



**CRUISING AWARDS 2018  
CONGRATULATIONS TO OUR WINNERS**

**QCYC Perpetual Trophy for RBYC Cruising  
Yachtsman of the Year  
Rod and Sandy Watson  
“Emma Kate”**

*This award was accepted on behalf of Rod and Sandy by Paul Jenkins as they are travelling in Canada at this time.*



- ◆ Extensive Cruising on the Australian East Coast..
- ◆ 2016 Melbourne to Sydney and Pittwater.
- ◆ 2017 Departed in May to cruise North to the Whitsundays and returned to Mackay For the summer (Cyclone) season.
- ◆ 2018 Cruised North to Cairns and the boat is currently berthed there pending further Travels.



## Us, the US and boats

Robina and Brenton Smith



Central Park NY

As Rat said to Mole in *Wind in the Willows*, ‘There is nothing – absolutely nothing- half so much worth doing as messing about in boats’.

Gravitating towards boats appears to be an inevitable part of our holidays wherever we are in our global tramps, and our recent trip to the US was no exception.

After landing in Los Angeles we found ourselves shaking off the jetlag with a bus trip that ended with a view of Marina Del Rey and ‘the boats’. Even though it was the Marina ‘of the King’ with a sprinkling of fabulously luxurious boats, the remainder is the customary mix of new Catalinas / Beneteaus amongst mostly 20 year old boats of all sorts and sizes.

San Francisco found us walking across the famous bridge and on spying a marina along the coast walking to check out ‘the boats’.

After the must do river cruise in Chicago with the Architecture Foundation, which was so informative about the buildings along the Chicago River, an article in the tourist blurb, ‘What’s on in Chicago’ caught our interest and thus we planned a day in Chicago to walk along the river to meet up with ‘the boats’. Two days a week during Spring a wave of immobility sweeps downtown Chicago as yachts that have spent the winter on the hard in yards upriver are motored, and occasionally sailed, through the city to Lake Michigan, where their owners spend the summer, before the reverse process is repeated in Autumn. Freezing of the freshwater in Lake Michigan makes it impossible to keep the boats in the lake during winter.

The sequence of opening a bridge, boats passing through, and closing the bridge occurs in succession for the 29 bridges that span the river. Workmen scurry from one bridge to the next to lift and lower them while the boats ‘jill about’ in the river or tie up to a pontoon to wait. Some bridges take longer than others as the trains have to be stopped as well as the cars.

On the day that we met the boats in Chicago there were four boats travelling down river. Can you imagine the outcry in Melbourne if the trains and road traffic was stopped to allow 4 boats to travel down the Yarra!

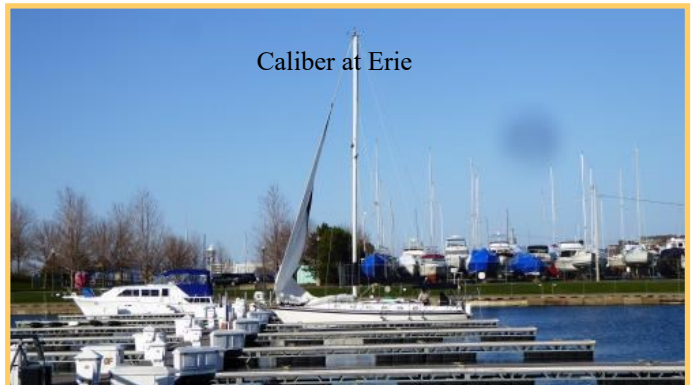
We followed them through the city occasionally grabbing their lines to help them tie up.....hoping we might be invited on.... but instead having some sailing conversations while they waited. It takes all day until they are finally released through the lock into the lake to enjoy the summer.

Onwards we travelled to Erie on Lake Erie. There we were excited to see, in an almost empty marina as very few boats had returned to the water here, another Caliber 40. We think *Chakana* is the only Caliber in Australia. How we longed to be able to have a look at her and assist the owner to bend on the sails for his first summer outing, but our shouts of ‘Ahoy Caliber’ faded across the length of the marina.

Niagara Falls saw us on the ‘Maid of the Mist’ having a close up look of the falls while being drenched by spray from water that two weeks before had ice floes in it. Luckily they provide ponchos!



Chicago Opening of a Bridge



Caliber at Erie

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## Us, the US and boats

Robina and Brenton Smith

New York's long maritime heritage was evident as we took the boat trip out to the Statue of Liberty and Ellis Island along with thousands of other tourists. Lower Manhattan is familiar to us all, but still has a magic of its own in the afternoon sun from the deck of a boat. Later in the week saw us on 'Manhattan II' a modern boat, with lines inspired by 1920's Great Gatsby grandeur, circumnavigating Manhattan Island. A decent architect provided commentary on the architecture of Manhattan, answering many of the questions we had, after seeing views of the southern half of Manhattan from the tops of various buildings. The surprise was the northern end of Manhattan – much higher landform, much greener and no tall buildings peeking through. A view that is only available from the deck of a boat.

Our final day was in Central Park – messing about in boats. This time in one of the rowboats that you have all seen in the movies checking out the wildlife enjoying the spring sunshine as much as us.

Inspired by Ratty, we had a wonderful trip taking every opportunity for 'messing about in boats'!



NY Manhattan



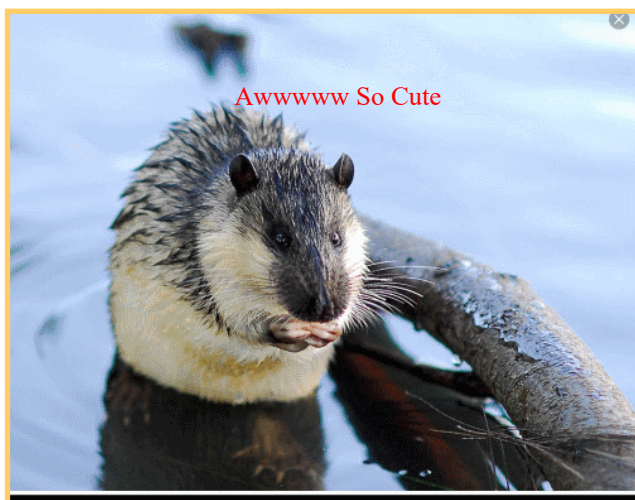
Marina Del Ray

### BRIAN VERSUS THE RAKALI HYDROMYS CHYSOGASTER (THE WATER RAT)

.Hydromys Chysogaster loves nothing more than a patio at water level, some juicy crustaceans and a party. He or she, but more likely a whole clan, has found the ideal spot on the transom of Birubi 5 (yes, AMSA has finally granted Australian Registration and it only took 18 months). Her transoms are conveniently level with the waterline and thus grow a green beard, providing Hydromys et al with an accompanying salad. In gratitude for this facility, Hydro leaves little brown lumps, which, unfortunately, stain the white gelcoat.

The Captain and Engineer find this nocturnal fouling of their beautiful sea caravan offensive. Time to get ON the offensive. The Engineer ponders. He goes to Bunnings (as usual). He buys waterproof cardboard and cuts out semicircular pieces to slot into grooves in the transoms. He secures these with cords to fixtures in place. The winter gales blow. The rakali preventers blow off. They party on like there is no tomorrow. Just to show who's in charge, they weasel into the closed back verandah and party there in the warmth, leaving a gooey pile on the newly installed marine carpet. The Engineer ponders, goes to Bunnings, get thicker, more rigid cardboard. The wind blows and preventers blow off. The Engineer ponders, goes to Whitworths, buys thick, marine grade Velcro. The winds blow and the preventers are again blown into the drink. The Engineer is considering chemical warfare. The Engineer's children suggest drones and lasers. The Rakali know they are protected by the law and cuteness. The Captain gets desperate and calls Diver Dan to scrape off the feedlot on the transoms

(and the rest of the underside) and suggests to the Engineer that the best solution would be to get a bigger vessel, with transoms out of the water as in "the ideal catamaran" which the Captain fantasizes about. (Outremer 49 to be precise). The Engineer has conniptions. The Engineer and the Captain are beaten and ask for your input.



Awwwww So Cute

## Hangin' about WA

By Allan Haddow - Ophelia - Part 1

By the time I leave WA & head south & then east across the Bight, I will have spent 12 months in WA waters. Because I picked up a large job – New Museum Perth – I decided it was better to stay in the area & control the job close to my client in Mandurah, 1 hours drive or train ride south of Perth.

I could either berth Ophelia in a marina at Busselton (rather expensive), Bunbury, Port Bouvard, Mandurah or Fremantle or anchor off the beach at Busselton, Bunbury & Rockingham, all are exposed to the north, or anchor in the very protected river in front of the town at Mandurah or mooring outside the river, or sail to Rottnest with 2 anchorages & one bay full of expensive moorings. For me, any price averaged over a month greater than \$50/night is expensive but still great value for safety during the numerous northerly storm fronts. It is rather cold June & July, getting down to 5 deg. at night.

The Mandurah River is between 1m & 5m deep and 7m at the town floating jetty – this jetty is parallel to the vessel movement & can be very rough on busy weekend days with water craft moving up to 8 knots, some creating damaging bow waves – the drivers do not care.

Upstream of Mandurah lies the Peel-Harvey estuary – roughly circular about 75 sq. km. A new channel to the ocean was completed in 1994 at the southern end at Dawesville – this helped to clear the estuary as it was silting up from two rivers & water quality degrading due to alleged farm runoff. The estuary depth is approximately 2m - [http://peel-harvey.org.au/wp-content/uploads/2\\_An-Estuary-Forms.pdf](http://peel-harvey.org.au/wp-content/uploads/2_An-Estuary-Forms.pdf).

The estuary is a fantastic area for families to go blue swimmer crabbing & fishing – 10 nets maximum/vessel & 10 crabs/person or 20 max. per vessel with 2 persons on board with fishing licenses. The nets are open top and up to 1.5m diameter max. They are lowered to the estuary bottom with bait & left for 20 minutes before being lifted fast so the crabs don't crawl out the open top. Min. size is 127mm. There is a closed season for crabs from 01-09 til 31-10 each year. Offshore 5NM is a north-south direction reef with water depths around 5-10m with further reefs to the west. All sorts of fish are caught. The seabed inside the outer reefs is quite shallow at 10-20m.

There are many dolphins, cormorants & pelicans in the river chasing small fish and one can board vessels to cruise the canals & watch the dolphins. There are many private & public hire house boats in the area – being a shallow estuary, anchorage is not a problem. The inside of the private houseboat I went on was like a car. I sheltered from two northerly storm fronts tied to a heavy duty floating jetty sheltered from the north. This was free. I am the only vessel 'camping out' this time of the year. I also house sit for Mike & Tessa (with a lovely fire at night) while they go sailing in Indonesia on their Seawind 1240 cat. Sunny Girl. Cruising the canals at Xmas looking at the lights is a wonderful sight – best I have ever seen. There are a number of restaurants in the marina area where one can tie up for 4hr. I stayed all night once.



On the Easter weekend 2018 there were many vessels staying in the River. One of the sights I saw was a line-up of 13 Riviera's side by side with one anchored. They changed direction with the tide.

In part two next month I will cover Rockingham, Fremantle, Rottnest & the Quokka.





## SUMMERWIND'S JOURNEY CONTINUES – CRUISING THE NORTHUMBERLAND ISLES

By Angela Woodman

Thursday the 7<sup>th</sup> of June we left Rosslyn Bay marina after staying 3 nights. Ross Fisher joined us for this passage, having flown into Rockhampton the day before. Leaving harbour early morning we had an enjoyable fast sail, with 20kt south easterly behind us. We were clocking speeds of 12 knots which impressed Paul and Ross.

Our first night's destination was Port Clinton, on arrival at approximately 3pm, we found it to be a large bay with little shelter for the wind strength we were experiencing. Knowing there were two more possible anchorage close by we moved on. The next anchorage we investigated was Pearl Bay having been described as the most picturesque anchorage along this part of the coast. It was indeed a most beautiful spot, but not a lot of shelter with bullets coming across the top of the hills. So, we moved on to Island Head Creek. Several boats were sheltering here on our arrival. We found the entrance area too exposed and seeing masts in the distance we travelled upstream 3 nm. Here we finally found sheltered water, which enabled us to have a peaceful night's rest after a long day sail.

On waking next morning, I could hear the wind howling so suggested we stay put. The skipper Paul and Ross had other ideas, so we continued our journey. The seas had built up with these strong winds of the previous day and night and the wind was now 25 knots plus. The Shoalwater Bay-Broad Sound Area, around the corner from Island Head Creek is a no-go area for cruisers with tidal streams clashing with each other, so it was out to sea we went. After a rather uncomfortable sail for me, we sighted the Percy Isles and headed for the closest being South Percy Island. 'Lucas - Cruising the Coral Coast' described this anchorage as lively, well he was right!

After an uncomfortable night of noise, rocking and rolling we upped the anchor and moved on. The seas had calmed, and we motored to West Bay, Middle Percy Island about 5 nm away. It felt like we had arrived in paradise; a calm bay, beautiful palm lined beach, with a large A framed building all looking very welcoming. One other yacht in the bay, interestingly by nightfall there were 8 vessels anchored here

. We went ashore by dinghy in the afternoon to explore. The large A framed building is the Percy Island Yacht club, with simple facilities, Bar-B-Que, tables, a tap and sink. The dominating feature was the signage from visiting sailors from many years past through to the present. We returned the next day with 'a contribution' (newspapers needed for lighting the wood fuelled B-B-que) which enabled us to add our signage. After lots of contemplation by Paul and Ross a suitable place was located for the signed RBYC burgee. The island has an interesting history, initially being leased to the White family who lived here for over 40 years until the early 1960's. An Englishman, Andrew Martin bought the lease to spend a similar length of time. Now it is managed

by the National Park service, with a caretaker living in the old homestead. We were told by another yachty that every Tuesday a goat is killed and cooked and then shared with any visiting sailing men and women who are present. As we were not present on a Tuesday, I cannot verify if this is true! The next Isle we visited in the Northumberland group was Curlew Island part of the Guardfish Cluster. We had lots of islands to choose from but choose this one, as recommended by another yachty we had meet along the way. It was a good recommendation, being an attractive island with a beautiful sandy beach and a well-protected anchorage. Paul and I swam ashore to explore and walked the long sandy beach. One other yacht was also anchoring here. From Curlew Island we motor sailed in pleasant conditions to Mackay. What was interesting were the large number of bulk coal carriers anchored off Mackay we counted 40 in all, waiting to go to the Dalrymple Bay Coal Terminal. Apparently, this is one of the largest coal export ports in the world. We enjoyed exploring Mackay, in a hire car from the marina, \$30 plus fuel for 4 hours hire, very reasonable.

Next stop the Cumberland Islands or better known as the Whitsundays!



Mackay Harbour



## The Australian Three Peaks Race By Brenton Smith



33 members of the Cruising Group braved a chilly July night to enjoy a very interesting presentation about the Three Peaks Race in Tasmania, which unfortunately does not occur anymore, but was on the bucket list of many serious runners worldwide - in fact there were more runners lining up than boats to carry them. Dr Charles Meredith, owner of *Peccadillo*, a Chris White Atlantic 46MkII catamaran that has participated in five Three Peak Races gave an interesting insight into this race, and also, into some pilotage in Tasmanian waters.

The race is not for the faint-hearted runners, or yachties, with three legs that proceed continuously from when the starter's gun goes at Inspection Head Wharf in the Tamar River until the last runner arrives at the finish line in Hobart after running up and down Mt Wellington. The legs are:

Leg 1: Tamar to Lady Barron, Flinders Island

90nm sailing, 35km running, 756m ascent of Mt Strzelecki

Leg 2: Lady Barron to Coles Bay, Freycinet Peninsula

145nm sailing, 35km running across three lesser peaks, 620m combined ascent

Leg 3: Coles Bay to Hobart via the Dunalley Canal or Storm Bay  
145nm sailing, 33km running and 1,270m ascent of Mt Wellington

The rules allow for four sailors on each boat and two runners, and both runners must complete the course. In fact, both runners had to stay within 25m of each other while ashore as a safety measure. Other safety measures for the runners included them having to carry sufficient food and water in a backpack, along with a sleeping bag. The sleeping bag was required to prevent hypothermia if one of them was injured, a use that was not required in the 12 years of the event, and even though much of the running occurred at night. The races were always held at Easter so that advantage could be taken of the full moon if the clouds stayed away. The runners also had support teams ashore to assist with food, injuries, rubdowns or other needs.

Another interesting feature of the race was that motors were not allowed, but human propulsion was if light winds prevailed or tricky manoeuvring was required. Most boats used lightweight surfboat oars, but Charles purchased two propeller units driven by the runners pedalling them. The propellers were specifically designed for the slow rotational speeds associated with people power rather than outboard propellers.

The race was an important part of the calendar with 800-

1,000 spectators being present at the start, which always occurred at 2pm - there were no allowances for the tidal conditions in the Tamar River. The Governor fired the gun and a large spectator fleet accompanied the boat along the Tamar River. As those of us who have appreciated the hospitality of the locals on Flinders Island would expect, there was almost a full turnout of the locals to welcome the boats and cheer on the runners.

One of the challenges for some runners is managing seasickness while having to eat large volumes of food (fuel between races).

Charles was conservative with his pilotage sticking to the well-marked channels in the Tamar and Franklin Sound on the entrance to Lady Barron. The boats (skippers) that ran aground tended to be those exploiting local knowledge(?). The exit from Lady Barron is via a narrow unlit channel on the eastern side of Vansittart Island, where there is sufficient depth if you stay close to the shoreline, and insufficient if you do not. He also chose to go round Tasman Island and not to go through Blackman Bay and the Dunalley Canal





## The Australian Three Peaks Race

By  
**Brenton Smith**

Both are narrow and the no motors rule applies here as well. Having been through Blackman Bay twice, I can say that it would be challenging in the dark, especially with all manoeuvring being under sail. Going aground is not such a big deal, the bottom is sand and mud, but the hours of waiting for the next tide might be tedious when you are racing.

Charles emphasised that it is a race for the strategists, both sailors and runners, and the boats with form attracted the best runners, who were not the young ones, but over 30 and understood the importance of pacing themselves. His boat is a fast catamaran (48ft long and only 7.5t) that he sails at maximum pace. He formed a good partnership with his runners, having only 7 in five races. The race eventually had three divisions, multi-hull, monohull and cruising, with the cruising division using a handicap system, so that the older boats could also participate.

*Peccadillo* and Charles were a good combination, competing four times (his first race was in a previous boat) with steadily improving results, and culminating in first position in 2011. They did not finish the fourth race in 2012 after both rudders failed. *Peccadillo* also holds the records for the 1<sup>st</sup> and 2<sup>nd</sup> sailing legs, and the 2<sup>nd</sup> running leg. It is an impressive list of achievements.

Unfortunately, the 2012 race was also the last race after it fell foul of inter-club politics and declining levels of participation. At its peak, 25 boats started and by the end there were 12. However, Charles was very enthusiastic about the experience and would be there at the start if there is every another Three Peaks Race



## Member news



Cruising Group  
David Spencer accepting his trophy at the Clubs awards night. Well done David for doing so well. on "Sunkiss"



Cruising Groups  
Peter Gebhardt (Nimrod 11) with crew member Paul Jenkins after receiving the trophy for the Costello pusuit series.

Peter Strain is heading back to Airlie Beach for Hamilton Race Week, then onto Magnetic Island Race Week. Fabulous all in the warm weather.

Geoff Brewster and Barbara Burns have welcomed their second grandchild in four months Jessica Louise Kerr –Brewster 3.2k, cousin to Frank Brewster.

Brenton and Robina are off on a cruising holiday in Fiji for a couple of weeks.

David and Sally Spencer are heading off to Queensland for a couple of weeks, before leaving for the UK, Spain and Portugal for five and half weeks.

Please keep your cruising stories and other contributions (juicy gossip) flowing in.

**This Newsletter relies on member news**

# NOTICEBOARD

## FORTHCOMING EVENTS

### FRIDAY 17TH AUGUST FORUM DINNER MEETING

Guest Speaker: Malcolm Womack. General Manager.  
Enterprize Ship Trust.

#### Enterprize - Melbourne's Tall Ship

- ◆ The history of the first settlement of Melbourne and the role of the original *Enterprize* in establishing the settlement
- ◆ Some of the people involved in the founding of the first settlement.
- ◆ Who actually is credited with the foundation of Melbourne.
- ◆ Today's *Enterprize* - built with traditionally constructed materials
- ◆ Current operations of the *Enterprize* Ship Trust

As usual, gather at the Club about 6.30pm, members draw at 7pm, followed by the meal and with the talk at about 8.30pm.

Please book at the office with Mandy (95923092) no later than Wednesday 15th August. **Bookings essential.**

### Saturday 25th August

#### END OF MONTH CRUISE

A cruise in company somewhere in the Bay. Final destination will be determined by the weather.

Cruise coordinator is Will Merritt  
[Willm@hotkey.net.au](mailto:Willm@hotkey.net.au)

Please contact him with your expression of interest in joining the cruise. Further information and updates can then be forwarded to you closer to the time.

### September 21st

#### FORUM DINNER MEETING

Guest Speakers: Darren Finkelstein  
Wyndham Harbour

### October 19th

#### FORUM DINNER MEETING

Guest Speakers: Bryan and Sue Drummond



## Captain Bully's Blog

It has come around to that time of year again for the impending Club elections. At Sandringham Yacht Club the respective chairs of off the beach and cruising are critical members of their General Committee along with the traditional Club Captain. I have believed that to be a good strategy, but it's unfortunately not in our Club rules. For some time the current Commodore and Vice Commodore have supported me in standing for General Committee and now with the upcoming elections, Commodore Jackson is retiring, Vice Commodore Pascoe will continue the traditional progression to Commodore and has proposed me to stand for next seasons role as Vice Commodore. Given that long held feeling of the need for good representation for our illustrious Cruising Group I have accepted the challenge. I have also spoken to a couple of our active cruising members and asked if they would be interested in joining me on General Committee and am delighted to inform you of two other great candidates have also accepted the challenge in Amanda "Marnie" Irving and Paul "Kathleen B" Jenkins. Both are boat owners and very active sailors whose opinions I value and greatly respect.

As I understand things at the moment there is only one person nominating for each of the flag positions, that may change, but there are about eight or nine people nominating for the six other General Committee positions. I would urge all who might read this and make the effort to vote at the upcoming elections.

From my point of view the major issues I would like to address are obviously representing the Cruising Group to the best of my abilities, implementing more effective budgeting to at least bring the Club's accounts to breakeven and to ensure boat owners are returned best value possible for their membership. I would certainly value any feedback or suggestions for improving our Club



## Captain Coxswain's Corner

### Jimmy Buffet

The ocean has always been a salve to my soul ....the best thing for a cut or abrasion was to go swimming in salt water. Later down the road of life, I made the discovery that salt water was also good for the mental abrasions one inevitably acquires on land.