



# CRUISING NEWS



AUGUST 2017

## CRUISING AWARDS 2016 CONGRATULATIONS TO OUR WINNERS

### CRUISING YACHTSMAN OF THE YEAR: **ALLAN HADDOW**



Congratulations to Allan Haddow who is our worthy winner of the 2017 Cruising Yachtsman of the Year award.

In his Compass 29, *Ophelia*, Allan spent 2015 cruising single handed up the east coast of Australia. After leaving *Ophelia* in Mackay for the cyclone season he continued his single handed voyage to Darwin in 2016. He has now set off from Darwin to continue his journey down the west coast of Australia with the intention of reaching Perth before Christmas.

During this time he has kept the Cruising Group updated with many contributions to the newsletter keeping us informed of his travels.

Allan accepted his award at Presentation Night from QCYC Commodore John Mooney.

### MOST IMPROVED CRUISER

#### **PAUL JENKINS**



Paul Jenkins with his partner Jane has participated in the 2016 and 2017 Bass Strait Cruises in *Kathleen B*.

Over that time Paul has shown development of his preparation of *Kathleen B* and seamanship skills amongst the vagaries of Bass Strait.

Paul accepted his award from Cruising Group Chairman Roger Walker.

#### **STARS AND COMPASS NAVIGATION TROPHY**

There were no entries this year so this trophy was unable to be awarded.

Look out for the paper in 2018 and submit your entry to have a chance to win this trophy.

## CRUISING GROUP COMMITTEE MEMBERS

Chairperson	Roger Walker.....0407 844 992	Rob Hurrell..... 0409 781 477
		Paul Jenkins.....
Secretary	Jenny Collins.....9585 1154	Will Merritt..... 9598 8626
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## JULY FORUM DINNER PRESENTED BY: ROB HURRELL, *AQUACADABRA*; ROBINA SMITH, *CHAKANA*; PETER AND SUSIE STRAIN, *IT'S A PRIVILEGE* **CIRCUMNAVIGATION OF TASMANIA: VDL-C 2017**

WRITTEN BY PAUL JENKINS KATHLEEN B



Robina, Susie, Rob and Peter

The July Forum Dinner was well attended with approximately 70 members seated to enjoy a two course meal of a main and desert followed by a presentation on the

Macquarie Harbour  
Port Davey  
Recherche Bay  
Bruny Island  
Port Cygnet  
Kettering  
And of course sojourns up the Gordon, Tamar and Davey Rivers.



Chakana heading up the Gordon River.

2017 Van Diemen's Land Circumnavigation in which three RBYC yachts participated. The presentation was extremely interesting and enjoyed by all and very well presented by crew of those three boats.

In Chairman Roger Walker's absence past Chairman Will Merritt acted as master of ceremonies doing a fine job indeed with his usual good wit.

The Van Diemen's Land Circumnavigation (VDL-C) has been conducted every two years or so as a cruise in company. It first started in 1990 being organised by the Royal Yacht Club of Tasmania. Since 2005 the cruise has been conducted by both the Royal Yacht Club of Tasmania and the Royal Geelong Yacht Club.

Along with our cruising group members we gave a warm welcome to visiting guests from the Royal Geelong Yacht Club who form part of the organising committee in Victoria and have participated in many of these events.

45 boats participated in this year's event ranging from 30 foot upwards and it included both sailing and power boats from various States of Australia.

The photography including still shots taken by the many crew that shared the experience showed us all just how magnificently spectacular and varied the coasts and rivers of Tasmania really are. This of course was enhanced by some brilliant aerial footage taken by Rob Hurrell using his drone.

The VDL-C starts from Hobart approximately mid-February and coincides with the famed Wooden Boat Festival. This time around the fleet navigated their way around in an anti-clockwise direction. Places they visited along the way included:

Tasman Island  
Maria Island  
Wine Glass Bay  
Binalong Bay  
Beauty Point  
Rosevears  
Port Sorrel  
3 Hummock Island



Aquacadabra rounding Cape Raoul.

If you are interested in participating in the VDL-C the cost is around \$500.00 which includes your deposit on Registration of interest of \$100.00. Your vessel must meet the Marine Safety Tasmania's Extended Coastal Regulations which includes HF Radio. Each boat is given an official VDL-C log book and must log their journeys. The Admiral Sir Guy Wyatt award for the most Authentic Log book was awarded to Robina and Brenton Smith.

Our presenters provided information on pre cruise preparation, provisioning, passage planning and the highlights of their journey covering things that went wrong including losing an anchor, problems with a windlass, head, shower and outboard issues. These were all dealt with and resolved along the way which always reminds us that we do need to thoroughly check every detail when preparing for any sailing activity and no matter how well prepared you may think you are things can still break or stop working.

Throughout the cruise some crew changes took place and various RBYC members had the opportunity to share some of the many highlights of the cruise such as Tony Garvey (*Thunder*), Sally and David Spencer (*Sunkiss*) and Ross Fisher (*Avventura*) who were lucky enough to crew for part of the trip on *Aquacadabra*.

If you are interested in the 2019 VDL-C you can log onto the site of the Royal Yacht Club of Tasmania:

<https://www.ryct.org.au/cruising/vdl-circumnavigation/vdl-cruises-2019/> and start from there.



Aquacadabra anchored in the Gordon River.

## VAN DIEMEN'S LAND CIRCUMNAVIGATION ON *IT'S A PRIVILEGE*

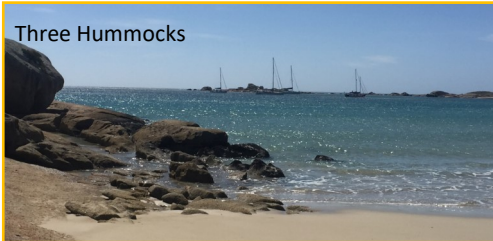
BY SUSIE STRAIN

Van Diemen's circumnavigation  
The adventure excites imagination  
To sail around the island state  
Like Bass and Flinders – that's a date  
List and load the paraphernalia  
We set sail from mainland Australia

Late afternoon did what we oughter  
Went through the heads at slack water  
A steady breeze all night long  
At King Island to see the dawn

Spent three nights moored in Grassy  
Golf, cheese, beef – its pretty classy  
Richie caught us squid each day  
But never the elusive cray

Three Hummocks



Swell, wind, chop and tide  
Three Hummocks was a bumpy ride  
Then evening sun, beach barbecue  
They like a party, the Geelong crew.

Next Hell's Gates and Macquarie Harbour  
Site of enterprise and hard labour  
Strahan is steeped in history  
Convicts, mining, forestry  
On Sarah Island trees have risen  
Little remains of the convict prison  
The Gordon River beckoned us  
To explore the wilderness  
Here Bob Brown took a stand  
To prevent the Franklin Dam  
And protect the place he loved  
No-one could not be moved.

Entering Hells Gates, Macquarie Harbour.



Bathurst Harbour, what a place  
To humble the human race  
Beautiful and dramatic features  
Rugged hills, rocks and beaches  
A waterway with bays and coves  
Could shelter from whatever blows



Down Melaleuca Creek.

Pioneering spirit, so to speak,  
We took the boat up Melaleuca Creek  
The depth is only 1.4  
We had 10 mm to the floor  
We reached the orange bellied parrots haven  
They're doing their very best to save them

The roaring forties barely stirred  
We explored this wilderness undisturbed  
Climbed the mountain, swam each day,  
Paddled the creek, surfed the bay  
Bramble Cove was party day  
Then at dawn we sailed away

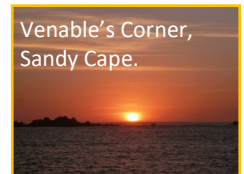
The southern capes lay ahead  
A reputation to inspire dread  
We assured you we tried to sail  
But in flukey winds it was no avail  
The deck hands had to sit tight  
And just enjoy the local sights  
Dolphins on the southern quarter  
Albatross and shearwater  
Accompanied us around the capes  
A coastline of dramatic shapes  
Latitude nearly 44 degrees  
And here we are in our shirt sleeves  
Then Recherche and on to Dover  
The parties start, the hard bit's over.

D'Entrecasteaux Channel is a delight  
Anchorages of charm each night  
Our surfer found waves to catch  
And scones were cooked by the batch  
Oyster came up with the anchor  
Mine with salt and lemon, thank ya'  
All too soon in a Hobart mooring  
The real world again, the phones start calling

Without a shower we swam each day  
From West Channel to Recherche Bay  
Latitude over 43 degrees  
Excuse the beanie if you please

The heads in view, did what we oughter  
Went through the rip at slack water  
Up the bay, Brighton ahead  
Glass of champers then to bed.

Venable's Corner,  
Sandy Cape.



From the top of Mt  
Rugby.



Climbers on Mt  
Rugby.



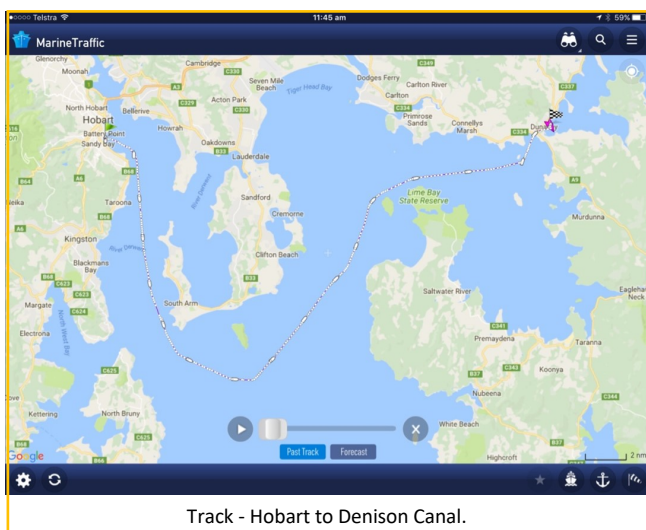
Sundowners.





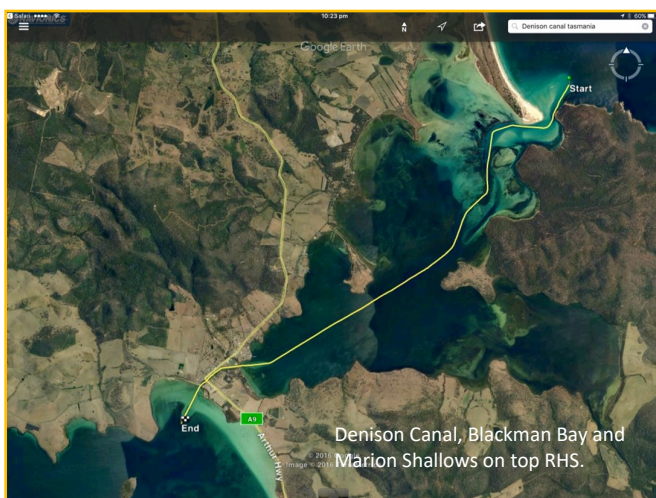
# HOBART TO SYDNEY AND FLOATING AROUND SYDNEY HARBOUR

BY ROB HURRELL



Track - Hobart to Denison Canal.

The canal at Dunalley cuts quite a few miles off the trip and just requires some research to go through Blackman Bay and the Marion Shallows at high water.

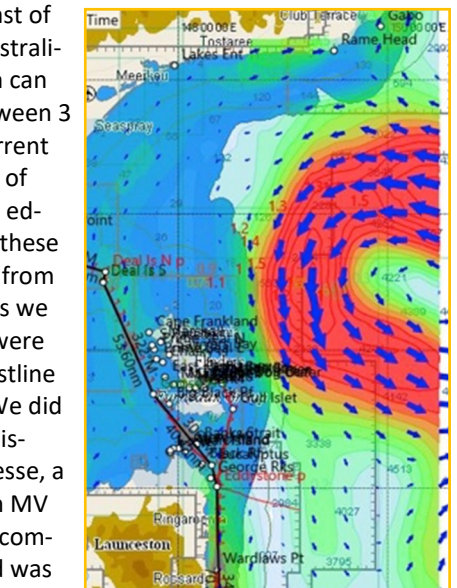
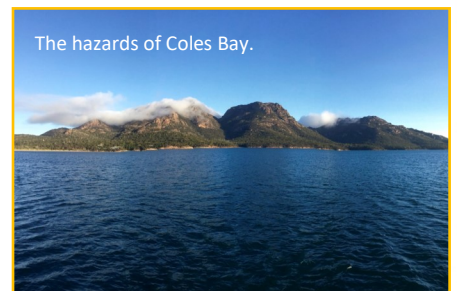


Denison Canal, Blackman Bay and Marion Shallows on top RHS.

We had a few days layover in Coles Bay awaiting a suitable SW change. When the change arrived we headed off and sailed due north, hugging the east coast of Tassie, passing Eddystone lighthouse and Babel Island half way up the east coast of Flinders Island. We continued north till we were in line with the northern tip of Flinders island and then turned to starboard about 20 degrees and headed for Gabo Island.

Why didn't we just go straight from Coles Bay in a direct line to Gabo?

Most are familiar with the 100 metre depth in Bass Strait. Outside of the strait, the depths plunge to 4,000 metres in the space of 20 or so nautical miles. Particularly down the east coast of Australia is the East Australian Current (EAC) which can run southwards at between 3-4 knots. When this current enters the eastern end of Bass Strait it swirls and eddies, created partly by these water depths plunging from 100 to 4,000 metres. As we were going north, we were advised to hug the coastline as mentioned above. We did have some nautical assistance from Kingsley Piesse, a professional skipper on MV Rosebud who had just completed the VDL trip and was heading back to Qld. He gave us waypoints to keep us out of the EAC.



Compared to our trip around Tassie which was characterised by a distinct lack of wind, our trip to Sydney was SW winds from 15-25 knots most of the time, with

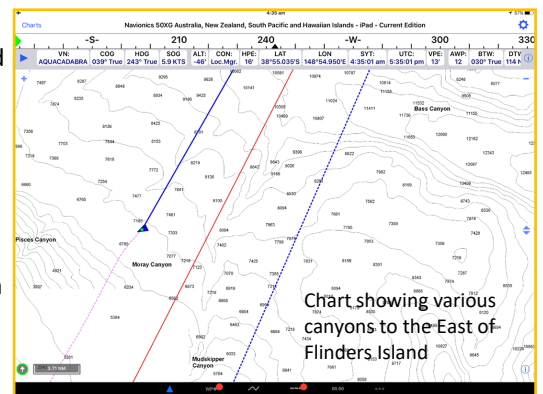


Chart showing various canyons to the East of Flinders Island

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some 30 knot periods. As often happens, the winds dropped overnight and we resorted to motoring to maintain our 5-6 knot speed. Our trip time from Coles Bay to Eden was 54 hours.

We spent 24 hours moored in East Boyd Bay at Eden as the SW winds prevented tying up at Eden Wharf.

The next leg to Sydney was 34 hours and we started at 6.00am and arrived at Watson's Bay 4.00pm the following day. The seas were reasonable for most of the trip but we had swells from the SW and NE and the usual various washing machine waves in Bass Strait. I think we also had some sea action from the cyclone much further up the coast at the time. Anyway that was all forgotten as we sat down to a nice seafood dinner at Doyles in Watson Bay.



## Vivid Sydney

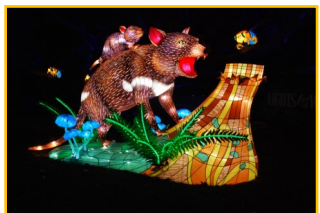
For 3 weeks around late May-June each year, Sydney turns on the lights for Vivid Sydney.

It is the largest festival of its kind in the world according to the marketing material.

Sydney is illuminated from 6.00 to 11.00pm with grand scale light projections & light sculptures.

With our grandson Levi onboard we visited Tooronga Zoo during the evening as well as a daytime visit.

The sculptured animals were fantastic lit up in deep colours.



There were also various sites around Sydney, including Circular Quay, The Rocks, Opera House and Botanic Gardens with all sorts of amazing lighting effects.

Sydney Harbour waterways are much vaster than the traditional scene of the harbour bridge.

Maritime NSW in recent years have added over 100 courtesy moorings in the harbour and various bays from Port Hacking to Lake Macquarie. Outside school holidays and the weekends which are very busy on the harbour, these

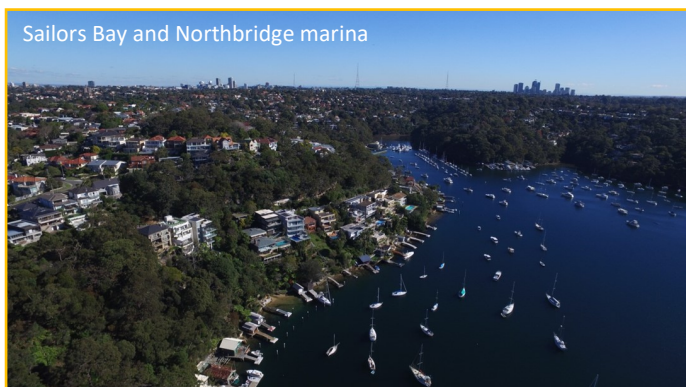
moorings are readily available.

Of course a favourite anchorage is Blackwattle Bay, just under the Anzac Bridge near Pyrmont where you can anchor for up to 3 months at no charge. It's only a short walk to Darling Harbour and a ferry trip or longer walk to downtown Sydney, The Rocks and of course wonderful restaurants!

We are keeping *Aquacadabra* in Sydney till early 2018, on a swing mooring in Cammeray Bay which is just north of Middle Harbour. As you read this article, we are probably enjoying another month in Sydney including the boat show.



Whether you come up here with your boat or just want to spend a few days R&R, Sydney is always a buzz but especially during Vivid Sydney and Boat Show times. We also visited the Chinese Gardens and Maritime Museum at Darling Harbour, cycled across the harbour bridge and just soaked up the life of Sydney, both on and off the waterways!



# POSTCARD FROM *DREAMWEAVER*

Roger and Anne Claydon, sailing *Dreamweaver*, left RBYC in the middle of July to sail to New Caledonia and Vanuatu. They took two days to get to Eden; it was a roly trip that even the drugs couldn't fix! There was a little rain, lots of dolphins and only a few ships to tend with. It was pretty cold at night.

They arrived in Eden at first light but could have no rest as there were running repairs to do! Roger went up the mast to fix the aerial and some dodgy rope (yes should have fixed it before!). Anne burnt out the winch getting him there - muscle power no electric assistance here so the next 2 hours were spent servicing the winches. (Yes should have been done before leaving!) It was beautiful looking at the anchorage, dolphins and clear sunny skies.

Anne continues the story... 'We made the decision to only stay at anchor for one night in Eden, although we have enjoyed many days here on previous trips a decision was made to press on up to Sydney. We caught up on some sleep and departed not long after first light the following morning. It was quite peculiar, winds from the west were forecast but in fact much of the daylight hours saw these coming from the NE. Humpback whales could be seen all along the coast intermingled with dolphins playing in the bow wave, at times these were to come very close to *Dreamweaver*! As the night set in the wind died out altogether for 20 minutes and then wham! Winds escalated to 30+ knots which saw us both awake reefing sails and thinking the forecasters had misinterpreted the situation. The wind died out again not long after first light and we motor sailed the remaining miles. We arrived in Sydney Harbour as the sun was setting behind the Opera House and Harbour Bridge. It was quite magical motoring to moor at The Cruising Yacht Club of Australia Marina in Rushcutters Bay.



Throughout our night of sail changing, in and out with the genoa and reefs in the main we were having increasing issues with the furler on the head sail. On arrival in Sydney we have had a rigger check out the problem and needless to say numerous more boat units are required to replace the furler and forestay!!!! As some have said this is what sailing is all about!

And so, all being well weather permitting and new forestay in situ we shall clear customs on Friday and depart for New Caledonia some 5 to 6 days sailing days away.'

And on arrival... 'Well we arrived yesterday in perfect weather and light winds. It was a journey of contrasts. From perfect wind to no wind and much motoring (thankful of all our additional fuel cans) to a night of drama in an unforecast gale (neither Bob McDavitt nor Predict Wind) with 43.5kn. This was of course at midnight!! The intense winds lasted for 4hours and then abated leaving gigantic seas for the next 8hours. *Dreamweaver* coped well with only minor damage to the main sail and I had to tie down a section of the bimini when one of the grub screws let go. It was a little alarming though when Roger held one of the steering wheels aloft when the steering wheel shaft sheared through.!! Some advantages of a dual helm!!! We hove to for the duration. Anyhow all is well and we're moored safely on the visitors wharf in the marina at Noumea. Thank goodness. 10hours sleep last night and a day of fixing today.'

## THE TRAUMAS OF WIDE BAY BAR

BY ROD WATSON *EMMA KATE*

We were sitting in Mooloolaba, with the wind whistling through the rigging, contemplating stories of the terror of the Wide Bay Bar crossing, which includes the 'mad mile'. It was tempting to stay in Mooloolaba and continue to enjoy the hospitality of Karen and Andrew Parker.

'What is the tide, how big are the seas, and my God how big are the swells and the dreaded combined seas?' People have stayed in the Mooloolaba marina for years waiting for the right weather; we could do that too, it was very nice and comfortable. Should we make the bold decision to go, do an overnighter, or a day sail and overnight in Wide Bay behind Double Island Point? Common opinion is that at Double Island Point one will roll all night and get no sleep. Both plans have you heading into the world's most horrendous and longest bar crossing in state of total exhaustion. Should we stay in Mooloolaba? Even Lucas recommends great caution. What would we do?

Being brave and not to be seen as chickens we headed off for a long day sail and a rolley night at Double Island Point. Did I mention the additional stress of the silted-up Mooloolaba bar and the dredge sitting in the middle of the rock walls,

what do those bloody black diamonds mean?

So off we headed into the unknown potential crisis, with some good planning. So what happened?

We motor sailed all the way on calm seas with many whale and dolphin sightings and anchored at Double Island Point with 17 other boats which all spent a comfortable night. We all properly logged on with Tin Can Bay Coast Guard and conga lined our way into the great Sandy Straits on flat seas with some white water in the distance. What an anti-climax under beautiful blue skies! The sunset and sunrise in Wide Bay looking over the coloured sands was a memorable sight.

Wide Bay Bar is a pussycat if you plan well and act accordingly with regard to tides, weather and seas.



# UPDATE FROM OPHELIA

BY ALLAN HADDOW



I arrived at Wadeye late 02-08-07 after the 31.5hr 142nm journey from Darwin to sit out the southerly 20-25kn blow from 1am this morning (03-08) to 10am. Traveling from Darwin, I had a mixed bag of light winds from all directions including a glass out. I caught a 850mm long Spanish Mackerel yesterday, but have no one to share it with.

Anchoring last night in 6.5m water was OK except, after the anchor dragged, I had to increase the 40m chain to 60m as I was rocking up and down fore/aft a fair bit. Wadeye is fairly exposed to all winds. I moved to the opposite side of bay after 10am as the wind direction changed putting me on a lee shore = submerged reef. I have been doing last minute work today and thanking my clients supporting me while travelling.

I am off at 7am Friday morning (4th August) for the 105nm crossing to Berkeley River and then on Monday heading to West Bay (Truscott Air Base) 105nm. After 2 days, off for the 135nm trip to Bigge Island. Then after 2 days off to Cape Leveque 180nm, where I am hoping to get internet to start work – by 13-08. Broome is another 108nm south. That is a quick trip through the Kimberleys.

I found my new 'THE BEAST' 120A alternator causes the engine to use 2l/hr so I took the belt off and motored – using 0.75l/hr without the belt. I now carry 140l diesel – which gives me around 700nm range. The solar panels are keeping the batteries charged enough.

I have been told, one can pay \$50 to a person who will take you and jerry cans to Kalumburu Mission where there is fuel and groceries. This person works at a school so you have to stay all day.



## END OF MONTH CRUISE.



The July end of month cruise was planned to go up the Yarra River to Yarra's Edge Marina for a change of scenery from our past couple of weekend cruises. With 30kt northerlies forecast and a gale warning for Saturday, *Chakana*, *It's a Privilege* and *Kirra Kirra* decided to make the trip up on Friday in gentle to no wind.

*Kathleen B*, with Paul and Jane having work commitments on Friday were unable to take advantage of the early start. They sat on their boat on Saturday contemplating the white water out on the bay and decided that driving up for sundowners and dinner was the better option.

After sundowners on *It's a Privilege* we walked up to our booked restaurant, Bohemia, where we met Rod and Sandy, *Emma Kate*, and Rod and Sue, *Foxy Lady* for an excellent meal. The boatless people drove home while the boat people had a coffee on *It's a Privilege* (they have the espresso machine!) before retiring for a quiet night.

The next day saw a 10kt NWesterly for a quick sail home. Thanks Paul for a great job organising the weekend.

## MEMBER NEWS

Cruising Group extends a warm welcome to our new members. **Erwin Bejsta, SV Manali**. Joined in March and are based in Albury/Wodonga.

**George Solonari, Eucalypt**. Sailed the boat single handed from WA.

**Jeff and Anne Bailey, Eagles Wings**, a Triton 24.

Also a warm welcome to the new RBYC General Manager, **David Sanders**. Watch out for a profile in a future edition.

.....  
**Rod and Sandy Watson, Emma Kate**, have welcomed granddaughter Ruby Jean to the family. They have left the boat in Keppel Bay Marina to be home for the birth. The first of an influx of cruising grandchildren to be born!  
.....

Many of our members are up north enjoying warmer weather. **Chairman Roger and Ronda Walker, Cat Walk**, headed for

Broome. **Will and Pam Merritt, Andalucia**, are land cruising in Far North Qld. **Geoff Brewster and Barbara Burns, Haida Gwaii** coincidentally met up with **Jenny and Grant Collins** while holidaying in Far North Qld. **David and Sally Spencer, Sun Kiss**, are exploring the Kimberleys by land and sea. **Peter Strain, It's a Privilege**, heading to race in Hamilton Island Race Week on **Vanilla 2**. Apologies to any one else who I have not named but is spending time up north!  
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**Rob Hurrell, Aquacadabra**, moored in Blackwattle Bay and spent time at the Sydney Boat Show. He was joined by **Robina and Brenton Smith, Chakana**, and **Ross Fisher, Avventura**. They decided that although there were many fabulous boats on display, the boat you own is the best one for cruising! A talk by **Lisa Blair, Climate Action Now**, the first woman to sail solo, unassisted, below 45 South around Antarctica with one stop was a highlight. **Lloyd and Shanna Hetrick, Aquarius**, will also be joining Rob to explore Sydney Harbour.

## FORTHCOMING EVENTS

### FRIDAY 18th AUGUST FORUM DINNER MEETING

**Guest Speaker: Gordon Syme**  
Volvo Ocean 65 training in Portugal

Gordon, who runs the Yachtmaster training courses at RBYC, has been at the pre-race training hub for the fleet of Volvo Ocean 65 racers in Lisbon, Portugal. He has been instructing the crews for their Yachtmaster Certificates in preparation for the Volvo Ocean Round the World Race starting later this year.

Gordon is a very entertaining speaker and will no doubt have some good stories to tell about sailing at a different level to us but with things that we can learn and adapt to our cruising.

As usual, gather at the Club about 6.30pm, members draw at 7pm, followed by the meal and the presentation.

Please book with the office (95923092) no later than Wednesday August 16th. Bookings essential.

### SATURDAY 26th AUGUST END OF MONTH CRUISE

A cruise in company on the weekend 26th/27th August to a destination to be decided.

Possibilities include Melbourne City Marina with a round of GlowGolf. Miniature Golf in the dark with UV lighting to illuminate your way. 18 holes putting your way around Australia's famous icons. \$10 for groups of 5 or more. Thinking of a late afternoon round before sundowners and dinner.

Or do you have an idea for a destination? Let me know and I can communicate it with all those who express interest in going away for the weekend.

GlowGolf would need to be booked in advance so expressions of interest ASAP would be great.

Cruise coordinator is Robina Smith. Please email expressions of interest to [robina\\_smith@hotmail.com](mailto:robina_smith@hotmail.com). Please include ideas for destination, POB if booking GlowGolf and whether you prefer restaurant or pot-luck meal.

You will then be contacted with the final destination, times and meal plan.

### FRIDAY 15th SEPTEMBER FORUM DINNER MEETING

**Guest Speaker: Terry Frankham** *Reliance*  
Cruising the Galapagos Islands and through the Panama Canal.

#### REPAIR WORK TO QCYC WHARVES

Members of QCYC will be aware that works are being carried out on the club's wharves until early September. It is envisaged that the north wharf will remain open for use. Special care needs to be taken during this time.

## Armchair Chat

It is late Sunday afternoon, the first Sunday in August. The rain has stopped but the wind is getting stronger. The outside temperature is down to 6 degrees; will it snow tonight? Now I know that it is usually cold at this time of year in the Macedon Ranges but even I can only take so much!

As you know, I have a 'person who must be obeyed' so when it was suggested that perhaps we could or should escape to a warmer climate I was reluctantly obliged to agree. After some discussion, preference for a direct flight and 30 seconds review of an atlas, we (well, she) said: "we're going to Broome".

I have checked for a local yacht club. The website for Kimberley Coast Cruising Yacht Club notes that 'Broome can be hard work for cruising boaties' so I guess that any sailing might need to be a tourist trip on a pearl lugger.

#### Did You See?

RBYC Cruising Group featured in the August Cruising Helmsman!

I was glancing through the magazine that had just arrived when a photo of one of my favourite places, Deal Island, caught my attention. Looked like *Aquacadabra* in the photo, then noticed *Chakana*, *Foxy Lady*, *Y Knot* and *Beaujolais*. Looked at the label for the picture and it even acknowledged that it was RBYC Cruising Group visiting Deal Island near the end of 2016 Bass Strait Cruise. Robina



#### Captain Coxswain's Corner

#### 'FEELING BLUE'

How often do you hear people talking about feeling blue or have the blues? An entire genre of music comes from this phrase. Who knew that it came from the world of sailing. See-the-sea.org explains the popular phrase comes from a custom that was practiced when a ship lost its captain during a voyage. The ship would fly blue flags and have a blue band painted along her hull when she returned to port.