



CRUISING NEWS



APRIL 2016

2016 BASS STRAIT CRUISE HIGHLIGHTS FROM *AQUACADABRA*

BY NONA HURRELL

A – Awesome weather although a bit more wind in the right direction would have made it even better.

Q – QCYC was a great place to start and finish our cruise. We spent 2 nights there on the way back to Brighton joined by Ross’s wife Roz. It gave us time to assimilate to cappuccinos and daily showers.

U – Underway with some early starts enabling us to appreciate the dawn while sipping a lovely hot tea or coffee.

A – Aquatics – swimming off the back of the boat, even in Tasmanian waters!

C – Crayfish: 4 boats purchased freshly cooked crayfish from a local character (Alan) at Killiecrankie on Flinders Island. Rob, showing much interest in Alan’s fishing exploits, also scored a large snapper which was barbecued to perfection by Ross the next night, and sampled by many.

A – Anchoring in clear, pristine waters, especially at Refuge Cove, Deal Island and Killiecrankie.

D – Deal Island. Rob and Ross had been there 3 years ago. Nona had it on her “bucket list”, and it did not disappoint.

A – Animals: particularly the numerous pods of dolphins accompanying *Aquacadabra* for a little while. Also seals, flocks of mutton birds, the night sounds of penguins, Cape Barron geese, wallabies and numerous other sea birds.

B – Books. The 3 of us did a lot of reading, and daytime napping. We were sooooo relaxed!

R – Radio scheds every 2 hours were something we looked forward to. Robina & Brenton kept up with each boat’s plans and concerns, providing the personal touch and humour that was so much appreciated on some of the longer days.

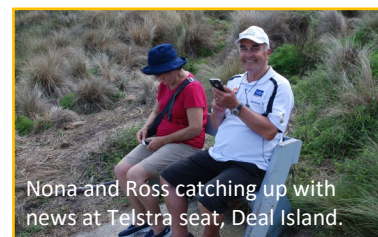
A – Activities with the other cruisers. We loved the “Happy Hours” both on the beach and aboard each other’s boats. We tried many blue cheeses and shared lots of helpful tips on sailing, anchoring and future locations.



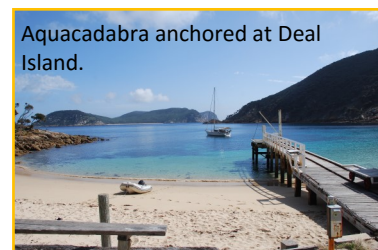
Aerial view of Refuge Cove from Rob’s drone.



The snapper bbq’d to perfection.



Nona and Ross catching up with news at Telstra seat, Deal Island.



Aquacadabra anchored at Deal Island.

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CONFESSIONS OF A FIRST-TIME BASS STRAIT CRUISER

BY JUDE HARRIS & STEVE HARNETT *BEAUJOLAIS*



The first day of the 2016 RBYC Bass Strait cruise dawned bright and clear as we headed off in *Beaujolais* to join our fellow cruisers at Queenscliff. We were full of excitement but also felt some trepidation. This was our first Bass Strait outing and not surprisingly it came free with a series of 'firsts' for us.

First number one: Going into Queenscliff

This was to be the first time we'd negotiated the infamous Queenscliff 'cut' in our boat and having experienced it in other boats and hearing stories about its challenges, we approached with some caution. In fact we were loitering for so long at the entrance, *Mirrabooka* which was some way behind announced over the radio that they thought they'd beat us through. That gave us the impetus we needed and off we set. Needless to say we got through unscathed and managed to raft up to *Y-Knot* at QCYC in time for a much needed beer and briefing at the club bar. Buoyed by our success, we decided to spend the night at QCYC again on our return journey, joining Rob, Nona, Ross and his wife Roz for sundowners on *Aquacadabra*. Thanks guys!

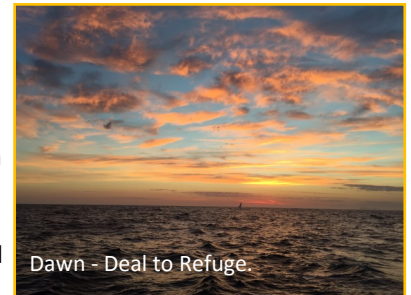
First number two: 24 hour two-hander overnight

On day 2, we decided to head out of Port Phillip Heads at the later time of 1pm for our first two-hander overnight in Bass Strait to ensure we arrived at our destination (Oberon Bay at Wilson's Prom) early the next day. The wind was reasonable for the first few hours which meant we could sail using the wind-vane auto-pilot. Unfortunately the wind was not strong enough to keep us going at a speed to get us there in a reasonable time so on went the motor. This meant having to hand steer as we hadn't been able to get the auto-pilot working before we left. We didn't quite keep to our plan of sharing regular watches although seemed to get into a bit of a rhythm towards the end and we both managed some shut-eye. It was a great learning experience for us both. Serving pizza for dinner was a mistake as I was still feeling a bit of motion sickness. Memo to us: get the auto-pilot to work; don't eat pizza for dinner when the sea is a bit bumpy. On the plus side, it was great to hear our fellow cruisers on the radio and to see them nearby. Also the sunset that evening was magnificent and watching the sun slowly sinking was mesmerising.

First number three: Leaving an anchorage at night

As if getting up at 4am wasn't hard enough, we had to scabble around in the dark to lift the anchor using a torch while avoiding hitting other boats. Hopefully we didn't wake any-

body up in other boats in the process as I think a bit of shouting was involved! Another great experience though, and a new deck light is now on our list of things to buy. The reward: the view and a photo of the beautiful sunrise



First number four: First heavy squall outside of Port Phillip
Sailing from Deal Island to Refuge cove the wind started out moderately and we had sails up. Distracted by a pod of dolphins we didn't notice a gust of wind approaching. It increased to about 20 knots and was accompanied by increasing chop. We decided to reef the main, got into irons in the process but ultimately had made the right decision as the wind continued to increase touching low 30s at times. With the sea state and wind direction we were making little progress so rolled up the headsail and turned on the engine once more. After a few hours of bashing into the swell and getting a good wash down from the rain we arrived tired but happy at Refuge Cove and received a very welcome lift from Brenton to sundowners on *Foxy Lady*. Thanks Brenton!

First number five: Falling off the dinghy

While I'd got a bit damper than I'd have liked getting out of the dinghy on previous occasions, I'd managed to avoid getting fully dunked. Not this time, when the dinghy decided it was time to be on the move when I had one foot in it and one foot still on the ladder. Straight over the side I went, screaming and yelling blue murder. I was struggling to stay afloat when Steve managed to remind me, in between fits of laughing, that I could swim. Oh, right. Once I'd changed, I was hoping that at least my dignity could still be intact as no-one had seen, right? Wrong! I was greeted at the beach by shouts and claps and more laughing by the others. Another one to tick off! (*Group Score: 8 out of 10 - Ed*)

First number six: Repairs at sea

We were on the final leg of our journey when the engine failed just as we motored out of Queenscliff into Port Phillip heading for Brighton. 'Eeek!' we said or words to that effect. We quickly unfurled the jib which gave us some control while Steve set to work on fixing the problem. Fortunately this was quite easy as all that was required was changing over to the other fuel tank and the first one had run dry. Still a good lesson to learn – check the fuel before embarking on more challenging items, like bleeding the fuel lines and changing filters. We managed to react quickly although it was reassuring to be in the bay and not Bass Strait - that would have been another challenge to overcome!

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Sunset at Deal Island.



enough fresh and frozen food to last the whole cruise. Thankfully our meal and menu planning worked a treat, although our sundowner nibbles need a bit of work!

Other firsts:

Provisioning for two weeks at sea
While our fridge/freezer needed some tweaking for the first day or so of the cruise, it eventually worked ok and we had

of wonderful stories shared. A great way for us to learn from the more experienced yachties. Finishing off a long day's sail with delicious nibbles and a tipple was very welcome indeed. The boules tournament on the beach at Refuge Cove was great fun with boating teams vying for the coveted 'trophy'. Well done, *Y-Knot!*

At the top of Kersop Peak, Wilsons Prom.



Sundowners on *Chakana* at Deal Island. Jude and Steve on left.



Sundowners in out of the way places, boules on the beach and great company
No challenge here. The company of our fellow yachties at sundowners was the highlight of the trip, with lots

Dolphins playing in the bow wave
We had dolphins frolicking in our bow wave in both Port Phillip and Bass Strait, another first, although getting a video or photo was a different story.

Frolicking dolphins around *Chakana*.



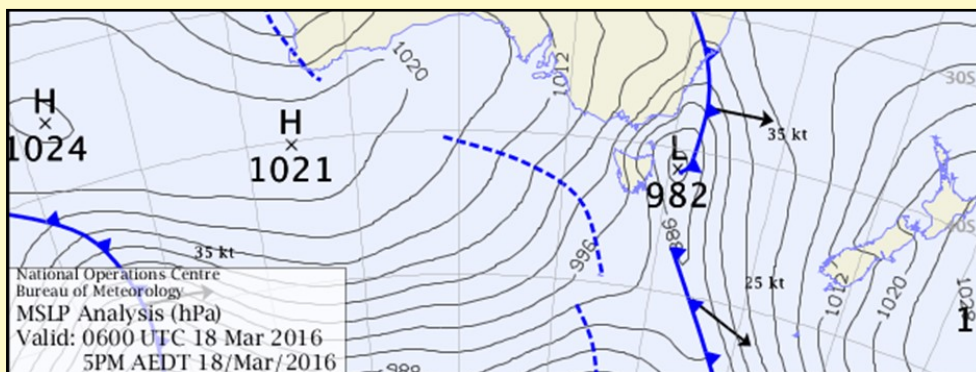
I don't need to say much by way of Wise Words this month because the attached 'BOM records' speak sternly for themselves. Not long before this event we Cruisers on the annual cruise in company had been happily milling about at the Prom confident that our gear was up to the task. The question is: 'Would the gear have been up to the task?' This is something to bear in mind for those preparing for the cruise in 2017. One never knows what Neptune will dish up next.

Will Merritt

Worthy Warnings from Will

WILSON'S PROMONTARY

Date/Time EDT	Temp °C	App Temp °C	Dew Point	Rel Hum %	Delta-T °C	Wind				Press QNH hPa	Press MSL hPa	Rain since 9 am mm	
						Dir	Spd km/h	Gust km/h	Spd kts				Gust kts
18/03:30pm	14.5	-7.7	11.8	84	1.5	WSW	120	139	65	75	990.9	-	8.0
18/03:19pm	13.7	-9.4	12.6	93	0.6	WSW	126	165	68	89	990.6	-	7.8
18/03:16pm	13.6	-9.6	12.3	92	0.7	WSW	126	165	68	89	988.6	-	7.6
18/03:11pm	13.9	-8.1	12.6	92	0.7	WSW	120	141	65	76	989.8	-	7.6



CRUISING IN COMPANY..... IS THERE ANY BETTER WAY TO SAIL?

SUE AND ROD SLATER *FOXY LADY*



Well, on the basis of our very first experience in Bass Strait with the RBYC Cruising Group, very ably coordinated, encouraged, mentored...by Brenton and Robina Smith, we would say no!!

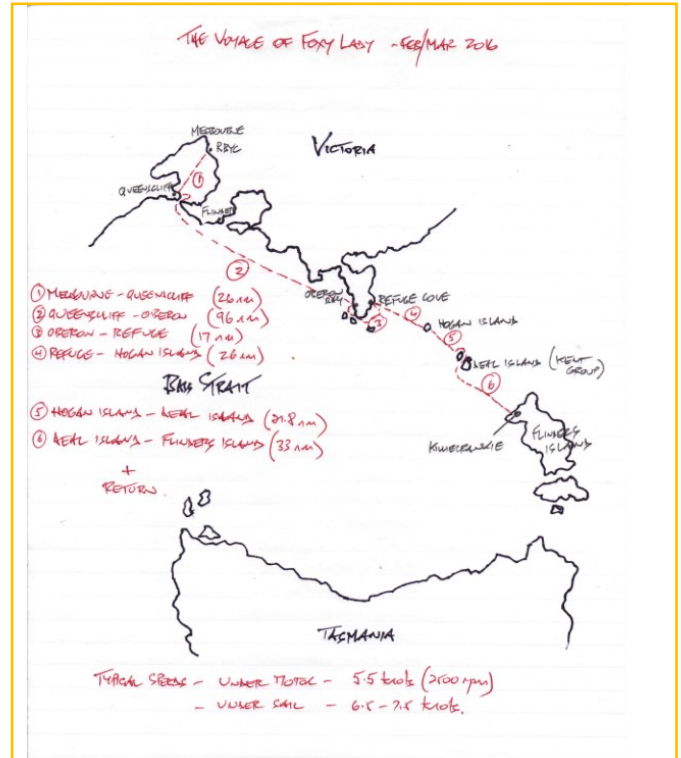
Bass Strait has a notorious reputation, which does not encourage the inexperienced to set off exploring its wild beauty, at least not alone.

Cruising 'in company' provided us with the incentive, and courage to take up the challenge, and the rewards were simply wonderful – great sailing, beautiful islands, stunning beaches and bays, amazing scenery, great company (including hundreds of dolphins, some of which stayed with *Foxy Lady* for forty five minutes or more), and the list goes on – and of course the comfort, if I can describe it as that, of knowing that your friends in their yachts were all relatively close by. Apart from this comfort factor, there was of course always 'sundowners' to look forward to....when the crews of all the yachts come together on the beach at day's end to discuss the day that was, the challenge of reaching another far flung destination, the experiences along the way, the plans for tomorrow, and of course a glass of something nice with which to wash it all down. Could life be better?? We think not.

Yes, there were days when the sailing was challenging, but as a general rule we simply sat them out in a beautiful bay somewhere, relaxing and enjoying the scenery, swimming, food, wine, walking (on shore of course). On occasion we did have an anchor watch when the winds were very strong, but we did not have any problems with the anchor dragging, as the bays that we visited all had sandy bottoms, perfect for anchoring.

So, where did we go? Well, we left RBYC on Friday 26th February, and headed down to Queenscliff Cruising Yacht Club to meet the other yachts, 12 in total, taking part in the cruise and make any final preparations. We also took the time to explore the township, a lovely place with very good cafes and restaurants. The cruisers left Queenscliff in two waves, leaving

Port Phillip Bay at slack water at the Heads, the first group just after dawn and the second group at mid-day. We took the mid-day option, with a view to sailing overnight and arriving at Oberon Bay (on the west coast of Wilsons Promontory) the following morning at daybreak. Apart from the beauty of arriving at dawn, you are better able to see the many small islands and rock outcrops that surround



Wilson's Promontory. A great anchorage when the winds are from the East, with a sandy bottom and plenty of space, it would not be so comfortable with a westerly swell, or a breeze with any west in it.

After a couple of nights at Oberon we moved around the corner to Refuge Cove on the east coast of the Prom. Refuge is one of the safest and most accessible anchorages between Westernport and Eden on the NSW south coast. Its name describes it well, a great anchorage in most conditions. One man's opinion, but I also think that it is one of the most beautiful places in Australia, with fresh water and great walking. Most of us took the opportunity to climb Kersop's Peak between Refuge and Waterloo Bay to the south. Stunning views, with Hogan's Island in the misty distance beckoning us.

Two days is not long enough for Refuge, but we had to move on, so after a short stay we sailed in a south-easterly direction to Hogan Island. An easy day sail (approx 20 nautical miles, or 4-5 hours sailing), we did it on a single tack without changing the sail settings, arriving at the extraordinarily beautiful 'Little Bay' in the afternoon. Now uninhabited, the island was once used by a couple of Gippsland farmers to run cattle, and evidence of their activities remains. No sandy beach here, but stunning granite boulders, and green rolling hills, and of course, the ability to get ashore for a walk. Although the Bay appeared sandy, it was very exposed to the North and East, so we slept 'lightly' in the event of any wind shifts.

The following morning we upped anchor and headed for Deal

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Island. Again, a day sail in beautiful conditions, with a handful of yachts heading first to 'Garden Cove' for lunch, which, as the name might suggest, was a cove used by the lighthouse keepers and their families for the purpose of establishing vegetable gardens...some flat land and a supply of fresh water... perfect. No doubt they also used it for swimming, we surely did. After leaving Garden Cove we sailed up the Murray Pass to East Cove where we stayed for a couple of days. This cove once serviced the Lighthouse Keeper settlement, so there is a small wharf and a road up to the settlement, now used by the Park Rangers that look after the island, although their needs are now met by a plane service and not the sea. A BBQ has been installed at the end of the now disused wharf for use by passing yachties and crews of other boats, so we made good use of it. Let us hope that Parks Tasmania do not allow the wharf to fall into disrepair, it would be a great pity. We also climbed to Barn Bluff for some of the most stunning views that we encountered on the trip, explored the settlement and met the Rangers. All in all, a wonderful place. And it goes without saying that we went swimming, the water was surprisingly warm.

After a night at Deal, we upped anchor again and set off to Killiecrankie Bay on the north western end of Flinders Island. A good anchorage with a number of publicly available moorings. Again a beautiful place, but I am sorry to say, the source of the big disappointment of the trip.....the café that we had been told was there had closed...no flat white!! Never mind, the place was simply too stunning to allow a small set back



like that to upset us. We bought freshly caught crayfish and King Fish from local fishermen, it was so good, and some of the 'boys' on the trip bought Killiecrankie diamonds for their absent loved

ones. Clearly feeling guilty about something?? Long walks on the most beautiful beach, again barbeques on the beach, this time with locals, swimming...it was wonderful.



Then it was simply a matter of retracing our steps, in the case of *Foxy Lady* to Flinders in the mouth of Westernport, with others returning to Brighton, bypassing Hogan Island and Oberon Bay on the way home.

We thanked Brenton & Robina at the start of the story, but let us do so again, they made this trip possible for us, and fun to be on. The two hourly scheds were a critical part of this, keeping us in touch for the many hours that we were sailing. We would also like to thank a friend by the name David Wilkins, a member of the Flinders community who spent many years working as a professional fisherman in Bass Strait, for sharing some of his extensive knowledge of Bass Strait with us. I can't imagine that there are many (any?) people that are more familiar with Bass Strait, its vagaries, anchorages, weather, etc, and David was kind enough to sit with Sue and me on more than one occasion in order to share this knowledge.

Do we suggest that others do this? Yes we do, it is what so many of our yachts were designed to do, yet they are never used in this way. How many people have, or will experience the beauty of Refuge Cove, or Deal Island at sunset. And we learnt so much more about our yacht and sailing in a variety of conditions, including near gale force winds for a short period on one day. And what a great way to do it, in the company of friends from RBYC on their yachts. It shouldn't be missed, just do it.

USING A DINGHY AS A TUG

Murphy rules and occasionally that usually reliable lump of cast iron beneath the cockpit sole refuses to operate and we are stuck trying to take our yacht to our pen in the marina. Some of us may have thought about this scenario and worked up some alternatives on how to sail into our pen, but let's be honest, none of us have practiced it and we are probably sailing two-up anyway. It is a challenge that is not for the faint hearted. And having sailed to the pen, how do you stop your yacht that just wants to keep on moving.

If you have a dinghy with an outboard with you, or you have a mate that you can call on, then towing a large vessel so that you can manoeuvre your boat in a confined space is simplicity itself. Simply tie the dinghy fore and aft onto the stern quarter of the yacht as shown below. The dinghy becomes the motor, and the skipper stays on the helm and steers the dinghy/yacht combination giving instructions to the person in the dinghy for more or less power as required, and then finally reverse when the yacht arrives at the pen and you want to stop before hitting the walkway. You need to keep the way on your boat because there is no prop wash moving water past the yacht's rudder.

This works exceptionally well for yachts with their keels that help us to keep on tracking in the same line and a rudder that is hung well aft. However, if you have been asked to tow your mate's runabout then attach the dinghy in the same way, but you have to be both the motor and the rudder for the runabout. Outboard motors that do not have a spinning propeller are not good rudders!

This 'Skippers Tip' contributed by Brenton Smith *Chakana* using *Sun Kiss* as the unplanned demonstration boat over the Easter weekend.



10th ANNUAL PROGRESSIVE DINNER

BY ROBINA SMITH



On Friday 18th March the RBYC Cruising group held their 10th Annual Progressive Dinner starting with drinks in the bar and then dispersing to respective boats Well that is what usually happens!



On this Friday gale to storm force winds sweeping over the bay prevented cruisers from getting out to their yachts. Wild waves were whipping over the breakwater and pier, boats were pinned onto fingers popping fenders or being forced out from the finger or walkway necessitating a large jump to get onto them. Not ideal conditions to have cruisers wandering from boat to boat or sitting on boats being tossed about with the incoming swell.



Peter Strain then went to plan B well suddenly thought up plan B as we hadn't had this situation before. With the help of the fabulous club catering and admin staff we were offered the use of the Olympic Room with basic cooking equipment (microwave and BBQ), crockery and cutlery for those who couldn't collect theirs from their boats and tables set up for each host boat to entertain their guests. Suddenly *Andalucia* looked remarkably similar to *Aquacadabra* and *It's a Privilege*!



With a couple of hours warning for those who checked their emails, main courses were brought down in insulated bags, wrapped in layers of towels or some other means to keep them warm before serving. Hosts gathered cutlery and crockery from home or used the ones supplied and were able to set up their boat/table.



Cruisers met in the Olympic room for nibbles (organised by Marion and Richard Johnson - thanks!) and pre-dinner drinks with the change of plan not putting a dampener on the conviviality.

The bbq was then fired up, microwave put into action and an assortment of curries, casseroles and other delicious delights were produced at each table. Usually you have no idea what others are eating on their boats but in this shared space we could see the hours of cooking that had gone on in kitchens beforehand.

All too soon the tables were renamed and became the host table/boat for dessert. Tarts, cakes and fruits were produced from baskets and we set about eating another delicious delicacy from our hosts with a new group of cruisers followed by chocolates and port.

The night may have been different to that initially planned but the cruisers showed their adaptability and how to make the best of a situation. A great dinner and now we have Plan B for the future!

A huge thankyou to our main course and dessert boats and a special thankyou to Howard and Lindy Meltzer for their offer to use *Looking Good* as our meeting place for port and chocolates.. We appreciate so many volunteers who make this night so successful!



Pam & Will *Andalucia*
Nona & Rob *Aquacadabra*
Ronda & Roger *Catwalk*
Marnie & Lou *Cavarlo*
Robina & Brenton *Chakana*
Wendy & David *Charliebird*
Jenny & John *Corazon* (cooked by Grant and Jenny)
Anne & Roger *Dreamweaver*

Barbara & Geoff *Haida Gwaii*
Susie & Peter *It's a Privilege*
Miriam & Brian *Lena*
Lindy & Howard *Looking Good*
Lyn & David *Mirrabooka*
Maree & Ted *Pizazz*
Marion & Richard *Sophistique*
Paul (with Mel Chambers for support) *Summer Wind*



'BIG BOATS' FAMILY DAY FOR THE JUNIORS

BY ROBINA SMITH



It's a Privilege with a willing crew

With a gentle breeze there and back, Sunday 20th March turned on perfect weather for the Juniors 'Big Boat' family day. The 45 young sailors, parents and siblings, double the number of last year, were allocated to the six volunteered boats (there were some anxious moments when only 3 boats had volunteered) and set sail for Williamstown in sunny conditions.



The Wilson family with Clancy at the helm of Chakana

With the light conditions the Juniors were able to helm the 'Big Boats', work the winches to hoist and trim the sails and generally explore around the boat from stem to stern. After tying up at Royals, families and cruisers enjoyed their picnic/bbq/counter meal on the verandah. The Juniors set off to find a sweet shop but returned after finding an icecream shop - a perfect way to end their time onshore before skippers started rounding up their crew for the sail back to RBYC in a freshening breeze.

Again the Juniors helmed, winched and explored as they gained confidence in their newfound skills on the return leg. Another great day out was shared by two groups of our club giving the Juniors a 'Big Boat' experience for their end of season outing.

Many thanks to Will and Pam Merritt *Andalucia*, Brenton and Robina Smith *Chakana*, Geoff and Barbara *Haida Gwaii*, Peter and Susie *It's a Privilege*, Paul and Steve *Kathleen B*, Brian and Miriam *Lena*.



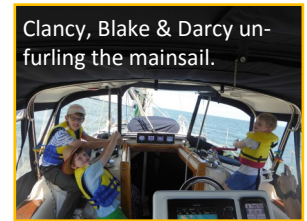
Exploring the foredeck..



Miriam organising her crew.



Andalucia and Kathleen B



Clancy, Blake & Darcy unfurling the mainsail.

MEMBER NEWS

It is with pleasure that Cruising Group welcomes new members **Ern Green** with his boat *Salty Dog* and **Pat Ramunno** with his boat *Dolce Vita*. Pat has relocated from Western Australia, sailing *Dolce Vita* across the Bight. Robina and Brenton found they had some common history as Pat had lived in 'our' house in Kalgoorlie some years after we left!

.....
The long- anticipated voyage up the East Coast has finally commenced for the *Emma-Kate* and her crew, **Rod and Sandy Watson**.

After an accelerated push to get those never-ending jobs completed, the crew, **Sue and Martin Stevens**, arrived in town when the 'window' had arrived for departure. As rules of procrastination dictate, the work to be completed then grew to fill the week where the weather was unsuitable to leave. Finally on the 21st March the stars aligned and off they went, with a boisterous passage to Wilson's Prom, calmer the rest of the way to Eden. After a day in Twofold Bay, off to Jervis Bay. Four days there then a very rolly passage to Port Hacking; a total of 96 hours motor sailing! Then on to Sydney Harbour for some exploration over the next couple of weeks.



.....
Will and Pam Merritt, Andalucia, recently celebrated their 25th Wedding Anniversary and as they have done for the last 16 years have celebrated this event somewhere in Bass St. The Cruise in Company came prepared with a touch of silver to celebrate during sundowners

which was held a week before the actual day as the group was about to split up. Apparently the champagne flowed at QCYC on the actual day with four boats with them to help celebrate.



.....
After problems with their sail drive before setting out on the Cruise in Company **Sally and David Spencer** spent a few BOAT units and installed a new engine and sail drive into *Sun Kiss*. It was not smooth sailing, or should we say motoring, while running in the new engine as seen in Skippers Tips but with tug driver Brenton they managed to anchor with the group at Portarlinton, sail back to RBYC and be placed securely in their pen while awaiting further repairs.

We also wish **Sally** a successful recovery from her recent cataract operation.

.....
Andalucia, Chakana, Sun Kiss and Time Flies anchored at Portarlinton for the Easter Cruise. Sundowners, walks and dinner out were the highlights.

.....
There has been such a good response for articles from the recent Bass Strait Cruise that some have had to be held over for the next edition.

Next month - **Paul Jenkins**: Our first venture into Bass Strait. **Pam Merritt**: Sweet Sixteen, Cleeland Bight plus Boules Championship results, other anchorages and more photos! Stay tuned....

FORTHCOMING EVENTS

FRIDAY 15th APRIL FORUM DINNER MEETING

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

After spending 2014 sailing up the east coast of Australia *Chakana* remained in Manly, Brisbane for the cyclone season. In mid-2015 Brenton rejoined her and sailed across the Coral Sea to New Caledonia two handed with Tom Hinton as crew on the outward passage and Robina on the return passage.

Come to our first Forum Dinner of the year to hear about their preparations, passage making and the cruising grounds in New Caledonia.

During dinner there will also be a slideshow presentation of a selection of photos from the Bass St Cruise in Company.

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 Mandy in the office (95923092) no later than **Wednesday April 13th**. Bookings essential.

SATURDAY 23rd JULY - ANZAC WEEKEND END OF MONTH CRUISE

A cruise in company on Anzac Weekend to a destination in the bay that will be decided after looking at the weather.

Expressions of interest to cruise coordinator, Pam Merritt so that you can be emailed with further details.
willm@hotkey.net.au

FRIDAY 20th MAY FORUM DINNER MEETING

Guest Speaker: Russell Kenery
Matthew Flinders Open boat Voyages

'*Matthew Flinders Open Boat Voyages*' is about his remarkable adventures in open boats - including his investigation of Port Phillip Bay - voyages that not only embody Flinders' outstanding seamanship but also his skills as a small boat sailor.

Russell Kenery is a yachtsman, an enthusiast for the heritage and elegance of classic boats and a Member of both the Flinders Yacht Club and Sorrento Sailing Couta Boat Club. He is the author of the recently published monograph '*Matthew Flinders Open Boat Voyages*'. *These will be available for sale at \$15 each.*

FRIDAY 17th JUNE ANNUAL CLASSICAL MUSIC NIGHT

We have been fortunate to secure the Melba Opera Trust again after such a successful evening last year.

Fiona Jopson, Soprano; Bronwyn Douglass, Mezzo Soprano; Timothy Newton, Bass with Assoc. Artist Simon Bruckard will perform a range of classical and contemporary pieces.

Put this date in your diary now.

Armchair Chat

Cruising yachties are quite creative when it comes to adapting things to go on their boats, so it was not surprising that when the weather turned out to be more than inclement, on the night of the Progressive Dinner, adaption was required.

Tables in the Olympic Room were identified with boat names and the first course was hosted, more or less as planned, with some menus adapted to fit limited cooking facilities. With a quick change of boat names and progress from table to table, dessert was served by the designated hosts.

On behalf of all those who attended I extend thanks to Peter Strain for coordinating the evening and ensuring that no one had to worry about getting soaked braving the waves crashing over the pier.

Thanks to all those who acted as hosts and to the guests who helped make the night a success.

All's well that ends well!

Roger Walker



Captain Coxswain's Corner

'YACHT'

You may be the proud owner of a 'yacht', but, do RBYC members who own a power boat own a 'yacht'?

According to the '*Marine Dictionary*' of about 1771 a yacht was a vessel conveying royalty, ambassadors and the like on international visits. A recent example would be the '*Royal Yacht Britannia*'.

Since those times the term, according to the '*Oxford companion to Ships and the Sea*', may refer to any vessel propelled by sail or power, used for pleasure and not for hire. Now our power boat friends can sleep calmly knowing that they too, own a yacht.