



CRUISING NEWS



OCTOBER 2015

SEPTEMBER FORUM DINNER: SUE AND BRYAN DRUMMOND, KAREN PARKER

CRUISING INDONESIA 2014: A BRIEF SUMMARY OF SUE AND BRYAN'S TRIP THROUGH INDONESIA AND MALAYSIA

REPORT BY SANDY WATSON



Roger Walker thanking Bryan Drummond.

Forty-seven Cruising Group members gathered for dinner on Friday 18th September to hear Bryan Drummond, ably accompanied by Karen Parker, present a very

informative talk about their adventures in Indonesia, Singapore and Malaysia.

Bryan and Sue, aboard their yacht Gypsea Rover, enjoyed their Pacific Rally experience so much in 2013 that they decided to join the same rally organizers, namely the Island Cruising Association, for the Sail 2 Indonesia Rally in 2014. The starting point for this rally was Thursday Island, which for many of the participant boats arriving from across the Pacific is an easier option than having to make their way to Darwin, from where another organized rally to Indonesia commences.

Bryan presented a treasure trove of very worthwhile information for international cruising. He covered their route and details of areas visited, things learned along the way including yacht selection, customs, safety, health, food, navigation and yacht items. Also discussed were charts and budget.

From Thursday Island the Rally participants sailed for four

days across the Arafura Sea to Saumlaki and soon realized one of the dangers of these waters, namely structures called 'fish attracting devices'! Then on to the Bandi (Spice) Islands, Romang, Wetar, the Alor Archipelago, Flores, Kroko Island and Komako Island. Komodo dragons and climbing a live volcano at Kawula were two of the highlights. In Belitung Gypsea Rover made the front page of the local newspaper as part of a report on the yacht rally's honoured visitors.

Some of the salient facts of the six month voyage to Indonesia, Singapore and Malaysia:

- One of the main reasons for joining the rally was to obtain the CAIT (Cruising Application for Indonesian Territory) easily
- 85 stops from Brisbane to Langkawi



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Bandi Islands



- 4950 nautical miles sailed
- 20 crew joined the boat, including 13 from RBYC.

Some of the lessons learned in relation to features of a good cruising boat were:- a long water line length is needed for fast passage-making, to average >8 knots. Ideally a boat should be heavy displacement, high stability ratio, designed for blue water cruising with a narrow bow to minimize



slamming to windward. RBM design philosophy, i.e. redundancy, backup and maintenance. A cutter rig (removable), a furling mainsail, a code zero genoa. A centre cockpit with good weather protection is a necessity. Large fuel tanks and small water tanks with a water-maker are preferable. At least three ways of generating power: motor (2 alternators), solar, wind turbine, water turbine, genset, etc. Preferably buy the boat second-hand, already loaded with all the equipment.

The main boat problems encountered were with the generator, hydraulics boom vang and an engine fuel leak.

Safety considerations were to Cat 2 standard as per ocean racing requirements including: liferaft, jack stays, harnesses, personal EPIRB's, VHF radio, either but preferably both

of satellite phone and HF radio, all chain primary anchor (at least 90m) and back up anchor; drogue and parachute anchors, storm jib and try-sail, a dinghy with a greater than 8hp motor.



of satellite phone and HF radio, all chain primary anchor (at least 90m) and back up anchor; drogue and parachute anchors, storm jib and try-sail, a dinghy with a greater than 8hp motor.

Of course there are many health considerations when cruising in Indonesia, including vaccinations, medications and emergency medical equipment being only a few. A good

travel doctor can help out with these preparations, including documentation stating why the drugs are being carried. In regards to food, Bryan recommended vacuum packaging to ensure longevity, carrying plenty of dry foods, using a Sodastream machine to make soft drinks and drinking spir-its instead of beer as they have more alcohol per unit volume. That is surely a sign of an experienced seafarer!

Navigation in these parts requires careful planning and although paper charts must be carried, they are not always sufficient. Some areas are unsurveyed and coral can be a constant danger. In order to be safe, Bryan recommended travelling with sun overhead. A person on lookout on the bow and the skipper should be wearing polarized sunglasses. Google Earth and Open CPN should be used for close detailed coastal navigation.

Cruising Guides can be out of date and hence GPS co-ordinates are not always correct. There are new Cruising Guides for these regions in the pipeline, but a current one is '101 Anchorages



Within the Indonesian Archipelago' by Geoff Wilson.

Karen Parker then described in a relaxed and confident manner the highlights of the island experiences she and the others had along the way during their six week sojourn on Gypsea Rover. Perhaps most notable was the unique ceremony performed upon crossing the Equator, where the latitude was definitely well observed and recorded as 00 00 00!

As for budgeting, Bryan detailed the costs for seven months, which certainly compare very favourably to other forms of overseas holiday. After you have purchased the boat, that is!

A most informative presentation and a pleasant evening enjoyed by all in attendance. Many thanks, Bryan and Ka-



Here we are again. Madam Editor is breathing down my neck looking for more copy. I know most of you think she's wonderful doing all this work to keep our Newsletter going and I am happy to endorse that point of view. But wait, there's more. There are, as the pundits say, always two sides to every coin. For instance, can you believe that I (c'est moi!) am grounded until this column is 'put to bed' or whatever those hard drinking tough old journalists were wont to say?

You will appreciate that being 'grounded' is not in this case being used as a foible of Captain Coxswain's persuasion. Nor is it as simple as the usage applied to a teenager caught in a passionate embrace with an undesirable school chum. I'm referring to being grounded in the sense of not leaving the marina in order to spend some time at sea. Come to think of it, if I don't race I won't have to scrub Lucy's bottom as often. (Do keep your mind clean. The 'bottom' referred to is our keel.)

When I do think about that, 'bottom scrubbing' hasn't helped at all in the winter races. I don't want you to think that I'm a whinger but we've had a significant number of drifters in recent

months. This was undoubtedly caused by climate change.

Now that we don't have Tony to stand up to the climate boffins they can do whatever they please with the climate. My shrink tells me that this is just muddled thinking. He has absolutely no idea of the intricacies of our handicap system. Come to think of it, neither do I.

May I just say in all modesty that recent race performances have been nothing less than superb except for the distraction of worrying about what to say in the next issue of this fantastic newsletter headed up by a magnificent editor who is about to release me from being grounded.

Will Merritt

**Will's
Whatchamecallit**

BLAST FROM THE PAST

BY LYN BINGHAM

Lyn has been perusing her Cruising Group memorabilia and helping Pam Merritt compile the history of the RBYC Cruising Group ready for publication on our 25th Anniversary in January. Lyn came across this article from a past Cruising Newsletter. If you have any photos or articles of interest to contribute to our history please send them to Pam or contact her. Some may help with the history and some may be of use as a newsletter 'Blast from the Past'.

Came across this poem (next page) I wrote in April 2000 for the wedding of long standing Cruising committee member John Goldsmith to Nevis Tedoldi. It was quite an occasion with all cruising committee members and spouses taking their boats to QCYC for the Anzac Day weekend 2000. My parents were at that time living at Point Lonsdale, so David and I, and the best man John Carruthers (another cruising committee member) dressed at Mum and Dad's house.

The ceremony was at St. James Anglican church in Point Lonsdale, with twelve cruising committee men forming a guard of honour with boat hooks to which were attached code flags spelling out 'John' and 'Nives'. Following this the bride and groom in a lovely white car, plus guests all drove to QCYC for the reception which was held upstairs. I recall lending my lovely white lace tablecloth and silver candela-

bra for the occasion. It was a wonderful party with dancing and all that.....

On the occasion of their 10th Anniversary in April 2010 John and Nevis invited David and myself, John and Helen Carruthers, the bridesmaids and a couple of close friends to Queenscliff for a night. We enjoyed dinner together and drove to QCYC for a look around on the Sunday.

John was the part-owner and skipper of 'Iona', a small yacht at RBYC and Nevis took to sailing very well. They enjoyed cruising together and in particular their times at QCYC. We caught up with them last year - they came to lunch here with David and Wendy Pollard. 'Goldy' as he was affectionately called is in his 80's now, gave up sailing some time back, but is still in pretty good health.

BLAST FROM THE PAST!

NEWSLETTER ARTICLE FROM 2000

CONTRIBUTED BY LYN BINGHAM



There was movement down at Queenscliffe for the word had passed around
That the skipper of Iona had been won.
He would wed the lovely Nevis -it was planned for Anzac Day
And all the guests had gathered for the fun.

All their friends and noted yachties from yacht clubs near and far
Had rafted up at Queenscliffe overnight.
For the yachties love a party where boats and water are,
And looked forward to the day with great delight.

There was Charliebird, unfinished still, with stainless gleaming bright:
Sovereign Lady and Amaya, side by side.
And Jubilation, girls galore, it was a lovely sight:
Leading Lady and Iona. Up they tied.

She's a Lady and Ayesha, Chindrina and Gillette:
The Brighton boats were represented well.
And Taurus ventured out the heads to overnight at Rhyll;
But Ben returned in time, with tales to tell.

Alongside Queenscliffe wharf they were
Some ships were "dressed" with pride
With code flags spelling out the names
Of the bridegroom and the bride.

So off to Lonsdale town we went on a warm and sunny day,
Where friends and family gathered for the marriage.
And the happy couple tied the knot and together made their way
Back to Queenscliffe in a lovely big white carriage.

A guard of honour greeted them as they stepped into the sun
Twelve yachties holding boathooks overhead.
And code flags spelled their names again - it really was quite fun
A fitting way for sailors to be wed.

The wedding feast at Queenscliffe was a memorable affair
With tears and laughter, speeches, and the rest:
And a toast to John and Nevis, the very happy pair
We raised our drinks and wished them all the best.

As she stepped onto his boat that night, he hugged her to his chest
And whispered in her ear with joy and pride
"Iona now, let's go below and try and get some rest".
We wish you well, John Goldsmith and your bride.

With apologies to A. B. Paterson



CRUISING NEW CALEDONIA WITH A FULL COMPLEMENT*

BY BRENTON SMITH

Skipper and First Mate - the full complement!



Ten years ago we chartered a boat in New Caledonia with our family which we thoroughly enjoyed and we were looking forward to seeing some of the places again, and also cruising in new waters, particularly the Baie du Prony

(Prony Bay) which is at the southern end of the main island, known as Grande Terre.

The first leg was a gentle start with a quick 6 mile trip around to Ilot Uéré (Uéré Isle) on the southern side of Noumea – nothing too strenuous for the first day! We anchored in a bay where we anchored 10 years ago on the return from Ile des Pins (Island of Pines). This time we did not see the sea snakes when we went ashore, but we did meet a delightful family on *Euphoria II* that had started their cruise of New Caledonia on the same day.

The weather forecast was for light SE winds for several days and so it was a good opportunity to head to Ile des Pins which is about 65 miles SE of Noumea. We had spent most of the charter at Ile des Pins and so it was not on our 'must see' list this time, but with this forecast it was too good an opportunity to resist, and so we didn't. The next leg was slightly more arduous(?) at 22nm to an anchorage in Canal Woodin ready for the long leg of 42nm to the magical Kuto Bay on Ile des Pins, which is the Mecca for all cruising yachts in New Caledonia. Motor sailing to Canal Woodin became sailing only for a short time as a result of emptying the No 1 fuel tank. The **skipper** was on the ball shutting down the engine at the first splutter, promptly fired the **chippie** for not taking his tank soundings, and was pleased when the **first mate** and **engineer** combined efforts to bleed the fuel line in record time. After a suitable 'mea culpa' the **first mate** reinstated the **chippie** so that the full complement could be maintained.

Motor sailing next day, with the staysail and mainsail providing some extra drive and tight tacking angles, ensured good progress to Kuto Bay and we arrived at 4pm. Anchor down for sundowners at 5pm after a pleasant day including the final leg into Kuto Bay after rounding Kué Reef where we could crack the sheets, put on some extra pace and enjoy the sailing.

Ile des Pins was enchanting as expected, but not quite as much as previously because our stay coincided with a week of very showery weather that affected all New Caledonia – it has been an unseasonably wet year in 2015. We hired a car and drove around the island including lunch at the Meridien Resort and a walk in one of the limestone grottos. Met up with Mo and Pete on *Gundy Grey* who are cruising New Caledonia before moving onto Vanuatu.

A forecast of a stiff SE breeze prompted us to leave Ile des Pins and have a delightful reach of 40nm with the yankee (partially furled genoa), staysail and mainsail all flying, taking us to the Baie du Prony at the southern end of Grande

Terre. The *Prony* brought the first French settlers to this area – mostly convicts, although at a time when the British had stopped sending theirs to Australia. Cruising this bay, which is a large body of water with many smaller bays on it, reminding us Pittwater, but without the boats, people and close proximity of a major city, was to be the main focus of our 2015 cruise, and we were not disappointed. We spent two nights in Bonne Anse, including two walks up to the lighthouse on Cape Nduoa to capture the splendid views of the Baie du Prony, and also the seas and reefs to the south of Grande Terre. The views were indeed splendid even if somewhat grey from the very overcast skies.

The next move was to Rade du Nord – you guessed it, it is in the northern end of Baie du Prony – to an anchorage where we found a stream flowing into the sea. We followed it inland in the dinghy for a short way to a waterfall which was flowing well after the days of persistent showers. It is also called the Bay of Ruins and we could see these along the banks of the stream. On the beach there was a shaft from what looked like a stamp battery. New Caledonia has one third of the world's reserves of nickel, and there is ample evidence of mining activity in this area when the old timers went chasing the high grade shoots of ore. Unfortunately, mine rehabilitation was not the done thing in those days, and the scars from the mining, and severe erosion from the heavy rainfall that occurs in the wet seasons, are plentiful. The nickel is hosted in iron formations and hence many of the beaches are reddish brown. We soon learnt not to go ashore at low tide when the shores have a layer of very fine iron ore which sticks to feet, shoes, dinghy, boarding steps etc as only fine iron ore can.

The autopilot also failed on this leg, and the old aphorism of 'cruising is repairing your boat in exotic places' was valid once again. Steering all the way back to Australia without it was not an option! **Sparks** pulled out his trusty multimeter and diagnosed a faulty motor on the autopilot. The **cook** excelled in the evening turning out the last of the wahoo fillets with a

Canal Woodin reminding us of Pittwater.



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beetroot, greens and feta salad all washed down with an excellent Clare Valley sav blanc that the **steward** found in the grog locker. This improved the mood of **skipper** and **engineer** no end. Oh! the joy of sailing with a full complement.

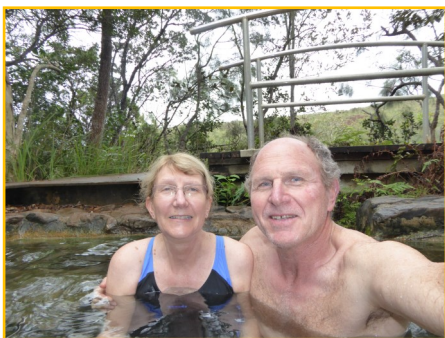
On the way to Rade du Nord we passed the Goro nickel treatment plant which is a huge new facility started by the Canadians and finished by Vale of Brazil. This and the construction of the ferro-nickel smelter at Koniambo helped New Caledonia miss out on the ravages of the GFC, a bit like Australia, which accounts for the numbers of shiny cars and speed boats that you see here. The yellow glow from the lights at Goro provides plenty of light at night when at anchor. A lot of the cruisers grumble about it, with it being located in a favourite cruising area, but it helps to keep the price of stainless steel down, and we all use plenty of that.



Next move was around to the Baie du Carénage in the NW corner of Baie du Prony which was done in rain showers for most of the way, particularly at the end when the **navigator** appreciated

the chart plotter providing useful backup for eyeball information. The rainy weather meant that the autopilot repairs could not be delayed any longer, and so it was literally head down and bum up for the **engineer**, and into it! Any of you that have worked on steering gear on yachts will know exactly what is being talked about. There was no need for the **engineer** and **sparks** to join the new agers on their foredecks doing yoga to maintain his flexibility. Six hours of wrestling with the old, and then the new, autopilot resulted in all ligaments getting a stretch out. And it worked!!

In the Baie du Carénage we took the dinghy to another water-



fall and hot, well luke warm, spring providing a freshwater tub up for the **skipper** and **crew**. Next day we walked to the old town of Prony which was established to harvest and process the timber from the

numerous pine trees that grew here. Having convict labour always helps the economics of these projects and it operated for around 40 years providing timber for Noumea.

The final stop in Baie du Prony was at Ilot Cazi (Casy Isle) which had a pristine white beach. The **bosun** 'suggested' to the **deckie** that it was in his best interests to take the opportunity to scrub the dinghy and its contents from stem to stern, inside and out, to remove the orange red stains.

It was good to walk around the island and see the number of new pine trees – something you do not see on the Whitsunday Islands. The water at the moorings was crystal clear and we could see the coral clearly at the stern of *Chakana*. Brenton went for a snorkel to further appreciate the coral and myriad of tropical fish species.

By this time it was the weekend, and one that promised fine weather for both days after almost two weeks of showers and overcast skies. Well, the Noumeans made the most of it with six boats at Ilot Cazi and three groups camping ashore. A veritable armada of yachts sprang out of Baie du Prony to head south to Ile de Pins, and also some others like ourselves who motored around in flat calm conditions to the Amédée Lighthouse where there were numerous yachts and power boats along with the *Mary D* that brings out around 50 tourists every day. The mostly very-tanned Noumeans were taking the opportunity to further increase the intensity of their tans. Being a dermatologist could be a profitable line of work here.

After a walk around the island where Robina saw a sea snake ashore doing its best to not be seen, we headed off to Ile Maitre, which is only four miles from Noumea. It is a small sandy atoll that has acres of shallow water over a sandy bottom providing ideal conditions for the wind surfers and kite surfers who provide a colourful, if somewhat chaotic, kaleidoscopic melange of kites across the sky. The anchorage is quite open and it was pleasant for a change to have the boat gently rocking in the residual swell instead of the flat calm anchorages we had in Baie du



Prony. The water at the mooring was again crystal clear and Brenton took the opportunity to swim amongst the fish, including a school of small sharks, which took up temporary residence beneath *Chakana*. It was a red sky at night, which is the sailor's delight, but the red sky in the morning was not the sailor's warning – just the sun being diffracted through layers of red dust in the atmosphere that was trapped in a temperature inversion above Noumea, and therefore the old nickel refinery. This uses an old process that relies on drying the ore before processing, and no dust collector can hope to cope with the micro-fine dust. Fortunately most days the dust, and blue sulphur smoke from burning the heavy fuel oil, i.e. refinery residue, is blown away from Noumea.

Back in Noumea the **skipper** and **first mate** had access to the internet to check out the weather patterns that were developing so they could start the plan for the passage back to Brisbane. Any time from Thursday 30th July looked good, but Thursday felt too rushed, Friday is when sailors never leave port, and so it looked as if Saturday would be the day. This plan would change though – at any moment!!

* Complement – *noun* / the full number of officers and crew required to operate a ship.



END OF SEPTEMBER ON WATER ACTIVITY

BY SANDY WATSON

Well the weather gods certainly favoured Cruising Group this month! There may not have been much or any sailing done, but if we wanted a sunny spring day for an excursion down the Bay, that is what transpired.

Seven boats participated, namely *Foxy Lady*, *Andalucia*, *Thunder*, *Corazon Viaje*, *Sunkiss*, *Catwalk* and *Emma-Kate*.

Seven-thirty AM Saturday saw the first of us head out of the marina, while the last boat arrived at Martha Cove around 5.30 PM. There was little breeze all day and skippers tried with varying degrees of commitment to sail.

A good walk took some of us along the seafront to the small group of shops with an Italian deli, and further on towards Dromana.

The planned Italian-themed dinner started with pre-dinner drinks in the cockpit of *Corazon* with a spectacular sunset backdrop. Jenny supplied beautiful bruschetta and Rod made some delicious garlic pizza, as well as various tempting salamis, olives and dips purchased from the local Italian deli, Provincia Food Store.

We split up onto three boats for main course, notably an 'Italian' green curry cooked by Pam, washed down with some Italian wine, then gathered on *Emma-Kate* for coffee. A highlight of this part of the evening was the delicious almond and cranberry biscotti handmade by Ronda.



Martha cove reflections at night.

Martha Cove has a cafe right beside the berths where we enjoyed coffees. There are two toilets, but no other facilities. We found the management to be flexible about the nightly berthing cost too! The motor back to RBYC was on a perfectly calm and windless sea, with fog still about at 1pm. *Sunkiss* was persevering with both sails hoisted when we passed them not far out of Mt Martha. Overall, another successful end of month on water activity...



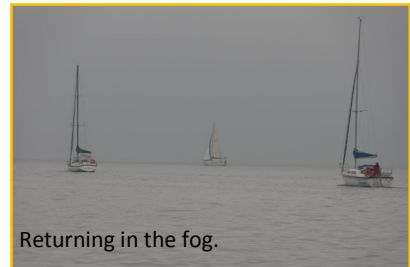
Tucked up at Martha Cove.



Rod, Sandy, Ronda, Roger and David enjoying sundowners on *Corazon*.



David, Sally, Pam and Tony.

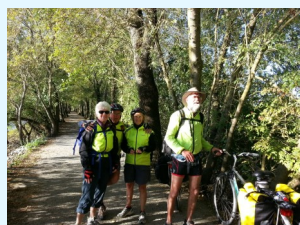


Returning in the fog.

MEMBER NEWS

Allan Haddow, *Ophelia*, is still exploring the Whit-sundays in amongst work commitments. He went out to Bait Reef on another boat where there was lots to see in the water but nothing above it. Do we let him know that he didn't need to be as far north to enjoy warm weather this week!

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Grant and Jenny Collins are coming to the end of their European holiday. They have ridden 600km on bikes and 200km by canal boat down the Loire Valley. A great way to travel and see the countryside in slow motion.



Will and Pam Merritt, *Andalucia*, have been off 'Avan cruising' again in an attempt to escape the last of Melbourne's wintry weather. This time to Nambucca Heads where the September weather was actually warm enough to swim.

.....
Experienced sailor required to assist ***Zen Satori***, 38' Northshore and 2 crew for trip to Hobart. Approx. departure mid-January 2016. If you are interested please ring **Andreas Sederof** on M: [0428 514 535](tel:0428514535)

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Please keep your cruising stories and 'How I Started Sailing' contributions rolling in. Don't forget to write up your 'Worst or Best Anchorages'. As you can see there have been none forthcoming this month. This newsletter relies on a flow of member contributions. Also please let me know if you have any member news, preferably by email. I forget snippets I hear sometimes but always look back on emails.

FORTHCOMING EVENTS

FRIDAY 16th OCTOBER FORUM DINNER MEETING/SOCIAL NIGHT

America's Cup Revisited



Where were you when Australia 2 won the America's Cup?



Start reading up and remembering for the trivia questions. John who?

Come for a fun night with trivia, games and footage of Australia's win in the America's Cup. A chance to catch up and socialise with other cruisers.

Dress for the 'America's Cup'!

As usual, gather at the Club about 6.30pm, members draw at 7pm, followed by the meal, with trivia, games and footage throughout the evening.

Please book with the office (95923092) no later than Wednesday October 14th. Bookings essential.

31st OCTOBER-3rd NOVEMBER END OF MONTH CUP LONG WEEKEND CRUISE

A cruise in company to QCYC and other destinations as the weather permits.

Watch your emails for the cruise coordinator and further information. Or contact Robina Smith for details and to register your interest.

robina_smith@hotmail.com

FRIDAY 20th NOVEMBER FORUM DINNER MEETING

Guest Speaker: Mr Alex Parry, Guide Coordinator from the Cape Otway Lightstation.

FRIDAY 4th DECEMBER Meeting for Annual Bass St Cruise in Company 2016

For all those interested in cruising from Saturday 27th February to Monday 14th March 2016 (includes long weekend) there will be a meeting held at the Yacht Club on Friday 4th December at 6.30pm. If you are unable to attend the meeting but want to register interest please contact Robina Smith.

robina_smith@hotmail.com

SATURDAY 12th DECEMBER HARDSTAND CHRISTMAS PARTY

***ADVANCE WARNING ..
MARK IN YOUR DIARY NOW!***

FRIDAY 15th JANUARY RBYC CRUISING GROUP 25th ANNIVERSARY DINNER

Armchair Chat

Antifouling!

Antifouling. Now here is the rub. In the old days you just called in at the marina office and said to the nice guy, "When can you do the boat?"

Then it all happened. Nowadays you ring up and make an appointment, and if you cannot, for whatever reason, take the pride and joy to another marina yourself there may be another cost! Both there and back presumably.

So what does the future hold?

Roger Walker

BOOK REVIEW

Sea Fever: From First Date to First Mate by Angela Meyer

As the title suggests this is a sea romance that chronicles the progress of Angela Meyer from a Red Hot Bitch dancer to competent sailor alongside her slightly daft passionate cruiser that she has hooked up with. With a budget of \$80,000 they bought a run-down steel cruiser in the Caribbean, worked like demons in equatorial heat to bring it into a semblance of comfort and seaworthiness and set out to cross the Pacific. Their single minded pursuit of the goal was impressive and just to make it more challenging there is a toddler in the family as well! The prologue gives a good indication of the conclusion which involves two Kiwis back in NZ after crossing the Pacific at high altitude. It is an easy, entertaining read available from Boat Books and Kindle.



Captain Coxswain's Corner

'TARPAULIN CAPTAIN'

This old seafaring expression could well be currently applied in many large organisations to differentiate between those who have worked to earn promotion and those who have been shown undue favouritism.

In the navy a 'tarpaulin captain' was one who started out wearing tarpaulins (canvas clothing) and earned promotion with the application of hard effort for many years. Captains obtaining their rank by having aristocratic connections were known as 'gentlemen captains'.