



CRUISING NEWS



DECEMBER 2016

NOVEMBER FORUM DINNER: VANESSA TWIG & JAMES HEYWOOD TALE OF THREE BAGUETTES

WRITTEN BY BRENTON SMITH



James, Vanessa and Roger.

James Heyward and Vanessa Twigg entertained forty members and friends gathered at the November Cruising Group dinner with their presentation about charter boat holidays. The presentation had a French theme, which could probably more accurately named, 'Three Rounds of Baguettes'.

As most of you know, James and Vanessa race an Adams 10 out of Brighton, which is not the most comfortable for cruising, distinctly uncomfortable would be more accurate, and instead satisfy their cruising desires using bareboat charters. Three of these have been in Francophone countries – Tahiti, New Caledonia and most recently, the Mediterranean coast of France earlier in 2016. And, as we would expect, it is not the opportunity to practice our school day French that is the attraction, but those cheeses, wines and of course the ubiquitous fresh baguettes while sailing in some of the great locations of the world.

Along with the locations, the details of the three charters were all different, and the contrasts were a recurring theme as they talked about preparation, sailing, the opportunities ashore, and of course the costs.

James and Vanessa were not disappointed. Tahiti has the fabulous tropical mountainous landscapes and reef-fringed lagoons that we are all familiar with from the photos and numerous books about sailing across the Pacific. James and Vanessa were not disappointed.

Location

Tahiti and New Caledonia offered some challenging sailing – some of the day sailing distances between destinations are long, and the SE trades can and did reach that 25+knot range. At New Caledonia the Mecca is the Isle of Pines, but it is a long sail to windward to reach Kuto Bay, but as plenty of sailors have testified, it is worth the effort. Interestingly, Vanessa talked about the attractions of the islands near Noumea (the charter boat HQ) and I would agree with her. They are close, spectacular, untouched and available just for you from Monday to Friday.

The French coast in the Mediterranean was rugged, had numerous villages and sufficient marinas to avoid even contemplating the need for an anchor watch. A large part of the attraction is the geography and history of the hinterland at each stop. Highlights listed by Vanessa included the Picasso Museum, the fort where the Man in the Iron Mask was detained, and the gentle maritime atmosphere at ports such as Villefranche and Antibes. These are ancient maritime cities steeped in history.

The Boats
Bare-boat charter yachts are not thoroughbreds and if performance sailing is important to your enjoyment then you may be disappointed with some of the fundamentals such



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as sail area / displacement ratio, and also the details such the bagginess of the sails after several seasons. Charter yachts invariably have fixed 3-blade props and furling sails. Your average

speed may not be quite what you are used to when flogging around Pt Phillip and James advised to be conservative with your route planning. If you want to maximise your chances of having some half decent sails then their advice was to go at the start of the season when the sails still have their shape.

James and Vanessa had sloops in Tahiti and the Med, and a catamaran in New Caledonia. In hindsight, they were pleased with the choices. New Caledonia has plenty of shallow water, and they also shared the cat with friends. Most charter cats offer four separate cabins with en-suites; ideal for two families with kids or up to four couples.

The sloops had several cabins, which was important, because they provide privacy. Sure you are sailing with friends, but as they asked, when was the last time you shared a space about the size of your lounge room with your friends for several days?

The Sailing

James talked about the need for at least one person on board to have some serious sailing experience, including sailing in poor weather, which means knowing how to set the sails for a bit of flog to windward without the passage being too uncomfortable. In Tahiti it is ocean sailing between the islands, which may be something new to many of us. The passages between islands are long day sails, and the anchorages are deep.

A bit of general boat knowledge would also be helpful because you are well out of radio and telephone range for most of the time. This is more about knowing what to look for, such as ensuring that you do not run out of water or fuel. Knowing how to bleed a diesel could be a useful skill.

The Med, in common with the experience of many others, was often either motoring in no-wind or ploughing through a short chop whipped up by local stiff 25knotter. However, there was always the succour of the thought of a marina at the end of the day, usually with a Bar du Port immediately adjacent.

In the Med, James and Vanessa were cruising as part of a flotilla, which organised a race or two on some of the legs. Accompanying James and Vanessa were Paul and Mandy Jackson and Phil and Caro from JAMHU². Do you think they took the racing seriously.....?

Safety

Pay attention during the safety briefing because in New Caledonia and Tahiti this will be the last chance to find out anything. You quickly sail beyond VHF range, mobile phone ser-

vice is sparse, and the number of others nearby will be limited. James advised taking your own EPIRB/PLB and lifejackets. Monitor the weather and if you are the skipper, then some planning in your own head about possible emergency scenarios and responses would be some time well spent.

Also check the spare tiller, know where the spare fuel filters are and – very importantly – ensure that the gas cylinders are full before you leave.

Victualling

In New Caledonia and Tahiti you need to provision for all meals, nibbles and drinks for the full period of the charter. On the Isle of Pines you can buy baguettes each day, but not much else. Fortunately the markets and shops are very close to the charter boat marina in Noumea. Unless you take a cook with you, then you will be preparing all food.

This is in complete contrast with cruising on the south coast of France where there is a restaurant available at the end of each day, and a market or supermarket to buy the fresh baguettes for breakfast and a gorgeous cheese to accompany the fresh salads for lunch. This keeps the fridge space available for beverages at sundown.

Organising

The New Caledonia charter was organised through Charter World in Hampton and James and Vanessa spoke highly of the assistance provided by Brook Felsenthal. Brook and his wife have chartered in the destinations they offer and can offer highly personalised advice. James and Vanessa sailed in loose company with 2 or 3 other charter boats.

The Tahiti charter was organised through the internet and they were not disappointed. The sails were not the world's best and coming to grips with the distances of ocean sailing meant a rapid re-think on the itinerary was necessary. Here, they were chartering largely solo.

The Med charter was through Mariner Boating Holidays which we have all seen promoted at RBYC and which quite a few members have joined. This was a flotilla charter that included the leader / maintenance man on his own boat. He ensured there were sufficient marina berths and was there to help tie up, provided recommendations and information on the restaurants, markets etc., and produced a daily newsletter. Naturally you pay for these extras, but when sharing it amongst three couples, and the additional enjoyment provided, the additional costs were deemed good value.

In Conclusion

Chartering is a great way of extending your sailing horizons, and for the keen racers, to experience the joy of a quiet night at anchor in some of the most exotic locations in the world. What are you waiting for.....?



NOVEMBER END OF MONTH ON WATER ACTIVITY

BY SALLY SPENCER *SUN KISS*

Sun Kiss on a previous Cruise in Company



November's Cruising in Company... by taking our own company!

Where would we go? We would have liked to have set our sails to travel south but strong south westerly winds dictated otherwise. Then we thought we may have the company of *Foxy Lady* to Docklands and help celebrate Rod's birthday but Rod's shoulder was still too fragile. So with our crew we sailed in the Artemis race, crossed the finish line and headed north to Docklands finally using the engine just before the Bolte Bridge. With only a couple of boats in the marina we were able to make full use of the facilities, and had a BBQ.

After saying goodbye to our crew we settled down to a quiet night. Next morning after a brunch and a little shopping we mooched back along the Yarra. Then *Sun Kiss* seemed to be in her element with a 12 kt breeze and a shy reach purring across the bay back to RBYC.

BARQUE, BARK (or even BARC) ??

By Pam Merritt

It all began with the recent visit of *STS Tenacious* to Port Phillip Bay. *Tenacious* is described on their official website as a 65 metre barque.

According to Wikipedia a barque is 'a type of sailing vessel with three or more masts, having the fore- and main masts rigged square, and only the mizzen (aftmost mast) rigged fore and aft'.

Fair enough!

So I was intrigued to notice in a recent Cruising newsletter that *Tenacious* was referred to as a 'bark' - ha, wrong spelling I thought!

Not quite that easy. Turns out it opened a nautical 'can of worms'.

To simplify things - it appears that the word 'bark' originated from Celtic languages, which led to the English, or maybe Irish, 'bark' (as in HM Bark Endeavour) - which subsequently led to the French 'barque'.

Confused?

Before the 19th century a bark became known as a sailing vessel of distinctive rig (see above). By mid 19th century the spelling had generally taken on the French form, and maybe a more romantic form, of barque.

To further complicate the matter, 'The Oxford Companion to Ships and the Sea' gives the alternate spellings but states that in the USA the term is always bark, not barque.

So basically a barc, a bark and a barque are all the same.

But then again - according to wikidiff.com:

~ a barque is a sailing vessel of three or more masts etc (as above)

~ a bark is the short, loud, explosive sound uttered by a dog (or seal) OR the exterior covering of the trunk and branches of a tree.

So there you go! Better not delve any further or there'll be more takes on the argument.

Those of you who eagerly await, each month, the arrival of the Cruising newsletter have let me down. I mean to say; what is it that you read first? Of course it's the WWW column. I realise that it's not politically correct to admit that this is your weakness. You read WWW before looking at CG activities - past and future. I fully understand this practice but do you recall that last month I figured on asking for double my usual Christmas bonus. I've absolutely no doubt that each one of you rushed off and wrote a supporting letter to the Editor, didn't you? Well, guess what? I have learnt that no increase in my bonus is to be granted. Here I am, once again, creating a masterpiece of verbiage all for

nothing. Now stand by for a full-fledged dummy spit. I'm going to shut myself below decks in my boat without wishing anyone the compliments of the season.

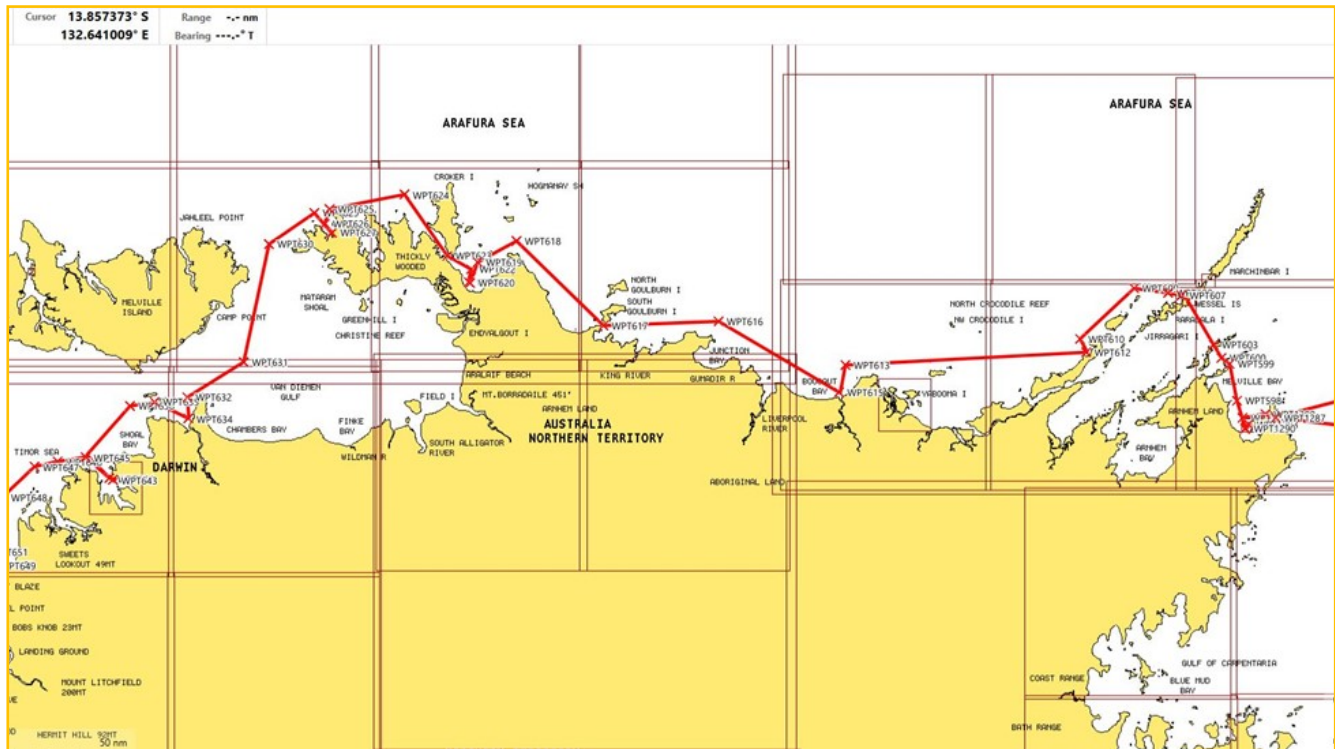
Ok, only joking! Pamela and I really do wish you all happy Cruising for the holiday period.

Will Merritt

**Warm
Wistful
Wishes**

TOP END MOTOR SAILING

BY ALLAN HADDOW



*This is the last installment of Allan's single handed journey from Mackay to Darwin in the 2016 sailing season. He has now left **Ophelia**, his Compass 29, in Darwin to return after the cyclone season and continue his circumnavigation of Australia.*

I left Groote Eylandt on 01-10-2016 at 1800hr, but was very slow going into a NE breeze & tide against me for the first 6 hours. However, as luck would have it the wind shifted to north so I could motor sail through the night in a NE direction. There were trawlers all around me, counted nine at one stage. I slept in about two hour cycles for two hours. By the time the sun arose the wind had died to zero knots so I had to motor through the day to Gove.

I arrived at Gove 02-10-2016 2030hr (26.5hr & 130NM) & nearly ran over a rather large mooring while searching for moored & anchored vessels ahead of me with the torch so decided to attach Ophelia to it. Upon waking next day, I could see numerous vessels that appeared to have no light, in fact most are derelict & have not been used for some time. I had run out of cider for the sundowners so had to organize a liquor license to purchase liquor. Probably a good idea from my 1978 memories in Gove. I managed to get a lift with a local yachty into town one day to fill the two 20l diesel jerry cans, some petrol & cider. There is a bus service three times a day also. I counted nine vessels stranded on the beach around the harbour – all had been pilfered & left to rot. Apparently there are moves afoot to burn them as

they are an eyesore. I managed to pilfer a Muir manual anchor winch, with 8mm gypsy, in good condition, installed it, then realised the dinghy covers it. I also replaced one dora-de. I did not realise until I had left Gove that the main & genoa sheets had gone a reddish colour, from the bauxite dust in the air.

I had to plan my trip to Darwin carefully. Gove to Darwin is approximately 560nm & I had enough diesel for 525nm so I had to do some sailing to make sure I did not run out. My intention was to arrive at Darwin on 27-10-2016 & fly to Melbourne on 07-11-2016. I need the week to set up Ophelia for the cyclone season & to work.

I left Gove after a week on 10-10-2016 at 0600hr for the nine hour, 48nm journey to the 'Hole in the Wall' or Rugari Rip - a deep channel about 100m wide between two islands of the Wessel group – Raragala to the south & Guluwuru to the north. I had to be at the eastern entrance by 1415hr for the change in tide from low to high – flood tide runs east through the channel. I made good time with an easterly breeze and tide, and arrived spot on time. There was no swell.



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I fixed the Gopro to the solar panel frame and recorded my 18 minute journey from east to west. An aerial view from Google shows lines on each side of the channel as if the islands were once joined. Even the navy has left it's presence on the rocks. About ¾ of the way through there is a recess on each side where one can anchor.



I anchored in a nearby bay and went fishing – caught one reef shark (throw back) and one coral trout (keeper). Coral trout are beautiful in colour and eating. Saving diesel was going to plan so far.

The next day, 11-10-2016, saw me sailing very slowly to Refuge Bay, 43nm to the south, at top of Elcho Island, but I only had 1.5hr in this rather large bay before setting off for the 206nm journey to Sth. Goulburn Island and due to very little wind had to motor all night passing Milingimbi at 0600hr, with limited cell phone reception so sent some text messages. Milingimbi Island apparently has good internet but has a 2km exclusion zone from low tide so anchoring in this place seemed to be out of the question and I was refused shore access anyway. By mid-afternoon on 12-10-2016 the wind increased to 20kn E and then NE and stayed until later that evening – managed to sail and therefore save diesel. I had some cell phone reception passing Maningrida so sent messages to family and friends. I arrived at Sth. Goulburn Is. 0445hr on 13-10-2016. The SPOT Gen 3 has 3 pre-recorded messages, so at 0800 & 2000hr local time each day, I pressed one of the buttons to say 'I was OK'. This message was sent to four pre-defined mobile numbers, via satellite.

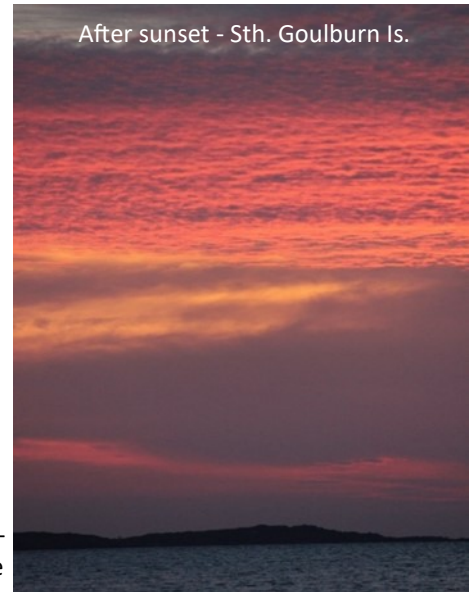


I spent 10 days here as I had a lot of work to do and there is no internet between Goulburn and Darwin – some 300nm. It

was a lonely place with no one to talk to. I did go for walks along the beach with its very soft sand and many crab holes after I was given landing access. I also swam night and morning as I could not see any croc's. The water temperature was cooler at the beach than from *Ophelia*. I had to cool my body somehow. I could receive ABC radio from Darwin, which was saying the wet season had started one month earlier this year, which means I had to be on the lookout for rain squalls. None arrived although I could see them to the west and south. I went fishing and caught a cuttle fish and small reef shark, amongst other fish.

So on Saturday 22-10-2016 0445hr, I left Goulburn for the 54nm sail and motor to Valencia Island, but about 1830hr at Valencia Is. a rain storm arrived with 20kn W winds putting me on a lee shore with dragging anchor. So up came the anchor and I set off for the 33nm motor up the Bowen Strait to Palm Bay, NE corner of Crocker Island. It was pitch black with no moon. There are two channels in Bowen Strait – wide side against the mainland and narrow side against Crocker Island. I had been told by three yachties to use the narrow side. Apparently 150' long x 50' wide x 7' deep barges use the narrow side. Well I got to 1m under the keel and shot out towards the wide side into 7m deep water. That was close. Next morning I was watching one of those barges on AIS going down the wide side – confuses me. I dropped the anchor in Palm Bay on 23-10-2016 0115hr, nearly ran into a yacht 30m away with dim mast head light only. I could not see any hull, which is why I have a bow, stern and mast head all round white lights on at night.

Same day I left for Port Essington 31nm to the west.



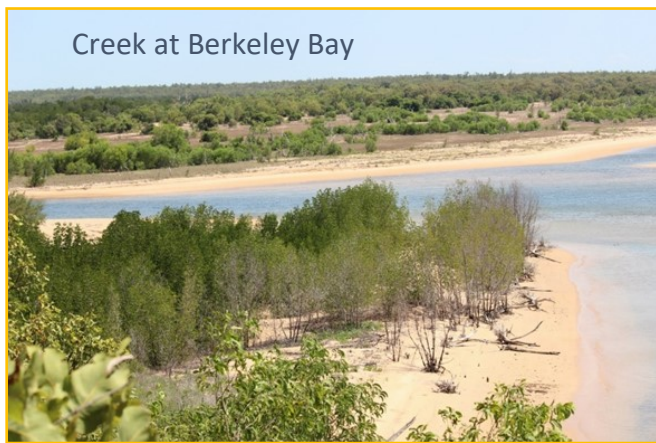
But first I had to pass the north entrance to Bowen Strait – must have been tide against SE wind as it was very rough. I had the genoa poled out to windward and main to leeward in a building SE wind. I soon got rounded up by three larger waves – a good reason to remove the pole and lower the main. I suspect I have a loose rudder on the rudder stock so have to be careful. The rest was uneventful, sailing only, to



Surviving tree – just – at Berkeley Bay.

Berkeley Bay in Port Essington arriving at 1400hr exposed to any west winds. I stayed here for two full days wondering if any rain squalls would arrive – none did of any significance. There was no one else around, although I did see three other vessels heading north out of Port Essington. From Wikipedia - **Port Essington** is an inlet and historic site located on the [Cobourg Peninsula](#) in the [Gariq Gunak Barlu](#)

[National Park](#) in Australia's [Northern Territory](#). It was the site of an early attempt at British settlement, but now exists only as a remote series of ruins.

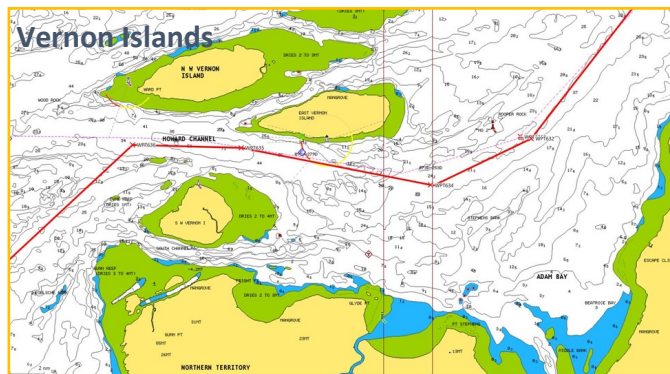


Creek at Berkeley Bay

At 0545hr on 25-10-2016 I left for the 38nm motor sail to Alcaro Bay, adjacent to Cape Don – turn left here and head to Darwin with the tide. I felt it was too stressful watching for the rain storms so I would arrive at Darwin one day early. I did receive a couple of rain squalls but the anchor was well set.

Travelling from Cape Don to Darwin is all about tides for yachts. I read an article on the internet to leave Cape Don 4hr before high tide Darwin and get to Vernon Islands in 8hr – 64nm traveling at 8kn with the flood tide – first 2hr against tide and 6hr with tide. I was given diagrams for the tide direction every hour from Cape Don to Vernon Islands and onto to Darwin – 100nm. Navionics shows the tidal flow at Cape Don - flood south – but somehow all went pear shaped

when I had tide against me for most of the 64nm. Twelve hours in total instead of eight. I arrived at Vernon Is. about 1030hr 26-10-2016, 1hr before high tide Vernon Is. and picked up speed to 6 to 7kn going through the islands.



Once past the Vernon Is. my speed dropped to 4.5 to 5kn for the remaining 30nm to Darwin's Fannie Bay, where I anchored at 1815hr in 5m of water perhaps 1k from shore – almost 20hr travel. There were about 20 vessels at anchor or on moorings. When within cell phone range I called Cullen Bay Marina about entry – was told to call fisheries to get clearance – no trouble, just had to answer a dozen questions, but could not enter the marina until next day 27-10-2016. The light wind was all over the place during the night but no storms. The anchorage would be horrible in northerly's, being on a lee shore.

On 27-10-2016 after the paper work had been finalised for a berth and lock entry I was allowed to enter the lock at 1000hr (opens on the hour every hour from 0600 to 2300hr with a booking only) and motor to berth F12 – that completed my cruising for 2016 – 2160nm from Mackay to Darwin – 09-04-2016 to 27-10-2016.

The lock relies totally on spring tides to replenish the water in the marina – seems the marina sits about 4.5 to 5.0m relative to the Darwin tides. There is no pump, so over a day between high tides the marina actually loses water but one does not notice the difference in water level. The extremities of the marina are lined with large houses and floating jetties while the marina is situated in the middle of the 'lake' with restaurants at the north end. It is a 'pretty' marina compared to others I have been to. Cost \$595/mth for a 10m pen. I have installed a 1.6kW box air-conditioner through the wash boards to control the mildew while I am in Melbourne from 07-11-2016 to mid-February 2017.



REDUCE STRAIN ON YOUR WHEEL PILOT TO AVOID PROBLEMS

To all those sailors with a Raymarine Wheel Pilot – in my case EV1. After spending a lot of time on the phone to Raymarine in Sydney discussing why I was having a lot of trouble getting the autopilot to steer my 29' yacht, they mentioned one very important point – make sure you balance the sails to alleviate the force on the rudder – whether it be lee or weather helm. It seems everyone who contacts them do not do this, including me.

So I experimented with genoa and main to come up with these approximate values :-

WIND ABAFT OF THE BEAM (MAINLY RUNNING)

- 0-9 kn – motor as the wind is not strong enough to fill the sails.
- 10-15kn – full main & ½ genoa poled out opposite side – pole not long enough for full genoa.
- 16-20kn – 2 main reefs & ½ genoa poled out – if 4-6 second swell I would normally pack away the main as the swell & main creates broaching problems.
- 18+ running – often just with ½ genoa – too roly & windy to operate the pole single handed.
- 30kn – I had ¼ genoa out and still sailing at 7kn.

WIND ABEAM OR REACHING

- 0-9kn – motor & ½ genoa.
- 10-15kn – full genoa & 1 main reef – full main creates weather helm.
- 15-18kn – two main reefs & full genoa.
- +18-25kn – full or part genoa only.
- +25-35 – ½ genoa at maximum.
- 35+ - never been in this condition.

If you don't reduce sail, you will put too much strain on the wheel pilot motor drawing more current than the EV1 computer can handle, burn out the motor, strip the plastic cogs inside the wheel or break the belt. I had all these conditions. I now sail with very little force on the rudder.



This 'Skippers Tip' contributed by **Allan Haddow**, *Ophelia*, who has hopefully now solved these issues ready to continue his Australian Circumnavigation in 2017.

MEMBER NEWS

With the northern cruisers all headed into cyclone safe (well safer than being anchored unless you are tied up in a mangrove hideaway!) marinas to wait out the cyclone season we turn our attention to the cruisers heading south.

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Tucked up in northern marinas are: *Beaujolais*- MacKay, *Time Flies* - Airlie Beach and *Ophelia* - Darwin. We were lucky to have all their skippers and crew, **Steve Harnett & Jude Harris, Dean & Fiona Cook and Allan Haddow** at our last Cruising Dinner getting a feel for living back on land for a while. For Dean and Fiona it was a fleeting trip to attend Dean's Citizenship Ceremony and pick up their car.

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Four boats from RBYC are participating in the 2017 Van Diemen's Land Circumnavigation Rally in Feb/March/April.

Aquacadabra has already arrived in Hobart after a delivery trip via The Tamar. **Rob Hurrell** intends to do a bit of cruising in Tassie waters before the start of the rally.

Brenton & Robina Smith, Chakana, Will be heading across Bass St either soon after Christmas or in the middle of January depending on when a weather window opens up.

Peter & Susie Strain, It's a Privilege and **Marnie and Lou Irving, Cavarlo**, will be heading across in February.

.....
Lyn Bingham, *Mirrabooka*, is doing really well after her recent hip replacement. She is pain free, doing lots of physio exercises and is walking further each day. She has graduated to walking around the blockwith David for support and a walker for stability. Crutches will be the next progression before moving on to sprinting down the pier! We wish Lyn all the best and hope she continues to make good progress.

David has even managed a couple of leave passes to go sailing.

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Brian Churchill, crew on *Andalucia*, has undergone heart surgery and although frustrated that he can't drive yet, is making a good recovery.

.....
Paul Jenkins and Jane Cooper, Kathleen B, sailed down to Queenscliff for the Music Festival.

.....
A few BOAT units have been/are going to be spent around the marina.

Chakana has had the PSS dripless seal on the propeller replaced, the heat exchanger cleaned out (bits of impeller were found inside - must have been there for more than 5 years!) and is sporting a new dinghy to give more coverage in the creeks and river systems on the west coast of Tasmania.

Foxy Lady is having some minor repairs to her teak decking.

Birubi has her mast back in with new rigging. *Andalucia* has been promised a facelift in January.

.....
The RBYC marina is a brilliant place to watch the fireworks on New Years Eve. Some cruisers socialise over nibbles/meal earlier in the evening, setting up tables and chairs on marina arms near or on their boats. Join us on the attenuator near midnight to watch the fireworks.

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Your New Years Resolution - to write something for the newsletter! Get your name in print! There are lots of ways to contribute: 'How I Started Sailing', Best/Worst anchorage, cruising stories, Skipper's Tips, the story behind your boat name. This newsletter relies on a flow of member contributions.

FORTHCOMING EVENTS



SATURDAY 10th DECEMBER HARDSTAND CHRISTMAS PARTY

This Weekend!

Where has the year gone?

From about 6pm on, out on the Hardstand and hope for some good weather.

Load up the barrow for a BYO everything BBQ including folding tables and chairs.

Don't forget to start tuning those carol singing voices and dig out your Christmas hat!

Come for a fantastic evening of socialising and carol singing.

We managed good weather last year but the alternative is always somewhere at the club.



A meeting for the boats interested in the Annual Bass St Cruise will be held at 5.30pm before the Hardstand Christmas Party. Seven boats have expressed interest.....they just need a coordinator.

SUNDAY 15th JANUARY 2017 26th ANNUAL BIRTHDAY CRUISE TO ROYALS

An annual favourite and always well supported so mark the date in your diary for the New Year.

Departing RBYC at about 10am, we sail to Royals for a BYO everything BBQ lunch, bring a picnic or order a meal at Royals.

Drinks to be purchased at the bar.

Please advise Jenny Collins, jacngrant@gmail.com the week before if you are planning to attend so we have some idea of berthing requirements. In the event of bad weather we will cruise over the Westgate Bridge by car.

FRIDAY 17TH FEBRUARY FORUM DINNER MEETING

Guest Speaker: Grant Collins

Sailing on *Tenacious* from Melbourne to Adelaide

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 February 15th. Bookings essential.

4th MARCH TO 19th MARCH ANNUAL BASS ST CRUISE IN COMPANY

Destination to be decided by the wind!

FRIDAY 17th MARCH FORUM DINNER MEETING KEN KING CENTRE, SYC

FRIDAY 21st APRIL PROGRESSIVE DINNER

Armchair Chat

By the time you read this Chat it will be only about 15 days until Christmas and 22 days to the year 2017.

I look back and contemplate all of the things that I wanted to achieve, most of which are now on the agenda for the coming year. (One of these is to write Armchair Chat before the end of the previous month!)

Back to the present. To all the Members of Cruising Group and the wider membership of RBYC, we wish you and your families a very Happy Christmas and a New Year where all your wishes are achieved.

On behalf of Cruising Group Committee I extend thanks to the staff at RBYC and good wishes for the Festive Season. We are grateful for your support and patience with our activities.

Roger Walker

UPDATE ON OUR SPONSORSHIP OF A PERSON ON THE TALL SHIP *TENACIOUS*

After the presentation by the JST at our Forum Dinner we decided to sponsor someone to enable them to have an experience that otherwise would not be possible. Our contact came through Sailability.

We have heard that Carl loved it and intends to give us an update of his experience. When he was met off the ship he expressed that he had had a fantastic day.



Captain Coxswain's Corner

'AS THE CROW FLIES'

When lost or unsure of their position in coastal waters, ships would release a caged crow. The crow would fly straight towards the nearest land thus giving the vessel some sort of navigational fix.

The tallest lookout platform on a ship came to be known as the crows nest.