



CRUISING NEWS



OCTOBER 2017

SEPTEMBER FORUM DINNER: TERRY FRANKHAM *RELIANCE* CROSSING THE POND AND DOING THE PACIFIC JUMP

WRITTEN BY ROBINA SMITH



At the September Forum Dinner, Terry Frankham gave an interesting presentation with fantastic photos of his experiences crossing the Atlantic and Pacific Oceans in *Whisper HR*, a Hallberg – Rassey 42. Kevin and Mei Landman from SYC are 7

years into their 5 year monohulls and 4 multihulls with crews from a range of nationalities. Being with the rally meant entertainment and day trips were organised for the rally fleet, a daily HF sked between the boats was provided plus positions were tracked and put on their website. Also the checking in and out of countries was facilitated. *Whisper* also had their AIS track and Terry organised Spot Tracker to send an email with position to family. Susanne, his wife, was always going to know where they were!

circumnavigation in *Whisper* and Terry joined them for two ocean legs plus some time cruising in Croatia.

Whisper left SYC in 2012 to join the Sail Indonesia Rally, then after some Asian cruising they put her on a ship to the Mediterranean. After three years in the Med they continued the journey across the Atlantic (2015), the Caribbean then on through the Panama Canal and across the Pacific (2017). They are currently exploring the Pacific Islands before heading to New Zealand for the cyclone season.



Terry joined them in 2015 for the leg across the Atlantic from the Canary Islands to the Caribbean. He then rejoined them in 2017 for the Pacific crossing from Panama to Marquesas.

The Atlantic crossing was done with a rally organised by Cornell Sailing Odysseys in Nov-Dec 2015. There were 12 boats, 8

After two weeks in the Canaries they left for the 770nm voyage to the Cape Verde Islands. It was a benign trip with motoring for the first days until the wind came in. It was good fishing on the way to supplement provisions and on the 5th morning they arrived. With the entertainment and tours provided by the rally, they were able to explore the vibrant culture and see the tidy, clean town. Due to Mei flying home to a sick mother, Kevin and Terry continued the journey two handed. *Whisper* was back at sea after a week and after setting the next waypoint for 2020 miles away the autopilot sailed them to their destination in Barbados. Obviously taking them on the best course using the 15 -25 knots of wind as they were the first boat to arrive. During skeds on the HF they found they had to hand steer due to the power use of the radio.

While at sea Kevin and Terry maintained four hour watches at night and informal watches during the day. By all accounts the sailing was uneventful apart from when three days out a big wave sent them skidding sideways



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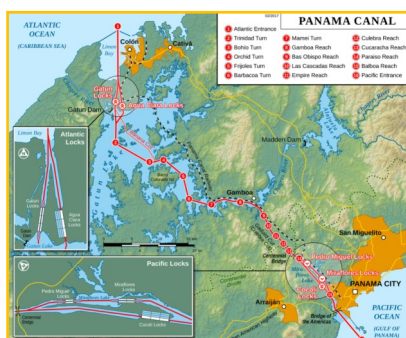
CRUISING NEWS OCTOBER 2017

causing a Chinese gybe which broke the preventer and its block. From then they started sailing at more of an angle to the wind rather than so down wind. After two weeks they arrived, having to maintain speed on the last day to get in before nightfall.



There followed gifts on arrival in Barbados and party time before the final leg to Martinique where there was more socialising and partying to celebrate crossing 'the pond'.

Two years later, in April to June of this year (2017), Terry joined *Whisper HR* for the 'Pacific Puddle Jump'. This involved 190 yachts but was not a rally, boats left when they wanted to but the boats were provided with contacts and information. Their route was from Panama to Galapagos Islands and then on to Marquesas. Weather routing was done by MetBob who suggested the optimal rather dog legged path to take advantage of the best weather.



They firstly had to get through the Panama Canal which meant employing an agent who looked after the details like transit tolls, inspection of the boat, fenders and line rental. These agents

need to be booked weeks ahead so it is important not to miss your boats slot in the queue. With the three of them on board *Whisper*, Kevin, Mei and Terry, their Transit Advisor and three more line handlers (they had to have four including Terry) they set off to transit the Panama Canal. The boat has to provide three hot meals a day plus sleeping quarters for



the extra personnel for the one and half days it takes to get through the canal.

They had a smooth passage through the locks that took them 26 metres above sea level, found their

mooring buoy in the pitch dark, then back down again where they shared a lock with a huge, very close to their stern, tanker!

After a week in Panama City sightseeing, provisioning and waiting for some wind (Terry commented that the trade winds don't really kick in until the Galapagos) they sailed and motored to the Galapagos Islands. They hired an agent in the Galapagos to facilitate entry plus this also entitled them to duty free fuel which made it worthwhile. With their World Heritage status the Galapagos Islands are not really keen on

yachts. They must have clean bottoms and are restricted to anchoring in three ports, two of which can be used for checking in and out of the country.



At San Cristóbal the sea lions were plentiful and make themselves at home on whatever manmade lounging areas are provided, like dinghies and sugar scoops. Isabela has very different



wildlife due to its volcanic origins with iguanas, flamingos and of course the Galapagos tortoises. On a tour of Los Túneles, where a tour boat followed the volcanic lava tunnels, the blue footed Booby was plentiful. Snorkelling, they found plentiful sea life including reef sharks, tortoises, lobsters and sea horses. Santa Cruz is the home of the tour boats and the Charles Darwin research Centre where Terry was able to get up close and personal with Charles Darwin's Statue, and Lonesome George - stuffed! A highlight was also a visit to Isle Santiago where they went swimming with penguins at Sullivan Bay.



After all that wildlife, they set off for the 19 day voyage to the Marquesas. They encountered a few squalls but nothing really bad. Terry did have some stories of other boats who lost their rudder which was fixed with an emergency one, and an untethered Captain, who was cleaning fish, falling off the back of a catamaran and was found after twenty minutes. Sobering lessons for being prepared at sea!



On arrival at the Marquesas they anchored in a bay that was not a port of entry and wondered about going ashore. They did and were not clapped in irons or deported! After the voyage across the Pacific the boat needed a good scrub. Interestingly this was not needed after crossing the Atlantic. The Marquesas served up wonderful bays, beaches, white sand and palm trees. Also lots of rain but also glorious sunshine.



Overall, Terry found the waves were larger in the Atlantic but more confused in the Pacific. They travelled 180 miles on their fastest day and 110 miles on their slowest. Plenty of fish were caught with a catch on average every second day. The watermaker to enable showers every second day was also appreciated.

Terry was lucky to have friends needing crew to complete these voyages!

POSTCARD FROM *DREAMWEAVER*

Anne and Roger Claydon, sailing *Dreamweaver*, left RBYC in the middle of July to sail to New Caledonia and Vanuatu. In the last newsletter they had arrived in Port Villa.

7th September

Well we had 3 nights in Port Villa, Vanuatu after a 30hour sail from Ouvea in the Loyalty Islands. Now heading north anchored off the island of Epi in Lamén Bay. Today we've had showers and grey skies although it's warm and very humid. We are spending the next 3 weeks visiting the islands before arriving in Espirito Santo and heading back to Australia, visiting Huon and Chesterfield Reefs on the way.

All well here on *Dreamweaver* without any further issues following our new furler in Sydney.



Dreamweaver at Chesterfield Reef

6th October

Safely back in Bundaberg after sailing back via Huon and Chesterfield Reefs. Fabulous time enjoying both places now the reality of packing up *Dreamweaver* and putting her on the hard stand for 4 months.

Have you heard the expression; 'a yachty's garden'. I have fond memories of owning several in years gone by. Given my youthful good looks you are forgiven for thinking that 'He hasn't seen many years gone by.' May I compliment you on your perspicacity. Look, let's not quibble about a few years either way. Well, maybe a lot of years one way. OK, I'll admit to a bit of wrinkled skin but that's due to years of sailing. No. I'm not saying how many years or you'll start quibbling again.

So, where were we? Oh yes. In a yachty's garden. The expression arises because real yachties devote all their spare time to sailing rather than weeding. Their yard might even look a trifle unkempt. I've always maintained that the ideal garden should consist primarily of lawn requiring a few quick passes with the mower every few weeks or so. Of course, it might be better to have green painted concrete.

This ideal has taken a beating at our place over recent days. In our backyard there is (was?) a fine stand of philodendron. The grandchildren referred to it as 'the jungle' and loved hiding in it. 'Er indoors', totally disregarding the yachty's garden ideal, decided it had to go since it had overgrown to the point where some visiting 'ankle biters' might get lost and never be seen

again. I resisted the urge to point out that this wouldn't be a bad outcome.

With only a little grumbling, I pulled on some old clothing (even older than my sailing gear.) and searched the shed for my barrow. I found it complete with a broken wheel which I'd been meaning to fix for a year or so. A couple of hours of more grumbling and hard yakka and it was (almost!) as good as new. I then unearthed the trailer to find that it had one tyre with a flat spot on the bottom and safety chains too short for the new tow bar. Grumbling aloud I sorted that mess and tackled the jungle.

Many hours later the trailer was full and ready for the run to the local tip. Thinking that 'er indoors might like a break from the house I graciously allowed 'er to come for the ride. Would you believe that she never even thanked me for taking 'er along on this fascinating excursion? There are possibly two more loads to go so maybe the novelty will wear off. Here's hoping.

Will Merritt

Will's Woeful Weeding

EXMOUTH TO FREEMANTLE

OPHELIA CONTINUES HER TRAVELS DOWN THE WEST COAST

BY ALLAN HADDOW

I left Exmouth Sunday 03-09-17 at 1800hr for the 290nm trip to Denham, with no wind in mirror like conditions wondering what the conditions would be like at top of North West Cape. There were a number of whales surfacing and a number of vessels out for a sunset cruise with champagne in hand. Passing the Naval Communications Station Harold E Holt is a spectacular site with the tall masts – one which is the tallest structure (Tower 0) in the southern hemisphere at 387m. The station provides very low frequency (VLF) radio transmission to US and Royal Australian navy ships and submarines in the western Pacific Ocean and eastern Indian Ocean.

Rounding the cape was no trouble with a NW breeze. About midnight the wind picked up to 15-20kn SW and gusting to 25 and 30kn all night decreasing for the daylight hours. We handled the conditions OK without having to tack. Next resting place was Coral Bay which I passed about 4pm Tuesday and decided to keep going to Denham arriving Wednesday 09-09-17 about 0900hr – 63hr motor/sailing at 4.6kn average.

I anchored amongst weed in fine conditions but soon light rain started. About 1630hr I was dragging anchor in a freak SW rain storm not reported on the BOM website. I managed to retrieve the anchor in 20kn winds and headed very slowly out to the largest mooring buoy I could find. The wind picked up to 30kn and then all was quiet at 2000hr so went to sleep. I woke at 2230hr with the wind now howling in at 30-35kn from the NW for 3hr. I was lucky on the mooring as two catamarans on anchor some 8hr to the SW (near Steep Pt, the most westerly part of main land Australia) in Shelter Bay was washed ashore. Both got off next day, one was damaged by rocks but motored to Perth and the other one was unharmed. Three monos in the same area managed to survive. One was *Honey Bee* who travelled with Brian Drummond through Indonesia.

So next day 07-09 at 0700hr I left for the 220nm motorsail to Geraldton – arriving 0350hr on 09-09 – 44.5hr motor/sailing at 5kn average due to the swelly conditions and head winds. I had a berth so tied up and went to sleep after my obligatory scotch to celebrate the safe arrival. However, the autopilot ecompass gave up after 15hr. I managed to get it working again, but could not use the tracking feature. The engine raw water pump was leaking so had to wait for lip seals.

So far I had motor/sailed almost the whole distance from Exmouth and even from Darwin.

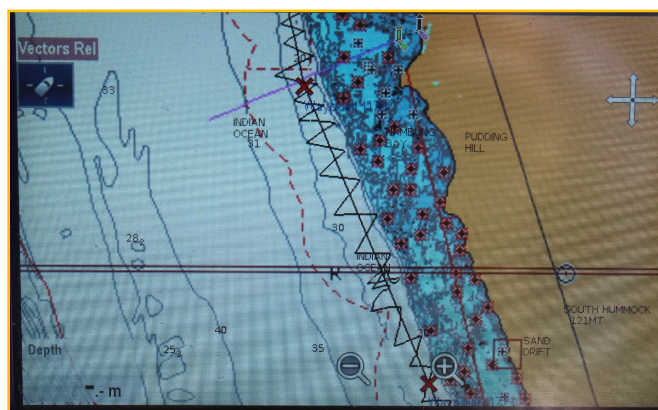
I caught the bus to Perth and train to Mandurah to meet a

friend whose house I will be house sitting while he is sailing Raja Ampat Islands, Indonesia.

After 10 days in Geraldton I left for Denison, 10 hours sailing, but had to return to Geraldton after 2hr as the ecompass went out again. After extensive checking in Geraldton and phone calls to Raymarine in Sydney I found the problem to be the NMEA connection on the chart plotter. So for the completion of my trip to Mandurah the C/P will not be on the NMEA network. I can use the 'auto' function only. The next weather window was not until 30-09 so left at 0530hr for Denison arriving 10hr later.

Next day I left for the 250nm trip to Freemantle at 0200hr, but had to make an emergency diversion to Jurien as the motor was vibrating. Turns out the motor had moved slightly which caused four of the six 10mm bolts in the universal joint to shear off. After paying someone \$110/hr x three hours to fix it while I worked, I was on my way again on 05-10 at 1130hr arriving Freemantle 2230hr next day 06-10. I was hit by 25kn S winds for 8 hours so had to tack the whole time. 124nm in 35.5hr = 3.5kn average. The sea conditions were the worst to date but *Ophelia* handled the conditions fantastically. 1.5hr after arriving in Freemantle another 25kn front went through with driving rain – I was very lucky.

Perth sky scrapers were a welcome sight. I was also very relieved arriving in Freemantle to almost complete my journey this year.



TACKING INTO 25KN SOUTHERLY

The reef from Geraldton to just above Perth extends 1 to 2 miles off the shore line (light blue in the picture) and is about 3m-6m deep dropping to 20m deep where I travelled. I could see the waves breaking at the interface of 20m to 6m. Apparently one can travel inside the reef on calm days dodging the shallow areas, reef and bommies.



PERTH SKYSCRAPERS

It took twelve days for the 800nm Darwin to Broome and

just over a month to travel the 805nm from Exmouth to Fremantle due to the south winds. It is a very difficult coast to travel at this time of the year.

I have now travelled nearly 8000nm on my trip. PS - the best yacht club I have seen on my travels is RBYC with beach access, views, facilities and great swimming all year round with no nasties.

I am off for the final leg of my trip this year on Monday 09-10 for the 6hr trip to Mandurah.

Editors Update: After leaving Fremantle at 0200 on Monday 9th Oct Ophelia completed her last leg for 2017 to Mandurah. Allan reported that it was lovely and warm in the marina but very cold outside. He had a 5-10kn southerly all the way head on. Ophelia will now be lifted out to replace a leaking rudder seal before he flies back to Melbourne.

CHEAP HEATING FOR YOUR BOAT

Although the winter solstice is well past us for this year there will always be another winter when we are marooned in Pt Phillip Bay where the temperatures on the bay are hostile to warm-blooded species, and even reptilian ones. This normally does not present a problem when one is connected to shore power in a marina and the fan heater is chugging away merrily. However, the *Chakanans* like to cruise off-piste occasionally at Portarlington or QCYC but the thought of long nights relying on ones' ability to provide sufficient heat to stay comfortable stifles this desire very rapidly.

The ongoing threat of long periods of cold weather prompted us to investigate heating options beyond Eberspächer or equivalent, which are expensive to buy, and then to install. I found a reference to the Dometic Origo heater that runs on methylated spirits in the catalogue of Tamar Marine while in Tasmania earlier this year, but it being summer at the time they did not have any in stock.

Back in Melbourne and with the long cold nights approaching, I found Dometic Origo heaters online at Ocean Solutions from Brisbane, and a few days later I was the proud owner of one. Going to Brisbane to buy a boat heater is bit like going to the North Pole to buy a refrigerator, but that is where you buy them. We tested the heater while at anchor for two nights in Portarlington over the June long weekend and it lived up to its hype.

In the cockpit, with all the clears down, it quickly dispensed with the cold but it was rather thirsty. Later in the evening we used it to keep us warm while watching the footy in the cabin and, with the flame at a low setting, it was very effective at removing that damp chilly air that seeps into one's bones.



With a diameter of about 300mm it is not compact, but this size ensures that the surfaces do not become too hot to ignite any combustible material that might come in contact with them. It is all stainless and quite robust, both when in use, and also dismantled for stowage.

This '**Skippers Tip**' contributed by Brenton Smith *Chakana*.



LeisureShop Direct

END OF MONTH CRUISE SEPTEMBER GRAND FINAL WEEKEND

BY BARBARA BURNS HAIDA GWAII



Catwalk being tied up at Fergusons Pier. Apologies for the gloomy photo as camera was on retro setting accidentally.



It's a Privilege at Fergusons Pier.

There seems to have been very little interest in this end of month cruise.

Most people were either away escaping Melbourne's cold weather or boats were out of the water having various things done to them.

The end result was there were 3 boats, *Its a Privilege*, *Andalucia* and *Haida Gwaii* expressing interest, all be it a cautious interest, as the weather was awful.

The thought was either to go to Wyndham Harbour or Portarlington, all great places except that it was cold, wet and too windy.

After some procrastination, Will came up with a brilliant plan - why not just sail to Williamstown on Sunday and have lunch. It was forecast to be nice westerly all day!

As there were only three boats we pooled together and had a lovely sail up on *It's a Privilege*. Robina, being skipperless for *Chakana*, joined them. Roger and Ronda made a last minute decision to come and so they sailed up on *Catwalk*.

We parked the two boats at Fergusons Pier, having decided not to have lunch at RYCV as they were having their Opening Day. A gentle wander up the street and we had lunch at the Yacht Club Hotel (how appropriate). All very relaxing, great conversation, great company.

Going home Peter decided to give the spinnaker a run, very easy when the spinnaker is kept in a sock, so quite simple to pull up and down. Lucky, as the wind was not cooperating from the right direction and we were heading for St Kilda so it made a short appearance.

A great ending to a very slow start!



Pam with the best view.



Strolling down the pier.



Lunch at the Yacht Club Hotel.



Will helping while Peter puts the spinnaker up.

OPENING DAY 2017

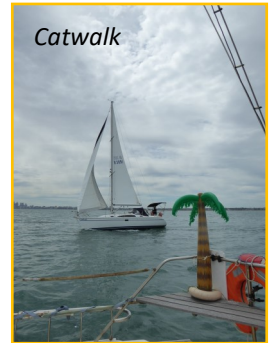
BY ROBINA SMITH

A fine sunny day was forecast for 2017 RBYC Opening Day. Boats were dressed with balloons, palm trees and other blowup objects to fit in with the Tropical theme along with the colourful code flags that were strung from masts to bow and stern. Hawaiian shirts were the dress of the day! This colourful display participated in the sail past the flagship, *It's a Privilege*.



Andaluia

An all in pursuit race followed with the early boats starting in a good southeasterly. However, the wind died then shifted easterly to northeasterly leaving the early starters floundering out at sea while the later starters had a direct reach to No1. *Sun Kiss* and *Hot Shot* tacked back to the mark and joined the end of the fleet but on *Andaluia* we broke out the champagne and decided to enjoy a day of sailing in beautiful weather!



Catwalk



Tropical shirts!



Sun Kiss sailing past flagship, *It's a Privilege*.



We get together afterwards!



Sun Kiss

MEMBER NEWS

The Cruising Group Committee has had a grandchildren baby boom this month.



Rob Hurrell, *Aquacadabra*, has a new grandson who arrived with impeccable timing on the day before he was flying out for his cruise on a catamaran around the Greek Islands (see photo left) and then on to Spain.



Aston John, weighing 3.8kgs, arrived on the 6th September. Brother for Levi.

Rob is currently staying at Costa del Sol and has enjoyed a day trip to Morocco.



Susie and Peter Strain, *It's a Privilege*, welcomed Charlotte Heather Strain to the family in late September.

They are about to head off for some trekking along the NSW coast.

Zoozie is pictured here with Charlotte.



Robina and Brenton Smith, *Chakana*, welcomed the safe early arrival of Evan Reid, weighing a hefty 4.87kg, on October 2nd. Brother for Hazel.

Pop is looking forward to getting back from his work trip to South America to meet his grandson!

Rod and Sandy Watson, *Emma Kate*, have been exploring the Whitsundays with friends on board.

Steve Harnett, *Beaujolaais*, is heading south and had reached Gladstone in his last blog.

Barbara Burns and Geoff Brewster, *Haida Gwaii*, spent some time cruising in Tahiti, exploring fabulous beaches and bays.



Kathleen B and Sun Kiss recently spent some time together on the hardstand at Sandringham getting their bottoms scrubbed and antifouled.

Please keep your cruising stories and other contributions rolling in. This newsletter relies on a flow of member contributions.

NOTICEBOARD

FORTHCOMING EVENTS

FRIDAY 20th OCTOBER FORUM DINNER MEETING

**Guest Speaker: Peter Wellby
Weather**

The origins and development of the Numerical Weather Models like Met Eye.

Six models are used globally and are combined together for the off shore mining industry...and sailors!

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 October 18th, 12 noon. Bookings essential.

**Please remember to book on time.
Deadline: 12noon Wednesday 18th October.**

MELBOURNE CUP LONG WEEKEND 4th to 7th NOVEMBER END OF MONTH CRUISE

A cruise in company with the intention of heading to Wyndham Harbour, Werribee, and a possibility of spending a night at Portarlington. Of course the final plan will be determined by the weather.

Cruise coordinator is Pam Merritt,
willmhotkey.net.au

Please contact her with your expression of interest in joining the cruise. Further information and updates can then be forwarded to you as the final destination is decided according to the forecast.

Pam is already planning some extracurricular activities with Trivia night and Klop being mentioned. Maybe even a Melbourne Cup Sweep.

FRIDAY 17th NOVEMBER FORUM DINNER MEETING

**Guest Speaker: Nick Owen
Antarctica**

Nick is an Iceberger and will be talking about his trip to Antarctica.

NOVEMBER END OF MONTH ON WATER ACTIVITY

TBA

SATURDAY 16th DECEMBER HARDSTAND CHRISTMAS PARTY

Always popular, our BYO everything bbq on the hardstand with carols and great company.

Chair Chat

Opening day for 2017 has been and gone. The weather was perfect for sailing, no drinks were spilt and those on *CatWalk* enjoyed the day. I think that there were about fifty boats out on the water for the sail past. A variety of tropical shirts were seen and I congratulate those who followed this theme with their boat decorations. Unfortunately we had to come home early to attend a 70th birthday event, some parents really do not understand what should come first!

Cruising Group members may be aware that your committee is negotiating with General Committee for use of the new Barbeque, installed during major alterations to the Clubhouse. Apparently the barbecue will only cook meat sold by the Club restaurant, which seems quite strange. At other clubs around the bay, members and visiting yachties have open access to BYO barbecue facilities. Negotiations are in progress with General Committee to find a solution.

Roger Walker

Editors Correction

In the September newsletter, Tom Hinton was wondering if any cruising members recognised the S&S 34 *Hellfire*.

I included an incorrect email address for him. If you have any information please contact him at

hintont53@gmail.com



Captain Coxswain's Corner

'BY AND LARGE'

Folks say this one all the time to refer to the big picture. "By and large, ASA is the most awesome organisation in existence"... something like that.

This term was started on a sailboat with the word 'by' meaning into the wind and 'large' meaning off the wind.

So sailors would say: "By and large this ship handles quite nicely."