



# CRUISING NEWS



MARCH 2018

FEBRUARY FORUM DINNER: ROB HURRELL

## CRUISING THE MED

WRITTEN BY ROBINA SMITH

With our best attendance at a cruising dinner for several months, Rob Hurrell, who circumnavigated Tasmania in 2017 in *Aquacadabra*, his Buizen 48, and has been working his way up the east coast of Australia, gave his insights into cruising in the Mediterranean. He has recently completed a Sunsail bareboat charter in the Ionian region of Greece and has also chartered Sunsail bareboats in Croatia and the canals of France. Rob has delighted us in the past with his drone photography and the photography on display again in this presentation did not disappoint.



were plenty of markets to stock up on local food to satisfy the foodies among them. They travelled 100km and passed through two locks. There were plenty of channel marks, (but they still ran aground – when Rob was off watch!) and the occasional barge.

The second week was on the smaller Canal de Centre. There were numerous locks and spectacular scenery giving them a different perspective of the French countryside.

Rob believes that good planning is essential to any cruise and recommends spending some time on what attractions you really want to see, especially on the French Canals. There is no point turning up to a recommended chateau for lunch and find that it is the day that it is closed! The charter companies in France don't give much information on this.

The French Canals were travelled in 2013 with 6 people on board a motor cruiser in 3 cabins. They set off on a two week one way cruise from Loisy to St Leger via the Saonne River and then the smaller Canal de Centre. The first week included days in Lyon which had fascinating architecture and there

Each lock took about 30 mins to pass through and there were 30 locks, some only 500m apart. Most locks were electronically operated with various sensing mechanisms to activate the lock system. Only two were manually operated.

The group had hired bikes which gave them flexibility for sightseeing. There were tow paths beside the canals and villages were often a couple of kilometres from the canal. A highlight was eating at the 3 star Michelin restaurant, Maison Lameloise.

Sailing holidays in the Med are limitless. There are many cruising regions, destinations and charter companies including Sunsail willing to take your money to enable it to happen. You will need an ICC certificate which is valid for 5 years.

### CRUISING GROUP COMMITTEE MEMBERS

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# CRUISING NEWS MARCH 2018



Chairman Peter Strain thanking Rob Hurrell

(When Brenton and I chartered in Turkey 15 years ago with Sunsail we just had to nominate our on-water experience but could see that the industry was heading towards needing certifi-

cates!)

Rob sailed the Croatian Islands in 2014 with 8 people in a Leopard 440 catamaran that had 4 double berths, was air-conditioned and had a large entertainment area. They picked up the boat north of Split and sailed north. The islands along the coast gave great protection on their east side from the Mediterranean Sea so it was flat water sailing.

The typical coastline was dry, bare and rugged. They did a side trip to Skraden Falls in Kraken National Park, a popular tourist attraction and explored the history of Croatia through forts, castles and even an opera in a church. Along the mountainous coastline they also found the only beach in Croatia which, with water a great temperature for swimming, was understandably very busy.

The charter company had a 4 hour turn around for coming to fix anything on the boat. With 24 hour notice of an impending meltemi it is possible to head for a marina. Apparently the sky is a give-away. Most nights were spent in a village, against a wharf or in a marina. These would be free or have a minimal charge. They would provision for break-

fast and lunch and eat out in the evening.

In 2017 Rob joined 8 other people to sail the Ionian Islands in Greece. This time it was a Sunsail 454, with spacious living quarters, 4 double cabins with ensuites plus a single in one bow and the ensuite in the other bow. This setup would be great if you have a paid skipper on board! It was very new so was still having some issues rectified but no major dramas. This trip ended up costing \$157 per day per person plus provisioning.

They left from Lefkas and did a circular cruise to Fiskardho on the island of Kefalonia and back. They sailed in waters mostly protected by islands. Eight nights were spent in marinas and they anchored in lovely bays other nights.

Highlights were Port Spiglia on the Island of Meganisi which you can only get to by sea, Melissani Cave on the island of Kefalonia and taking a tourist boat to Shipwreck Bay on the island of Zakynthos. The sunsets were amazing, happy hours numerous and the seas the typical Mediterranean blue.

They did lots of motor sailing as there was little wind, and Med style mooring; dropping the anchor to hold the bow and reversing in to be stern to the wharf.

With the comprehensive Cruising Guides for Mediterranean Cruising there are no excuses. If you have been inspired by Rob and his magnificent photography to cruise further afield, find a group of likeminded people to share the costs and make it happen. Rob distributed some Sunsail brochures to make the decisions easier.

There are some wonderful cruising grounds to be explored!



# BIRUBI IN SPENCER GULF

BY SUE DRUMMOND



We made it to Port Lincoln and our crew were able to fly in. Bryan hired a car and we took the oyster lovers, Halina and John, to Coffin Bay, the home of oysters. After provisioning, just as the first yacht from the Adelaide -Port Lincoln race came in, we left and sailed to Moreton Bay on the north coast. It was sunny (for the last time) and to the background noise of terns roosting on the sandbank, we all had a try on my new Aldi stand up paddle board.

Our next anchorage was a return to the beautiful Memory Cove. Memory Cove was named so by Matthew Flinders when he lost an open boat crew seeking water for the ship. The small islands in the vicinity are named after the crewmen Owen, Taylor, Grindal, Lewis, Smith and Little. Mindful of dragging anchor on weed on our last visit, we dropped the pick close in on sand. Overnight, the weather turned bleak and windy, we found ourselves on the shore side of our anchor in 0.5 m.

Anchor up and off under motor across Thorny Passage, which was very thorny in wind against tide conditions. We hastened to Snug Cove at the north end of Thistle Island. The weather was a little brighter the following day so we motor sailed to West Bay on Wedge Island. This very sheltered bay surrounded by red cliffs has some interesting snorkeling around the reef. I spotted a big grouper and a huge school of salmon. We also had a great sundowners with Fred and Scotty from the cray boat *Rebecca*.

Cray fishing is highly regulated for sustainability and live crays are shipped to China for premium prices. *Rebecca* was Fred's dad's boat and is made of Huon pine from Tassy. She now lives in Pondalowie Bay on the Yorke Peninsula. They gave us a salmon they caught (they use them for bait) and the main problem was that it was still alive. Halina and John dispatched of it after it's several attempts at escape and we ate it for tea.

Onward to Kangaroo Island we sailed, trying to get as close to Penneshaw as we could, hoping to tie up at Christmas Cove marina for a big blow...again. Great anchorage at King George Bay where the anchor was secured in plenty of sand. Good snorkeling too on a lovely reef.

We were hoping there was a spot at the marina and were in luck. We're here now with an RSAYS yacht, *Riversea*. They're heading east and up the east coast. If you see them, say hi.

Off to Adelaide to pick up new crew and head back.

# SUMMER WIND'S EAST COAST ADVENTURE STAGE 1. MELBOURNE TO SYDNEY

BY ANGELA WOODMAN *SUMMER WIND*



Angela and Paul

Paul and I left Melbourne on Thursday 18<sup>th</sup> of February after a very busy few weeks doing last minute preparations. Don Richmond and Peter Roney were on board with us.

We motored to Queenscliff where we stayed at QCYC for the customary stopover. So peaceful with only one other visiting yacht in residence. Gin and tonic's all round, followed by a barbeque dinner. We left the Heads at approximately 9am the next day. Our first stopover was Waratah Bay arriving at 7pm then spending a peaceful night at anchor near Walkerville South.

Motor sailing again on Saturday, some wind around but not in the right direction. Arrived at Refuge Cove, Wilson's Prom about 3pm. Eight boats in total there. We anchored in the northern corner. After a siesta, Paul and I had a swim to the

shore and a walk on the beach. It was good to stretch our legs. Sundowners, and dinner in the cockpit, being entertained by Peter's 50's and 60's music was very pleasant indeed.



Sundowners at Refuge Cove

We left Refuge at about 9.30am Sunday morning, to begin our long passage to Eden. All new territory for me from now on as Refuge Cove was the furthest east I have sailed to-date before.

The sound of the wind, the sound of the waves, water against the back of the hull, water against the bottom of the hull, containers moving against each other in storage cupboards, these are the sounds I heard during my first two off-watch periods that drew my attention away from sleep. On my third off-watch period at 4.30am I finally slept. Woke at 7.30am, the seas had calmed. We motor-sailed the rest of the trip to Eden, sailing only 15 hours on this leg of the cruise. Enjoyed seeing all the lights from the oil-rigs and the night-sky during my watch periods.

Stayed at Eden one night, enjoyed a very nice buffet meal at

the Fisherman's Recreation club, at the very reasonable senior's price of \$18.50! Don left us next morning to return to Melbourne by bus and train.

We then moved on before the forecasted northerly was to arrive, staying at Bermagui for 3 nights, a nice town to stay over. Friendly people running the marina co-op and marine rescue service. Coffee shops at the marina. Town pub, supermarket, country club close by, only \$35 a night to stay in this marina. Here we had the time to refuel, reprovision, fill the gas bottles and do some laundry. (hand washing only here).

We headed to Ulladulla next, arriving around 6pm, found an empty mooring near the beach to stay the night. It is so enjoyable after a long passage to sit in the cockpit, enjoy the twilight, have a drink, dinner and take-in our new surroundings.

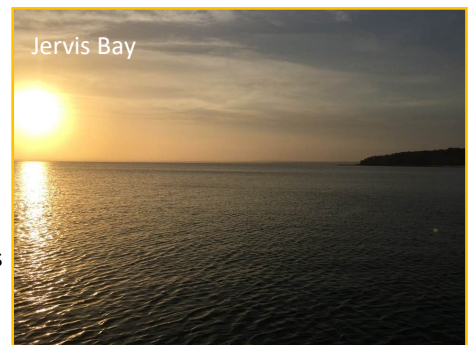
We up anchored at 8am the next morning to reach Jervis Bay before the northerly winds became too strong. We spent the weekend at Jervis

Bay. An idyllic place to cruise around. Beautiful beaches backed by natural vegetation. Weather was hot. We watched a yacht race on Sunday morning with boats coming from Callala Bay, no marina just moorings. Anchored on Callahan beach and Montagu Roadstead Beach, swam and watched the dolphins.

On Monday motor sailed from Jervis Bay to Kiama, pretty harbour, didn't stay, little shelter, moved onto Wollongong. Seas although following were rough, with some



Fishing boats at Bermagui marina.



Jervis Bay



Shopping at Wollongong

rain, lightning and thunder. First time felt seasick. Coastal landscape ever changing on this section of NSW coast.

We stayed in Wollongong for two days waiting for the seas to abate. The city grew on me the longer we stayed, nestled between mountains and the sea. Beautiful clean foreshore with many locals walking for fitness. No litter to be sighted during the time of our stay. Vegetated dune system in front of one of the main swimming beaches. Three surf lifesaving clubs on the foreshore. Attractive apartment buildings with sea views along the main foreshore road.

Little wind but a sloppy trip to Port Hacking our next destination. Stayed overnight at Cronulla Marina in Gunnamatta Bay. Beautiful beachside properties there. We walked the main street of Cronulla. Attempted to visit the Cronulla Sailing Club only to set off an alarm as it was un-occupied. Apparently run by club members, not often used midweek.



Sydney Harbour

Arrived at Sydney Heads at 2.30pm Thursday 22<sup>nd</sup>, 14 days after leaving Melbourne. I must say it was very exciting to come into Sydney Harbour by sea for the first time.

We spent time exploring the coves on the northern side of

the harbour, before anchoring at Black Wattle Bay for the night. Great spot centrally located near Glebe.

Paul was 'in his element' motor-ing around the moored yachts in the coves and bays. He amazingly recognized some yachts that he knew from the past. He also became excited about the potential of restoring some yachts to their former glory. Sydney lives up to its reputation of being a beautiful international harbour city.

In conclusion, we had a pleasurable, event free trip, enjoying light to medium following breezes. Wharfage and marina pens prices have been reasonable from \$27.50 to \$55.00 per night. When inquiring about marina fees in Sydney, prices quoted per night ranged from \$97.00 to \$275! So far in Sydney we have stayed in great cost-free anchorages.



Old Glebe Island Bridge



Sydney Harbour

## Which lights to use when lying ahull?

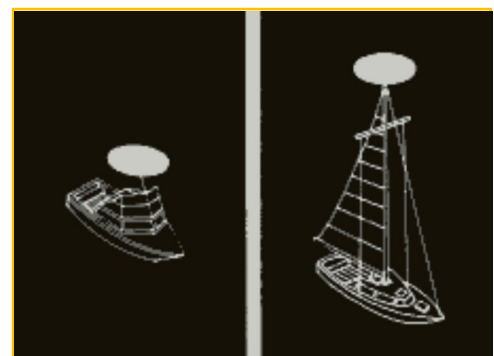
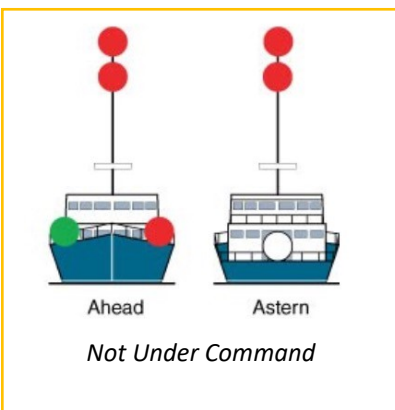
Most boats do not lie ahull but if you are jilling around letting the boat move to the whims of currents and wind in water too deep to anchor waiting to come in to an anchorage or berth later, what are the appropriate lights to show?

You could hazard a guess and say 'Not under command' but this is not strictly true, because you can respond to any situation as you still have an engine that can be started. Also, who has two all-round red lights to show together with the normal navigation lights!

When I was at Christmas Island recently, a ship was waiting to berth for several days and lay in the lee of the island each night but with the depth in excess of 1,000m less than a kilometre from shore anchoring was clearly not possible.

While drifting in the night they displayed the two anchor lights required as if they were at anchor, because they could commence moving under power whenever necessary. During the day the skipper took her over the horizon for a steam around and each night the ship lay in the lee with her anchor lights on.

Contributed by Brenton Smith, *Chakana*



Lights when at Anchor.

# BASS STRAIT CRUISE UPDATE THE TALE OF FOUR CRUISES OR MORE!

BY ROBINA SMITH



By Saturday, 24th February, 10 boats had assembled at QCYC ready to study the forecasts and plan for our direction of sailing for the Bass Strait Cruise.

*Chakana, Foxy Lady, Haida Gwaii and Yknot* made an early get away on Friday to take advantage of the northerlies forecast which failed to build and we motored most of the way. *Mirrabooka* sailed down in the afternoon and had a pleasant sail!



*Andalucia, It's a Privilege, Mynooka, Reliance and Sun Kiss* all sailed down on the Saturday morning in a strong northerly and arrived with the start of the westerly change.

*Allana* was at her berth in the Queenscliff Marina. *Enya* decided that they would sail down on Monday and had a strenuous sail.



The planning meetings started on Saturday afternoon. Ipads, computers, phones showing various weather models were pored over. There was no clear indication from the weather forecasts where to go or consensus when to leave. *Mirrabooka* decided to make a run for King Island in the early hours of Sunday morning while the rest left the decision for the next day.

Sunday's planning meeting decided that there was still no



window of opportunity for the fleet to set off and agreed to meet again on Monday. We did have a wonderful lunch at The Brew House in Queenscliff with complementary bus service pickup and drop off!



Planning meeting number 3 on Monday decided to leave on the 5.30am slack water on Tuesday and head east to Refuge Cove. By 9pm some boats decided that, with the updated forecast which included gale force westerlies on Wednesday, it was more prudent to remain in the bay.

Six boats left on the 5.30am slack-water on Tuesday and so began the four (or more) 'Cruises in Company'

Read the next newsletter for more detail about these cruises!



## NEWSLETTER EDITOR - APRIL/MAY

The next two months newsletters, April and May, will be edited by Barbara Burns *Haida Gwaii* while Robina has an extended holiday. I am most grateful that she has stepped in to this role and am sure you will give her your full support.

There should be lots of Bass Strait Cruise stories plus others from those cruising further afield.

Please send all contributions to both Barbara, [barbaraburnstwiss@bigpond.com](mailto:barbaraburnstwiss@bigpond.com) and copy me in too [robina\\_smith@hotmail.com](mailto:robina_smith@hotmail.com)

# VALE THORRY GUNNERSON AM



Thorry Gunnerson died on 4 February 2018 after a long period of illness.

Thorry was a long time member of RBYC and the Cruising Group. He was our inaugural Cruising Yachtsman of the Year in 1993 after sailing to New Zealand and circumnavigating each of the three main NZ islands in his boat *Gumblossom*, a 28 foot boat designed by Peter Joubert, a professor of engineering at Melbourne University.

He then had Joubert design the 40 foot *Tilting at Windmills*. This was a unique design being designed both for ocean racing and then able to cruise with the addition of extra gear. Thorry campaigned *Tilting at Windmills* in many races, including 13 Sydney to Hobarts and in the notorious 1998 race he was the most easterly yacht as he escaped the storm. He took *Tilting at Windmills* to Europe where he extensively cruised UK waters, North Sea, Baltic Sea and North Atlantic. He contributed many articles on these cruises to Pam Merritt for our Cruising Newsletter and has given presentations at our Cruising Group Forum dinners.

Thorry is the only non-Englishman to have been awarded the prestigious Romola Cup by London's Royal Cruising Club, a prize for 'A significant cruise of no set duration or destination'. He won it in 2009, the 100th anniversary of the prize.

In 2010 he was again awarded RBYC's Cruising Yachtsman of the Year for 'Extensive Cruising of Scandinavian waters and winner of London's Royal Cruising Club's Romolo Cup'. He would often come to the RBYC Music Night on the Bingham's table - always good company.



Thorry ran a very successful timber business. He was awarded an Order of Australia on 26 January 2002 for service to the forest industry particularly to sustainable timber resource management and development and to the welfare of communities dependent on the timber industry. For over 30 years he supplied all the plywood needs of Jayco Caravans.



## MEMBER NEWS

**Peter Gebhart, *Nimrod II***, one of our recently joined members, attended his first cruising dinner. He previously owned *Chindrina* (formerly the Merritt's boat) for a time. He also participated in the 2004 Bass St Cruise. He has been in Singapore for a few years but hopes to go cruising....when work stops getting in the way.

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As seen by the articles in this newsletter we have some boats cruising far afield and others keeping to Bass Strait.

**Angela and Paul Woodman, *Summer Wind***, headed off on their trip up the east coast of Australia and have arrived in Sydney.

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**Sue and Bryan Drummond, *Birubi***, have been cruising around Port Lincoln, The Group and Kangaroo Island.

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**Allan Haddow, *Ophelia***, is staying in the Bussellton/Mandurah area for another 6 months before heading across the bight.

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There have been more cruising grandchildren this month.

**Sue and Rod Slater, *Foxy Lady***, have welcomed Beatrice Anne Slater into the family. Sue is heading to London next month to have some new baby cuddles.

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Feedback from our Combined Clubs Bay Cruise: Thanks for being such wonderful hosts on Saturday, we hope this fosters a much more communal cruising group and activities around the bay in the future. Regards **Steve Hassell, *Magic RGYC***

We enjoyed the BBQ cruise and socialising at club, thanks for organising. **Erwin Bejsta, *SV Manali RBYC***

It was great to be back in Brighton and meet up with so many familiar faces. Thanks for organising everything and your generous hospitality. **Tom Hinton, *Boomaroo QPLYC***

Just a note to say thank you for organizing our joining your Cruising Group last Saturday. We had a great day and a lovely evening with all your crowd. It was great to be so warmly greeted at the pen and nestled in. **Emer & John Jennings, *Imogen HBYC***

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

FORTHCOMING EVENTS

**FRIDAY 16th MARCH**

**ANNUAL BOAT PROGRESSIVE DINNER**

Please contact Jenny now if you haven't done so already!

Gather at the Members Bar at 6.30PM for pre-dinner drinks followed by main course on first allocated boat, dessert and coffee on second allocated boat then gather back for port and chocolates. Cost, probably \$20, TBC per person. Sounds confusing but it works!

This evening is only possible because of the generosity of boat owners who provide main course or dessert on their boats for 6-8 people with costs reimbursed up to \$10/person for main course and \$6/person for dessert.

Jenny Collins would love to hear from all boats who are willing to host a course.  
[jacngrant@gmail.com](mailto:jacngrant@gmail.com)

Non-boat owners or currently boatless are always warmly welcomed and need to book a place through Jenny. Numbers are limited to what can be accommodated on the volunteered boats.

This is an excellent evening to get to know other members of cruising as dinner is in small groups. We therefore encourage any new members to attend.

**30th MARCH to 2nd APRIL - EASTER  
 END OF MONTH ON WATER ACTIVITY**

A cruise in company to a destination in the bay. Cruise coordinator is Peter Strain.

Please contact him [peter\\_strain@bigpond.com](mailto:peter_strain@bigpond.com) 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.

**FRIDAY 20th APRIL**

**Guest Speaker: Graeme Hubbert,  
 Topic: Oceanographic Models**

Graeme is both a physicist and a keen sailor who developed the first operational numerical marine models (waves, storm surge and coastal currents) for BOM. His modelling has also included localised marine modelling for environmental issues, and the first localised atmospheric modelling for events such as America's Cup challenges.

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

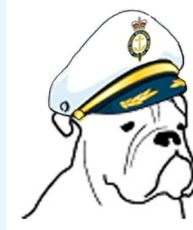
Please book with Mandy in the office (95923092) no later than **Wednesday April 18th, by 12 noon**. Bookings essential.

**SATURDAY 28th APRIL  
 END OF MONTH CRUISE**

A cruise in company with details later.

**FRIDAY 18th MAY  
 FORUM DINNER MEETING**

**Guest Speaker: TBC**



**Capt'n  
 Bully's  
 Blog**

Ah! Back at the helm, rafted along side the QCYC jetty waiting for a peaceful weather window to set out with twelve other delightful cruisers from our great Club. Time to reflect on the last month which has, to say the least, been eventful. Firstly dinner to celebrate immediate past Cruising Chairs contribution to Cruising and the Club. First class service in the old cafe, all went well apart from Pam's battered fish!! Followed the next night by our inaugural invitation to our kindred clubs around the bay. Again a great night with wonderful compliments from the five crews that joined us from Geelong, Queenscliff and Hobson's Bay. Well reported in the last newsletter.

The next Saturday the cruise in company dinner arranged by Cruise coordinator Craig Walton we were blessed by a perfectly warm, balmy summer evening and had another great night out on the Members deck. Following Friday our monthly dinner, Rob Hurrell entertained a large gathering with brilliant photography of his cruising exploits in the Mediterranean and the canals of France.

Now at QCYC moored here for three days we are enjoying more comradeship with thirty or so of our cruisers and a few boats crews from Royal Vic. With nightly dinners in their most welcoming of clubhouses. The interesting reflection to me is that while the public perception of yachties may be of wealthy, arrogant, big noters the experience to me is actually extremely friendly, humble people, with a sense for adventure, who enjoy and respect Mother Nature and the elements. Escaping disasters while battling the natural forces is without doubt a very humbling experience and so our evenings down here naturally have been filled with swapping legendary stories of eventful near misses and other experiences. We feel very fortunate to be part of all these events, even if the impact on the waistline is undesired. Looking forward to more events out in the bays and islands of Bass Strait.

Peter Strain