



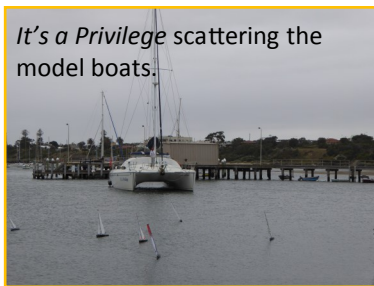
CRUISING NEWS



MARCH 2016

FEBRUARY FORUM DINNER EXPEDITION TO KEN KING CENTRE AT SANDRINGHAM YACHT CLUB

WRITTEN BY ROBINA SMITH



It's a Privilege scattering the model boats.



Watching the model boat action.



Gourmet delicacies on the BBQ.

With a forecast southerly of 15-20kts easing to 10-15 overnight, 16kts at the Faulkner Beacon at 5pm and a temperature of 18C the weather for our gathering at the Ken King Centre at Sandringham YC was more reminiscent of a mid winter Frostbite Cruise rather than a balmy summers evening cruise.

Hence, of the four boats that intended to sail down elements only one, *It's a Privilege*, braved coming into the fuel wharf at SYC amid the a model sail boat race sending them to race off another pontoon.

After watching this action the 22 people who attended went onto the serious business of cooking and enjoying their BBQ dinners while socialising with the other cruisers. We were even joined by some of the Sandringham Cruising Group who had also gathered at the Ken King Centre and we joined in with the hearty singing of Happy Birthday for two of their members.

All too soon it was time for the sailors to catch that southerly for a quick trip back to RBYC and the rest to drive back home. Another enjoyable evening was had by all.



BBQ gathering.



Social chitchat over a meal.



More social chitchat over a meal.

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The Annual Progressive Dinner is fast approaching.

Friday 18th March 2016

7:00pm

Book early as the Progressive Dinner is always very popular.

Meet in the Bar at 7.00pm for a drink and nibbles and instructions on which boat you will be eating on.

The Cost is \$25.00 per head.

Anyone wishing to volunteer their boat for a main course or dessert please contact Peter Strain asap. ph 0418

530 385

or email peter_strain@bigpond.com

(Food costs are reimbursed).

It's that time of the year again when we members of Cruising Group plead with the 'Chancellor of the Exchequer' (sometimes known as 'er indoors) for permission to spend several boat units on preparing our trusty sea-horses to do battle with the elements in Bass Strait. I do realise that house maintenance is important, but only after one has finished giving the old boat a facelift.

As Kenneth Grahame said "There is nothing half so much worth doing as messing about in boats". Now I'm not one to quibble, but 'messing about in my boat' recently involved inspecting the steering cable as part of cruise preparation. An interesting thing about steering cables is that naval architects and boat builders regard them as something which needs to be so positioned that nobody larger than a newborn infant can access them.

I'm not newborn, but not for an instant did I doubt my ability to perform this simple task. I did have a little difficulty squeezing into the engine bay but the specialist says that a bulging spinal disc can be repaired. Ignoring the back pain I switched on my trusty Dolphin torch to reveal only a dim and diminishing glow as the battery petered out. In the inky dark and still ignoring the stabbing back pain, I began squirming around to exit the engine bay when I felt some-

thing cold and wet around my left foot. Do you have any water in your bilge? You do?

Lucky you. I have a dirty, smelly fluid which is possibly a primitive pre-evolutionary life form. Not only was it in my shoe, it also covered my right hand as I reached to investigate the source of the cold wet sensation.

With some dismay I realised I was wearing my best and favourite deck shoes. Being the modest hero that I am, I continued to squirm towards the entrance. At this point the unmistakable sound of tearing fabric announced that I had torn the new sailing shirt that 'er indoors had bought me for Christmas. Now, I'm a mature person and you can trust me when I vow with a scout salute that I did not cry, but I really must take exception to the statement from Mrs Grahame's little boy Kenny to the effect that there's anything good about 'messing about in boats'.

Will Merritt

Will's Wicked Warnings

ROGERS UK CRUISE IN 2015

BY ROGER LLOYD

On 14 August my Australian crew, Alec, arrived at **Barry Island**, where I keep my Westerly Konsort 29' bilge keeler. Westerly twin keelers are popular where the tidal range is large, e.g. the Bristol Channel and in France. Alec thought Barry rather gloomy, as indeed much of UK is gloomy by comparison with the bright sunlight of Australia. Many of the people he met had offspring who had deserted their family and the Old Country to settle in Australia.



Barry Yacht Club owns a boat hoist and a marine railway. The hoist is driven by a few specially-selected members. I usually go sailing in early June, However this year I was delayed by chopping down trees and repairing the house.

So I was now setting sail in August rather than June.

I let my crew do the entry into **Ilfracombe** Harbour late that night on the falling tide and we ran slowly aground on the flat sandy bottom of the outer harbour to spend a peaceful night aground on the yacht's twin keels. After floating again, we departed Ilfracombe in the early morning and travelled down the coast, mostly under power, with the occasional pod of dolphins frolicking off the bow.

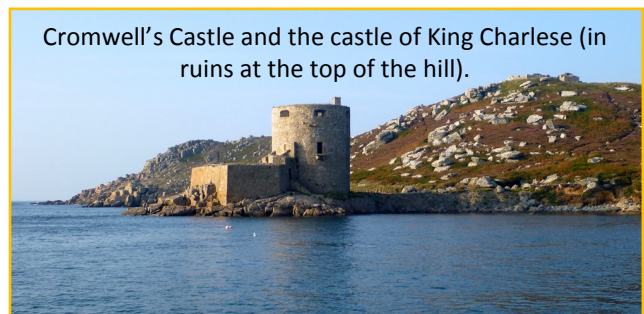
Eight hours of motoring brought us to **Padstow**. I let Alec bring the yacht into the harbour. The crew reported that, using the Skipper's iPad with the boat's track shown as yellow line, navigation was "no more difficult than driving a car along a country road". However, at Padstow there is always the slight problem of lobster pots, especially when looking into the glare of the sun and, of course, at night. We entered Padstow in good time (HW+/- 2) to get through the harbour gate and tie up alongside another yacht. Once *Katy Dee* was moored, Alec disappeared for a jog along the well-known Camel trail, recycled from a disused rail track built to bring slate down from the nearby hills to the harbour for export.

Just after the harbour gate opened at 0600 we departed Padstow on the morning tide, accompanied by several other yachts all heading under power for Newlyn, which is round the corner after Land's End. At one point the self-steering tiller-pilot had a fit. To cater for such situations I carry a spare. This is particularly necessary when I am sailing on my own. Joshua Slocum's *Spray* was apparently able to sail thousands of miles without any self-steering device, but *Katy Dee* certainly cannot, even with the sails well-balanced.

We rounded **Land's End**, the western tip of Cornwall, on a hot, cloudless, windless day, which is in contrast to the weather and seas that can exist there, particularly in winter. We hugged the coast very closely because the now adverse tidal stream was weaker inshore. This gave us brilliant views of the cliffs and beaches. However, there was still the ever-present problem of lobster pots, many "marked" by a small dirty float with no pole or flag.

That evening we entered **Newlyn**, a commercial-fishing port that seems reluctantly to cater for yachts. I let Alec do the approach and landing. The larger yachts that had departed Padstow with us had already arrived some hours earlier. My crew was disconcerted to find the showers out of action, and disgusted at the deputy Harbour Master's lack of interest. I was told that a complaint had been registered, and there was some threat about cutting lines - my lines! It was no surprise that Alec requested the following day that we move to **Penzance**.

We were stuck there, waiting for a suitable forecast to cross the English Channel, which was especially what Alec wished to do. The wind was forecast SSW, on the nose, force 5 possibly 6 for days. A pity, especially since Alec had run out of time. He now departed by train for the Plymouth to Roscoe ferry, back to northern Brittany, where he had recently purchased and restored a house.



In a gap in the weather, I sailed solo eastwards a short distance from Penzance around the Lizard, a prominent headland with a bad reputation in adverse conditions, to **Falmouth**. After a week sheltering in the Fall estuary from the strong winds, my second crew arrived. I had decided that it was too late in the season to cross the Channel now, so when the wind reduced we sailed to the **Isles of Scilly**, and had a great week in "Paradise". The weather was very sunny, but the wind was still quite strong. Whilst my crew arrived saying that he had lots of time, he then had trouble with his house tenants doing a runner and leaving the place in a mess. So after a week he departed.

I anchored in various places and enjoyed exploring these magnificent islands, which have a history and also a prehis-

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tory. Also, the islands have been slowly sinking for thousands of years.

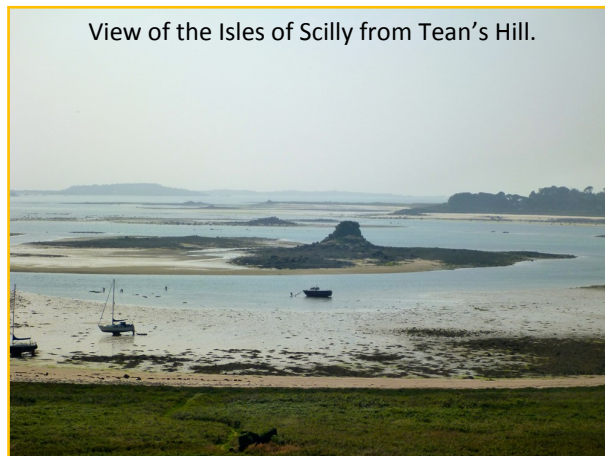
The wind had been SE and force 5-ish for a few days. Eventually I decided to try for Padstow. However, the wind was too close on the nose and too strong for comfort, so after getting nearly clear of the Islands, I retreated. Gentlemen do not sail to windward.

I met up with a couple who were more desperate than I to get back to the Bristol Channel. Their plan was to depart at 0300 that night. I decided that I would be tempted by their idea, because the wind did indeed veer more south overnight.

One of the disadvantages of sailing in a highly tidal area is the necessity of getting up at silly times in order to catch the tidal stream. However, it is more difficult at night to avoid moored and anchored boats, and also lobster pots. That night the wind was light, and by day SxE force 4. It was a fantastic and sunny sail back to **Padstow**. I even arrived well ahead of high water, which I have never done before when coming from the Scillies at the end of the season. I am reluctant to leave the Scillies in the dark because of the lobster pots, but these, and any contrary tidal stream, are actually worse off Padstow.

I was then storm bound in Padstow for a week. My friends had to depart by car, leaving their boat in Padstow. There were other yachts hiding there, and we had a great time together. I did a lot of cycling using my Brompton folding bike. I took *Katy Dee* up the river to Wadebridge and spent the night there aground alongside a pontoon [the mooring lines need to be sufficiently slack otherwise the boat is trying to support the pontoon at low water], before returning the following morning to Padstow. The next day two boats departed, one to Lundy Island and I to **Ilfracombe**, for some sleep at anchor there, and then on to Barry.

View of the Isles of Scilly from Tean's Hill.



On arrival at **Barry**, I hailed a friend of mine to let down the marine railway and so *Katy Dee* was quickly safely ashore on Friday 18 September. However no hoist driver was available until after the (Southampton Boat Show) weekend.

I am hoping to sail to **Ribadesella in N. Spain** by 20 June 2016, because there is a meeting starting there of the (UK) Cruising Association for many days. I usually sail outbound quickly and then back more slowly. Do you wish to come?

Editors Note: Roger spends the northern hemisphere summer sailing his yacht Katy Dee from his home port of Barry. He spends the southern hemisphere summer in Melbourne looking for crewing opportunities and is currently crewing on the RBYC Bass Strait Cruise in Company.

Racing versus Cruising

My crew, Alec, supplied me with an interesting comparison (with I paraphrase below) of cruising with me in 2015 as compared with his only previous sailing experience, that of being foredeck hand in the 2000 Sydney to Hobart race when competing in an Australian army yacht: -

<u>Racing in Sydney Hobart</u>	<u>Cruising in UK</u>
8 military crew on 10m yacht.	2 crew on Roger's 9m yacht.
Wet and cold "hot berthing".	Personal berth with a comfortable dry mattress.
Boat always wet inside.	Boat always dry down below.
Dedicated navigator using paper charts, etc.	iPad app showing wake, position, course and speed.
Hand steering by experienced helmsman.	Steering by auto-helm with turn left / right buttons.
Frequent sail changes of main, jib & spinnaker.	Use of furling jib. Leisurely approach to trimming.
Motor used only to get to the start & after finishing.	Motor used whenever wind is light or unfavourable.
Punch through bad weather using storm sails.	Do not go out in bad weather, and use motor to assist.
Leave shore never to see it again for days. Upon return never wish to leave shore again.	Cruise close inshore to admire rock formations and people walking the cliffs and sunbathing on the beach.

BARRY HARBOUR IN THE BRISTOL CHANNEL

BY ROGER LLOYD

I used to lay a trot ground chain mooring each year in the harbour, using the club's steel mooring punt. This could either be powered using an outboard motor, or skulled with a long stern oar (in light winds), or "roped" around the harbour, which is probably the preferred method. After the trot anchor had been dropped in exactly the correct allocated place (necessary due to congestion of boats in the harbour) and the chain laid out, the other end of the ground chain is dropped so that it can be pulled by a rope onto the breakwater. The anchor (usually a mushroom type) needs about a week to settle



into the mud before the ground chain can be tightened from the breakwater using a "Tirfor".

I used to attach the rising chains to the ground chain about half tide, when there was about 6" of water, by using the stern of my Avon dinghy to under-run the ground chain. I was careful not to damage the dinghy!

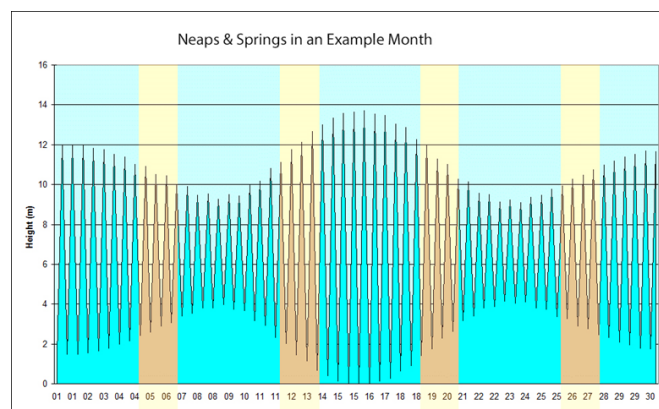
Because of the mud silting up the harbour, it is dredged every winter. So all the moorings have to be raised at the end of each season. (In any case the harbour is not safe in the winter gales, especially those from the SE.) I no longer lay a mooring for doing day trips, and I just do one (long) sail a year.

In the UK it is necessary to winterise the boat and its engine to cope with strong winds and freezing conditions in UK's cold wet winters. Barry YC is a very cheap, friendly and DIY club. A friend of mine is happy to keep an eye on *Katy Dee* during the winter, and also to switch on the mains power about once a fortnight to run the desiccating dehumidifier, which keeps the boat dry at low temperatures. (We are not allowed to use continuous power, nor to use timer switches.)

Most of the moorings at Barry are half-tide mud moorings. Many of the yachts have single-fin keels which make their own hole in the mud, and so stand upright when aground. The mud is also an anti-thief measure! Many owners turn off the cooling water seacock off when at mooring to minimise the mud which passes through the engine after start-up. Many years ago I kept at moorings a boat with a lifting keel. When the yacht floated, the impacted mud would prevent the keel from dropping. So, when leaving the yacht, the secret was not to raise the keel fully. On returning to the yacht, raising the keel the last inch would break the seal of the mud, and the keel could then be lowering.

In the Bristol Channel, the rise and fall of the tide can be about 15 metres at equinoctial springs. This is a little more than Stanley's 3 metres. The Bristol Channel has the second (and a very close second) highest tidal range in the world, after the Bay of Fundy. Because of the funnel shape of the Bristol Channel the tidal ranges and streams are greater further east. As the tide wave moves east along the Channel there is about an

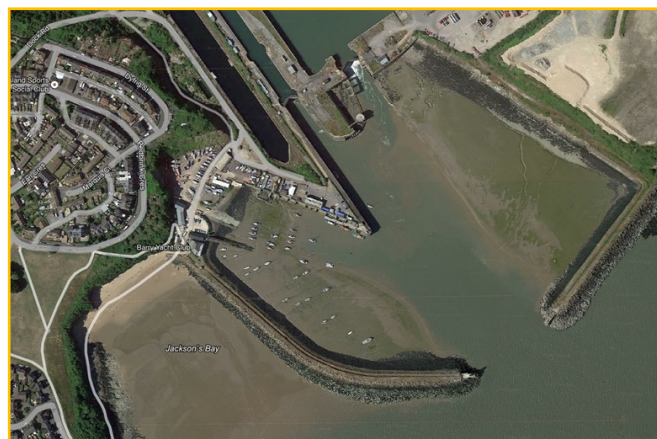
hour's delay in tide times. This means that when travelling westward (against the prevailing wind) you get only 5 hours assistance from the tide. Whereas sailing eastward (with the prevailing wind behind you) you receive 7 hours of favourable tide. For these reasons, when I was working, I was never late back for work! What you must do at all costs is to use the tide, and not to get caught out fighting an adverse stream. Often this means switching on the motor earlier rather than later. An interesting phenomenon is the "tide-wind" effect. On a flat



calm day, the strength of the tidal stream causes an apparent wind to be felt by a yacht being swept along by the tidal stream, i.e you can sail when there is no wind!

There are other, more serious, consequences of a large range of tide. It makes anchoring more difficult. Very few harbours are available at all states of tide. Most harbours are not available in all weathers. In a strong north westerly e.g. as a vigorous cold front is going through, there is no port of refuge at any state of tide, along the north coasts on the south side of the Bristol Channel.

Also, when the stream turns direction the apparent wind may drop or increase by a Beaufort force or two. If the wind is against the new direction of the tidal stream then there is the usual wind-over-tide turbulence, but over the whole area. It is a short sharp, sometimes breaking sea.



Barry Harbour at LW, with YC at the head of the southern-most slipway.

THE NAMING OF A BOAT **BOOMAROO**

BY TOM HINTON

BOOMAROO

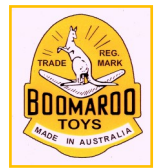


Boomaroo III is a Sparkman and Stephens 34.

She was ordered from Swarbrick Brothers in 1970 and was finished in time to compete in the 1971 Sydney to Hobart race.

Boomaroo was named by her original owner, Hugh Finlay, who owned the businesses which made both Boomaroo metal toys and later, Boomaroo trailer sailers. The key to the name is in the Trade Mark.

When I began research into the name I discovered that it was the brand of toy my younger brothers and I owned during the late 1950's. The ones we had were modelled on the famous R.G. Le Tourneau range of earthmoving equipment and mine was the 'Tournahopper'.



The name has caused a few problems with the Coast Guard in Queensland and Marine Rescue in NSW when we were sailing down the coast from Mooloolaba. The radio operators would sometimes ask us to repeat our transmission as they did not recognise the name.

We were also new to her name and the expectation of such regular reporting. Early on, Alison was spelling Boomaroo using the Phonetic Alphabet. Under pressure, she recited "Bravo, October, October, Mike, Alpha, Romeo, October, October", to which the CG replied "Was that, Bravo, *Oscar*...?" Once we were in their computer system however, identification became easier.

We did contemplate changing *Boomaroo's* name but it seemed a bit mean as she has carried it for over 45 years and many ocean races. One of her old Sydney to Hobart crew from the early 1970's contacted me, glad that she was still around and told me a few of her stories. I suppose he would not have found her again if we had called her something different.

IF THE BOAT SHUDDERS DON'T DESPAIR



With slack water forecast for 1:56pm, we left Queenscliff on *Foxy Lady* at approximately 12:15pm aiming for an early arrival at the Heads.

Unfortunately as we motored through the Heads the boat developed a violent shudder, the higher the revs the greater the shudder. Nothing over 1,000rpm seemed possible. Alarmed, we turned back into the relatively calmer water inside Pt Lonsdale thinking our cruise may be over before it started.

Happily I had the number of Cam, a marine engineer who had serviced our motor previously -now living in Sydney and certainly not expecting a call from a yacht in distress in the Pt Philip Bay Heads.

Cam's advice was simple and invaluable, put the engine into neutral and push the revs up. There was no vibration and so no problem with the engine or engine mounts. Engine problem eliminated!

Conclusion - it was something around the prop.

Next step, strip off and over the side with goggles and safety rope. Happily, whatever had been around the prop was gone and we proceeded through a very lumpy Heads.

Thanks Cam!

This 'Skippers Tip' contributed by **Rod and Sue Slater - *Foxy Lady*** who are currently on the Bass Strait Cruise in Company

VALE DON MATTHEWS



It is with sadness that I inform our members that Don passed away after a short illness on 15th February.

Don joined RBYC and the Cruising Group in 2007. He crewed with several boats and supported most of our

social activities with his partner Beverley.

His sailing career started in the 1980's at Rye Yacht Club where he instructed at their sailing school in 125's, participated on committees and was Commodore of that club 2001-2003. For many years he skippered his Boomerang trailer sailer "Trieste" from Rye and was still in possession of it when he passed away.

Don was an Agricultural Scientist & lecturer of note, and spent most of his life in many forms of voluntary public service including Scouting and Freemasonry. He is survived by two sons and a daughter. He was a good public spirited man who will be missed by all.

David Pollard

MEMBER NEWS



Sandy and Rod Watson, Emma Kate, are cruising by land and air for 10 weeks in the Kimberleys from end of April to early July. Before this they are sailing Emma Kate

to Sydney Harbour with previous members of cruising group Sue and Martin, Mandolin Wind, ready to continue their voyage exploring Sydney, Pittwater and further north after the land based trip. Hence Rod and Sandy are taking extended leave from the Cruising Group committee. We thank them for their input over the last 6 years, with Rod on the committee for 6 years and Chairman for two of these and Sandy on the committee for 3 years being a great personal assistant to Rod. They have helped to organise numerous social events, bay cruises and Bass St Cruise in Companies.

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Peter and Suzie Strain, *It's a Privilege* have had a busy family social calendar this month with a wedding, an engagement and birthdays all happening with their children.

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Please keep your Skippers Tips, cruising stories and 'How I Started Sailing' contributions rolling in. This newsletter relies on a flow of member contributions.

POSTCARD FROM GYPSEA ROVER

We have been land travelling in Northern Thailand after having heard it was cool. We flew to Chiang Mai and entered the water on kayak, raft and elephant. That was the nautical bit. We then hired a car and travelled a circuit via the most north western state of Mae Hong Son into very mountainous, scenic area with excellent roads. Bryan has that filed away for a motorbike ride in future.

We then did a pushbike ride with Spice Road Tours from Chiang Mai to Chiang Rai which was fascinating but freezing. Be careful what you wish for! We got a real idea of how rural Thais live and the north is quite affluent by Asian standards. Toyota Hillux Utes are the standard family car. We then checked out Bangkok and the River Kwai and had Chinese New Year in Singapore with Melbourne friends.

We're back today ready to tackle THE LIST to prepare for the voyage back to Oz.

Love to all
Sue
First Mate
SV *Gypsea Rover*

Latest News: Been hanging out in Phang G Bay with Melbourne friends adding to our list of jobs.

LATEST UPDATE FROM THE BASS STRAIT CRUISE IN COMPANY

12 boats went through Pt Phillip Heads on Sunday 28th February participating in the 2016 Bass Strait Cruise in Company after assembling at QCYC. 7 boats left on the 7.15am slackwater with the intention to sail to Oberon Bay. *Corazon* and *Boomaroo* headed into Cleland Bight and Cowes respectively to get out of the lumpy swell and enable crew members to recover from mal de mer. *Haida Gwaii* decided to head straight for Refuge Cove. *Allana*, *Aquacadabra*, *Chakana* and *Mirrabooka* anchored in Oberon Bay with the first boat arriving before midnight and the last in the wee hours of the morning after a fabulous sail. *Chakana* did not turn the engine on between the heads and the Glennies. Others were a little more impatient when boat speed dropped under 5knts and used the iron genoa.

Five boats left on the 1.56pm slackwater sailing/motor sailing. *Andalucia* headed into Cleland Bight to get out of lumpy seas having made the leg from RBYC in one go. *Beaujolais*, *Foxy Lady*, *Kathleen B* and *Y knot* arrived at Oberon Bay from dawn onwards. All boats have now gathered at Refuge Cove except for *Corazon* who had to be back in Melbourne for some prior commitments.

We are intending to explore the south east islands of Bass Strait.

Sun Kiss was an early retirement after sail drive problems before leaving RBYC marina.

FORTHCOMING EVENTS

FRIDAY 18th MARCH ANNUAL BOAT PROGRESSIVE DINNER

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, \$10 per main and \$8 per dessert, reimbursed) on their boats.

Peter Strain would love to hear from all boats who would like to host a course [ASAP](#). 0418530385 or peter_strain@bigpond.com

Non-boat owners are always warmly welcomed and bookings must be made through Peter with numbers limited to what can be accommodated on volunteer boats. Cost is \$25 per person.

SUNDAY 20th MARCH END OF MONTH ON WATER ACTIVITY JUNIORS CRUISE TO ROYALS

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

Meet in the Club at 10am for allocation of Junior 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 Junior numbers have increased and we would like to accommodate all those who wish to come!

EASTER WEEKEND 25th to 28th MARCH END OF MONTH ON WATER ACTIVITY

Possible Easter Cruise.

Please watch emails or contact Robina Smith for further information closer to the time.

FRIDAY 15th APRIL FORUM DINNER MEETING

Guest Speakers: Brenton and Robina Smith
Crossing the Coral Sea and Cruising New Caledonia

FRIDAY 20th MAY FORUM DINNER MEETING

Guest Speaker: Russell Kennerly
Matthew Flinders Voyage

Armchair Chat

As I sit and write this column I think about our members who are somewhere out in Bass Strait. From my office window the sun is shining, there is a gentle breeze and all is well with the world.

Well that is not quite correct because I have read the morning paper and the country is broke according to half the politicians and the other half are not sure.

My advice to the cruisers is to stay out there for as long as you can and head south to Tasmania. It is a great island with plenty to see and enjoy, and I don't think the inhabitants really care what is happening on this side of the ditch.

However, I guess eventually you will have to come home so enjoy yourselves and we look forward to your return and the believable, as well as the unbelievable, stories!

Chairman Roger Walker



Captain Coxswain's Corner

'WEATHER LORE'

Here's an old jingle used in days of yore as a memory aid for weather predictions.

A bit of poetic licence is required to get the last words of lines to rhyme.

*If there's rain before the wind
Then your sheets and topsails mind
But if there's wind before the rain
Put your topsails up again.*