen Johns, will be giving us an insight into the history, build and racing of *Frances*.

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

Please book with the office (95923092) no later than Wednesday July 15th. Bookings essential.

FRIDAY 31st JULY END OF MONTH CRUISE

A cruise in company on Friday July 26th to Melbourne City Marina to see the fireworks.

Arrive at about 6 pm, fireworks at 7.30 with a meal at a local restaurant following the fireworks. Contact for this cruise is Pam Merritt. Please email her with your intention to join the cruise wilm@hotkey.net.au

Book your own berth at the marina.

FRIDAY 21st AUGUST FORUM DINNER MEETING

**Guest Speakers: Paul and Angela Woodman
Van Dieman's Land Circumnavigation Cruise**

In 2015 Paul and Angela, in *Summer Wind*, joined the Royal Yacht Club of Tasmania's rally to circumnavigate Tasmania.

FRIDAY 28th AUGUST END OF MONTH CRUISE

A cruise in company on Friday August 28th to Melbourne City Marina to see the Fireworks.

If you missed the July cruise this is another opportunity to see the spectacular fireworks at docklands and enjoy the company of fellow cruisers.

Arrive at about 6 pm, fireworks at 7.30 with a meal at a local restaurant following the fireworks. Contact for this cruise is Richard Johnson. Please email him with your intention to join the cruise richard.johnson@dorma.com

Book your own berth at the marina.

Armchair Chat

We have had two very successful functions in the last month. The first was the music night, *Melba Magic*. 108 members and guests enjoyed the superb singing. Special thanks to our Secretary Jenny Collins who did so much to ensure a successful night.

It was terrific to see so many Cruising Group yachts heading to Docklands on Saturday for the annual Frostbite Cruise. Heavy rain on Saturday morning cleared in time for a mostly dry but chilly cruise to Melbourne City Marina. With all the boats safely tied up we had time for pre dinner drinks by the fire in the Marina's hospitality suite before a short stroll to dinner at a waterfront restaurant. Then a nightcap of port and chocolates on *Summer Wind* before bed.

We appreciated the excellent facilities at Melbourne City Marina's new venue and made good use of their deck, barbeque, coffee machine, dishwasher and heater.

The sun finally broke through on Sunday morning and cruisers enjoyed a barbeque lunch before a brisk sail back home. We might just have to rename this weekend the 'Warm Winter Cruise'.

Chairman Roger



Captain Coxswain's Corner

'---HE WAS ALL AT SEA'

These days one still occasionally hears the expression '---he was all at sea' meaning confused or undecided. The maritime connection is obvious but, how did 'being at sea' come to mean confused? The point is that the expression predates accurate aids to navigation, so being 'at sea' often meant being lost or confused or not being sure what to do.