



# CRUISING NEWS



SEPTEMBER 2018

## Royal Brighton Yacht Club Election of General Committee on Saturday 8th September From 10am til 4pm, or by postal vote prior.

We encourage you to vote for our great Cruising Group committee members , In this way we have a fabulous group of people who can influence the direction of the club, in the most positive and vibrant way.



Peter Strain.  
It's a Privelege

Peter is Vice Commodore Elect unopposed

Peter has been a senior member for 16 years, and has been an active sailor all his life.

**Sailing experience.**

Dinghy sailing as a teenager. Yachtmaster Coastal Navigation, plus 25,000 nautical miles cruising, Italy, Caribbean, Vanuatu. 15 Hamilton Island races,, 1 Magnetic Island race week. Regular RBYC races, and ORCV Races.

**Committee Experience.RBYC**

15 month General Committee  
5 Years Cruising Committee (Chair)  
One year Rescue Boat Committee (Chair)

**Personal Objectives.**

- ◆ Represent Cruising Group
- ◆ Improve financial management through more effective Budgeting
- ◆ Build Club Facilities to make RBYC the preferred Club for Boat Owners



Paul J (James) Jenkins  
"KathleenB" A Peter Cole Design

Paul is standing for General Committee

Paul has been a Senior Member at RBYC for 4 years, and has been an active sailor for 34 years.

This includes both racing and cruising. He is currently a member of the Cruising Group Committee. He has great organizational skills, and brings with him years of experience from previous positions on committees with Yachting Victoria, The Magnum Yacht Association of Australia, and past memberships with The Melbourne Trailable Yacht Club, and The Gippsland Lakes Yacht Club.

**Personal Objectives:**

- ◆ My aim would be to use my skills to assist the further development of strategies to increase membership and the financial future of the club.
- ◆ This I believe needs to involve the promotion of active participation of all members in a friendly and harmonious way.



Marnie Irving  
"Cavarlo" Cavalier 395"

Marnie is standing for General Committee

Marnie has been a senior member at RBYC since 2007.

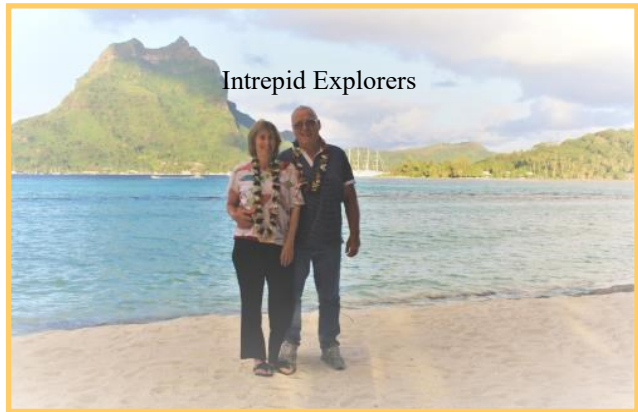
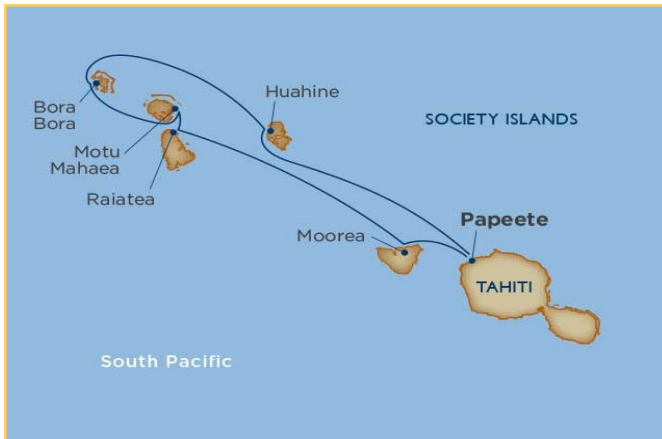
Marnie has been an active participant in multiple ORCV ocean races ,including several Hobarts. Winner of Launceston—Hobart, 2013. 10 years "Women in Sailing" races, winner of "Port Phillip Women's Championship Series" in 2018. Cruising including Van Diemens Land Circumnavigation. Sailing Committee several years ago.

**Personal Objectives:**

That the culture of the Club.

- ◆ Has a strong feeling of camaraderie.
- ◆ Respectful of all members and staff.
- ◆ Places for relaxation, food and drink.
- ◆ Cruising Activities.
- ◆ Yacht Racing Programmes.

## TAHITI 2017 By Barbara Burns

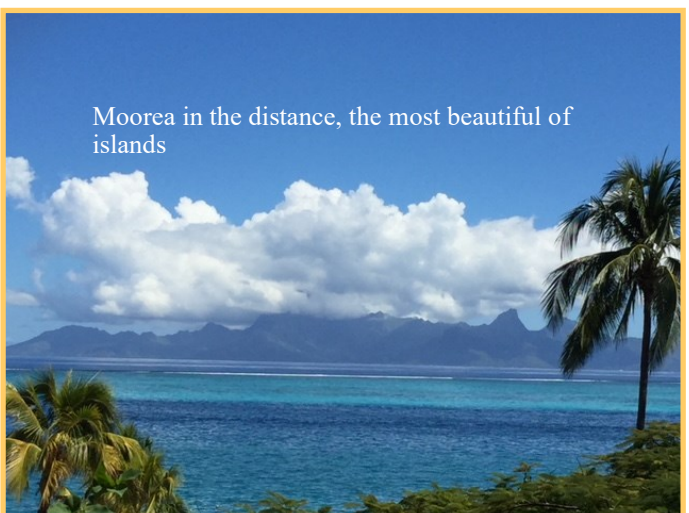


I have wanted to go to Tahiti for a long time. My interest started after reading W Somerset Maugham's "The Moon and Sixpence". This is a story about a very famous Post-impressionist painter, called Paul Gauguin. Maugham's description of all the Pacific Islands was so romantic, that it piqued my interest. Particularly his description of Tahiti. Crystal clear lagoons surrounded by coral reefs with brooding mountains covered in lush vegetation. Paul Gauguin is recognised as a great painter in Tahiti and there is a museum about him in Papeete. (Although he died on Atuona.) Unfortunately it was closed when we were there.

Fortunately Geoff was keen to see the islands too, and as we have never been good with crowds, we chose a small cruise ship company called "Wind Star". This way we could enjoy travelling reasonably large distances without being overwhelmed by a large ship. We could also go to more isolated places and nick into little known coves and bays. The ship we chose was called "Wind Spirit" and held only 100 people. It was a sailing ship, well it had sails, but mainly motored, although we were told that the sails do help a bit. In the right conditions.

We went for 7 days and thought if we wanted to go longer, could always come back another time. We decided to do the windward islands, Moorea, Raiatea, Moto Mahaea (Tahaa), Bora Bora, Huahine, Papeete (the capital of French Polynesia).

The ship was fabulous, very nice cabins, great food. Mostly the ship upped anchor at dusk and with an amazing symphony that roused us into a very emotional state, we would sail out of the lagoon and into the open ocean to the next island which you could just make out in the far distance. The ship would sail (figuratively speaking) through the night, (not very fast, she was an old girl) arriving at our next destination at sunrise. This usually involved coming in through a reef entrance into a beautiful lagoon with high mountains in the distance.



## TAHITI 2017

By

**Barbara Burns**

We would get up early and be sitting down to breakfast on the outside deck, with this stunning view unfolding before our eyes.

We had the choice of participating in a variety of watery adventures, which we enjoyed very much. Particularly roaring around the coral reefs on a very fast Out-Rigger with a very handsome young man at the helm. He seemed to be able to steer as well as play drums. I did notice that the islands were very unspoiled. Even the resorts were tastefully placed. Although there were quite a few that were deserted, with the coming and going of the economy.

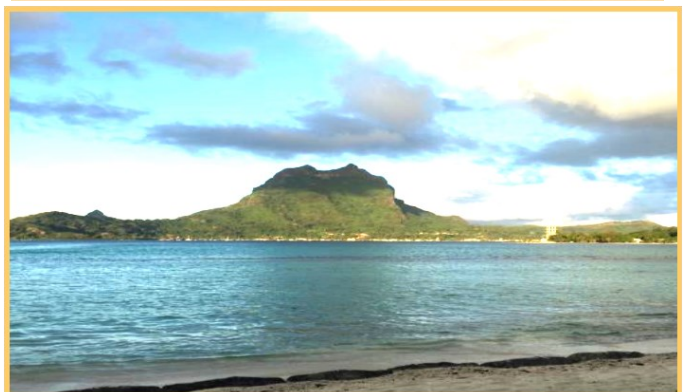
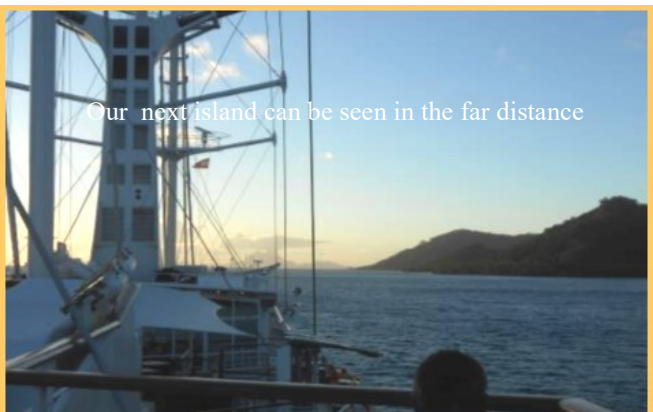
The vegetation is interesting in that it is mostly all imported, as the islands are so isolated that not many plants or wildlife came there naturally. Therefore you do see a diverse and luxuriant vegetation, but again most is imported and acclimatised by men who came in two successive waves.

Breadfruit was one of these plants that was imported to Tahiti, and became very famous. We all know the story of how Captain Bligh and his ship "THE BOUNTY" arrived in Tahiti to take Breadfruit to the West Indies to provide cheap food for the slaves there.

Vanilla beans are also grown and exported from here. Beautiful. I have never seen the process for growing Vanilla Beans before, it is quite extraordinary, very complicated, temperature and rainfall has to be just perfect. I do love the smell of vanilla.

The food was amazing too. Beautiful fresh fish with grated coconut, local rice and lots of Lime Juice, very healthy. The water was very warm too, lots of people just swam off the back of the ship. (no crocodiles) sorry couldn't help but put that in).

Fabulous trip, we will be back.



## The Enterprising Exploits of the Enterprize By Grant Collins



On our usual third Friday evening Cruising Group Dinner (17<sup>th</sup> August), we were treated with a Barramundi main course (but should it have been a Barrafriday that night!!) and a warm chocolate pudding.

A small gathering of just over 30 people attended the dinner to hear Michael Womack, General Manager of the Enterprize Ship Trust, who gave a most informative presentation of the establishment of Melbourne and the original “Enterprize” and the full scale replica Enterprize built around 160 years later.

The original Enterprize carried the first Europeans who would successfully establish a settlement at what is now Melbourne. While most of us had heard of John Batman who “purchased” 600,000 acres of land from the original inhabitants, The Kulin people in 1835, but the so called “treaty” was disallowed by the Government.

Most of us had heard of Lt.Col. David Collins, who established a convict settlement at what is now Sorrento in 1803 but was abandoned in 1804. It was from here that William Buckley escaped only to re-appear at Indented Head in 1835 after living with the Aboriginal people for over 30 years.

Another well-known character of the time was John Pascoe Fawkner who purchased the original Enterprize in 1835 with the aim of establishing a permanent European settlement in the Port Phillip area. The “Enterprize” departed from Launceston on 21<sup>st</sup> July, 1835 but only reached Georgetown in Northern Tasmania. Fawkner was forced to remain there by

his creditors and on the 1<sup>st</sup> August Enterprize (minus Fawkner) under the command of Peter Hunter departed Georgetown and looked around Westernport, and then the east side of Port Phillip before being warped up the Yarra on the 30<sup>th</sup> August, 1835.

Enter Captain John Lancey, Master Mariner. Ever heard of him? None of us at the dinner had either! As Fawkner’s representative and leader of the party that remained on the bank of the Yarra it was he that is credited with the founding of the settlement of what was to become Melbourne.

The Enterprize continued coastal trading until she was wrecked on the bar of the Richmond River in 1847, seventeen years after being built.

Fast forward to 1989 when planning was begun to build a replica of the “Enterprize”. The replica Enterprize was laid down in 1991 and launched in 1997 – six years and 2.5 million dollars later. The original was built in 1830 and took only 6 months to complete .



## CRUISING GROUP COMMITTEE MEMBERS

<b>Chairperson</b>	<b>Peter Strain.....0418530385</b>	Rob Hurrell..... 0409 781 477
		Paul Jenkins .....0400 946 658
<b>Secretary</b>	<b>Robina Smith.....0403791347</b>	Will Merritt..... 9598 8626
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## The Enterprising Exploits of the Enterprize By Grant Collins

The replica Enterprize is as close to the original as humanly possible. Her planning and construction was based on the few drawings and paintings available and registrations and plans of such ships from the Naval Museum, Greenwich, England.

She is carvel planked, 2 masted Topsail Schooner built entirely of Australian and New Zealand timbers, much of the timber being recycled from numerous sources. Interestingly her masts were made from California Redwood planted by Melbourne Water at Kinglake as an experimental timber crop in the 1920's. The recycled timber used includes Ironbark, NZ Kauri, Celery Top Pine, Cyprus Pine, Jarrah, Huon Pine and Oregon. A true who's who of native timbers! To keep her as authentic as possible, her sails are hand sewn flax cloth from Scotland and she is rigged using natural hemp from Holland, protected with Stockholm Tar. Bronze and copper fastenings are also used throughout. It is believed that she is the only operational sailing ship in the Southern Hemisphere to be built of true 19<sup>th</sup> century materials. One major concession to modernity is her 613T Cummins Diesel power plant.

In order for as many people as possible to share in the 19<sup>th</sup> century sailing experience her voyages range from 1 hour pleasure sails on the Bay to a biannual trip to the Wooden Boat Festival in Hobart. She also makes coastal voyages to Portland and Port Welshpool, along with trips to Geelong, but unfortunately the new safe harbour at Portarlington is too shallow to accommodate her 3 metre draft. She is available for private and corporate charter and also works with school groups and various charities, such as the scattering of ashes of the deceased homeless poor. Regrettably a shortage of qualified Masters is inhibiting her sailing program at the moment and sourcing them is a work in progress. The good news is that there are some up and coming Masters in the pipeline, so they are looking to expand her voyages in the near future.

The Enterprize is kept operational by a team of 250 volunteers (crew & maintenance) with only the Master, Engineer and part-time Purser as paid employees. She relies on fees for charter and donations from individuals and businesses, as she receives no government funding. Volunteers and donations are always welcome!

Some of her dimensions are as follows:

LOA	27 metres	Beam
5.4m		
Length over Deck	16.1m	Draft
3m		
Displacement	70 tonnes	Sail area
2000sq ft		
Height Mast to Deck	17.7m	Height Mast to
Waterline	19.1m	
Speed	Approx 8 knots	

I would like to thank Michael for a most informative and enjoyable evening .



## The Outer Hebrides of Scotland By Rod Slater

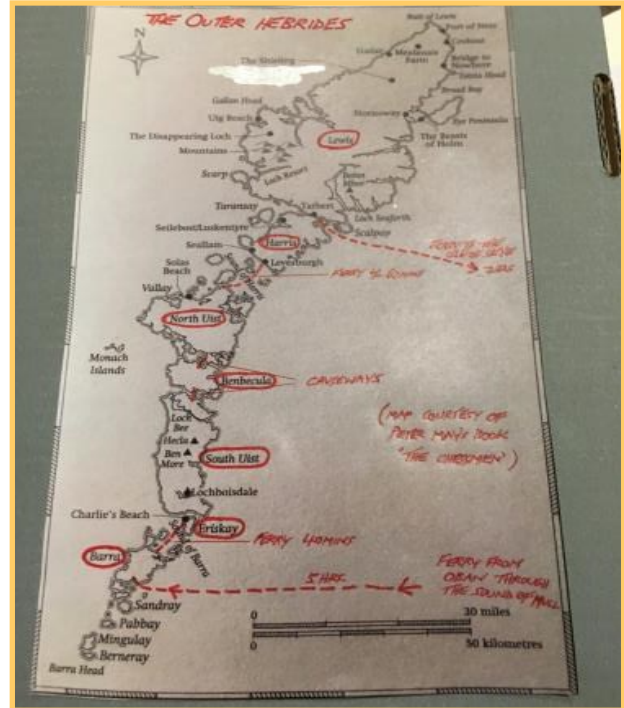
This was not a sailing holiday, but the sea was a key part of it, in an area – *The Outer Hebrides* – located off the north western coast of mainland Scotland, and known amongst European cruising yachtsmen for its wild beauty, exciting sailing and great anchorages.

Although we did not sail (on this occasion), we were on the water regularly as we travelled on various car ferries, firstly, out to the Hebrides and then from island to island as we made our way north up through the islands. And, as sailors, I suspect that we enjoyed the ferry trips all the more, as the vessels negotiated their way around and through the literally hundreds of small islands and rocky outcrops scattered amongst the larger inhabited islands of the Outer Hebrides. Short of being on the bridge with the wheel in hand, we could not have enjoyed the experience more.

It goes without saying that we simply loved the islands, wild and windswept with beautiful beaches, rugged coastlines and cliffs, hundreds of lochs, and a mountainous spine at the centre of the islands which becomes more pronounced as you travel from south to north. The ‘islanders’, as the people of the Hebrides refer to themselves – they will tell you that they are not Scottish, and certainly not British – were warm and welcoming, passionate about their islands and history, with a knowledge of their heritage that would put most Australians to shame.

Clearly we had a wonderful time. We hired a car in Glasgow and then drove to Oban where we embarked on this latest adventure. Oban is on Scotland’s western coast, about two hours drive north west of Glasgow, and it was here that we started our first ferry trip – a five hour sail out to Barra, the southernmost (large) inhabited island in the group. The trip took us up the ‘Sound of Mull’ (with Mull off the port side of the ferry for a number of hours), and then across the ‘Sea Of The Hebrides’ to Barra. The sun shone, and the sea was calm, a wonderful start to our trip.

Generally we stayed in B&B’s (all excellent), as well as an amazing hostel – Nunton’s on Benbecula – as we island hopped our way north.



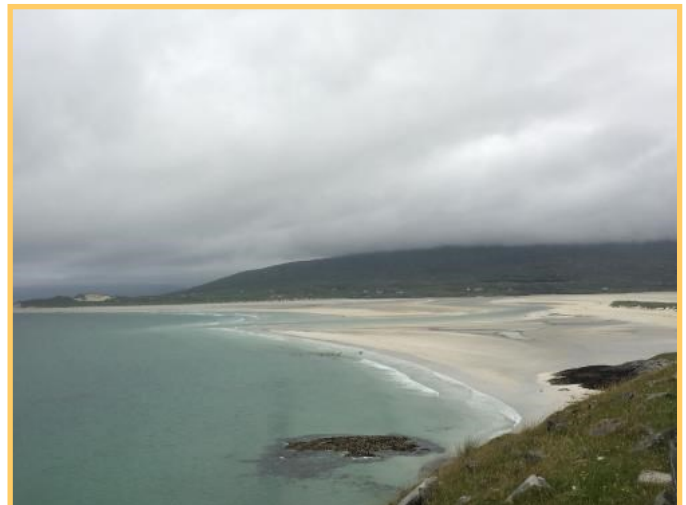
## The Outer Hebrides of Scotland By Rod Slater

The distances were not great, and our progress was not fast, as the roads more often than not, were single lane, relying on numerous 'turn-outs', or passing places as the locals referred to them, to deal with on-coming vehicles. At times the very rugged coastline added to the challenge. So, not designed for speed. The sheer beauty of the islands was a further impediment to progress, with frequent stops to enjoy breathtaking views, walk on stunning beaches without another soul on them, and climb rocky hills. Occasionally we were simply stopped by the wildlife (not so wild), particularly sheep but also local ponies. The numerous coastal villages with their small natural harbours and interesting fishing boats provided further reason to stop, as did the occasional marina with visiting yachts largely from the mainland of Britain and northern Europe.

The food was very good too. We ate in some excellent pubs and restaurants, including the 'Three Chimneys' on the Isle of Skye, voted Britain's best restaurant in 2018.

Any regrets? Only two.....firstly, we spent 8 days exploring the islands, and it was nowhere near long enough, I would say that 14 days should be a minimum, and secondly, we didn't do any sailing!

Next time.



## END OF MONTH ON WATER ACTIVITY TO DOCKLANDS BY BARBARA BURNS



Poseidon was feeling very benevolent this weekend, as the weather and sea was wonderful.

Very light winds allowed most of us to have a gentle sail up on Saturday afternoon. I think some just motored.

Foxy Lady and Sofistique went to Docklands earlier in the day and enjoyed relaxing in the Marina.

Kirra Kirra also went in the middle of the day and had a leisurely motor sail up the river.

Haida Gwaii and Sun Kiss left about two and had a gentle sail as well.

Sun Kiss sailed right up the Yarra which was very stoic of them as by then the winds were very light, and they were going very slowly. However we were very impressed.

We gathered on Kirra Kirra for nibbles and drinks, and then headed for the lounge where a variety of dishes were shared by everybody. This is a wonderful idea, because it is always great to taste someone else's cooking. Marnie and Lou Irving (Cavarlo) arrived at about 6 and joined in the evening fun. Will and Pam Merritt also arrived late as they had been racing in the afternoon, and decided to come up by train minus their yacht.

The friendship and comradery that we all enjoyed during the evening was fabulous, and to me that is what the Cruising Group is all about.



The next morning several people chose to sleep in, while others chose to go out for breakfast.

All very pleasant. This was followed by a gentle motor sail home as the wind was still very light

All in all a great weekend

**The need is to encourage more Cruisers participating in these wonderful times. Enjoying our boats and enjoying great company.**



## FORTHCOMING EVENTS

### FRIDAY 21st September

#### FORUM DINNER MEETING

Guest Speaker: Darren Finkelstein

Darren will talk about Port Phillip “Newest Boating Destination” - facilities, eating options etc. He will also bring free food vouchers for your next visit.

If you receive Darren’s emailed weekly Bay Boating forecast you will know this promises to be a very lively and entertaining evening.

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

Please book at the office with **Mandy (95923092)** no later than Wednesday September 19th. **Bookings essential.**

### Saturday 29th September

#### Cruising’s Grand Final Weekend

A cruise in company somewhere in the bay. Possibly Wyndham Harbour to take advantage of Darren’s vouchers.

**Cruise Coordinator will be advised.**

### October 19th

#### FORUM DINNER MEETING

Guest Speakers: Bryan and Sue Drummond  
Mono Hulls versus Multi Hulls.



## Captain Bully's Blog

I have probably waxed lyrical enough about Cruising the Queensland coast being the greatest cruising waters in the world, but this passage up the coast has had experiences that has surpassed previous trips. Four encounters with whales that will live forever in our memories. We are very conscious of leaving these spectacular creatures to their natural habitat, and have only ever stopped and watched from afar. This trip while we stopped the boat and watched from a respectable distance, each time they swam over to us and checked out us and the boat. Off Coffs Harbour one medium sized whale swam around us for 10 or 15 minutes and when we thought he had safely submerged and moved on we started the diesels and heading away at right angles, he gave the boat a little gentle nudge. Up off Mackay next to Prudhoe Island there whales were cavorting so again we stopped and watched and within minutes they came over and swam around and under the boat. They appeared to be a bull, cow and new born calf. As the medium sized whale and small calf swam past the starboard bow the larger whale swam up from between the two hulls out the bow of the mighty Privilege, a little unsettling. The next encounter was next to Mansell Island in the Whitsunday Islands when another single whale came over and spent some 20 minutes swimming around us, our son and his girlfriend hung off the back of the boat with goggles and watched as the whale swam under and around missing the keels by centimetres and finally it stuck it's head up within centimetres of the hull at the bow, had a look at us as we stepping back nervously, then sinking back down before swimming away. Unbelievable experiences with one of nature's most fascinating creatures, it would seem they are just as curious about us, as we are about them.

