



CRUISING NEWS



NOVEMBER 2018

Sue and Brian Drummond Multi Hulls versus Mono Hulls by Geoff Brewster

A large contingent of “cruisers” turned out for Friday evenings million-dollar (well at least thousand-dollar) club raffle before moving next door for the monthly cruising group dinner and presentation. The disappointment of not winning the raffle was soon forgotten as all enjoyed dinner and a wonderful presentation entitled “Catamarans for Cruising” or “Cats Verses Mono’s presented by Sue and Brian Drummond.

The excellent dinner of salmon with a chick pea / lentil salad, followed by a desert of Vanilla Pannacotta and Berry Compote was served up to the 48 or so people in attendance before cruising group President, and RYBC Vice Commodore, Peter Strain, introduced the guest speakers. Before handing over to Sue and Brian, Peter warmed the audience to the theme with some reminiscing about “resistance” in the club when the first Catamaran, a Granger 43 was introduced by Norm Baker and Andrew Ward Brighton based 1998 2003.

Peter went on to note that “Cats” are well accepted in the club these days with his and Suzie’s It’s a Privilege , John & Joes Kirra-Kirra , Sue and Brian’s Birubi, calling Brighton home, with John & Sandra McPherson recently acquiring a Lagoon 42 called Sabella in the Mediterranean, and Charles Meredith at royals sailing a big cat named Pirandello The author notes that Catalina yachts do not fit the spirit of the CAT theme in this instance.

Sue and Brian are well known to the club for their adventures on the high seas over many years with Mono Hull yachts including Folie A Deux, and Gypsy Rover, they are not known so much for their involvement with their more recent boat the big cat Birubi, so it was of great interest as to what they would have to say on the subject of “Mono’s” verses “Cats”.

Brian and Sue began to seriously consider multihull yachts when they were guests on a 50 ft Lagoon on a trip around Malaysia and later in Singapore where they met people who had successfully crossed two oceans (including the puddle jump from USA to Australia) in multihulls. These voyages took place without major misshapes and in Brian and Sues’ mind dispelling some misapprehensions and preconceptionsmaybe multihulls were not so unsafe after all.

The vanquishing of misapprehensions and preconceptions very quickly led to active participation in the multi hull

world with the purchase of Biribi a Leopard 42 Catamaran. Although they consider it is early days yet, Brian and Sue consider that they have spent sufficient hours on Biribi and in other multihulls as guests / crew to appreciate some very clear distinctions between the sailing experience in multihulls compared to mono hulls.

Sue and Brian drew attention to these differences in a very entertaining and informative presentation which the summary below does not really do justice to.



Sue and Brian Drummond Multi Hulls versus MonoHulls By Geoff Brewster

Stability

Your coffee cup and beer and wine glasses are much less likely to spill on a Multihull.

Older people (the author noted some restlessness in the audience at this point) find multihulls easier as they do not have to constantly compensate for the slope of a mono hull under sail.

When your mono hull yacht capsizes it is difficult to sit on the hull waiting rescue, much easier to sit on the upturned hull of a multihull. (The survival rate on a capsized multihull is 100 times greater than a mono hull.)

Not much is put away on a multihull as they do not lean over much.

Redundancy

Catamarans have 2 of most items, hulls, engines, toilets, rudders and of course two standard berths when in the marina.

Mono hulls have one of most things

Manoeuvrability

Two engines on separate hulls makes manoeuvring a multihull very easy.

Sue and Brian rounded out the presentation by conducting a question and answer session and which led to a discussion by Brian on what essential spare parts should be carried on a yacht embarking on a major off-shore voyage, judging by the number of yachts reporting issues with starting engines, a spare starter motor would be high on the list.

Peter thanked Sue and Brian for the very entertaining and informative presentation which was greatly appreciated by all.



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THE CRUISE THAT NEVER WAS

By
Pam Merritt

This year we decided to finally visit the Kimberley. It'd been on the travelling 'bucket list' for a while but kept slipping down the list while other destinations emerged.

We hadn't been to the area before so the trip plan included a two week Outback Spirit camping trip, a week in Broome and a weeks' cruising around the Buccaneer Archipelago from Derby aboard an 84' yacht with about 18 fellow passengers. A good and varied plan we thought.

The Buccaneer Archipelago is a beautiful area of about 800 - 1000 rocky islands, many with small bays and secluded white sandy beaches. This remote and pristine area, located off WA's Kimberley coast, has a tidal range of up to 12 metres, making for some interesting and potentially challenging cruising.

A must to visit is the amazing phenomenon of the Horizontal Falls, described by David Attenborough as 'one of the greatest wonders of the natural world'.

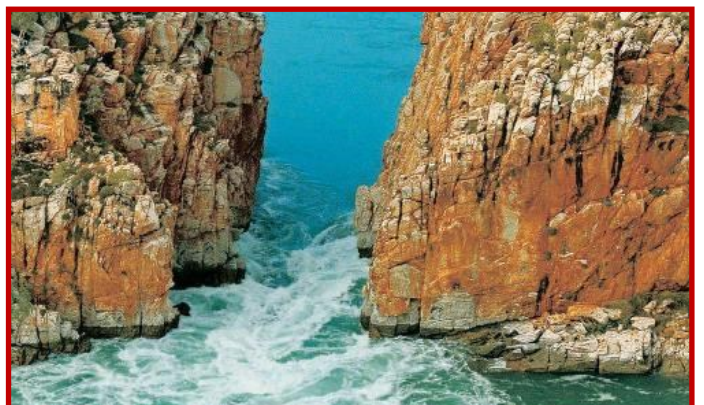
The huge tidal range causes water to rush through narrow gaps between islands, one gap 20 metres wide, another 10 metres. Seawater builds up on one side of the gap faster than the other creating a spectacular waterfall of up to 5 metres on a spring tide.

With each change of tide the direction reverses causing vast tidal whirlpools.

Then about three weeks before we were due to leave an email informed us that the company we were sailing with had suddenly gone into voluntary administration - so no cruising for us! We spent the extra time in Broome and made up for our disappointment to some extent with a seaplane flight from Broome to Talbot Bay, a couple of hours cruising around the area, fast boat through Horizontal Falls (very exciting), seaplane over the Buccaneer Archipelago to Cygnet Bay and Cape Leveque and 4WD back to Broome - all fabulous and a great day out!

As for the rest of the Kimberley - we'd recommend it to anyone. Huge spectacular rock formations, the amazing Cathedral and Emma Gorges, Echidna Chasm, the isolated Mitchell Plateau, secluded water falls, the interesting and unusual beehive shaped rock towers of the Bungle Bungles, the famous rutted Gibb River Road, the even more rutted and jarring Kalumburu Road to Mitchell Falls - and NO phone or internet coverage for eight whole days!

We slept in tents, hiked, swam in non-croc infested rivers and waterholes, ate wonderful food and sat relaxing around nightly campfires - all in the company of our great group of friendly and fun loving fellow campers. A great holiday destination in our own wonderful country.



The Dangers of Carbon Monoxide Poisoning By Tom Hinton

A recent report on the ABC's 7.30 show highlighted the dangers of Carbon Monoxide (CO) poisoning on boats and gave a solution to a problem which has bothered me for years.

Heating even a small boat in winter is not easy to accomplish away from a marina and mains power. People have been doing it for years of course, in various ways, but when the question of CO comes up I have never seen any conclusive solution to ensure that the occupants are safe.

The ABC program told of the young man who died in his boat on Sydney Harbour and that he was an employee of Noakes shipyard. Since the accident, Sean Langham, the Managing Director of Noakes, has had CO detectors fitted to every boat that comes in for work.

The unit that Noakes are using is the Quell Carbon Monoxide Alarm. I bought one from Anaconda for under \$40 and consider it the most important instrument onboard. I can run my metho stove for cooking or heating and know exactly the current CO level in the cabin because a meter is provided as well as the alarm.

Contamination of air in the cabin can also occur whilst motoring, in some situations. The alarm is quite loud however and should be heard above the engine noise.

CO is slightly lighter than air so will diffuse about the cabin and it is important to install the unit according to the instructions.



Barbara Burns
Book Review

The Forgotten islands By Michael Veitch

ON A remote island in the middle of Bass Strait, towards the turn of the 20th century, an apprentice lighthouse keeper used to make his way down a steep path to a sheltered cove to fish for snapper or salmon.

The lighthouse keeper of Deal Island could almost set his clock by the reappearance shortly before lunch of the young man and his catch until one day the apprentice never returned. The lighthouse keeper searched high and low, finding only the assistant's neatly folded jacket on a granite outcrop overlooking the fishing spot where he had spent the morning.

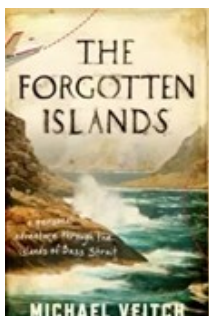
Eventually, a policeman was sent to investigate the disappearance, staying for several days. He went to the cove, questioned the Bass Strait island's inhabitants and was ready to make an open finding when on the morning he was preparing to leave, he made one last visit to the scene. As he stood watching the sea wash, he detected movement. Bug-eyed, the policeman watched as a monstrous suckered tentacle rose and swept across the surface of the rock he had just been standing on. It slithered back and disappeared under the surface.

Years have changed some of the more incidental particulars of this strange tale but Michael Veitch vividly remembers sitting in silent enthrallment of the storyteller, a family friend, of being gripped by a "delicious, terrifying sensation, a slow oozing of mystery and unease that filled me from inside and quickened my breath"

Between mainland Australia and Tasmania lie the islands of Bass Strait - cold, dark, pounded by atrocious weather and hardly ever visited.

But they have long fascinated adventurer, bird watcher and media personality *Michael Veitch*. Captivated since childhood by the story of Deal Island's mysterious disappearing fisherman, Veitch set off on a personal odyssey among the islands, plagued by the difficulties of travel (including numerous forms of transport designed to make you ill), of isolation and of stinging nettles. He's rewarded, however, with wonderfully strange gems to assist in Australia's treasury of stories: from Matthew Flinders' early explorations in an absurdly small boat to an evangelical clergyman and his good ship Freak; from strange underwater creatures to places believed to have never before felt the impact of a human foot.

The Forgotten Islands is full of tales of shipwrecks and sealers, brutality and extermination, folly and heroism, shining a light on this lost part of Australia and its extraordinary history.



Sailing is the life MANDURAH TO ESPERANCE

Allan Haddow

Here I am sitting in Esperance anchored in a mixture of weed & sand in 4m. It has taken me 3 yr & 10 months to get here. The first night was a bit hair raising when the anchor started to drag according to the anchor alarm – towards the beach 50m behind. So I retrieved the anchor, moved into the harbour & attached the new pick anchor 1m in front of the normal CQR anchor. After two days 15kn breezes the anchor has held. There is one other yacht here whom I met in Exmouth September 2017.

How did I get here – well after a very pleasant 12 months in Mandurah, with quite a few trips 'home', I decided to leave early in the morning. There is often a light easterly at this time, so I took advantage arriving 13hr later. Next day I left at 3am for the 30nm trip to Busselton anchoring off the Geographe Yacht Club. This anchorage is perfect for West to south to east, but horrible for northerly directions. So for one week I had to go into the \$60/night Geographe Marina, with timber sides to the floating fingers. Not good for the paint if you don't have fenders out – I did.

After nearly three weeks it was time to say goodbye to Busselton and head around Cape Naturaliste and onto Augusta for noon the next day. However, the winds were (unpredicted by MetEye) light southerly instead of easterly, so all I could do was super furl the gib & fix to mast base with motor on and go down for 2hr sleeps while travelling at 3.5kn. The plan was to round Cape Leeuwin just after day break in flat seas taking the short cut through the reefs.. I stayed here for 2 days and left at 3am for the non-stop 327nm motor/sail to Albany arriving spot on scheduled time noon 16th October at Emu Point – one of three curtesy moorings. That trip was the roughest I had encountered on

my journey so far. For many sailors it is probably OK. The main swell (2-3m according to MetEye, not likely though) was SW with a smaller SE swell & due west 15kn true winds directly behind me. The biggest problem, being by myself, I could not have the main up for fear of gybing with the wandering of the autopilot – I wanted to stay in the cabin. I poled out the gib half furlled because the spinnaker pole is not long enough. Ophelia would only travel at 3.5kn so I had the motor on to travel at 5+kn, but then the apparent wind was only 10kn – not enough to fill the sail in the rocky & roly sea state. Travelling from Eden to Sydney was a similar experience. Lying down snoozing in a rough sea state having the AIS alarm on was the safest thing to do. Never hit any vessel & never caught any fish either.

There is a mysterious island half way between Bremer & Esperance, Investigator Island – not shown on Google Earth & no info searching Google. It is on the thumb line between Bremer to Esperance & luckily on the Navionics. I called in for a look & kept going to Esperance. Someone changed the name from Rocky Is. in honour of Matthew Flinders !! Right on time I arrived in Esperance dropping the anchor 05:57am Sunday 27th October to start work next day. I had to slow down to arrive in day light. I had my usual nip of whiskey to celebrate the safe arrival. When I leave Esperance, I will travel to Middle Is. (77nm), Daw Is. (50nm) & then 600nm across the Bight to Ceduna. I did look at sailing to Eucla (anchoring behind a reef) & then to Ceduna, but my mind tells me to cross the Bight as quickly as possible. We will see!



Cup Weekend Cruise to Wyndham Harbour

By
Barbara Burns

It was a typical spring weekend, with the weather conditions somewhat confused.

Saturday's weather was quite tempestuous with the seas very lumpy.

4 boats decided to go anyway, and 3 left in the middle of day, these were Chakana, Andalucia, and Folie a Deux. Kathleen B left quite late and arrived looking forward to their evening drinks. The group decided to try the local Piz-za, which was really good.

5 sensible boats stayed at RBYC for the night, had "Fush'nChips" and enjoyed an easy sail over on Sunday. These boats were Reliance, Foxy Lady, Sun Kiss, Mirra-booka and Kirra Kirra

On Sunday afternoon, we had the Klop championships, left over from the Bass Strait Cruise. In the evening with all the group now gathered, everyone enjoyed a "Pot Luck" dinner in the Club House at Wyndham Harbour. It was quite chilly so being inside was very good especially for those members who feel the cold.

The food was amazing as usual. Goodness there are some fabulous cooks amongst us!

A couple of boats left on Monday to take advantage of the perfect weather conditions. Foxy Lady, Folie a Deux and Kirra Kirra (Kirra Kirra left for Martha Cove to connect with another Cruising Group)

Monday, the weather was absolutely gorgeous, so in the evening the remaining group played a couple of games of Bocce, and then enjoyed a barbeque using the fabulous new facilities available at Wyndham.

Wyndham was extremely busy over the weekend as Sandringham had a quite a few boats there, as well the Brighton boats.

It certainly is a great location, and a wonderful place to break your journey if you want to go further afield. Andalucia, Chakana, Reliance, Sun Kiss and Kathleen B left Tuesday morning early to beat the windier conditions predicted later. It poured steadily throughout the trip home making visibility quite tricky, however everyone had a great sail.

There was a substantial gathering at RBYC to watch the Melbourne Cup. Of course the rain stopped as soon as we arrived back in the Marina.

Thank you Pam Merritt for your organising skills. It was a fun weekend .



**Cup Weekend Cruise to
Wyndham Harbour**

**By
Barbara Burns**



MEMBER NEWS

.....
Anne Marie Cox and Allan Sherratt are getting married in a week (very romantic)

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Kathleen B and Thunder have invested in new rigging.

.....
Tony Garvey and his mate Johnny have helped Rob get his boat to Hervey Bay

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Summer Wind is back at Townsville after making it to Lizard Island. (great achievement)

.....
Emma Kate is at Magnetic Island for the cyclone season.

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Please keep your cruising stories and 'How I Started Sailing' contributions rolling in. This newsletter relies on a flow of member contributions.



FORTHCOMING EVENTS

FRIDAY 16th November FORUM DINNER MEETING

Guest Speakers: Rod & Sandy Watson

A very informative talk comparing Antarctica with Alaska.

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 (95923092) with Mandy no later than **Wednesday November 14th**. Bookings essential.

NOVEMBER 24 th END OF MONTH CRUISE

Destination and Co-ordinator to be advised
Suggestions for either welcomed.

DECEMBER 15 th CHRISTMAS HARDSTAND PARTY

JANUARY 20th BIRTHDAY CRUISE



Captain Bully's Blog

It has been my great "privilege" with my new role on general committee to have begun working with our new general manager Hannah Catchpole. First impressions are she certainly is a person of action. After the BBQ debacle of the invitation cruise to the other yacht clubs around the Bay earlier this year, Hannah has immediately resolved things to give us great options should we host a similar event next year. I am confident that we can now offer hospitality that equals the generous welcome we receive at other clubs. Sitting on the Iceburger sub-committee as well, their concerns and issues have been resolved with much needed heart-warming speed.

Hannah has an interesting and well-travelled background having lived in Sydney, Christchurch, Melbourne, London and Dunedin. Born to an English Father and Kiwi Mother who met in Sydney where she was born. Moved to Christchurch as a child but had a secondary education in Balwyn Melbourne and in the UK, I can assume she probably carries multiple passports. Returning to Melbourne to our La Trobe University to complete a Bachelor degree of Business, specialising in Tourism and Hospitality. A family of avid readers her family ran a bookshop here at the Como Centre, Hannah loves to chill out with a good crime novel. While not having a history with yachting she does have a great enthusiasm for all sports, especially rugby where she has had administration roles with Sydney University, Otago, The Black Ferns and was part of the founding team in establishing the Melbourne Rebels. On pushed she had to admit she cheers for the All Blacks over the Wallabies.

Being a passionate, enthusiastic foodie and a great background in working in a team environment she is inspiring and challenging the catering staff to really make the offer at our Club something really special. Her feedback is very strongly that we have fantastic staff and I think that with such engaging and positive leadership we can expect a terrific offer at our Club.

P.S. Our return trip in the mighty Privilege cruising down the NSW coast, a 15 knot north-easterly settled in and we had an 8 hour spinnaker run, Port Macquarie to Port Stephens. Measure that you traditional mono-hull yachtsies. Apologies for such outrageous cockiness but thought it relevant after Sue and Bryan's great presentation.