



CRUISING NEWS



MAY 2018

Guest Speaker - Graeme Hubbert Oceanographic Models

By

Malcolm King

April 20's Cruisers forum's guest speaker was Graeme Hubbert. Graham completed a PhD in physics and worked during the 80's and 90's for the Bureau of meteorology before moving into private consulting.

In his early years, interest in tides and currents was triggered through an early association with some RBYC yachtsmen Adrian Finglas and the Head Coach that were looking for an edge when it came to understanding the best passage to sail taking advantage of currents and tidal movements which lead to some early computer modelling.

The evening commenced with an explanation on the tides, with the moon being the primary cause and the sun's influence to a lesser extent. Tides with the largest amplitude are located and the reason behind the massive tides was explained. In the Bay of Fundy the tide rises and falls 16m and is due to a shallow and wide mouth of the bay and a large continental shelf. To use the tidal flow, a 16m diameter tidal turbine was deployed for power generation.

In Australia, we have tides of 8 metres at Derby where there is a large continental shelf and is the location where the tide is influenced by the Australian Continent one tidal stream passing to the north and a second to the south with the two meeting at Derby WA. A similar event occurs in Bass Strait but to a lesser extent.

Following the 1998 tragedy of the Sydney to Hobart yacht race, there was renewed interest in the development of improved forecast modelling of wind and waves which has evolved into Meteye that we have today.

In addition, computer modelling of tides and currents has now been extended to enable emergency services to determine say the point of entry for a victim of drowning, how to manage oil slicks and to determine the drift patterns for aviation debris from the point of impact.

Currents around the east of Australia were also touched upon. On the east coast, there are at least three eddies that rotate in an anticlockwise direction. So when racing from Sydney to Hobart, knowledge on the location of the current flows is critical to ensure the fastest passage.

Finally, change in global sea levels and temperatures were also touched on with data collated from tidal stations giving sea level rise and Argo floats transmitting temperature and salinity profiles in the upper 2km of the ocean. The data collected enabling baseline data to be established.

It was a very informative and stimulating evening and one not to be missed!



CRUISING GROUP COMMITTEE MEMBERS

Chairperson Peter Strain..... 0418 530 385

Secretary Jenny Collins.....9585 1154

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

Rob Hurrell 0409 781 477

Paul Jenkins 0400 946 658

Will Merritt 9598 8626

Pam Merritt 9598 8626

David Pollard 9592 6554

Roger Walker 0407 844 992

Barbara Burns 0417 035 404

NSW Coast beyond Sydney – The Woodman’s East Coast Adventure continues

By Angela Woodman

I have been very impressed with the NSW coastline north of Sydney as a cruising venue because there are so many opportunities to cruise inland. To me this means flat water and the opportunity to observe the shoreline features closeup. Below are some extracts from the blog I have been writing about our journey.

Broken Bay

We spent 10 days here. So far, this is my favourite cruising ground within the Hawkesbury and the Cowen Creek. *We are just over 4 weeks into our cruise. We are currently in Pittwater, sailed from Sydney yesterday and stayed at The Royal Prince Alfred Yacht Club. It is a large yacht club amazing place, I thought Sydney had a lot of boats, it is just a sea of masts here, moorings and marina’s everywhere “ . Had lots of fun today exploring the Hawkesbury River in a tinny beyond the rail bridge at Brooklyn going as far as Spencer 10 miles upstream. We saw beautiful exposed sandstone escarpments among the forested hills. River dwellers, with boat access only, live along parts of the river here. On our return we ran out of petrol about a kilometre from the marina. The guys paddled until we were rescued by the marina staff.*

Lake Macquarie

Our visitors departed at Brooklyn and we continued the cruise alone. Macquarie is a large deep lake system, very easy to cruise around. It is getting into and out of the lake that is the challenge. (Apparently over the Easter period 28 vessels were grounded and required assistance to get through the channel) *We are currently in Lake Macquarie, staying at the Lake Macquarie Yacht Club, having sailed from Pittwater this morning. The channel was a little more challenging with a few low spots where we touched the bottom as we approached the drop-off. The weather is deteriorating, so we expect a few cooler and wet days ahead.”* *Things don’t always go to plan when sailing. Plan: leave Lake Macquarie early, reality a little different. Left jetty, at 6.45am arrived at channel entrance at 7.30pm, two hours after high tide at heads as advised. Channel water too low for us, needed to be pulled off the ever changing sandbar by Marine Rescue! Missed 9am bridge opening. Went through at 10am instead, therefore missed the deep water required to cross the bar so we had to wait till late afternoon for next high*

tide. We now understand while many cruisers just don’t visit Lake Macquarie. We decided to go to Newcastle, rather than Port Stephens, because of the late start. Entering port in the dark added more challenges at end of a long 14 hour day.”

Port Stephens

We spent Easter here, Sue and Bryan Drummond joining us after Easter. Great holiday destination. We found the lake system rather shallow, with not a lot of anchorages but the marina facilities were great particularly Soldiers Point marina which I can thoroughly recommend for its luxury.

Foster / Tuncurry

Overnight stop, no difficulty getting across the bar.

Camden Haven

We all really enjoyed this place. Would have stayed longer but our son was joining us in Port Macquarie, so we needed to move on.

Port Macquarie and Hasting River

We stayed in Port Macquarie for 5 days, strong winds delaying our exit, however we enjoyed being land tourists for two days.

P.S. Just letting you know, Sue knitted or slept through every bar crossing, her way of coping!

Iluka/Yamba and the Clarence River to be continued.. by Sue and Bryan Drummond our able crew.



Exiting the bay at Camden Haven



Exploring the Hawksbury by dinghy



Paul doing a little boat maintenance

March 16th 2018 Cruising Group Progressive Dinner

By Jo Walker

Fine Company. Fine Food. Fine Drinks. Fine Weather.

The challenges with the progressive dinner each year are: what can I cook and serve to a handful of people, not knowing who will be allocated to your boat, or their taste in food and whether there are allergies or intolerances to cater for. To date, I think most people have risen to that challenge admirably (no pun intended), and this year was no exception.

Let's start with the Fine Company.

Gathering in the club bar around 6.15pm for drinks and nibbles were the very chatty cruising group. Sometimes it was hard to hear yourself think for the socialising going on! If anticipation was of a good time was measured by the noise level, then everyone was looking forward to a grand night. Despite our disparate ages and politics, we seem to get on remarkably well as a group.

Moving on to the Fine Food.

Starting with the nibbles we had a great selection to choose from, but the Fine Food I really should comment on came from our many cooks on their respective boats, or boats they had acquired for the night. The boats where main courses were served were: Birubi, Chakana, It's a Privilege, Manali, Mirrabooka, Mynooka, Reliance, Pizazzz. The boats where dessert courses were served were: Catwalk, Charliebird, Cavarlo, Enya, Folie a Deux, Foxy Lady, Kirra Kirra.

Now, I think I'm a pretty good judge when it comes to food, and when no one complains about it, then it's a winner. I'm sure everyone agrees that they enjoyed plenty of delicious food on their respective boats. This year our pro-

gressive dinner finished on "It's a Privilege" where everyone enjoyed teas, coffees and chocolates.

Don't forget the Fine Drinks.

As it's a BYO event, if you didn't have fine drinks then it's your own fault! A willingness for cruisers to share their chosen wine always gives me a warm feeling inside. But maybe that's just the drink doing that, I'll have to ask my doctor.

Finally the Fine Weather.

There was no doubt that we had a most pleasant evening's weather for this event. A light warm and balmy breeze wafted across the water, the moon shone down on the marina making it into a fairyland of twinkling lights and the sea shone with a glow mirroring the stars. Anything can look good after a couple of drinks!

A big THANK YOU to all of the cooks and boat owners for making the effort for us all. And the biggest THANK YOU goes to Jenny Collins and Pam Merritt for all of the arrangement and organization.

WILL'S WRY WHIMSY

I'm not giving up sailing. I'm just making that clear because at the time of writing I'm sitting in our 'A' van in Casino. Readers who are challenged to find their way to the house next door can consult google to learn that Casino is west of Lismore. If you don't know where Lismore is just settle for knowing that I'm a long way from the boat.

Now where was I? Oh yes - in Casino and offering an assurance to the effect that I am not giving up sailing. Never mind what you've heard on 'fake news', I have only been away on two caravan trips recently.

If I was giving up sailing I'd be unlikely to be anti-fouling the boat! In fact 'Lucy' was re-launched only a week before I left on this trip, so I'm missing those first few races when the keel is so clean that our speed doubles and the competi-

tion has to eat my dust - or rather they have to drink my water spray. Well I may be exaggerating a little but you know what I mean.

I do worry that by the time I return barnacles the size of dinosaur eggs will be growing on my rudder and the fisheries people will be expecting me to pay a lease fee for mussel farming.

I'll tell you what. If you are so keen to keep me sailing at least you could offer to take on the monthly keel scrub. I'll even let you do it for free. The health benefits of keel scrubbing in winter are too numerous to mention

**Will's
Wise Words**

RBYC CRUISING GROUP EASTER CRUISE

By Lyn Bingham

Portarlington with its new harbour facilities won the vote for the destination cruise over Easter. For those participating, Good Friday was spent loading provisions, dinghys and other gear on board, or spending time with family. There were six boats :- Andalucia -Will and Pam Merritt. Foxy Lady – Rod and Sue Slater. Haida Gwaii -Geoff Brewster and Barbara Burns. Kirra Kirra – John and Jo Walker Sun Kiss – David and Sally Spencer. Under Capricorn – Bruno and Marlene

After a cloudy start, the sun appeared on Easter Saturday and what little wind there was soon faded so most motored to the destination. As there were already a few yachts in the harbour, including four of the Brighton boats, Mirrabooka and Foxy Lady decided to anchor outside of the harbour for the night to ensure a peaceful night's sleep free of any worries about things going bump in the night as the wind swung. By early evening there were six yachts anchored outside. Sunday several yachts departed the harbour and we were all anchored in the harbour for the second night.

As is their wont, the shore late Saturday after-noon for drinks and nibbles and a game of Klop log-tossing game which Dave Spencer. The nearby barbeques to good use whilst the es and other delectables then back into our din-fore too much darkness Mirrabooka did not have while Foxy Lady did not tinkering with a battery Mr. Bingham and Rod booka, picked up Lyn ing a fair distance under harbour pulling up onto swimming beach. He who had a comfortable collect Sue from Foxy



Cruising group enjoying Port Arlington

cruisers gathered on-noon for drinks and nibbles – the addictive outdoor this time was won by

and tables were then put aroma of chops, sausag-wafted over us. It was ghyss and on board be-set in.

their outboard this time have a dinghy so after problem on Foxy Lady, rowed back to Mirra-and Rod ended up row-the pier and into the the east side of the then appealed to John, dinghy with outboard, to Lady. After the barbe-

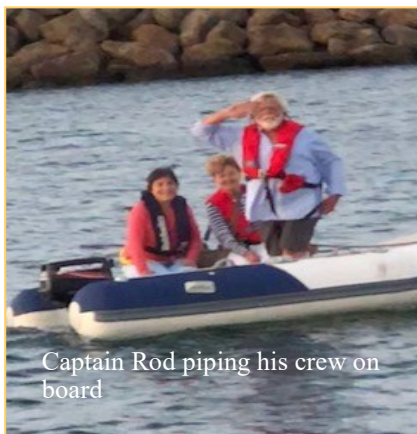
que John kindly took Rod and Sue in his dinghy back to Foxy Lady while towing Lyn and David to Mirrabooka. Thank you John who at this stage had not eaten as they were not barbequing so he had taken Joe back to Kirra Kirra to commence operations while he answered the call of compassion for his fellows faced with rowing a long way home!

Easter Sunday we met onshore up the hill at the bakery where, in a pleasant courtyard, we enjoyed coffee, hot cross buns and other delicacies. Tom & Alison (Boomoroo) joined the group here. This was followed by a stroll out on the breakwater and/ or around the main street of Portarlington.

Back on board for a quiet time before we were welcomed on Kirra Kirra by Jo and John for afternoon drinks and nibbles. It was a most pleasant late afternoon/evening watching the pretty sunset and enjoying great company.

After a quiet night on board inside the harbour, we set a course at 40 deg. for the RBYC marina and most departed after breakfast. There was sufficient breeze initially to be able to hoist the headsail, but alas it didn't last and as we glanced astern we realised that other boats were catching up and obviously had turned to the iron beast rather than a prolonged journey back home. Andalucia passing was the final straw!

As always it was good to be off the roads at Easter, and to enjoy some boating and friendship with like minded cruising people .



Captain Rod piping his crew on board



Captain Will relaxing on the pier

CRUISERS GO LANDCRUISING??

By Pam Merritt

Who would've thought we'd be away camping..... yes camping, with a group of inveterate cruisers. At least we were on the coast with magnificent views over the Prom which evoked memories of some great 'on water' cruising in the area.

The idea of a 'weekend camping cruise' grew when several members acquired campers or vans and I can't help thinking that this may subconsciously be some kind of very slow transition towards yachtie retirement. Or is it just that Australia has a lot of great places to visit that aren't on the coast?

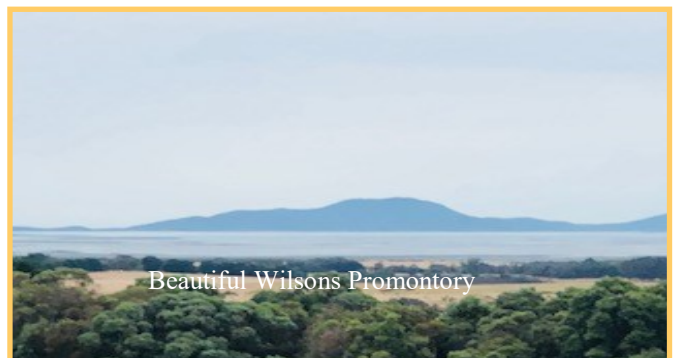
Just before Easter 14 cruisers made their way to Walkerville and proceeded to unfold and erect an amazing array of camping accommodation - camper trailers, Avans, one rather large camper van and one (small) tent. Sue and Bryan Drummond were giving their new Avan its inaugural run and as soon as they arrived spent endless hours (so it seemed!) erecting and dismantling their awning, annex and any other 'extras' they could find in the locker. Quite entertaining for the rest of us, and Bryan did make his way to the Fish Creek hardware store next day for more tent pegs and a new mallet.

On Saturday Geoff took us, in convoy, for a guided tour of the area which included Fish Creek, Yanakie, their house at Foster and Gurneys Cider Brewery where we sampled the local brew.

Just like cruising, Happy Hours were a must, with the odd game of Klop thrown in. We ate together in the communal rotunda with BBQ and fireplace and enjoyed nightly roaring fires - thanks to the wood gatherers! We played Trivial Pursuit where the Boys beat the Girls because they had all the easy questions.

We discussed how much easier 'land cruising' is than being on the water - no dragging anchors, no roly anchorages, no lines to adjust - and the weather DOESN'T MATTER!! (much) But maybe it's just those kind of challenges that we'd miss! However after our last night with howling wind, thunder and heavy rain we all said "Thank goodness we're not on the boat".

There's already talk of another Cruiser Camping Weekend next year so if you have aspirations of joining the 'land cruisers' then head off to the next Caravan and Camping Show and buy whatever takes your fancy.



Beautiful Wilsons Promontory



Relaxing with Happy Hour



Playing Bocce at Walkerville Caravan Park with the Land Cruisers

Anchors and Rodes

By
Brenton Smith



In days of yore if you wanted to start an argument in a sailors' bar then you mentioned that you were going to buy an anchor – and the passionate devotees of each type would be off in full flight, complete with horror stories associated with the alternatives. The reality was that most of them had some significant limitations. Fortunately, this has changed – the anchors that is, not the propensity for sailors to be passionate about kit on their boat when in a bar late at night. In this light I thought it might be worthwhile to review a few basics of anchors and rodes.

Basic No 1. Carry the right anchor. This is easier nowadays because the 'modern' spade and fixed shank plough type anchors have actually been around for more than 25 years and if you buy a boat these days it is most likely to have one of these anchors. The brand/shape is not important – but the basic geometry is important, and the rules have been known for long enough for them all to conform. They also tend to reset if they are dislodged from the seabed. The old style anchors were good in their day, but have a look at the bower anchors on boats that cruise full time – the anchors of old are never seen on them and it is not because cruisers like spending big bucks unnecessarily.

Basic No 2. Carry the right size. All manufacturers have charts that suggest an appropriate size for your boats dimensions and weight. If you want to sleep on a windy, bouncy night then the recommended size is the minimum. Some of the anchors included in modern production boats are absurdly optimistic for anchoring in a blow – remember these boats are sold to a price. Fortunately for us the 25kg Rocna sat in the middle of the range for *Chakana* – no decision was required on whether to go up a size or not. Although you may be tempted to go up a size it pays to remember that one day your anchor winch will fail, and hauling that extra 5kg from the bottom while winching by hand is not for the faint hearted, or weak in the back. Last year in Tasmania I was glad that I did not succumb to the temptation to go up a size.

Basic No3. Your rode must absorb energy. When your

boat is dancing around in the wind and swell the kinetic energy in the motion of the boat is enormous and combines with the pressure energy imposed by the wind. Both of these increase with the square of the wind velocity. If the wind goes from 20 to 40knots the energy to be absorbed when your boat stops at the end of its merry chase is increased by four times. If most of this energy is not absorbed by the rode then it is used to pull your anchor out of the mud/sand/shingle. Your boat is now mobile.

Apart from connecting your boat with the anchor, the primary function of the rode is to absorb energy so that the force on the anchor trying to pull it out of the seabed is minimised. In the old days the energy absorption was done by increasing the thickness (weight) of the chain but no one wants to carry around this weight in their bow locker – and neither do I. Besides there is a limit and if the wind and wave action are strong enough your chain rode is straight and will not absorb any more energy – i.e. it has lost its primary function. That nylon stop on the bow is not just there to stop the chain rattling in the night while you sleep in your queen-sized walk around double bed next to the chain locker – it absorbs energy and the longer it is the better. I have two stops – the short one for 99% of nights at anchor, and another at 12m for that last 1% when I want plenty of energy to be absorbed. It worked.



JUNIOR SAILORS BIG BOAT DAY

SUNDAY 22 APRIL, 2018

By Lyn Bingham

A cruise to Royal Yacht Club of Victoria on a lovely Autumn day in April for junior sailors from RBYC to experience keel boat sailing.

As it often is with an expedition to Royals at this time of the year we motored there and sailed home.

There were six boats taking part – Audere, B & B, Kathleen B, Mirrabooka, Reverie and Sunkiss, with Caledonia and BKT Jamhu on offer if needed. On board were seventeen junior sailors and fifteen adults and other friends to assist with berthing at either end.

So we motored on a mirror like bay, only disturbed by the wake of a fleet of motor cruisers which appeared to be taking part in some sort of rally/time trial.

We tied up at Royals and enjoyed drinks and nibbles, supplemented by some extras courtesy of Jim Leckey, and catching up with everyone, followed by a barbeque lunch or a meal from the dining room.

The sun appeared and after lunch some of the youngies ventured into town to the ice cream shop.

We hoisted the main and a headsail for the sail home, and the big smile on the face of our junior, Angus, said it all.

A most pleasant day both on the water, and on the deck at Royals and a good experience for the junior sailors.



The group at Royals on Sunday



Angus helming Mirrabooka

MEMBER NEWS

VALE BRIAN CHERRY

10 July 1935 – 27 April 2018

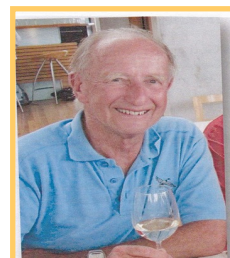
Lyn Bingham

Brian Wilson Cherry lived a full life. Born on 10 July 1935 in Leicester, UK the only child of Henry and Vera. His father went off to war a few years later and during this time Brian and his mother moved around as needs dictated. Brian went to London for the last few years of school, completed his National Service in the army in 1953-4 and then went up to Cambridge University (1955-58) at Trinity College. He continued post-graduate studies, ultimately being awarded a PhD and went on to become a Fellow of the newly founded Churchill College. Its colours, pink & brown were reflected in the coffin flowers.

An opportunity opened up at another new institution out in the antipodes, at the new Monash University, where he built his career. He started in 1969 and was still going in to his Monash office this year. His great love was research into three primary areas: corrosion, adhesives and polymers (also known as rust, glue and plastics). The Australian Corrosion Association describes him as the father of corrosion in Australia.

Brian was a keen sailor with Miriam and they had five yachts since 1970, Antares, Fricka, Billabong, Piccalo and Lena (since 1995). Over that time he was a member of Royal Brighton Yacht Club, and Queenscliff Cruising Yacht Club (a past Commodore) and formerly of Hobsons Bay Yacht Club. He was also a keen lover of the musical arts, especially in the form of concerts and opera. He was a longstanding member of the Downtown Investment Club (since 1982), a mason at Hearts of Oak Lodge, and a parishioner at St. George's Anglican Church, Malvern since 1981. One of the founding members of the Royal Brighton Yacht Club Cruising Group Brian will be sadly missed by all who knew him over his many year's of involvement with the Cruising Group and with racing and cruising on his beloved yacht, Lena.

Our deepest sympathy is extended to Miriam, James and Liz and their families.



FORTHCOMING EVENTS

FRIDAY 18 May
Guest Speaker: Allan Haddow.

Topic: In 2015 Allan sailed singlehanded from RBYC, up the East coast past Mackay all the way around to Darwin and further down the West Coast on his 29ft Compass "Ophelia"

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 16th, by 12 noon**. Bookings essential

.....
SATURDAY AND SUNDAY 26th AND 27th OF MAY
END OF MONTH ON WATER ACTIVITY

YARR EDGE MARINA

1. Book Now for Yarra's Edge Marina

☎ 96818394 ✉ marinaye@bigpond.net.au

Discount \$40.00 per yacht per night

Sail in Friday 25th or Saturday 26th to Sunday 27th

2. Confirm with Cruise Coordinator that you are coming.

✉ paul.jenkins8@bigpond.com

Confirmation with Paul

no later than **Wed 23rd May** is essential for a group dinner

.....

.....
FRIDAY 15TH JUNE
ANNUAL LIGHT CLASSICAL MUSIC NIGHT
 Featuring

Gordon McKenzie, The Showman

On Piano and Organ. A Musical Virtuoso
Playing the Classics and Light Opera

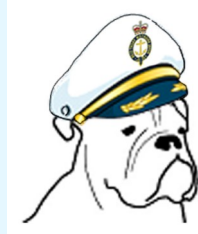
Enjoy an evening of fine wining, dining and entertainment – all for just \$100 a head.

Pre dinner sherries, delicious three course dinner and some wine included.

6.30 pm for a 7pm start in the Bayview room.
 Dress: Black tie.

Bookings to be made with Mandy in the RBYC office
(95923092)

Plan to attend now and organize friends and family



Captain Bully's Blog

One of the things we have been discussing on Cruising committee is increasing interaction with our other kindred yacht clubs around the Bay. Encouraged by the small but very successful invitation cruise dinner we had in our Member's bar back in February. The feedback from the visitors was extremely positive. To progress this initiative David Pollard suggested we contact the cruising coordinators of the clubs around Port Phillip. I have since been in contact with all of the following: Pat Milwright RMYS, Michael Kotsos SYC, Chris Williams RGYC, Ross Kilborn BYS and Ian Reichelt from RYCV who also is a key committee member of the Cruising Yacht Association of Victoria. Ian has just taken over the Cruising role at Royals and was very enthusiastic about the concept of working together and we had a brief preliminary meeting in our Bar to progress the idea and plan to contact all the others to arrange further meetings. Other Clubs to be contacted include Beaumaris, Safety Beach, Hobson's Bay, Queenscliff and Williamstown.

Will keep you posted.

The next posting of this diatribe will probably be from somewhere up the East Coast of our great land girt by sea. Mentioning our national anthem the Strain family usually gets into very full voice on the second last line of each verse. But I digress the mighty "It's a Privilege" is planning to set sail, weather permitting second weekend in May



Captain Coxswain's Corner

AS THE CROWS FLIES

When lost or unsure of their position in coastal waters, ships
 Would release a caged crow. The crow would fly straight
 Towards the nearest land thus giving the vessel some sort
 Of a navigational fix. The tallest lookout platform on a ship
 Came to be known as the CROW'S NEST