



CRUISING NEWS



DECEMBER 2017

DECEMBER FORUM DINNER: LISA BLAIR

JUST DO..... BECAUSE THE WORLD IS CHANGED BY DOERS

WRITTEN BY BRENTON SMITH



Chairman Roger, Lisa Blair, and Cherry Birch, President of Yachting Victoria.

The Women and Girls in Sailing division of Yachting Victoria co-hosted Lisa Blair at RBYC on the same night as our regular Cruising Group dinner thus providing us with the good fortune of participating in an inspirational presentation about her ultimate 'cruise' as she circumnavigated Antarctica. Lisa is one of those standout, grounded, enthusiastic young people that makes things happen in her life – and inspires others to do the same with theirs.

Lisa didn't come from a family steeped in seafaring, but, as luck would have it, she obtained a job as a galley wench on *Boomerang*, a retired maxi-yacht full of backpackers cruising the Whitsundays. The sailing bug bit savagely, and the next objective was to join one of the Clipper round-the-world yachts as crew – just a mere 40,000nm of racing in every weather and sea-state imaginable. Only one obstacle - \$80,000 is required to enter and she was earning \$20/h selling costume jewellery. The maths did not look good. Through inspiring others to share her dream, the money was raised in time – but only just! After this adventure, she clearly was under no misapprehensions about what the oceans can serve up when Huey is unhappy.

The next bug to bite was the one to sail solo, and Lisa entered the Trans-Tasman single-handed race with a borrowed boat, thus proving that capability to herself and potential backers. Somewhere the gremlin to sail non-stop solo around Antarctica crept in, and being one of those always up for a challenge, Lisa decided to take on the record held by the Russian sailor, Fedor Konyukhov, to sail non-stop around Antarctica in less than 102 days and 36minutes - all below 45°S. Some minor challenges though – no money, no boat and quite a large step up from the Trans-Tasman.

It took Lisa 3½ years before setting off – another tribute to her self-motivation, sheer doggedness, and that all important ability to inspire others to



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back her. Preparations included buying the boat, a 15 year old 50' Robert Hick design built for the Melbourne to Osaka race, and renaming the former *Funnel-Web* as *Climate Action Now*. This was followed by a six month refit in a gruelling three months of working all day on the boat, and every evening spent fund raising amongst the myriad of preparations necessary for 120 days sailing in the most remote seas on earth. Interestingly, Lisa chose a light easily driven hull rather than a heavy boat that could survive just about anything. The rationale was that less sail area would be needed in any wind, and thus easier for her to manage on her own. It proved to be a good choice. Preparations included building in redundancy wherever possible, new electrics, new instrumentation, new rigging, new sails and sufficient freeze dried food for 3½ months. There are 7 watertight bulkheads – useful in a collision with an iceberg.

The boat was prepared in Sydney and Lisa had a 2,000mile shakedown trip to Albany, the starting point from where the previous record was set. Finally on January 22, 2017 Lisa set off heading due south before turning hard to port three days later at 45°S. The wind was generally 30-40kts and not much sail area was used initially as Lisa settled into the routine of running the boat. This was an event that tortoises win, not the hares.

On Day 24, the worst storm of the trip occurred with maximum wind speeds of 70kts, and these are southern ocean winds, where the cold, damp air is much denser than our bayside air packing 30% more punch into the sails. These winds are associated with cold intense low pressure cells, and Lisa's response was similar to the survival response for cyclones, which are warm intense low pressure cells; i.e. put the wind on the port bow and sail away from the centre. It was the only time she sailed west in the east-about circumnavigation.

Lisa described sailing in the Southern Ocean as reasonably pleasant, with some beautiful clear sunrises and sunsets, but punctuated with successive short-lived intense lows, which generate the wind and swell. Point Nemo (48°52.6'S 123°23.6W), the most geographically isolated spot at sea was reached; then it was the task of heading down to 56°S to round Cape Horn where the ocean swells have marched uninterrupted around the world before colliding with the seabed that shelves up rapidly from 3,000m to 30m. A combination that has spelt doom for many sailors. Lisa was trying to race a low pressure cell to the Horn, but the proverbial calm before the storm prevented that, which saw her arrive in a whiteout

seeing the craggy cliffs for fleeting moments, but 50 days out she made it safely around Cape Horn.

On the way to the Falklands, and in another storm, Lisa needed some respite from the persistent heavy weather and set her Jordan series drogue for the first and only time on the circumnavigation. It performed admirably but, as others have found, it required an almighty effort to retrieve it.

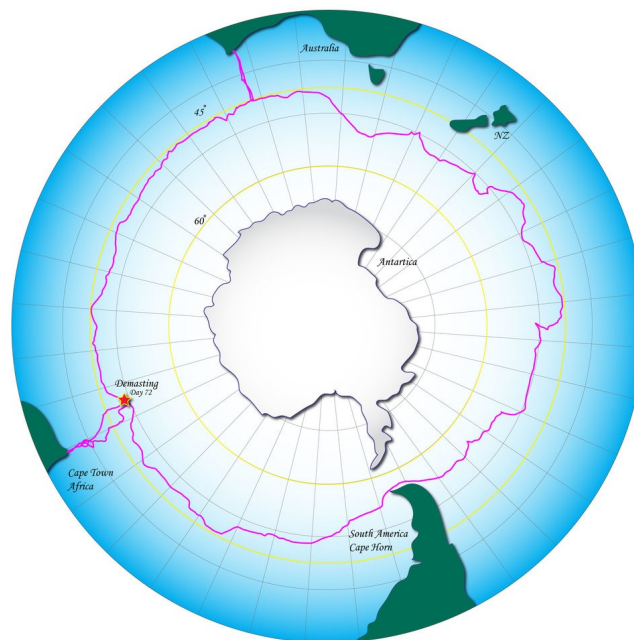
The enemy on board was the cold and condensation that dripped off the deckhead continuously, saturating her sleeping bag. The South Atlantic was very grey, with only occasional glimpses of the sun as she sailed through thick fog for weeks, and all the time heading towards 'iceberg alley', which is located between South Georgia and the South Sandwich Islands. If the sea temperature is $\leq 3^{\circ}\text{C}$ then it will sustain ice. The average sea temperature that Lisa experienced was 5°C and the lowest was 4.5°C . She probably did not go near any

ice, but with the almost continuous fog, who knows?

Having skirted the ice, sailed for 72 days, being ¾ the way round with four weeks to go, and also one day ahead of the record pace, it was 6pm, dark, 40kts of wind, which was fairly normal, and Lisa heard a loud bang while in her bunk. When she stuck her head out of the hatch, Lisa described the mast as 'shaking like a south sea hula girl'. The diagonal shroud had snapped, probably as the result of electrolysis following a current leakage from a mast light. She tacked the boat immediately, as you should do, but to no avail and the mast snapped off at deck level with most of it and all the

furled sails ending up on the starboard side in the water. *Climate Action Now* was now laying abeam to the 6-8m swell with the mast and sails acting as a sea anchor, which were also trying hard to punch a hole in her boat. Clearly the mast had to go. The bolt cutters were not effective which meant Plan B had to be activated, which was to remove the cotter pins. This proved to be much easier to say than be done, which is no surprise when you consider the motion, the usually tight tolerances on the holes and that the cotter pins are installed in a manner which is aimed at preventing them from coming out. Removing the cotter pin at the base of the forestay was the most harrowing, which required her to wrap her thighs around the bowsprit while hanging on for dear life while being plunged into the seas every 10s or so, and between the swells removing the cotter pin with a hammer, screwdriver and pliers. Eventually she achieved the almost impossible, and after retrieving the boom, cast the mast, forestay and headsails into Neptune's safe keeping.

By this time, Lisa was hypothermic, making the restoration of



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body temperature the next priority, before heading towards Cape Town, 1,000nm to the north, and with only sufficient fuel for 250nm.

At this time her next major challenge started with the response to the Pan Pan she had sent to MRCC Cape Town. The *Far Eastern Mercury*, a 200m long Chinese container ship with a Korean crew, was the nearest vessel and steamed to be in position nearby, and agreed to provide more diesel. The language barriers were almost insurmountable but eventually she convinced them to drop jerry cans of fuel into the sea on a line. Meanwhile Lisa had to motor up to the jerry can in 6m swells, and with a broken Morse linkage. After 12 hours of effort Lisa had all jerry cans on board, but not before the ship drifted down on her boat, very nearly assigning Lisa and *Climate Action Now* to oblivion.

By Day 77, after two days of work on deck, Lisa successfully erected a jury rig using the boom that she had retrieved when the mast went over the side. It was a very seamanlike rig, and Lisa made it to Cape Town, where she found a second hand, barely used mast sitting in a shed, that was only 5m shorter



Jury Rig, heading into Cape Town.

than the previous mast. After 2 months of repairs, on June 11, winter had arrived and *Climate Action Now* was ready to go to sea. The plan was to sail due south to cross the point where the dismasting occurred and continue the circumnavigation below 45°S.

The trip south was miserable with the cold fronts whistling through as Lisa battled seasickness and an intense head cold. Heaving-to proved to be her salvation, enabling her to make progress when the weather was suitable, and not losing too much ground when it wasn't. After 10 days, Lisa was back in position below 45°S only to be met by her first snowstorm at sea. During winter the cold fronts and associated winds were not more severe than summer, but they were certainly more

frequent, which pushed up 10m swells.

Good progress was made, and six months after setting off, Lisa crossed her original southern path from Albany. After 183 days she arrived back in Albany where the locals embraced her pluck, courage and her success, and none more so than her Mum who greeted her dockside with a huge hug.

At the completion of this journey, Lisa is the only woman to have circumnavigated Antarctica solo, and has gained considerable recognition for her seamanship displayed after the dismasting. However, this seamanship does not come with a flash of inspiration but, as she told us, as a result of much scenario planning for a series of potential loss events, one of which was dismasting.

Her recommendation for next time is: splay the tails on the cotter pins by only 20° and tape them up. They will be much easier when they are next removed, be it after dismasting or the next planned removal of the mast.

After this monumental achievement Lisa is not resting on her laurels, although she has written a book, *Demasted*, to be published soon, and has new sailing goals. First is to sail *Climate Action Now* in the next Sydney to Hobart with an all-female crew, the first time in 16 years. Four of the crew will be experienced sailors and four will be newcomers to our sport of sailing in big boats. Lisa has created 'Project Magenta' and is seeking support from the public. You can donate to Project Magenta through her website, and as an incentive, your name will go into the draw to be one of the crew on the return 'cruise' to Sydney with Lisa.

After that, the solo race around Australia is looming as a possibility, but one thing is certain, there will be many more miles and adventures in *Climate Action Now* for Lisa. We look forward to hearing about them.



View of the broken stay several days after failure. It is assumed that the 'rusty' strands had failed prior to the dismasting, thus weakening the stay.



DATE FOR YOUR 2018 DIARY

SAIL IN COMPANY & BBQ SATURDAY 3rd FEBRUARY 2018

All members of Yacht Clubs and Recreational Groups in Port Phillip

From Faulkner Beacon at 1600 hrs to RBYC Marina followed by a BBQ at the RBYC Clubhouse.

Meals and Meat can be purchased or bring your own. Salads will be provided.

Drinks to be purchased at the bar. Watch for email updates and further information.

RSVP by Wednesday Jan 31st 2018 to Jenny Collins jacngrant@gmail.com or 0409 936377

THANKS CHAIRMAN ROGER



Birthday Cruise



Catwalk on Juniors outing.



Cruise to Docklands



Presentation Night



Cruise in Company.



25th Birthday Dance



Hardstand Christmas party.



Roger Walker has been Chairman of the Cruising Group for the past three years. The job varies between officiating at functions, sailing in company, running committee meetings, writing reports for Newsletter/Short Tacks/AGM's, organising events and generally keeping the Cruising Group functioning. We thank him for all he has given to our group and Ronda for supporting him in this role.



Progressive Dinner.



Forum Dinners

Peter Strain, *It's a Privilege* will be our new Chairman.



Classical Music Night.



Frostbite Cruise.



Birthday Cruise.



25th Birthday Cruise.

Dismasting - Preparations on *Chakana*



Like many others Robina and I run through various loss scenarios that could confront *Chakana* and ourselves while at sea, and what preparation we should do so that we can prevent them from occurring (obviously first choice) and what we can do to minimise the consequences. The obvious ones include MOB and fire, but one of the worst for me is dismasting because it will almost certainly occur during horrendous weather and seas. Clearly the deck has to be cleared ASAP so that the mast does not ram the boat and sink her.

Clearly, prevention is better than coping, and while coastal cruising we try and avoid extreme weather conditions. If the worst happens and the mast goes over the side, then I had sufficient hand tools on board to remove pins, or cut the rigging wire with a hacksaw. I included blades suitable for cutting stainless steel in the tool bag. Also, we could probably call up some assistance reasonably quickly. However, when we went to New Caledonia, this was not a strategy where we could have the same level of confidence, and I had to develop a better plan for the dismasting scenario.

YA Cat 1 Safety is a sound guide for offshore preparation, and we prepared *Chakana* to satisfy it wherever reasonably possible. YA Cat 1 includes carrying bolt cutters to be able to cut the rigging wire and therefore be able to clear the mast quickly if a dismasting occurred. I thought this was sensible and set off to Ridgid, who happen, in my opinion, to make the best of these types of tools. After explaining my intended purpose, the salesman, who also happened to be a yachting enthusiast, asked me a simple question, "Do you want to actually cut the wire, or do you want to tick a box on the Class 1 list?" I chose the former, and his next suggestion was to bring a sample of wire to be cut, which in my case is 10mm 1x19 stainless steel, which I duly did.

Needless to say, the 'tick the box' single action cutters of the largest size were totally ineffective, and this is where I could lay the wire on the ground and put my full, and not inconsiderable, weight on one side of the cutters. The next option was double action cutters, which were effective, but were heavy, awkward to use, and even more awkward to stow in an accessible position. Next were Loos hydraulic cutters, which as expected, cut the wire with ease. They are also compact, quick, and able to be used by anyone capable of lifting them. Also, needless to say, they were the most expensive, and by a considerable margin.

However, we do have a plan that either Robina or I could execute quickly, effectively and with minimal additional risk to ourselves if ever that fateful day occurs and the mast disappears over the side - but it was a painful four clicks as I punched in the PIN.



This **Skippers Tip** provided Brenton Smith *Chakana* - hoping that it is one he will never have to use! Brenton has commented that he is running out of Skippers Tips so any contributions would be gratefully accepted.

HOW TO SELL A SAIL BOAT

BY STEVE HARNETT *BEAUJOLAIS* - Until he sold her recently! Last Blog.

Although I may be wrong, it seems to me that pretty much every sailing related blog includes a post providing guidance on how to buy a boat; what type, things to look out for, things to avoid. And that makes sense. Pretty much every boat owner has been through the process.

Jones (fictional crewman!) and I noticed, though, that the market is wide open for advice about selling boats. Having spotted this glaring gap in the market, we plan to fill it.

When I was buying a boat the first thing I did when a boat appeared for sale was google the boat's name. Yachties seem to be well represented in the "look at me, look at me", blogosphere (yes, I'm aware of the irony). Many blogs include lengthy descriptions of the things that broke and were hastily repaired, worked around, likely to break again (and again).

There was one boat in particular, which although seemingly competitively priced sat unsold for well over 2 years as the asking price slowly dropped. It was the subject of a very popular blog, which included photos of young scantily clad Americans, smudged with engine oil rather than suntan oil, posing alongside broken boat bits. In other social media one of the owners could be found lamenting their astonishment at the lack of interest in their great boat. Their very popular blog revealed that they had bought their boat about 5 years earlier and spent most of that time preparing it to cross the Pacific. It was a tale of woe. Included at great length were structural problems, problems they'd had with the engine and the bodgie repairs they'd undertaken in remote locations. Why were they surprised no one bought it?

These words were taken from a similar blog, alongside their boat for sale notice:

"Cruising reminds us of camping, which we hate."

"...if you don't know how to fix stuff when it breaks, because XXX is seriously tricked out with gobs of stuff, and it all breaks, and if we're telling you something you don't already know, you should NOT be buying this boat..."

"A boat requires constant maintenance and repairs, which we are neither qualified for nor interested in"

Who in their right mind would knowingly buy a boat maintained by someone neither qualified nor interested???

Lesson one; if you have a blog which, for whatever reason, may make your boat unattractive, lose it. Even if it just portrays nautical life in a less than favourable way. Even if you think it is obviously supposed to be funny, even if it is honest. Just lose it. To some extent you're not selling a boat, you're selling a dream; don't kill it.

In a similar vein, if you use cruising forums/owners' associations sites to get information about repairs best use an alias which can't be linked to your boat. Keep in mind that these posts may be read by a potential buyer for your boat, when that time arrives.

To be clear, I'm not suggesting misrepresenting your boat. Keep in mind that you may be held to representations made by you, despite disclaimers in the sale agreement. In a recent case the vendor and broker were successfully sued by a purchaser for concealing a known engine fault.

Another thing I noticed when buying a boat was that there were different boats for sale in different locations. Up in Queensland there were lots of blue water cruising boats. There were very few of

these in Victoria. Intuitively one might be tempted to think that it would be a good idea to sell such a boat in Victoria – no competition, right? Wrong. Buyers go where there are plenty of boats to look at. They will be less inclined to fly to Melbourne to look at one boat when they can go to Brisbane and see ten. Go where the buyers are, even if there is competition.

In my pre-sailing life photography was one of my hobbies (gee you hide that well I hear you say, unkindly, gentle reader). Photos should tell a story. This is as true for photos of boats for sale as it is for more artistic endeavours. To the extent possible every element in the shot should be telling that story. Anything else is a distraction.

For example: What is the story in this photo taken from an actual listing? Several bits of cable, a plastic cup (for mixing 2-pack glue/filler?), spatula (for applying said glue/filler?), tube of glue, electrical insulating tape (the friend of bodgie DIY electricians), rags for cleaning up after bodgie repair, oh and yes, the boat has a nav station, complete with some archaic looking devices, which may or may not work.



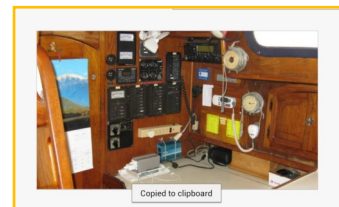
How about this one? A wooden box marked "optometrist" and a what looks to be a pruning saw? The main thing is to clean up your stuff before taking photos, even if it just means moving the stuff temporarily out of the way.



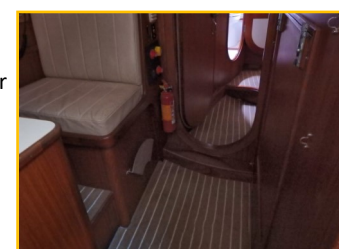
Another inclusion which always surprises me is a date stamp. How about this from a 2017 listing. Makes you wonder how much the mould on the cabin top has grown in the five years since it was taken.



Or this: "Copied to clipboard"? I spend too much time looking at boat ads and happen to know that this image was taken from the advertisement when the boat was sold to the current owner five years earlier.



There are a number of technical challenges taking images of boats. Interiors are often small dark places, moving boats are, well, moving. Let these things take over and you'll end up with this: A dark, out of focus, noisy image with an odd colour cast showing very little of interest to a boat buyer.



A summary then of things to consider:

- Use a wide angle low distortion lens for interior shots
- Whatever you do, don't use your phone to take the shots
- Use a flash for interior shots, and don't be afraid to use photoshop to improve your shots, fixing levels, colour, noise, straightening the horizon etc.
- Provide images of 1200 pixels on the long side and sharpened for that resolution (for sale sites will likely expand your low-res shots, making them pixelated and fuzzy)
- Clean up your junk
- Clean up rust stains (*spotless stainless* is a great product – expensive to get in Aust, but well worth it)
- Don't use obviously old images
- Generally, exclude people from your images

If you leave photos to your broker, don't assume they know what they are doing. Some clearly do, others, not so much. They won't clean up your junk first, you can be sure of that.

Who wouldn't want to be the proud owner of this: Perhaps, if the price was right...



All these things will help, but none of them will overcome a poorly chosen listing price. Too high and buyers may not bother, too low and they'll think there is some defect, especially if it is listed for some time and the price gradually drops. Have a look at the asking price for yachts as similar to yours and price it accordingly. We'd all like the vessel, on which we've spent thousands of dollars and many hours improving, to repay that on sale, for most this will not happen. The market for sail boats is dynamic and affected by myriad variables. The price you paid, some years ago, and subsequent expenditure will have some bearing, but perhaps not as much as we'd all like. The result of a long sale process is deterioration in the condition of the boat, making it increasingly difficult to sell, and berthing fees. Not to mention that it will slip down towards the bottom of the "for sale" listings.

Using the services of a broker may be part of your marketing plan. It is tempting to grumble about the value of their services. And I'd be the first to do so. Really, all they do is show a few people the boat, when they are probably at the marina anyway. Sure, they put the ad up, but anyone can do that. Don't expect that they will become familiar with your boat and be able to describe it to buyers. They won't. Their eyes will glaze over the moment you start telling them where things are and how they work.

If the boat is in a location far from your home there is really little choice but to use them. The alternative is getting yourself to the marina every time a tyre kicker contacts you.

To my mind the big advantage of using a broker is the enquiries they get for other boats, from buyers who may be interested in seeing yours at the same time. Nothing to do with the time the broker spent marketing your boat, which is likely very little, but the number of potential buyers they come into contact with due to all the other boats they represent. Works both ways of course, someone looks at yours, isn't interested, they will show them other boats.

What this means is that it is important to list your boat with a broker who has a number of similar boats for sale. If yours is a cruiser and all they have are race boats you won't get the advantage. Ask also about what they've sold in the last few months. That will give

you an idea of the type of buyers they may still have on their contact list and whether they can close a deal.

How did I come by this treasure trove of information?

Heading south from Gladstone to Bundaberg there are a number of options: overnight in Pancake Creek, overnight in 1770 – the place not the number (too shallow) or sail straight through. A quick review of the weather suggested that an overnight stop might end up being somewhat more than that with strong wind forecast for the following days, so I opted to sail straight through, a distance of just under 100nm. At about 5.5 knots, that would make it at about 18 hours. Once again arrival in daylight hours meant sailing through the night. I left Gladstone at about midday. Initially the ebbing tide pushed me along at about 7 knots, despite the light wind. This speed quickly dropped to closer to 4 knots once I was clear of the harbour. As it didn't matter when I arrived in Bundaberg, as long as it was after dawn, I left the motor off and sailed in the light southerly until passing 1770 when my speed dropped below 3 knots and I motored through to dawn. There were a handful of boats taking advantage of the weather and leaving Bundaberg as I approached the leads in the early morning.

As usual after an overnight sail, I spent the rest of the day sleeping. The forecast proved accurate and I had some time to kill in Bundaberg, which I spent planning the next leg to Mooloolaba. Again, it seemed that this would necessitate an overnight sail as well as negotiating the Wide Bay Bar. That got me thinking: between Bundaberg and Melbourne there were a few overnight sails and plenty of bars to cross. Neither of these were attractive features. When Jude and I visited Bundy on the way north the yacht broker's office was deserted, now however there seemed to be some activity and I wandered in to explore the possibility of selling *Beaujolais* in Bundy rather than continuing south. After a couple of weeks or so cleaning up the boat and sending stuff home it was listed and I was on a plane back to Melbourne. At the time I wasn't optimistic that it would sell and expected that I'd be back in a couple of months resuming the trip south. No one was more surprised that me when after two weeks the broker had shown 8 potential buyers around the boat and had two offers. After short negotiations *Beaujolais* was taken out of the water for the survey, received a tick of approval and was sold. I made one further trip to show the new owner how everything worked and the deal was settled.

Now I'm back in Melbourne getting used not carrying around in my head: weather forecasts, tide data, boat job list, fuel levels, food levels, next destination details etc. and considering what comes next.

This brings to a close life in a floating shed, for the moment at least.



Vale *Beaujolais* - Photos by Brenton Smith on Bass St Cruise 2016.

WHY I GO CRUISING

BY CRAIG WALTON *Yknot*

2017 & 2018 Bass Strait Cruise in Company Coordinator



Yknot

Over the years many people describe their cruising experiences. These generally include the specifics of recent trips. Some cruisers have been a little more general and that's my approach here.

I have a genetic background in sailing as my grandfather was a captain sailing in the days of the East India Company. Hanging on

our wall is the sword he wore when he received his OBE for services to the navy. Apparently he spent most of my mother's life away sailing tall ships while she spent her early life growing up in Ceylon.

I started sailing when I was about 8 on a Heron dinghy off the beach at Brighton and Seacliff Yacht Club in Adelaide. This led to Lightweight Sharpies, my own Arafura Cadet catamaran, then a Mosquito catamaran. Like many men, babies and my career put an end to sailing for a while. Through my work I became involved in golf spending endless hours trying to beat others and trying desperately to beat my own handicap. This high level competition didn't lead to much happiness for me.

I went to Sydney twice for the Property Industry Foundation regattas and that love of sailing was reignited. Two holidays in the Whitsundays and I was very keen to get my own yacht. Good fortune led to *Yknot* and my great experiences began again. The delivery trip provided a cruising experience to be avoided with 55 knots of wind and 4 - 5m waves. Still, once safely home the cruising bug had completely infected me.

I recently was lucky to be invited to do another trip from Sydney. This time with Stephen Clark bringing *Mynooka* back to Brighton after his time cruising up around Lake Macquarie. This was a very pleasant trip. My experiences with bad weather made Stephen's decisions to wait for good weather windows easy. I've never seen so many whales and dolphins over just a few days. I've also done quite a few trips into and around Bass Strait. I have to say I just love it all.

For me the summer sailing just starts to whet my appetite. I really enjoy just being on the water. I'm not a great racer, but do enjoy the camaraderie both on and off the water. Aldy Felix is now in his third season on *Yknot* and Steve Dixon has been with me for a couple of years longer. We really enjoy Wednesday nights but often wax lyrical about past and future cruises.

As often as I can I'll go to *Yknot* late in the morning on Wednesdays, just looking for things to do to maintain her or prepare her for the next cruise.

It is such a joy meeting our RBYC group in Queenscliff each year, not quite sure where we're going, when we will leave,

and how long we will be in different places. Sure, this is mainly governed by the weather forecast, varying from opinions to a variety of apps and forecasters. Some sort of decision is made and off we go. During the scheduled radio calls every couple of hours we can pass judgement on how the weather has actually turned out and settling into the next port starts the conversation again about the new forecast.

So our groups that go Bass Strait Cruising have some regular cruisers and some people starting out their cruising experiences. I love the diversity of the people we meet. In distant ports we may find ourselves sharing sundowners on one boat or another. It is really fascinating hearing what people either currently do or have done in their lives. The activities of children or grandchildren. The sailing adventures or land adventures people have undertaken or dream about. Any sort of social barriers are broken down when we are cruising. These are truly wonderful times and worth every second of the journey to get to port.

On every cruise things go right, and things go wrong. Within the small group we are, there is always someone to lend a hand or offer some advice. A call to someone nearby or indeed to a remote yacht will always find help. We've experienced fuel blockages, the anchor windlass lock failing, causing the anchor to fully deploy and electrical failures. I seem to always find a reason to go up the mast in one port or other whether to attend to an aerial or light and I'm always eager to go up someone else's mast if they need assistance.

The ports we go to are always lovely to visit. We have dinners together, play games together and generally experience wonderful times. For some, being stuck in Apollo Bay for 4 days due to strong easterly winds might be a bit frustrating but to me its all about cruising. Sailing in the right weather windows. Sharing the sailing, the time in port, the dinners together and the games together. Or just going for walks in pristine environments with friends or alone. Its not about big boats or small. Its about enjoying the adventure. This is the life!

And so, here we are again. The first cruise meeting for the 2018 Bass Strait Cruise is later this week - as I am writing. I genuinely hope that more people will come this year who have perhaps not been keen to take the step before. For me there's a new radio, telephone system, fridge and so the list goes.....what fun!!



Happy times at King Island. Aldy, Steve and Craig on RHS.

TYING THE KNOT

BY PAUL JENKINS KATHLEEN B

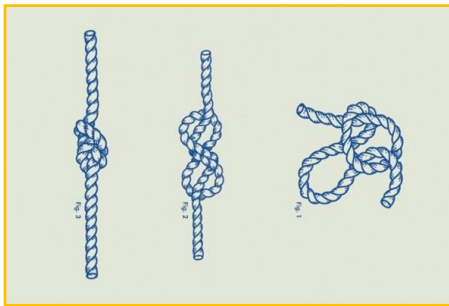
A knot or tying of a knot can be expressed as an interlacing, twining, looping, etc., of a cord, rope, or the like, drawn tight into a knob or lump, for fastening, binding, or connecting two cords together or a cord to something else.

With the wedding day of myself and Lady Jane fast approaching I got curious and did a little research and thought it appropriate to look at where the meaning of Tying the Knot came from in relation to wedlock.

It's incredible how many versions of stories, theories and folklore one finds on the World Wide Web. No wonder Dr Google self-diagnostics are warned against.

Knot to be confused with a boat's speed or wind speed no doubt!

It's a case of which one you prefer to believe but one thing is for sure there does seem to be a link to ancient paganism and the one I liked goes like this:



*The origin of "tying the knot" is either from the Roman times when the bride's girdle was tied in knots on the wedding day and the groom had to untie the knots prior to consummating the marriage or **more likely** from the Celtic (pagan) marriage ceremony of handfasting, where the hands of the bride and groom were tied together for a marriage "contract" of one year plus one day that the newlyweds promised to stay together prior to the marriage becoming "legal." If the husband and wife decided at that point they were not for each other they would part. If not, the marriage was then forever.*

There is even mention of a special wedding knot used and again there are several variations of this as well.

Well like it or knot, Lady Jane and I did Tie the Knot metaphorically speaking when we married on the 2nd of December 2017 and we would like to thank cruisers for all of their best wishes and blessings on our wedding day. It was very much appreciated.

MEMBER NEWS

This month sees all the cruisers tucked up in port and home for the festive season.

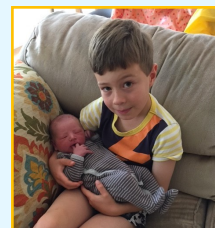
.....
Rod and Sandy Watson are home after leaving **Emma Kate** in the Mackay Marina ready to see out to see out the cyclone season.

.....
Allan Haddow is in Mandurah house sitting and working on getting **Ophelia** ready to cross the Bight next year. He has replaced the gudgeon which was broken beyond repair and was lucky to get him as far as it did! He has painted and antifouled the rudder, sanded and antifouled the hull and painted the dinghy. All ready to tackle his next leg of his voyage circumnavigating Australia.

.....
Rob Hurrell, Aquacadabra, is spending some time back in Melbourne with family before heading further north from Sydney next year. Seems his travels in Spain have inspired some culinary skills!

.....
Terry Frankham, Reliance, has been seen doing some

.....
maintenance and replacing his macerating head. Getting ready for the Bass Strait Cruise?



.....
David and Sally Spencer, Sun Kiss, are pleased to welcome the safe arrival of their third grandchild. Samuel is a brother for Caleb and Molly. Sally is spending time in Canberra with the family and she and David are heading back for Christmas.

.....
With sadness we have seen the passing of **Rob Miller** after a short illness. For many years he regularly crewed on Wednesday afternoons on **Andalucia**. Our condolences to Elaine and their family.

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

FORTHCOMING EVENTS

FRIDAY 8th DECEMBER 6pm BASS STRAIT CRUISE IN COMPANY MEETING

As mentioned by Craig in his article on page 8!
For those interested in cruising in company for two weeks from Saturday 24th Feb to 3rd March to a Bass Strait destination as determined by the weather.

The meeting will register boats interested in joining the cruise and provide information as to how the cruise is organised and any requirements.

Cruise Coordinator is Craig Walton *Yknot*.
cragus13@gmail.com Contact him to register your interest if you are unable to attend the meeting.



SATURDAY 16th DECEMBER HARDSTAND CHRISTMAS PARTY

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 the Jock Sturrock Centre at the club.

SUNDAY 21st JANUARY 2018 27th 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 Robina Smith robina_smith@hotmail.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.

SATURDAY 3rd FEBRUARY 2018 SAIL IN COMPANY AND BBQ WITH OTHER BAY CRUISING GROUPS

RBYC Cruising group has invited Cruisers from around the bay to Sail in Company from the Faulkner Beacon at 1600hrs to the RBYC marina where we will share a BBQ. Salads will be provided. BYO meat or purchase meat or meal. Drinks to be purchased at the bar. Register your interest with Jenny Collins by Wednesday Jan 31st 2018. jacngrant@gmail.com
[Watch for email updates!](#)

FRIDAY 16TH FEBRUARY FORUM DINNER MEETING

Chair Chat

On Tuesday night at the monthly Cruising Committee meeting a number of matters were discussed including the organization for the Hardstand Christmas Party, the Bass Strait Cruise, the annual Progressive Dinner and the signage of pylons at the entrance to the marina, just to name a few. I mention these items to indicate the breadth of our involvement in the activities of our club.

How time flies, it is hard to believe that it is three years since I penned my first 'Chat' and that this will be my last. After our Christmas function I will look back and remember all the members who have made my time as Chairman so enjoyable. For that I say thank you.

Peter Strain has accepted the position of Chairman, I wish him all the best and know that our members will support him.

Roger Walker



Captain Coxswain's Corner

'HAND OVER FIST'

These days this phrase usually refers to making a bunch of money, although it can refer to anything happening fast and in abundance.

It comes from a more literal origin - sailors would be tugging at lines as fast as they could, hand over fist, to trim the sheets and raise sails.