



CRUISING NEWS



JULY 2016



2016 ANNUAL CLASSICAL MUSIC NIGHT

MELBA WOWS YET AGAIN!

WRITTEN BY BRENTON SMITH

This is not Dame Nellie Melba reincarnated or another variation of Peach Melba, but it was another Cruising Group Music Night at which three opera singers from the Melba Opera Trust performed for us along with their piano accompanist, Simon Bruckard.

This year the opera singers were Fiona Jopson, Soprano; Bronwyn Douglass, Mezzo Soprano; and Timothy Newton, Bass.

Three segments of music were presented, one after each course of the splendid dinner, two with arias from the opera classics, and the third from mostly contemporary musicals. What is the difference between soprano and mezzo soprano you may ask, well Wikipedia tells me that the mezzo soprano has a lower register (range of pitches) but for me, Bronwyn also sang with much clearer diction. Maybe this is part of being mezzo soprano, or maybe it is part of her talents. Naturally, I, along with most, love those soaring high notes for which sopranos are famous, and we were not disappointed this year

as Fiona reached for her top notes at the end of her first aria, 'Ebben, ne andro lontano' (Well then, I will go far away).

'Pleurez mes yeux' (Cry my eyes), was the concluding piece for the first bracket and after a long lead in from the piano to set the mood, Fiona gave us passion, followed by calm and a soaring finish.

The literal translation of 'La calunnia' is gentle breeze, but in 'The Barber of Seville' the aria uses short staccatos of



Fiona Jopson, Timothy Newton, Simon Bruckard and Bronwyn Douglas.

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messages repeated frequently to indicate its true intent; it is all about the spreading of scurrilous gossip on the breeze. For the Italian speakers in the audience, I am sure Timothy's clear voice would have presented the stories perfectly.

Puccini's Flower Duet in Madame Butterfly has always been a favourite of mine – listened to on many a long-haul flight with Qantas – and I enjoyed the live performance here also. It was written as a duet for soprano – mezzo soprano and Fiona and Bronwyn did not disappoint with a spirited performance after providing the context for it – which I never knew before, but which will add to my enjoyment when I add it to my playlist on the flight to London.

'Ol' Man River' is a classic for bass voices and was the crowd favourite amongst the third bracket with Timothy Newman adding his own interpretation with some expressive gestures.

The cold winter night did not deter the cruisers and their guests, and as always the catering staff at RBYC had another 80 satisfied guests. Grant Collins had a fair hand in selecting the food combination, and we enjoyed the winter fare. A

light sashimi to start, and it was the braised beef cheeks for me, perfect for the weather, and a light finish with the passionfruit crème brulee. Robina enjoyed the confit duck leg for her main course. Once again Jenny Collins created a wonderful blue and silver themed table setting. Posters of the operas and musicals represented created a colourful backdrop to our performers.

David James maintains his interests in all matter nautical, most recently with his successful bid for an incredibly detailed model of a three masted Chinese junk. This masterpiece was beautifully crafted by its original owner and finished by Graham Noel who had also donated another model of an early 1900's classic style yacht that he spent many hours refurbishing for the silent auction. No doubt the junk's Master has already had a lesson from David about sail trim. Proceeds from the silent auction are going to be donated to Junior Sailing as per the wishes of the donor of the model Chinese Junk. Thanks to David Pollard who organised some highly sought after prizes in the raffle.

Another fabulous Classical Music Night!



David James with his newly acquired Chinese Junk.

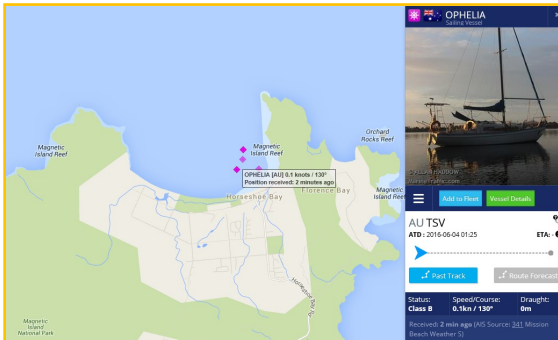
Robert Hardaver: the winner of the Classic Yacht.

Raffle prizes!

TRACKING OR NO TRACKING

BY ALLAN HADDOW *OPHELIA*

When I was preparing to leave on my journey of a lifetime, I wanted to be seen and see other vessels as I would be solo sailing. To be seen by family & friends on MarineTraffic is a safety issue for me. At first, due to the cost I was looking at AIS receive only, but then I realised I had to pay the extra and install an AIS transceiver – send and receive. Cost \$300 compared to \$1300. The existing VHF aerial could be used.

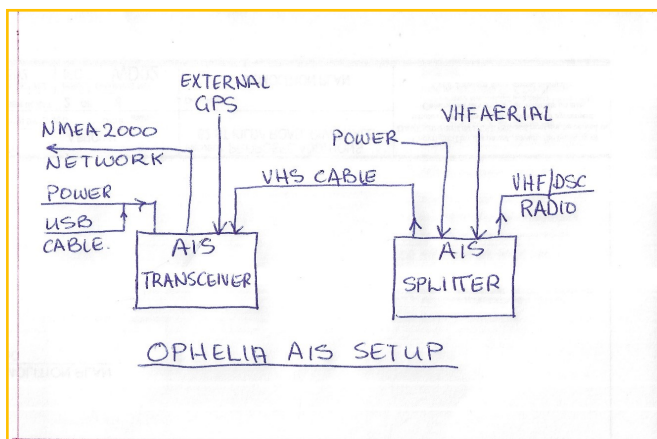


Ophelia on MarineTraffic

There are a few makes of AIS transceivers with varying costs. What is AIS – from Wikipedia :-
The Automatic Identification System (AIS) is an automatic tracking system used on vessels and by vessel traffic services (VTS) for identifying and locating vessels by electronically exchanging data with other nearby vessels, AIS base stations, and satellites. When satellites are used to detect AIS signatures, the term **Satellite-AIS (S-AIS)** is used. AIS information supplements marine radar which continues to be the primary method of collision avoidance for water transport.

Class A (about \$3k) is for vessels over 300t. We cruisers use Class B which uses much less power and uses the VHF system to obtain data and send AIS data to land base stations and data sharing centers like MarineTraffic and AISHub.

So I purchased the GME AIST120 (T for transceiver) and GME AISS120 (S for splitter) – CH Smith had a special on these units - and connected as per diagram. I also set up a



NMEA200 network so the chart plotter could obtain AIS data to show AIS equipped vessels that are transponding. I was told by the CH Smith salesperson the AIST120 requires a dedicated external GPS as the AIS unit is installed below decks. The unit has a built in GPS but does not work effectively below deck.

I found out along the way that there are many areas between Melbourne and Sydney where no land based station picked up *Ophelia* because we were outside their VHF range. Typically, the coastguard and VMR's have equipment installed to accept AIS data e.g. Coastguard 471 Marlo for Bass Strait and also Clow Marine Electronics for Westernport. When outside the land base station range the vessel is 'lost'.

To overcome this problem I set up *Ophelia* as a base station sending the AIS data to MarineTraffic via internet, which uses a laptop connected to the AIS unit via USB, free software called AISdispatcher-1.4 to decode the AIS data and the trusty Telstra 4GX modem/internet. The laptop has to be on – not a problem for me as I motor sailed most of the way to Sydney anyway, except where to put the laptop so it does not get thrown off the table – the floor being the choice, but there were areas where there was no internet. I then found out one vessel cannot transmit it's own AIS data unless there are other AIS transponding vessels within range – about 6nm for a 11m high mast. So again I was trumped as *Ophelia* was 'lost' in many areas.

From Sydney to Brisbane and around the Whitsundays there are numerous vessels with AIS and reasonable internet so *Ophelia* appeared on MarineTraffic. However, in marinas *Ophelia* did not appear even though there were AIS vessels within range e.g. Coffs Harbour, Gladstone, Great Keppel and Abell Point. No one could tell me why not. As I go further north i.e. north of Whitsundays, I find there are less AIS vessels so I searched for a satellite system. Many ships and cruising craft are now reporting via satellite and to see their details one has to purchase an upgrade to the basic free MarineTraffic tracking for AUD14/mth. Most of the vessels around the Kimberly's report to MarineTraffic via satellite.



Chart Plotter Showing 2 AIS Icons

NEW! SPOT Gen3™

The latest generation of award-winning SPOT devices, SPOT Gen3 gives you a critical, life-saving line of communication using 100% satellite technology.



- ▶ Improved Performance
- ▶ Motion Activated
- ▶ Unlimited Tracking
- ▶ Extreme Tracking
- ▶ Longer Battery Life
- ▶ USB Power Input

Locate a retailer >

When your adventures take you beyond cell service, SPOT Gen3 lets family and friends know you're ok or sends emergency responses your GPS location, all at the push of a button. Add this rugged, pocket-sized device to your essential gear and stay connected wherever you roam. Long live adventure.

Enhanced Services ONLY available with Gen3:



SPOT Gen3's customized tracking features takes your SPOT experience to the next level. Only with SPOT Gen3 is tracking motion-activated regardless of the level of tracking you choose (Basic, Unlimited or Extreme). A vibration sensor tells your SPOT to send track updates when you are moving and to stop when you do. (This is a great new battery-saving feature! And, you don't have to remember to re-set your tracking after 24 hours.)

New Tracking Options:

Unlimited Tracking Set it and forget it! Pre-set your SPOT Gen3 to send tracks at the speed of your adventures. Change your tracks to send every 5, 10, 30, or 60 minutes. SPOT Gen3 will send tracks at your chosen rate for as long as your device is turned on and moving (no need to re-set after 24 hours). Tracking doesn't stop until you do.

Extreme Tracking Get all of the great features of Unlimited Tracking, but with the added ability to vary your track rate down to every 2 1/2 minutes. Don't miss a step with increased track rates!

Videos

Pin-drop:

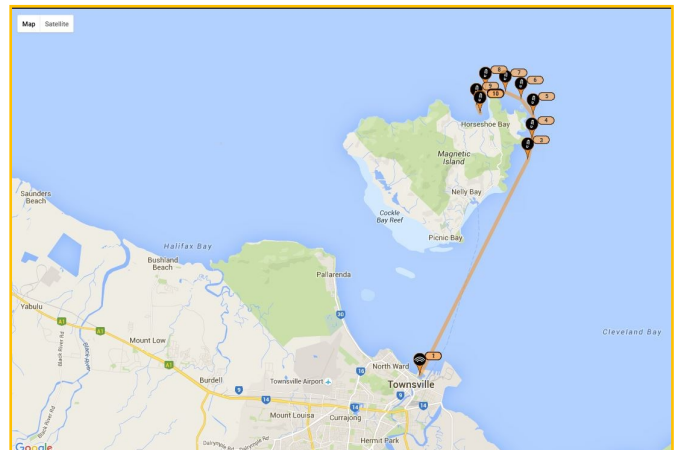


I found Spot Gen3 from Findmespot.com – perhaps a Pivotal company - AUD204 for the unit from www.wildearth.com.au, which extreme sports people use. This small device can be powered via 4 AAA batteries (IPX7 rated) or USB (not IPX rated with USB) and uses very little power. It stays on all the time and can be installed below decks. It has a built in GPS which will work through fiberglass hulls. The logo must be facing up and the USB connects to underside of the unit so has to be hung – I have installed it as per the photo using a square Sistema plastic container with 4 lid clips. I set tracking (send GPS coordinates) every 10 minutes – *Ophelia* is so fast. On the SPOT screen capture to the right I realised I did not press the 'start tracking' correctly until I checked just before point 3.



MarineTraffic can intercept the GPS coordinates via a shared link - <http://share.findmespot.com/shared/faces/viewspots.jsp?gllid=0osFz5xWeMqgn1x60QggaVL86DsJ2tYqA> and the vessel will always appear. The shared link is an internet address which shows the vessel track and position in near real time coordinates. Hence my safety issue is now averted.

There are three methods to send pre-defined text messages to an email or cell phone or Face Book e.g. Leaving now, Arrived safely and the third is a help message which can be used as a Travelling OK message during the voyage. There is also an SOS for an international emergency response (GEOS). I don't know if they contact AMSA. One cannot send a text/email message to say Skipr.net. The pre-defined messages can only be added with an internet connection and seems to be stored in the Pivotal system.



Ophelia on SPOT tracker

As with a cell phone one has to pay for air time – for me this was USD215/year – I added unlimited tracking for USD50. Without unlimited tracking the unit has to be started every 24hr.

Some Satellite phones can also send out GPS coordinates for MarineTraffic & access to Skipr.net as Brenton did on his trip in 2015.

With AIS a unique number is provided by AMSA – this is the MMSI (Maritime Mobile Service Identity) and must be added to the AIS unit via a laptop & VHF AIS radio. The MMSI identifies that vessel worldwide. *Ophelia* is 503019040.

I also purchased a VHF DSC AIS receive radio – why AIS, I don't know why. The AIS unit did go to sleep in April this year, like so much of the new gear I purchased, so it was replaced under warranty. I could set up the radio to receive in that case. One cannot have an AIS transceiver and VHF radio with AIS receive on at the same time. The chart plotter will set off the AIS alarm believing the VHF radio is a dangerous target as I found out while motor/sailing to Lakes Entrance.

Another important feature of the AIS is the alarm to warn of AIS vessels within a set radius – 2nm max. I could have my 1hr sleep every 1hr knowing the alarm would wake me – but not for non AIS transponding vessels. – like trawlers, however I never bumped into any. The radius appears on the chart plotter so is a good reference for distance. The AIS vessel appears as a triangular icon on the newer chart plotters & laptops with suitable software. One can click onto the icon to obtain various info.

MarineTraffic web site is www.marinetraffic.com. Spot GEN3 is www.findmespot.com

'ESCAPING THE FROSTBITE' CRUISE TO DOCKLANDS

BY ROBINA SMITH

Sailing on *It's a Privilege*.



That's Amore steaming under the Westgate Bridge.



Moored at Melbourne City Marina.



How lucky were the Cruising Group. The Weather Gods certainly served up a beautiful day for the 2016 Frostbite Cruise to Docklands on Sunday 3rd July. Not that we needed it for the BBQ lunch as the fabulous lounge and deck facilities at Melbourne City Marina enabled us to cook and eat with a view to the river without experiencing any chilly breezes. Four boats and seventeen people joined the cruise.

I joined Susie and Peter on *It's a Privilege* for my first sail on a big catamaran along with fellow cruisers Rob and Nona. On arriving at the boat I started looking for a safe place to stow my bag then realised it wasn't necessary. The bags were not going to slide anywhere! The gentle Northerly meant all sails were out and with Susie at the helm and a couple of tacks we were soon at the entrance to the river. Sue and Ian on *That's Amore*, intent on showing that motor boats are faster, overtook us as we went under the Westgate Bridge. John and Jo on *Kirra Kirra* had spent the night at the marina and were on hand to help tie up. *Haida Gwaii* with crew of Jenny, Grant, Kathy and Alan were not far behind. Roger and Ronda met us on the marina after driving there.

The BBQ's were fired up and accompaniments organised enabling us to sit down in luxury to enjoy our meal and the conversation that goes with such an amiable atmosphere. There was even a dishwasher for those dishes at the end!

The 10-15kn breeze had turned North Westerly for the return journey enabling a gentle sail with just the heady up. Afternoon naps, completing the crossword puzzle and/or coffee on the foredeck were the order of the day before a very ordered tie up back at RBYC.

A great day out with good food and company!

BBQ's on the outdoor deck.



Susie, Sue, Jo, Jenny, Roger and Ronda.



Lunch on the enclosed deck.



As I laze on a sun lounge on the deck of my European river cruise ship my thoughts have idly turned to our Cruising Newsletter!

I wouldn't really call this type of cruising a holiday. It's more like one of those fact finding trips beloved by our politicians and paid for by a grateful electorate. Readers who have yet to contribute to the cost of my mission may like to make a generous donation sealed in an unmarked envelope. Just pass it to me discreetly in the club when next we meet. Don't fuss! You will really appreciate my contribution when you read my report on 'Boat Handling Developments as Practiced in Europe'.

Just to whet your appetite here is a sample of the initiatives I'm planning to introduce aboard *Andalucia*:

- *On race days the crew are to arrive three hours prior to race start time.
- *They are to be attired in clean and freshly pressed uniforms.
- *The final hour of preparation is to be devoted to boat

preparation including fresh sheets on bunks, ice in champagne buckets and platters of cheese and biscuits tastefully arranged on the saloon table.

*Crew will be standing to attention in a line on the pier ready to salute the Skipper when he arrives.

I'm assuming that you are getting the idea. The level of luxury and service on these river cruise ships is quite remarkable and I'm thinking that with a little training the crew on 'Lucy' will be able to protect me from any disappointing reduction in the standards to which I have become accustomed.

Will Merritt

**Will's
Worldly
Wandering**

THE NAMING OF A BOAT

CHARLIEBIRD

BY DAVID POLLARD



'Charliebird' was named after my parents, Charlie & Birdie (Bertha) Pollard. At the time they were recently deceased and some of my inheritance was channelled into the purchase of the boat.

She was originally named 'Rosamunde', possibly for her deep and wide beam! She was launched in Brisbane in 1987, being an Adams Concept 40 built by Naut Boats, Sydney.

Wendy and I had her trucked from Brisbane in 1997 and she spent 9 months in the RBYC yard being re-built and re-engined after a complete stripping out. It was not until late 1999 that 'Charliebird' was in full sailing trim and being enjoyed by the family.

It has now come time to relinquish her and she is now on the market. After many years I am vacating my workshop. Many spare and un-used boat items have to be sold, hence the accompanying list.



FOR SALE

AQUA PRO RIB, 3m Hypellon Inflatable(10ft), aluminium hard bottom, 6 person, 1540kg max pay load, 15hp max. incl. UV covers, oars, anchor, etc.

Good Condition, (no trailer) **\$ 750.00**

ANCHORS – CQR short stock **\$ 100.00**

FISHERMANS **\$ 120.00**

REEF ANCHOR **\$ 25.00**

All for 14 tonne/13m boat. **Good Condition**

NYLON ANCHOR CABLE, 3 strand, 20mm dia. Uncut on reel with 2 gal thimbles. Quoted as being 100m when bought.

New **\$ 600.00**

FOLDING BOARDING LADDER, stainless steel, 4 rung.

New **\$ 150.00**

MARINE BBQ, by Calypso (NZ). Stainless steel, LP single burner, auto start, roasting lid & windshields, temperature indicator, boat rail mounts.

52L x 32D x 33H cm **Never used** **\$ 400.00**

JOHNSON OUTBOARD MOTOR, 6hp, as new, maximum 10 hours use including cover & 2 fuel tanks.

\$ 600.00

BRITISH SEAGULL OUTBOARD MOTOR, 2hp, good condition, always starts. **\$ 250.00**

ALL OFFERS CONSIDERED

Contact: David Pollard Phone: 03 9592 6554 or 0417 502 445

BEWARE OF A TIDE/FLOOD/ LOW PRESSURE COMBINATION



Steve and Jude are cruising the east coast of Australia in *Beaujolais* and in the early days were cruising in loose company with *Time Flies* also from RBYC. Bermagui is an attractive destination and a pleasant day sail (40nm) from Eden making it a natural stopover for cruisers.

However, this year it was a little different. As we all know, during autumn, the east coast has been lashed by storms bringing strong winds, large swells and heavy rain. The first two of these are an issue at sea and when contemplating entering of leaving many of the bays, but it is heavy rain that can cause unexpected problems while you are in port, particularly if you are tied up to a jetty, the top of which is at a fixed height from the bottom of the sea, and therein lies the potential problem.

Beaujolais and *Time Flies* were both having a respite in Bermagui from the storms raging outside at sea, but as it turned out, it was the storms raging inland that provided the largest threat to their tranquillity. Two days of torrential rain inland kept *Beaujolais* tied to the jetty and *Time Flies* rafted up alongside. *Time Flies* has an AIS, which many of us use to follow (stalk?) their progress through the Marine Traffic website. David Bingham was one of them and noticing the combination of high tides, torrential rain and low pressure that were bearing down on Bermagui, sent a timely e-mail warning about the possibility of much higher than predicted sea levels that can occur from the combination of tide, flooding rivers and low pressure.

Naturally these combinations occur at night, and this was no exception. At 7pm, with another 30cm of tide still to come, the water was at the top of the jetty, and if the water rose much higher then the ability to slip lines in a hurry was going to be an impossibility. While Steve and Dean were retying lines the water level surged another 5cm upwards – it was a rapidly worsening scenario. After securing their own boats they assisted a catamaran owner and with Jude now joining in the ‘fun’ warned the crew on a fishing boat which had just lost its bow mooring line as the vessel floated ever higher above the bottom, and above the top of the jetty.

Catastrophe averted, all soaking wet, they could breathe a little easier – all thanks to a very timely Skipper’s Tip from one of our very experienced skippers.

This ‘Skippers Tip’ was written by Brenton Smith after reading *Beaujolais*' Blog - beaujolaisi.wordpress.com

MEMBER NEWS

RBYC Cruisers continue to seek warmth and adventure by cruising up the east coast of Australia or head further afield and live a life of luxury on European river cruises.

.....
Allan Haddow, *Ophelia*, seems to be exploring every possible anchorage with internet coverage on his way from Townsville to Cairns. He has spent time in Dungeness adjacent to Lucinda touching the bottom on the way in, and again on the way out even after doing a reconnaissance to find a deeper channel. Allan thinks it would be a great place to retire..... providing one can manage the mozzies by night and the midges by day. He is now anchored at Haycock Island in the Hinchinbrook Channel and hearing growling in the mangroves....crocs?

.....
After spending time in Sydney Harbour and the delightful surroundings of Pittwater and Cowan Creek, **Jude Harris and Steve Harnett, *Beaujolais*** are continuing their northwards journey. They are in the Newcastle Yacht Club Marina getting some boat jobs done... always some of them to do... before heading on to Pt Stephens.

.....
Fiona and Dean Cook, *Time Flies*, also enjoyed the delights of Sydney Harbour, Pittwater and Cowan Creek. They tried some ‘Celeb Spotting’ at ‘Summer

Bay’ and have been enjoying some warmer temperatures than Melbourne. They have headed to Newcastle in perfect sailing conditions.

.....
Pam and Will Merritt, *Andalucia*, have enjoyed some luxurious cruising down the Danube River. Wonder if ‘Lucy’ is going to live up to their new expectations of cruising in comfort!

.....
Our best wishes go to **Maree Masur** who is recovering from a hip replacement. She has graduated from crutches to walking stick. Amazingly **Ted Masur, *Pizzazz***, has developed several new domestic skills. She might start hiring him out as a carer when she has recovered!!

.....
Robina and Brenton Smith, *Chakana*, are going to cruise across the English Channel after a week in London catching up with work colleagues and former neighbours from when living there. Well ... the cruise is taking us on a ferry from Harwich to Rotterdam to continue our travels!

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Please keep your cruising stories, contributions to ‘Skippers Tips’ and best or worst anchorages rolling in. This newsletter relies on a flow of member contributions.

FORTHCOMING EVENTS

FRIDAY 16th JULY FORUM DINNER MEETING

Guest Speakers: Peter and Susie Strain
Cruising the West Coast of Italy.

Earlier this year Peter and Susie went on a bare-boat cruise around the Ligurian Sea from Corsica to Elba and up the West coast of Italy to Portofino. It was an adventure and investigation into the history of Napoleon, the Genoese and Tuscany.

Sure to be interesting and presented by one of our own cruisers please mark the date in your diary to attend.

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 14th. Bookings essential.

FRIDAY 29th JULY END OF MONTH ON WATER ACTIVITY

A cruise in company on Friday July 29th to Melbourne City Marina to see the fireworks.

Arrive by 6pm, fireworks at 7.30pm with a meal at a local restaurant or potluck in the Marina lounge after the fireworks.

Make a weekend of it! Take advantage of the **Melbourne City Marina Special Offer**. A 2 for 1 voucher that will last until the end of the financial year ie June 2017. Voucher must be collected in person from the Marina Office.

Contact for this activity is Roger Walker. Please email him with your intention to join the cruise. Further information and updates can then be forwarded to you. rgwalker309@gmail.com

Book your own berth at the marina.

FRIDAY 19th AUGUST FORUM DINNER MEETING

Guest Speaker: Peter Bland
North and South Pole Adventures

FRIDAY 26th/SATURDAY 27th AUGUST END OF MONTH ON WATER ACTIVITY

A cruise in company with a destination to be decided.

FRIDAY 16th SEPTEMBER FORUM DINNER MEETING

Guest Speaker: Jubilee Sailing Trust
Tall Ship Tenacious

Armchair Chat

Driving home on Sunday, after a very successful day at Docklands enjoying the company of members of Cruising Group, it struck me that I had not heard of the America's Cup for some time.

So, question No.1: In what year was the last America's Cup held?

Question No.2: Where was it held?

Question No.3: Where will the next America's cup be held and in what year?

The answers are on the net!

Roger Walker

From the Blairgowrie Yacht Club to RBYC Cruising Group.

An offer to come and experience berthing at the new Blairgowrie Marina for free between now and Melbourne Cup Day!

They have 10 to 15 and 25 metre berths available, all with power and water.

RBYC members are of course welcome to use Clubhouse facilities and restaurants and bars.

There is even a 12 seater Bus available to self-drive to the sights of the Mornington Peninsula!



Captain Coxswain's Corner

'CHOCK-A-BLOCK'

In current everyday use this means something is filled to capacity or overloaded. It originated from the days when blocks were used to tighten the standing rigging.

If two blocks of rigging tackle were so hard together they couldn't be tightened further, it was said they were 'Chock-a-block'.