



CRUISING NEWS



SEPTEMBER 2017

MAY FORUM DINNER: Gordon Syme RYA & YA Instructor Examiner

GORDO TRAINS THE VOLVO 65ers

WRITTEN BY BRENTON SMITH

As always we had an entertaining presentation from the well-known identity Gordon 'Gordo' Syme who owns and operates Yachtmaster Sailing School. This time Gordo presented some insights into the preparation of the Volvo Ocean 65 Racers following his 12 days in Portugal at their training base on the River Tagus.



Gordo on the helm of Scallywag.

sands of miles of ocean.

However, when leaving Cape Town in 2014 and taking an unexpected NE leg to dodge an intense sub-tropical low in the Indian Ocean, Team Vestas ran aground on Car-gados Carajos Shoals, an obstruction of some 26nm in length. The

Every three years the Volvo ocean race is held where teams of very athletic and experienced sailors circumnavigate the globe in 11 legs that start in Alicante in Spain and finish in The Hague, Netherlands, after stopping at Lisbon, Cape Town, Melbourne, Hong Kong / Guangzhou, Auckland, Itajai (Brazil), Newport, Cardiff and Gothenburg.

cause was a navigator focussing on big-picture strategies with respect to distance, weather, other boats etc, and not zooming in on the chart plotter at least once a day to check for those bits with green and yellow colouring – a.k.a. 'the bricks'. The other navigators missed the bricks, but that may have been good luck rather than good zooming.

Previously each team was responsible for design, construction and finance for their boat, and then had to sail it around the world. The crews with a slow boat inevitably followed the others in a reasonably predictable sequence. All this changed for the 2014-15 race when a fleet of one-design Volvo 65 boats was designed and built for the race. The result was some incredibly close racing across thou-

REMINDER

With the new catering arrangements you must book with Mandy in the RBYC office for the Forum Dinner by **noon on Wednesday 13th September.**
This is also the date of AGM at 7pm..

CRUISING GROUP COMMITTEE MEMBERS

Chairperson **Roger Walker.....0407 844 992**

Secretary **Jenny Collins.....9585 1154**

Editor **Robina Smith.....0403 791 347**
Email.....robina_smith@hotmail.com

Rob Hurrell..... 0409 781 477

Paul Jenkins..... 0400 946 658

Will Merritt..... 9598 8626

Pam Merritt..... 9598 8626

David Pollard..... 9592 6554

Peter Strain..... 0418 530 385

Chairman Roger thanking Gordo.



Volvo decided that repairing boats was an expensive hobby, and now insists that the skipper and navigator are trained to RYA Yachtmaster Ocean level, and the remainder of the crew are trained to Yachtmaster Coastal level. That was Gordo's job. I am sure that they are all now well-

aware of the pitfalls of electronic charting. We learnt them about five years ago when we hit our shallow spot. Now the chartplotter in the cockpit of *Chakana* remains in pilotage mode, i.e. zoomed in - at all times.

Gordo presented some fascinating insights into how these boats are designed for speed, and how they are driven to the limit in the quest to find that last 0.01kt over a sustained distance, and thereby win a leg of several thousand miles by being less than a mile in front of the next boat.

The boats use an interesting combination of horsepower below and human grunt on deck. The horsepower comes from a 75hp diesel with twin large alternators that provide power to the hydraulic pumps and water pumps via a bank of batteries. The hydraulics are used for the canting keel, and the water pumps for pumping the water ballast from side to side, or if the wind is light, pumping it over the side. In other words the horsepower provides the stability.

However, the human grunt is required for everything else that makes the boat sail fast. Essentially it is provided by three coffee grinder winches, of which one, two or three can be used depending on the load and/or speed required. The winches provide power for everything on deck except steering the boat. There are no powered winches to hoist the mainsail, or any other sail for that matter, and definitely there is only grunt for sail trimming.

On the plus side, these boats sail so fast, regularly at +20kts when the sheets are cracked, that the resultant apparent wind angle makes a spinnaker pole superfluous. There are three jibs/asymmetrics furled at the bow, I guess about 0.7m between each of them as they are lined up. If you are running J2 and the boss calls a gybing duel mid-ocean the bowman will be pretty busy – and wet - stuffing the sail between the furled J3 and the J2 furler.

These are 65ft boats, and I guess the mast top is around 80ft off the deck. The sail areas are enormous, and even with the latest whizz bang carbon sails, they still weigh plenty. Again, only grunt is used for hoisting, reefing, shaking out reefs and changing sails.

Like all sports these days, the world has to witness it live, or presumably it has never occurred. On each boat there is a media person, who is 'not allowed' to assist to drive the boat, but who is there to operate the six permanent PTZ cameras via joysticks, use the mobile and still cameras, and then get it all out through the Inmarsat satellite link. There appears to be no secret that the skippers do not carry around spare grunt / weight and the media person also attends the gym sessions.

B&G provide the instruments, and I am not sure why, but there are four log spinners, including one on the keel. I guess at times the others are out of the water depending on which tack the boat is on, and how far out of the water it is when on the plane in a Southern Ocean wave.

Interestingly the jib sheets are led through a ring to which three barber haulers are attached so that the position of the barber haulers can be altered in 3-D. Now, there is a good source of material for the argumentative types! Interestingly Robina and I saw the same arrangement on the new Jeanneau 32 cruiser/racer at the Sydney Boat Show. No jib tracks and leaking fasteners!

The safety gear all has a place, and there are lead seals on the restraints. This is to stop weight conscious skippers from using it as movable ballast.

Typically there are three on deck at all times – out of a crew of seven to nine. They are all super experienced ocean sailors and they are allowed to use their judgement of risk. Clipping on the tether is optional – wearing the PFD is not.

About 280l of fuel are taken, which in addition to providing the power to the hydraulics, the water maker is operated 12 -14h/d. Each boat has a water driven generator on the stern with its attendant drag. The skipper is told how many hours per leg that it must operate – another variable for the navigator to include in the never-ending quest for advantage.

Naturally the control is all electronic and there are two Toughbook computers on board for the navigator and skipper. One of the crew has to be the electronics whizz as well as contribute grunt.

We have seen the advantages of technology trickling down from F1 racers to the family sedan; and there is a similar process for the trickling down from these carbon fibre thoroughbreds to cruisers. Instrumentation is an obvious one; steering gear for the two wheels – this is all largely unseen, but these new systems give great tactile feedback to the helm; hugely improved wet weather gear; form stability – these wide flat sterns are becoming wider all the time; furling extras on amazingly flexible furling rods from these new wonder fibres that somehow transfer torque efficiently with virtually no stretch lengthwise. Who knows, one day we may even have an asymmetric dagger board or two. But two things that will not trickle down – the loo arrangements and the baby wipes will stay off the virtual list!

AUGUST END OF MONTH CRUISE TO MELBOURNE CITY MARINA

BY ROBINA SMITH

Four boats (*Chakana, Haida Gwaii, Kathleen B and Sun Kiss*) with accompanying friends, headed up to Docklands on the last weekend of August for an enjoyable weekend away taking advantage of the wonderful facilities at Melbourne City Marina. Chairman Roger and Ronda drove down.

With a 10-15kn northwesterly most boats put up some sail area to tack up the bay. Sun Kiss sailed all the way up the river as well, only dropping their sail after the Bolte Bridge.

After spending the afternoon on boat jobs (*Chakana* had her wind generator reinstalled after bearings were replaced - quiet again!) or afternoon walks exploring the vicinity the crews assembled in the marina lounge for sundowners followed by a potluck meal.

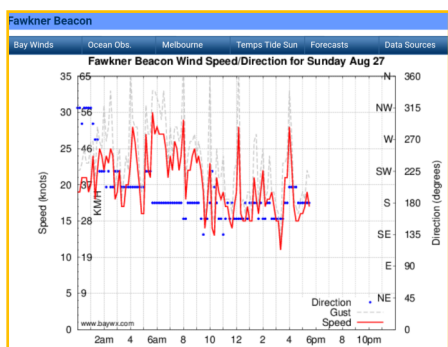
As usual the potluck contributions were delicious, with Paul's Greek Chicken Casserole getting rave reviews. So

much so that I have included the recipe on page 7. We even had four choices of dessert with Grant Collins' crepes, fruit salad, Ronda's Florentines and Robina's chocolate brownies made from a recipe that will remain secret between Adriano Zumbo and herself!

We all met up at a local café for breakfast before heading back down the bay. After a passing squall it was all quiet when leaving the marina but upon reaching the bay the wind increased to 35kts and quickly kicked up a white tipped sea. Sails were reefed or brought in as we made quick progress home.

Thankfully the wind died back to 18 kts by the time we reached RBYC marina so getting into the pens was uneventful.

Another great weekend away with fellow cruisers!



G'day. I do hope everyone remembers who I am. We have now been away for six weeks in our other cruising device (AKA caravan) visiting warmer northern climates in NSW and Queensland. We actually made it all the way to Cooktown. We've luxuriated in daily temperatures in the high twenties, wearing shorts and T-shirts and having regular dips in local swimming pools. There were niggling pangs of conscience when we thought about our Melbourne friends shivering through a miserable winter, but we mixed another gin and tonic and the guilt feeling dissipated.

I must say that we had some texts and emails suggesting that we shouldn't hurry home. These thoughtful messages, we assumed, were based on wishes that we shouldn't return to frigid weather. I mean to say, our friends wouldn't be suggesting that they didn't want us to come home, would they? The good news is that we are well on our way home and expect to be around the club soon.

Now if I might be serious for a bit, I do need to

mention the forthcoming election for General Committee. Our Cruising Group is a significant element in the structure of RBYC.

Hopefully we would all see the benefit of having an active Cruising member serving on the club's General Committee. Fortunately we have a candidate prepared to represent us. Craig Walton has been away with us on several recent Bass Strait cruises and coordinated the cruise this year. If you don't know Craig, just ask anyone who attended the cruise about Craig's administrative skills. If we all make an effort to vote we can ensure that we will have one of our own to represent us.

Will Merritt



BALLS ARE UP TO PREVENT BALLS-UPS

Most (many) of us have learnt the myriad of combinations of day shapes that vessels can use, and frankly it all gets a little confusing with the details being almost impossible to recall when we really need them – such as when the tide is sweeping us towards a vessel with balls on one side, diamonds on the other, and a mixture above. You know it is critical that you interpret the signals correctly – but there is a certain sphincter tightening as your brain tries to decipher their intent.

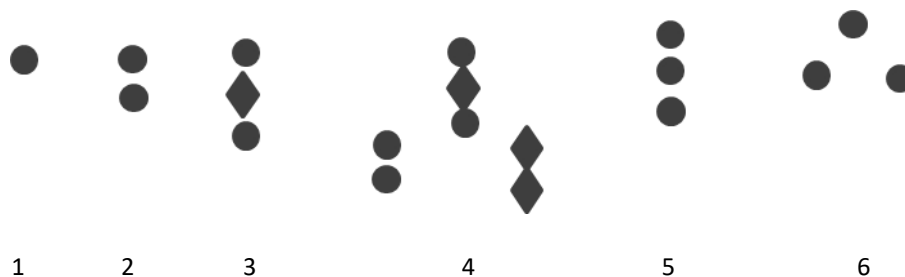


A trainee RYA Instructor taught me a quick way of remembering the significance of balls in the day shapes – basically if one or more balls are shown then it will be a balls-up if you are there. And we all want to avoid a balls-up, particularly when we have an audience, and there are not many of us who sail alone.

To summarise when balls are shown on vessels:

1. One ball – vessel is at anchor
2. Two balls vertical – vessel not under command
3. Two balls with a diamond between – restricted in its ability to manoeuvre
4. Two balls on one side, diamonds on the other side – Do NOT PASS on the balls side
5. Three balls vertical – Vessel is aground
6. Three balls in triangular formation – Vessel is a minesweeper

What could be easier than remembering that lot! And just to keep you confused, the shape combinations are shown below.



Also, the day shape for Isolated Danger Marks is Two Balls.

However – help is at hand. All you have to remember is:

Steer clear when the BALLS are UP if you want to avoid a BALLS UP

I can't make it much simpler than that!!

Contributed by **Brenton Smith, Chakana**

DOES ANYONE REMEMBER THIS BOAT OR HER OWNER?



Tom Hinton, Boomaroo, is wondering if any of our cruising folk remember this boat. He was looking on the S&S 34 website the other day and found a picture of **Hellfire** at RBYC.

She is serial No 7 (*Boomaroo* is No 6) and he would like to get in touch with her owner.

The boat is no longer at Brighton.

If you have any information please contact Tom;
hinton53@gmail.com

POSTCARD FROM *DREAMWEAVER*

BY ANNE CLAYDON



We have had a fabulous time enjoying New Caledonia. The weather has been warm and gentle for the most part and we are hopefully planning our departure to sail via the Loyalty Islands to Port Vila, Vanuatu on Friday.

Dreamweaver and her crew has spent many a lazy day enjoying the enclosed lagoon and calm waters of this varied cruising environment. Days have been spent at isolated coral islands to the west of Noumea. We visited the closest which is Ilot Maitre. This is only 3nm from the marina but a million miles away from it in so many ways! Like many of the more popular anchorages, bouys are provided to protect the reef. It has a pleasant resort which you can use and good snorkeling from the boat so it's a very easy stop whilst waiting for the clear in time for Port Mossell Marina. Other visited islets included Amedee 12 nm from Noumea which has the tallest lighthouse in New Caledonia and a beautiful white beach great for a game of boule. It's a popular weekend trip from Noumea so we were there on weekday when there were few others! Ilot Nge is a day anchorage in all but light winds but we were able to spend a night here enjoying the quite isolation. Islot Signal is a picturesque island encircled by white beaches which has a chimney like structure that used to act as a leading mark for entrance to the lagoon for the Dumbier Pass. This has long been replaced by modern navigation aids but makes an interesting visiting point.

Roger's brother and his wife visited us for a week and enjoyed the clear waters, exploring and walking up Cape Ndoua in the Baie de Prony whilst celebrating my birthday. Throughout the Southern Lagoon there are many boats out whale watching but we have only seen some very distance splashes from the top of this Cape. Better to see them in Australia where they often get too close at times.

As I write we are returning from spending a week in the Isle of Pines and the preferred anchorage of Baie de Kuto. Here we walked, hired mountain bikes and sailed on traditional Pirogues boats from the Baie de St Joseph. These are crafted by local islanders and allowed us to sail up through the very shallow waters of the Baie d'Oro an area where yachts are excluded. For 2 nights we were forced to change anchorage to the Baie de Kanumera as the wind turned to the west. All but 5 yachts remained the rest (16) heading back to the main land. We wondered if we had made the correct decision but all was well, flat water but a swell that made us switch cabins as *Dreamweaver* did what we hate most and rolled the night away!!! Roger had hoped to explore more of the other anchorages but alas wind conditions didn't allow so we went by bike.

We have practiced our school learnt French, for New Caledonia is very French but somehow they have often responded in English, I guess we didn't quite remember it accurately! It has been a wonderful visit and perhaps one to encourage more cruising boats to make. We have come across several Aussies who joined a rally of 28 boats from the Gold Coast and it took them 5 days to make the crossing to Noumea. Maybe a better option than 8 from Sydney, though of course it's another story getting to the Gold Coast initially from Melbourne !!

On another note we also hired a car a tiny Peugeot 108 and spent 3 days remembering to drive on the right and explored the north and east coasts of the main island crossing the central massive mountain range. This was very easy and the scenery spectacular. A quicker option with limited time to explore.

So it's onto Vanuatu for our next stop. We'll keep you posted on how our trip progresses.

Editors Note:
According to *Marine Traffic* *Dreamweaver* has arrived in Port Vila.



Amedee Lighthouse

DARWIN TO EXMOUTH

BY ALLAN HADDOW *OPHELIA*

I left Darwin on 01-08 and arrived in Broome 12-08 to start work on 14-08. It was a quick trip through the Kimberley's with only 3 stops from 3hr to over-night. I had to motor/sail 90% of the distance.

Winds were light all the way increasing to 15+kn at Cape Leveque, 100NM north of Broome, head on. I have a sail setup to motor/sail perhaps 10 deg. off my rhumb line at 4kn up to 15-20kn winds.

The bow tends to dig in so water comes over the foredeck. I have removed and sealed up the 2 dorade vents.

I did stop a night in the Berkeley River and scrambled up the cliff to the top of the waterfall to have a cooling swim. Crossing the bar just after neap high tide into the river at 4am with no moon was rather scary with 1m under the keel at one stage.

The cogs in the gear box of the autopilot stripped again, at Cape Leveque when I got caught in a large eddy while coming into anchor. It was a long 22hr into Broome hand steering. I now have a spare gear box, motor, cogs and belt for the autopilot.

I left Broome on Friday 18-08 for the 313NM motor/sail to Port Hedland arriving 3 days later on 21-08. After 6 days I left for Depuch Is. 65NM south west. This island is covered in small rocks/boulders perhaps from a volcano millions of years ago.

I left 24hr later for the 73NM motor/sail to Dampier through Flying Foam Passage. Up to that stage there was very little wind, but it increased to 25kn and gusting to 30kn in the



CASUARINA CREEK, BERKELEY RIVER

passage, however the water was calm in the passage and there was no foam. I arrived at Dampier at 12 noon on Sat. 26-08. Dampier seemed a good place with the weather conditions I had. A diesel supply hose split so I had a new one made - \$120 + \$37 taxi each way.

So after 2 days, on Monday 28-08, I left for the 183NM motor/

sail to Exmouth via Onslow. I anchored at Onslow for 3hr to allow a 15-20kn wind to clear Exmouth Gulf. I had a near accident coming into Onslow when I was heading straight for an un-marked 70'?? tug at 10pm. I was lowering the main when I looked forward to this large black vessel and raced to the helm where I managed to release the autopilot and turn 90 deg. perhaps 10m away from the tug. I felt I could almost touch the tug with my hand. I will report the near miss to VTS Onslow. At 5kn, I had visions of Ophelia breaking up and sinking.

I arrived at Exmouth on Wednesday 30-08-2017 into a berth at \$50/night. There were lots of whales breaching 1-2NM away from me from Port Hedland to Exmouth.

Saturday 02-09, I hired a car and travelled to the west side of the Exmouth Peninsula to see Ningaloo Reef – an amazing area.

The weather looks good for a Sunday 03-09 midnight start to head to Denham in Shark Bay – 290NM & 3 days.

My intention is to get to Freemantle asap to miss the strong southerly winds starting perhaps end of September or mid October.



DEPUCH ISLAND



TURQUOISE BAY, NINGALOO REEF

Greek Chicken Casserole

Paul Jenkins *Kathleen B*

- Serves 2
- Preparation time 20mins
- Cooking time 1 hour

3 Chicken Thigh cutlets skin removed

Cooking Oil Extra Virgin

½ a brown onion cut into wedges

1 ½ garlic cloves crushed

50ml Dry White Wine

200g diced tomatoes

½ tbs red wine vinegar

½ tbs capers rinsed

25g prosciutto

¼ cup fresh flat leaf parsley chopped

60g fat reduced Fetta

1. Preheat oven to 180°C. Cut each of the chicken thigh fillets in half. Heat a large nonstick fry pan coat the chicken with oil and cook over medium heat until brown. Place in a casserole dish.
2. Coat the onion with cooking oil and cook over low heat until soft. Add the garlic and wine and bring to the boil, then add the tomatoes, vinegar and capers and cook through. Pour over the chicken and place in the oven and cook for 50 minutes.
3. In the nonstick fry pan cook the prosciutto until brown and crisp. Remove the casserole dish from the oven and stir through the parsley. Crumble prosciutto and Fetta over the top and then serve into bowls.

MEMBER NEWS

IMPORTANT INFORMATION FOR MEMBERS REGARDING MEALS AT FUTURE CRUISING FORUM DINNERS

The Club wanted a significant price rise for Cruising Dinners if we were to keep them in their current format. After discussions with Caitlin Ingram, Hospitality Manager, and David Sanders, General Manager we negotiated to keep the same price of \$30 but to change the format to contain costs.

Starting from the next Cruising Forum Dinner, Friday September 15th, the dinner will be served buffet style with an orderly progression through the tables. It will consist of a main course, 2 side dishes and dessert.

They have also requested that we RSVP to Mandy in the office no later than Wednesday 12 noon on the Wednesday before the dinner.

We really need to make our bookings on time so they do not have to cater for the extras that book later than this.

It has even been suggested that no booking.....no dinner!

Please be mindful of making your booking on time.

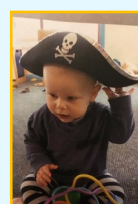
Our northern travellers have returned south only to find they have not escaped all of winter. Some have returned north to rejoin their boat and continue their coastal explorations.

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Rod and Sandy Watson, Emma Kate, have returned to Keppel Bay Marina to continue sailing north after settling grandchild no3 in with her family. Think they have been very busy with grandparenting duties and will enjoy the break.

.....
 This month we have quite a contingent overseas with **Jo and John Walker, Kirra Kirra**, in America, **Sue and Rod Slater, Foxy Lady**, in the UK and **Rob Hurrell, Aquacadabra**, heading off to Europe and some sailing in Greece. Rob is hoping Grandchild No2 arrives before he goes!

.....
Steve Harnett, Beaujolais, is currently anchored in Whites

Bay on the south side of Middle Percy waiting for a weather/tide window to get south to Rosslyn Bay for a short rest on his way south. Looks like wind might necessitate moving to West Bay before he will be able to get away. Future plans get vague(er) after that.



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 In the absence of Rob Hurrell's baby news we have Paul Jenkins' nephew, 10 months. His first day at day care and in training as a Pirate already. Captain Noah Sparrow?

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

NOTICEBOARD

FORTHCOMING EVENTS

SATURDAY 9th SEPTEMBER
Voting for General Committee Members

WEDNESDAY 13th SEPTEMBER
RBYC Annual General Meeting of Members

FRIDAY 15th SEPTEMBER
FORUM DINNER MEETING

Guest Speaker: Terry Frankham
Crossing the Pond and doing the Pacific Puddle Jump

Terry has been fortunate enough to join circumnavigating SYC couple Kevin and Mei Landman on their Hallberg-Rassey 42, *Whisper HR*, on a number of occasions, including their two big ocean crossings; across the Atlantic, from the Canary Islands to the Caribbean via Cape Verde in late 2015, and then from Panama to the Marquesas via the Galapagos, earlier this year.

He will cover some amazing places, wildlife and landscapes, along with comments on some of the organizational requirements and options.

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

Please book with Mandy in the office (95923092) **no later than Wednesday September 13th 12noon.** Bookings essential.

Please remember to book on time.
Deadline: 12noon Wednesday 13th Sept

29th SEPTEMBER - 1st OCTOBER
GRANDFINAL WEEKEND END OF MONTH CRUISE

A cruise in company on the AFL Grandfinal weekend to a destination to be decided by the weather and peoples preferences. Public holiday on Friday 29th September! Martha Cove, Pt Arlington, Docklands????

Cruise Coordinator is Robina Smith. Please email expressions of interest to robina_smith@hotmail.com Updates will then be emailed to you.

SATURDAY 7th OCTOBER
OPENING DAY AT RBYC

Traditionally this day marks the beginning of the sailing season in a fun and colourful way. Lookout for more details on the RBYC Website.

FRIDAY 20th OCTOBER
FORUM DINNER MEETING

Guest Speaker: Peter Wellby
Weather

The origins and development of the Numerical Weather Models like Met Eye. 6 models are used globally and are combined together for the offshore mining industry.

4th - 7th NOVEMBER
END OF MONTH CUP LONG WEEKEND CRUISE

Keep this weekend free for a cruise in company with a probable bay destination of Wyndham Harbour.

SATURDAY 16th DECEMBER HARDSTAND CHRISTMAS PARTY

Chair Chat

Last weekend I was in Geelong with Ronda, who was at a Conference for members of Zonta International from WA, SA, Vic and Tasmania. Like a good boy I carried the bags and believe it or not, generally made myself useful by keeping myself and a yachting friend from WA, well out of the way! Barry's wife was also involved in the Conference.

On Friday we drove to Portarlington to check the progress of the new marina and then to Queenscliff to see the Rip. Saturday saw us on the Great Ocean Road and on Sunday we toured the northern side of Geelong.

You may well be wondering why I did not take the boat to Geelong to show off the coastline from the water: this was plan A but I was deterred by the current weather pattern. As I write this brief note it is still cold, wet and windy, with occasional snow flurries and hail at home in Kyneton.

Roger Walker



Captain Coxswain's Corner

'OVER A BARREL'

We all know when someone has you 'over a barrel' things aren't going well. This saying is used all the time these days to indicate being severely compromised, but it began in the most literal way.

Sailor crew would sometimes be punished for their misgivings and that involved being tied over a cannon barrel and whipped. It's no wonder that one stuck around. Yikes!