



CRUISING NEWS



CRUISING NEWS JUNE 2018

**PROVISIONING  
BY  
Steve Harnett**

*(For the avoidance of doubt some, if not most, of the foregoing does not represent the views of the author (or anyone else).*

When Jude and I were heading north on Beaujolais I in 2016, the main challenge of provisioning was remembering to take reading glasses to the supermarket. This being necessary to ensure that the right flavor of baked beans was selected. Ham sauce, reduced salt, tomato sauce, cheesy tomato, English recipe, all lined up on the shelves in near identical tins. As an aside, wouldn't you think it possible for the labelling of baked beans to be such that reading glasses are not required, for example by using a different colour. A positive boon for aging yachties. And further, surely it is not beyond the wit of producers of such fare to have the necessary chilli already added, in the tin. Are you listening, Mr Heinz?

Having been invited by Terry to join Peter and him on the Bass Strait Cruise aboard *Reliance* we first met with them and Suzanne to plan the provisioning. This seemed like a good idea. We weren't sure which flavor of baked bean they preferred. We met over lunch at Terry's place and immediately came to understand, based on the quality of the lunch, that there would be more significant challenges for us to overcome. The conversation provided less subtle indications, gochujang, Chinese wolfberries, pomegranate molasses, what are these exotic ingredients you speak of? Why do I hear no mention of sausages, mash, or fish fingers? Clearly, baked beans would not feature on the menu at all – not even as emergency back-up.

The first step was to determine how many meals were needed, 15 it turns out. That worked out to 5 per catering unit. Jude and I (particularly I) were grateful to be given somewhat of a reprieve and were considered one catering unit. One BBQ and 4 other meals. At chez nous, Jude was again travelling for work, so much of the shopping and preparation would be down to me. Uh oh. On top of meals was the requirement for various delicacies to provide an excuse to drink alcohol as the sun settles, over the yard arm, somewhere in the world. That brings me to the im-

portant subject of alcohol, we determined that a bottle per day per catering unit would be necessary.

Over the subsequent days I spent several hours in supermarkets and making an assortment of meals which could be frozen and reheated (which, it must be said, is not quite as convenient as tins of beans, which are quite nice cold, straight from the tin, following the addition of the correct amount of chilli, of course). I also made the acquaintance of Mr Murphy – not the Mr Murphy of Murphy's law fame, which is frequently applied to sailing vessels, but Dan Murphy, the purveyor of alcoholic beverages. Mr Murphy, noting my heavily loaded shopping trolley, connived to get my contact details with the intention of sending me regular tempting special offers.

Once underway, it became pretty clear that different approaches to provisioning were undertaken amongst the crews of the boats which took the same course as us. A fine example of this was the most welcome printed invitation to Devonshire tea which was hand delivered to us by a lowly crew member from *Foxy Lady* in Refuge Cove. Preparation and planning on display in abundance. The boat-made scones, with jam and cream were delicious and the company good.

Back on *Reliance*, all of our efforts were well rewarded with a menu that wouldn't look out of place at one of the city's more, err, inventive eateries. Certainly, a vast improvement on baked beans. And my liver is slowly returning to its normal functioning.

What is the difference between provisioning, victualling and ordinary shopping?

**CRUISING GROUP COMMITTEE MEMBERS**

**Chairperson Peter Strain..... 0418 530 385**

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

**Editor Barbara Burns...017035404**  
Email.....Barbaraburnstwiss@bigpond.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

Robina Smith ..... 0403 791 347

“Dad’s Army sails North”



**Captain Bully's Blog**

Four septuagenarian school/University old mates plus our extremely valuable tradie mate Patto joined “It’s a Privilege” for the coastal passage up the east coast of Australia in search of sun and warmer weather. Now rebadged as “Dad’s Army Sails North”. The ageing process provides its challenges, a perfect example being the discussion required to bake some potatoes. My humble understanding is you wash them, turn on the oven and chuck them in. Captain Chaos and Patto spent an hour in discussion before basting, salting and eventually putting them in a stone cold oven. Then they took three quarters of an hour to cook medium rare steak. Needless to say we ate quite late that night in the peaceful surrounds of Refuge Cove. A strong south westerly enabled us to romp across the paddock and reach Eden at dusk the next day. Stops at Bermagui, Batemans Bay and Jervis Bay we reached Sydney after a week. Rob Hurrell’s excellent advise we arranged a mooring in Cammeray which was not only brilliantly protected but very convenient to visit our son and his family. Being a great fan of our spacious great cruising waters of Port Phillip Bay with all its great destinations, Sydney Harbour is worth a comparison. Quite different with all the ferries and crowded anchorages, but you cannot help not being awestruck by the spectacular beauty of this world renown waterway. Boats and beaches of every description, world famous landmarks everywhere and weather about average five degrees warmer than Melbourne at this time of the year. We had a great week helping with grand daughters and catching up with friends.

With our new Cell-fi-go internet booster, we were able to keep up with events back at RBYC and we salute Sue and Grant on their courage and determination in completing the Osaka race. Paul Jenkins obviously successfully masterminded a great end-of-month cruise to Yarra Edge. Our marketing plans seem to be going well with a very informative Facebook site and flyer drop generating quite a few new members to Cruising Group. Let’s make sure we make them feel welcome and included in all that we have to offer. Next stop Queensland, even warmer.



The continuing adventures of “Summerwind”  
Rolling on the Clarence..with Apologies to Creedence Clearwater  
To be sung to the tune of “Proud Mary”

By  
Sue Drummond



Paul said the mast height was 19m something.  
Took out the dinghy to get some perspective  
66,000 volts above us  
Put our rubber gloves & thongs on us  
Didn't want to be

**FRYING , FRYING, FRYING ON THE CLARENCE.**

Went to Grafton in the dinghy By the time we got there,  
everything was shut,  
Lots of jackarandahs  
Lots of big verandahs

Time to hit the river and get out of the place  
Summerwind headed downstream  
Out through the entrance with the wind on  
the beam

Made a lot of friends in Port Mac  
Drank a lot of champers with our new kiwi mates  
Then we headed north  
Crossed the Clarence Bar  
Put down the pick in Iluka.  
Big surf kept on rolling  
Summerwind kept on sailing ( well actually motoring)

**ROLLIN' ROLLIN' ROLLIN ON THE CLARENCE**

Left Iluka for the lifting bridge  
Only went aground twice  
Navionics wasn't very nice  
Got to the bridge  
with minutes to spare  
Pitch black and very exciting  
3 miles to Maclean and frightening

**ROLLIN ROLLIN ROLLIN ON THE CLARENCE.**

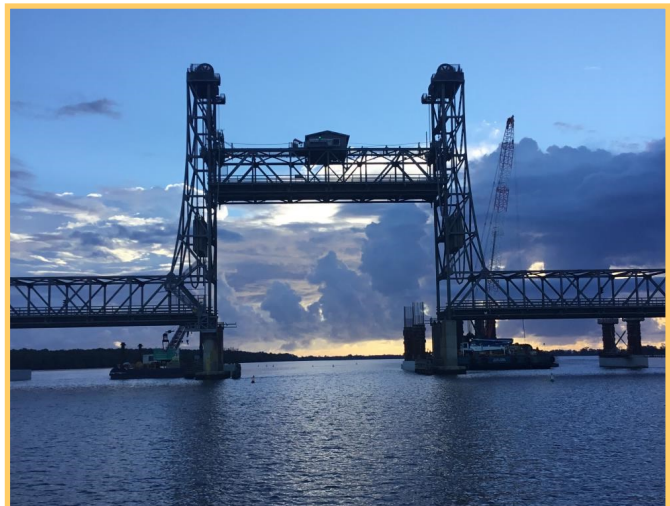
Drank a lot of coffee in Maclean  
Bryan had a haircut  
Got a relay for the alternator  
saw the Scottish lampposts  
Clarence getting shallow, Woody had to bellow.

**ROLLIN ROLLIN ROLLIN ON THE CLARENCE**

Saw a lot of canefields and cattle ,  
Lots of jumping mullet, and we checked out all the pubs  
Brushgrove and Lawrence,  
Coffee at Ulmarra  
Yet to face the biggest challenge yet!  
Power lines at Grafton before us  
17m clearance

**ROLLIN ROLLIN ROLLIN ON THE CLARENCE**

Bryan said “She'd be right, Paul’



# MAY FORUM DINNER: ALLAN HADDOW *OPHELIA* CIRCUMNAVIGATING AUSTRALIA SINGLE HANDED

BY ROBINA SMITH



More than 50 cruisers attended the May Forum Dinner to watch a fabulous movie presentation of Allan's singlehanded voyage around Australia in his Compass 29 *Ophelia*. This presentation covered the 2 year period from when he set off from RBYC on 24<sup>th</sup> January 2015 to his arrival in Darwin, in the dark, in October 2017. During this time he still had to keep doing his paid work so had a routine of working for 5 days then sailing for 2 days. Cyclone seasons were spent in Mackay (15/16) and in Darwin (16/17) ...with no cyclones to worry about.

The movies were filmed on his Go Pro then edited and set to an appropriate musical soundtrack featuring U2, The Lumineers, Andrea Bocelli, Led Zeppelin and more. This probably indicates the eclectic musical playlist that keeps Allan of sound mind as he cruises singlehanded. There is nothing like sailing through 'The Hole in the Wall', a narrow waterway in northern waters between Guluwuru Island and Raragala Island known as Gugari Rip where tides can run up to 8kts so arriving for the right tide is imperative, listening to U2, Pavarotti and Bocelli. We sat back and had a smooth fast ride as Allan had timed it perfectly! Or watching *Ophelia* rise in Darwin's Cullen Bay Marina lock to the strains of Bocelli.

Allan had little experience of sailing outside of Port Phillip Bay before he set off so was very grateful to have Scott Cumming's company to Cleeland Bight, Port Phillip Island for the first leg. From there on the voyage was single handed. He watched the weather and never ventured out if the forecast was for more than 20 knots. This was not possible on the Far North Queensland legs as the forecast was always over 20kts. However he found that there it was best to go out to the outer reef and sail inside it where the seas were flatter.

Looking at the movies Allan certainly had some 'Champagne Sailing' with gentle winds, blue flattish seas and plenty of sunshine. No footage of rain and storms apart

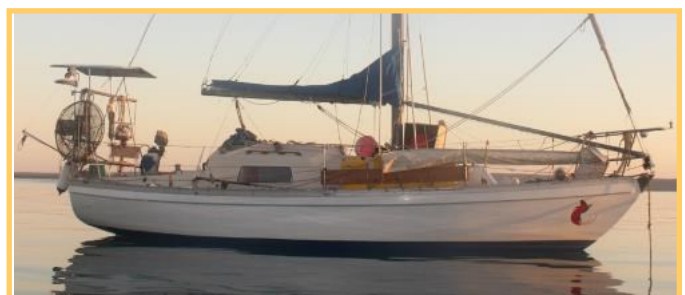
from lightning in the distance – probably too busy sailing the boat if those conditions were being experienced. Travelling at a cruising speed of 4.5kts most legs were broken into day sails. Sometimes it was necessary to sail on longer legs like heading across the Gulf of Carpentaria so he would have to 'park the boat' and grab some sleep before continuing on, or check the AIS, set the autohelm and grab a few minutes sleep.

With the need to get to places in a certain time frame for various reasons like tide times or darkness, Allan spent 85% of his time motoring or motorsailing. Power management was also important as using a laptop was essential for work so *Ophelia* is equipped with 2 X 120W solar panels, a petrol generator to supplement these at anchor and the engine would be run for an hour a day to boost the batteries. On Allan's wish list is a wind generator.

Ports visited were a catalogue of iconic cruising destinations. Among them Refuge Cove, Lakes Entrance, Sydney, Pittwater, Cowan Creek, Port Stevens, Coffs Harbour, Southport, Moreton Bay, Whitsundays, Cairns, Cooktown, Lockhart River, Cape York/Horn Island, Weipa, Alyangula, Groote Eylandt and Darwin. Anchoring destinations were dictated by good internet service as it was necessary for his work. Hence the time spent at places like Weipa and Horn Island!

Fishing was also a common theme with spanish mackerel and coral trout supplementing the ships stores. The crab net, useful on the east coast for providing some delicious meals had to be left behind before reaching Western Australia as it is not legal. Crocodiles were company in some anchorages and dolphins (smaller than those in Port Philip Bay) were company across Gulf of Carpentaria among other places. The autohelm on *Ophelia* was Allan's best friend and worst enemy! He had continual problems until he discovered the solution after another stint of handsteering to Horn Island. It was all to do with balancing his sail area so not too much load was put onto his wheel autohelm. He now carries lots of spare parts!

*Ophelia* is currently in Fremantle as Allan fulfils a big work commitment before he heads off across the Bight to Tasmania in November. We wish him fair winds and look forward to hearing more about the completion of his circumnavigation in the future with more fabulous movie footage.



## *May End of Month Cruise*

*By*  
**Paul Jenkins**

Destination Maria YE and we were blessed with great Melbourne autumn weather for a fantastic weekend of friendship fun and a very nice dinner thrown in!

A couple of boats chose to head in on Friday whilst the remaining yachts that participated headed across at various times of the day on Saturday. With a sunny day around 19°C and a 10 – 15 knot northerly forecast the passage between RBYC and Hobsons bay proved to be somewhat sheltered mid-morning with virtually no breeze. This made for a pleasant motor on a virtually flat sea allowing all to enjoy a pleasant sunny trip. Six members came in by land travel for various reasons with all but 3 of those staying the night on board others boats.

For those that phoned the marina on approach to the Bolte Bridge they were met by the friendly staff to assist docking. The day continued as a pleasant sunny one with happy hour commencing at 5.30 on the outer dock where most were berthed. Around 7.00 all commenced to pack up and head off to our dinner venue booked for 7.30 P.M.

A big thanks to John Walker (Kirra Kirra) for his recommendation of dinner venue, Bank Pop Thai who accommodated seating for 30 hungry Buccaneers. A great menu offering a range of mouthwatering Thai cuisine satisfied some hearty appetites accompanying an equally good range of wines and beer ensuring the buccaneers did not go away hungry.

Some chose to retire to their own vessels whilst a few parties were rumored to continue on to a late hour on board Foxy Lady and Strathtay where some exotic beverages such as Mescal and old premium rare liquor Topaque were consumed. It was suspected that stocks of head ache medication may have been raided by some the following day for reasons best left unexplained.

Sunday morning however was equally as pleasant as the previous day with warm sunshine and a crisp northerly breeze. The majority of crews joined together for a hearty breakfast and coffee along the Yarra's Edge precinct before eventually departing and making their way back to RBYC.

Apart from Under Capricorn who had departed long before most rose, the first of the fleet to depart were Reliance leading the charge and Kathleen B and Strathtay in pursuit. The 8 – 10 knot northerly made for a pleasant reach from Hobsons Bay back to Brighton.

### **Boats that attended were:**

**Foxy Lady, Strathtay, Nimrod II, Kirra Kirra, So-phistique, Folie a Duex, Reliance, Patrice, Under Capricorn and KathleenB**



Cruisers at Breakfast



Alan Sherratt, Maree, Peter Gebhardt & Alison at Dinner

# DEPTH SOUNDERS AND OFFSETS

By

**Paul Jenkins**



Most of us have a Depth Sounder (gauge) on our vessels and when sailing a vessel with a fixed keel this is especially handy for avoiding hitting the sea bed or running aground. But how accurate is yours and do you know if it has an offset for the waterline or the keel?

As some would know one of our group recently experienced a 'Grounding' in a popular little harbour whilst anchored and although there may be some debate as to how this happened whilst anchored (perhaps due to anchoring in shallow water on a high tide) or (after dropping a fouled anchor and drifting onto even shallower water before being able to get underway) the real point that should be made was that the skipper involved was relying on a depth gauge which had a keel offset that has since been proven not as accurate as it perhaps should have been.

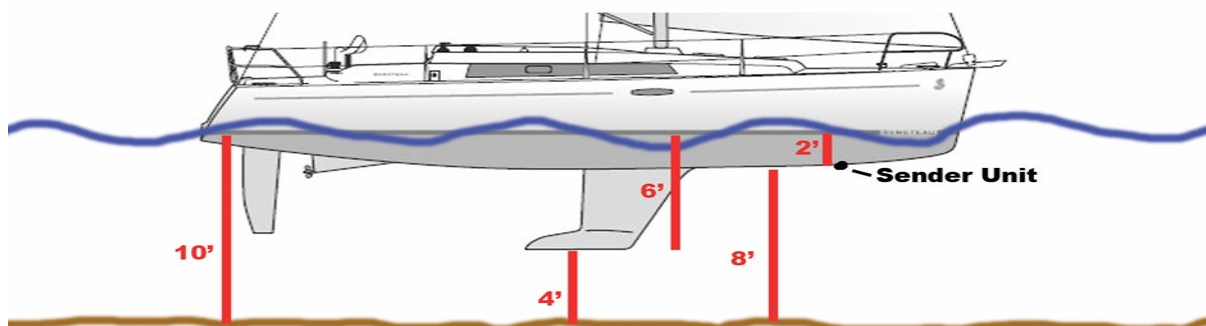
According to literature on the subject there are 2 types of offset to refer to. One is waterline offset often expressed as a positive number and Keel offset which is the distance from the depth sounders sender (Transducer) to the bottom of the boats (keel). However the figure you should set in your sounder is neither of these!

If your yacht specifications state a keel draft of say 1.8mtrs this should be a measurement taken from waterline of the hull to the bottom of the keel. You should measure this and check it for accuracy. And you should also note that the boats designer does not decide where the depth sounders sender will be installed after the boat has been built! Most makes of depth sounder allow for the settings of offset to be adjusted and set so that the display shows the actual distance from the sea bed after subtracting the value you set for an offset. If you want your sounder to display this depth as accurately as you can then you need to measure the distance from the waterline to the bottom of the sender and the distance from the bottom of the keel to the waterline.

In our example diagram, the distance from the waterline of the boats hull to the bottom of the sender is 2 feet. The distance from the bottom of the keel to the waterline is 6 feet. By subtracting 2 feet from 6 feet we have a distance of 4 feet. If we then set the keel offset at 4 feet this means that the depth sounders transducer is going to measure the depth below the bottom of the keel.

Possibly the best way to measure this accurately is to do it when the boat is on a hard stand and level. Using a laser level or level straight edges the measurements can be taken a lot more accurately than from underwater.

Our learned skipper's yacht had a keel offset of 1.5mtrs. The actual draft according to the design specifications is 5 feet 6 1/2 inches which is the distance from the waterline to the bottom of the keel. A quick conversion based on 25.4mm to 1 inch equates to a metric draft of 1.6891 Mtrs draft but let's call it 1.7Mtrs. The transducer is approximately 80cm or 0.8 Mtrs below the waterline so if we subtract the two figures the result is 0.9Mtrs. The difference is 0.6 Mtrs or 60cm which is insufficient and led the skipper into believing he had 60cm more depth under his keel than he actually did.



Offset is "0" - this is the default when the instrument is installed

**8 ft**

8 feet is the distance between the sender unit and the ocean floor

Offset is "-4"

**4 ft**

4 feet below the sender unit is the bottom of the keel, so the instrument is reading "Depth Below Keel"

Offset is "+2"

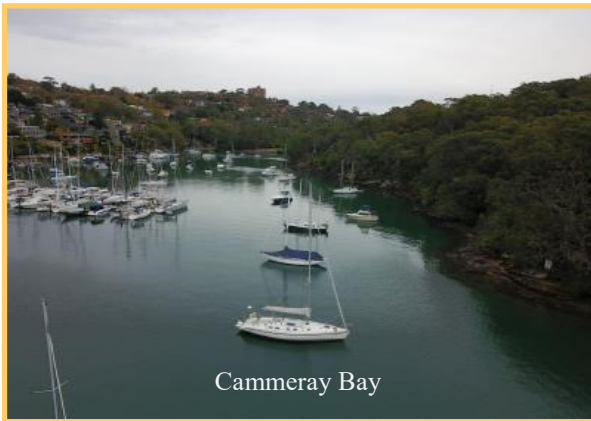
**10 ft**

2 feet above the sender unit is the top of the water, the instrument is reading "Water Depth"

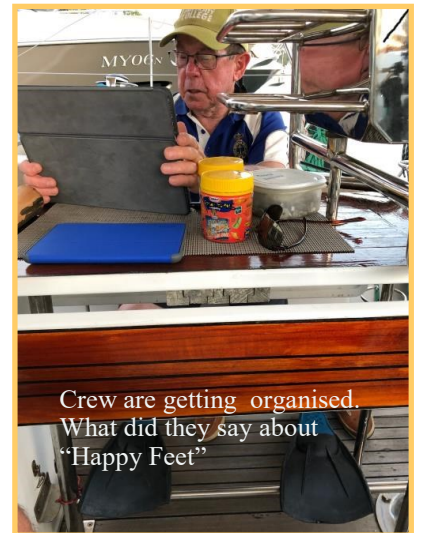
Sydney Cruising  
by  
by Rob Hurrell – ‘Aquacadabra’



Arriving in Sydney in April 2017, we arranged to keep Aquacadabra on a swing mooring in Cammeray Bay located in Middle Harbour. The monthly mooring fee was \$468 on the mooring, very reasonable, safe with daylight free water taxi service to the marina and boat ramp. This was a perfect sheltered location for the year



Cammeray Bay



Crew are getting organised.  
What did they say about  
“Happy Feet”

MEMBER NEWS

The Cruising Group is pleased to welcome the following new members:

- David Stripp “Solitaire”.**
- Bruno Correto “Under Capricorn”**
- Rob Whitelaw “Adios”**
- Andrew McBriar “Rewind”**
- Richard Wolf**
- Lech Banasik “Handful of Wind”**

We hope to see them at Cruising Functions and Activities on and off the water.

.....  
"Lyn and David (Mirrabooka) have some unfinished business in Central Asia. This year they will travel west to the nearby Caucasus - Azerbaijan, Georgia and Armenia, to take in breathtaking scenery, dominated by mountains, lakes, exquisite architecture and ancient ruins and open hearted hospitality.....whilst enjoying the company of a small group of like-minded travellers. They will relax on some of the

Greek Islands before heading back home..... boating will be confined to ferry trips to and between the Greek islands ."

.....  
Rod and Sandy Watson “Emma Kate” are enjoying Townsville, and environs. They will stay for a few days and then continue on to Cairns

.....  
Susan and Steven Etches who owned a Cavalier 32 “Strathtay” have now sold her, and are in the market for a larger and later built yacht.

.....  
Roger and Rhonda Walker “Catwalk” are off adventuring to Japan to a Zontr Conference, in a couple of weeks time, and will spend a fortnight travelling around.

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

FORTHCOMING EVENTS

**FRIDAY 15th JUNE**  
**ANNUAL CLASSICAL MUSIC NIGHT**  
 Featuring

**Gordon Mckenzie**

*International Pianist, Organist,  
 Piano Accordionist, Bass Baritone.*  
**A perfectionist and a master in his craft.**

**He will play a variety of music from Classical to Andrew Lloyd Weber.**

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.

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

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

Individual tickets or tables of 10.

**Book with Mandy for your last chance to make up a table for this wonderful night.**

**SUNDAY 1st JULY**  
**ANNUAL YARRA RIVER FROSTBITE CRUISE**

It's that time of year again and with the winter rainy season upon us we need a good social occasion to entice us onto the water. Our cruisers are a hardy bunch and a bit of wind, possible rain and freezing temperatures are not enough to stop us from having a great time. So on Sunday 1st July we will all sail to Melbourne City Marina for the Frostbite Cruise. Depart the RBYC marina about 10am for a midday arrival. As we can use the facilities there we only need to bring BYO everything to eat for a BBQ lunch.

This is also your opportunity to vie for the 'Best Silly Hat' prize.

Docklands is having their Annual Firelight Festival that weekend. Program to be released June 1st. Some boats may make a weekend of it. In fact I would encourage that as they will allow our day visitors on Sunday to use the facilities due to the numbers we had berthing overnight last year. Each boat needs to book online individually any berths you need overnight if going up on Saturday.... or Friday! Quote RBYC Cruising Group.

**Will's  
 Wise  
 Words**

Those who regularly await these wise words, and I believe there are hordes of eager fans doing so, will recall from last month if they have any functioning brain cells left after years of drinking rum before the mast, that there were even some doubts about my loyalty to the noble art of messing about in boats. All I said was that vanners don't have to worry about dragging anchor or strong winds etc. etc. Well I'll have you know that over recent weeks I have sailed around those yellow things dispersed on the Bay without any attention to any logical layout other than for the purpose of spoiling a pleasant day on the water. We (Political correctness requires that I acknowledge some assistance from my motley crew.) were racing and even managed to get a place on ~~numerous~~ several recent occasions. Don't be silly I did not mean 'last' place. We only get that when the handicapper is in a bad mood because he had a row with his missus. (I fully understand his mood in these circumstances, but I fail to see how I'm to blame for that.)

Alternatively, perhaps he may have overheard my expletives when I collected the handicap form from the bar. I was only wondering out-loud if anyone knew who his father was (or something to that effect.) To be fair, I do realise that handicapping is essential if boats with widely varying performance levels are to race together. A champion yachtie is not likely to get line honours if he is sailing a boat with half the hull speed of the top boat. Will's famous world-wide theory of handicapping states that if one has an average day on the water one should expect to be placed in the middle third of the fleet. If one has a bad day then one will be in the bottom third and a great day should put one in the top third. (quad erat demonstrandum.)

The thing which I don't understand is how come I'm not always placed in the top third. Perhaps the handicapper thinks that the brilliant performance I deliver each week is my average. Maybe I should offer him a few tips on how to get more peace at home. Don't laugh. It's another area in which I excel. Oh Dear. Now my missus is laughing fit to kill.



**Captain Coxswain's Corner**

**'C.J. Dennis**

I'd like to be a sailor—a sailor bold and bluff. Calling out "Ship Ahoy!" in Manly tones and gruff. I'd learn to box the compass, and to reef and tack and luff, I'd sniff and sniff the briny Breeze and never get enough. Perhaps I'd chew tobacco, or and old black pipe I'd puff. But I wouldn't be a sailor if the sea was very rough.