



CRUISING NEWS



MARCH 2019

How I started Sailing and became a Yacht Broker

By

Alan Sharratt



How did I become a sailor? That is an article for another time. This is “how did I become a yacht broker”, which seems to be more relevant now. During the eighties and early nineties, I owned a Boomerang 20 trailer sailor named “Osprey”. My late wife, Angela, did not enjoy sailing, so much of the sailing activity was racing either with SYC or the class association. Maree, my present wife was a regular crew member. Eventually business interests became so demanding that “Osprey” became an expensive garden gnome and I sold her.

After Angela died in 2011 the thought crossed my mind that I could start sailing again but a little voice insisted “silly old devil you are too old”. Then in Spring 2014 my son-in-law from Newcastle bought a Cole 35 and he called me to see if I would help him to sail her from Pittwater to Lake Macquarie. Naturally I could not resist the opportunity to take a Cole to Newcastle and along with daughter Jayne we did just that. Bingo! I am not too old

to sail after all.

The quest for a new yacht was on. Maree and I went to the 2015 Melbourne Boat Show. There was just one yacht, a Jeanneau 35. It was magnificent. Having been away from sailing for so long I had never seen anything so beautiful, but I could not afford it. However, the salesman said they had a 2001 Jeanneau Sun Fast 26 on their books. A few months went by while we were overseas and then we followed it up. It was at RBYC marina and seemed to tick all the boxes. It was well appointed, easily sailed by two or even one, remarkably roomy down below and at a fair price. I joined RBYC, organised a survey and bought her. We renamed her “Sans Souci”. I had been done! The surveyor had missed significant keel damage, and I spent 50% on top of the purchase price re-rigging and fixing her whifflely bottom. Nevertheless, she was a great little yacht and after we sailed her for a year or so, we decided we needed a bigger boat suitable for long distance cruising and put her up for sale.

Of course, the brokers were keen to list ‘Sans Souci’ but nothing happened for months and I eventually sacked them. Then came Bill Chittenden from Geelong, introduced by Jeremy Larkin. Bill is a 40+ year member of the Royal Geelong Yacht Club and a very experienced sailor. He bought ‘Sans Souci’ in March 2018 eventually taking delivery in September. I had only met Bill over the telephone so the voyage to Geelong was our first meeting. Love at first sight isn’t quite right, but we immediately hit it off and the three of us set sail for Geelong.

I think it was at RGYC over a celebratory drink that Bill said he thought that VicSail Melbourne/Geelong was dormant and why don’t we acquire it? Well, Bill was in the throes of selling his business, I was unemployed (retired?) and Jeremy was looking for something more useful to do. It was all downhill from there. We visited VicSail in Sydney who have been very supportive throughout, contacted the local owner and acquired the name. It has taken a bit of sorting out but the web site is almost ready, business cards and signs are in progress and a limited number of VicSail hats and polos (mainly for owners uniforms) are in stock. Do you want to buy or sell a yacht? Call Alan on **0414 659 813** and I will put you in touch with the people who really know how.

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Bass Strait Cruise 2019

By

Barbara Burns



The cruising group enjoying sundowners at Paradise QCYC



Reliance leaving Three Hummock Island headed for Macquarie Island

This years Bass Strait Cruise was a little disjointed as there were three different cruises participating.

Four really because Sue and Rod Slater joined the group that went to Apollo Bay a few days later because of family commitments. Everyone else gathered at QCYC for the Saturday night. However the two boats who were going on the VDL Cruise left on the Saturday night. This was Terry Frankham "Reliance" and Craig Walton "Yknot, They had a very good exit around 6pm through Port Phillip Heads and headed for Three Hummock Island.

The second group of cruisers left QCYC on Sunday morning at 8am and headed for Apollo Bay. They had a fine sail there and were gathered for the evening sundowners by 6pm . The third group well only two boats, which were Kirra Kirra and Saffron headed East for Refuge Cove, leaving about 2 pm. They also had a fast sail clocking up 9 and 8 1/2 knots respectively, then were slowed down for a few hours by a deadly Easterly. However this did not last and they arrived at Refuge at 9am for a few days of beautiful weather and cold water, to swim in that is.

The story continues in detail next month.



Reliance motoring up the Gordon



Reliance and Y Knot rafted together in the Gordon River



Anchors and Rodes By Brenton Smith

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

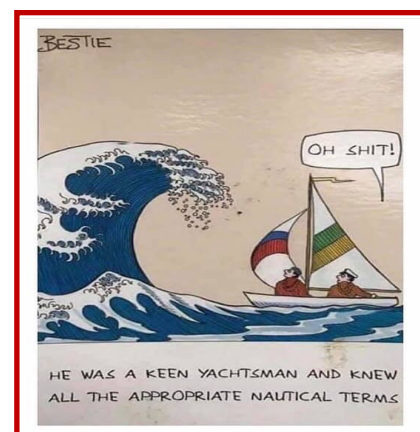
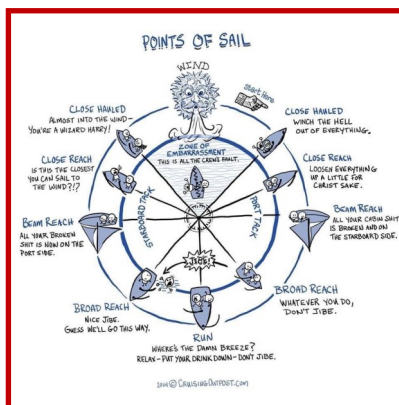
Basic No 1. Carry the right anchor. This is easier nowadays because the 'modern' spade and fixed shank plough type anchors have actually been around for more than 25 years and if you buy a boat these days it is most likely to have one of these anchors. The brand/shape is not important – but the basic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

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

Basic No3. Your rode must absorb energy. When your boat is dancing around in the wind and swell, the kinetic energy in the motion of the boat is enormous and combines with the pressure energy imposed by the wind. Both of these increase with the square of the wind velocity. If the wind goes from 20 to 40knots the energy to be absorbed when your boat stops at the end of its merry chase is increased by four times. If most of this energy is not absorbed by the rode then it is used to pull your anchor out of the mud/sand/shingle. Your boat is now mobile.

Apart from connecting your boat with the anchor, the primary function of the rode is to absorb energy so that the force on the anchor trying to pull it out of the seabed is minimised. In the old days the energy absorption was done by increasing the thickness (weight) of the chain but no one wants to carry around this weight in their bow locker – and neither do I. Besides there is a limit and if the wind and wave action are strong enough so that your chain forms a straight line then your chain rode will not absorb any more energy – i.e. it has lost its primary function.

That nylon strop on the bow is not just there to stop the chain rattling in the night while you sleep in your queen-sized walk around double bed next to the chain locker – it absorbs energy and the longer it is the better. I have two strops – the short one for 99% of nights at anchor, and another at 12m for that last 1% when I want an abundance of energy to be absorbed. It worked.



Let's Buy A Boat and Save Money

By
Brenton Smith

Lets buy a boat and save money

With a sales pitch like that it is no surprise that we had 71 people at our February Cruising Group dinner, along with our engaging presenters in Peter and Karen Johns who are well known amongst our members, a \$1,000 draw to be won (eventually....) and the general bonhomie that seems to have infused our club of late.

Peter had selected the builder, Piper Boats, more than 20 years ago for the canal boat of his dreams to tour the European heartland, and there is no doubt that he and Karen are going to see a large chunk of it, and that is just in 2019!

Piper Boats of Stoke-on-Trent build outstanding canal boats in the Dutch tradition between 49ft and 65ft. Twenty years ago Peter's ambition was a 65ft boat but after listening to his plans Piper convinced him of the merits of a 49ft boat, i.e. just less than 15m, when more onerous restrictions become imposed on vessels in canals, and in particular where you can tie up. He regards it as good advice, particularly with the plans being to cruise two-up most of the time, although they now have an impressive collection of new BFFs.

Joie de Vivre V is Peter's fifth boat, hence the V, and for the non-francophones amongst us she is the aptly named Joy of Life.

Robina and I visited *Joie de Vivre V* in her winter berth at the Shepperton Marina, and even in the grey of an English winter, she looked an outstanding boat. Being the son of a steel boat builder, I could appreciate the quality of the workmanship in the hull and superstructure. The appreciation was further enhanced with the photos that Peter showed us of her interior and engine room during the presentation.

Customising of the standard designs for the interiors can be done during the build and Peter and Karen made several modifications to enhance the second cabin, and also on the deck to facilitate boat handling. One of the features that impressed me was the use of two side doors on the wheelhouse so that the skipper has immediate access to both sides of the boat for line handling – essential when there are only two of you.

The customising included some Aussie additions such as more air conditioning capacity, and, as Peter so eloquently explained, an additional shower for the guests. He thinks that the single shower in the standard design reflects the English predilection for not having regular showers, but maybe they are less inhibited than popularly supposed, and see the large shower supplied as standard as being suitable for more than one.

The build commenced in February 2018 and at the end of July she was ready for the 'Snag Out' visit where Peter and Karen lived on board for 10 days and found the faults, or snags, which were rectified the next day while they went touring. This all occurs in Piper's Stoke-on-Trent yard. Hint: order your boat in winter so that the snag out is in summer; this is a bleak part of Britain in the winter.

When both parties were satisfied with *Joie de Vivre V*, the move to Reading on the River Thames occurred using a specialist heavy haul truck under escort at night ready for launching using the Travelift. The launch proceeded smoothly on August 8th 2018, and after confirming the absence of leaks, Peter and Karen celebrated the successful launch of their boat with champagne on the quarterdeck before commencing a cruise on the non-tidal portion of the Thames.

The boats are solid and heavy, which is useful because as Peter explained, canal boating is a bit of a contact sport, although usually only with the sides of locks and river banks, not other boats! They also need a bit of weight to counteract the buoyancy of the voluminous interiors. As you can see in the photos, the stem is vertical and the bow plates are quickly rounded out to reach the maximum beam of 14ft. The vertical stem is useful when pushing against the bank to do a U-turn, and these barges were initially design to move cargo thus needing the volume to be maximised.

Dry weight is 25.5t, and another four tonnes of fuel and water can be put on board. A 100hp Beta diesel engine drives her using a single 21" 4 blade propeller at a cruising speed of 6knots, which is more than adequate because speed limits in canals are 6 knots or less. Cooling is provided by having the cooling water tank in contact with the bottom of the boat, thus not having any canal water circulating through the engine room. Keeping weed, swan feathers and sundry debris out of the cooling system is a distinct advantage. The engine room is spacious and provides good access to the diesel fired boiler for central heating, the hot water tank, 7kVA generator, 3kW inverter, 1200Ah of batteries and the rather large 3kW galvanic isolator. Sitting headroom is provided throughout the engine room.

Peter replaced the 5" chart plotter screen with a 9" screen (good for older eyes) in the wheelhouse, which is part of the SIMRAD system that was installed. This includes a VHF radio with AIS receiver, and an autopilot. The AIS transmitter is soon to be installed. The wheelhouse is double-glazed throughout with interior blinds if you want to convert the wheelhouse table to a double bed for visitors. Another useful addition is the small fridge under the port settee. The rear of the wheelhouse is two double folding doors that open onto a large quarterdeck, perfect for the long summer evenings.

Let's Buy a Boat and Save Money By Brenton Smith

The large quarterdeck provides plenty of room for the skipper to pace back and forth while making decisions, or contemplating appropriate responses if the crew threatens mutiny.

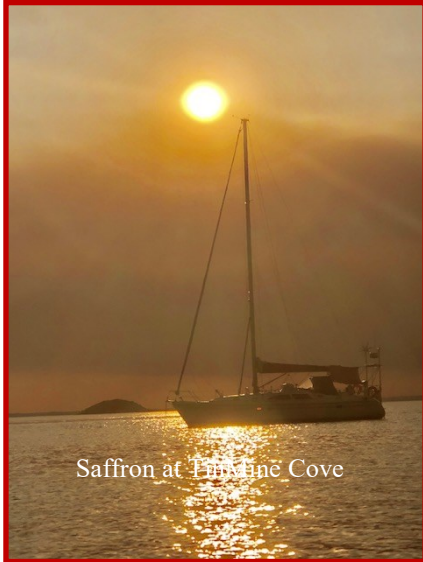
Peter and Karen cruised between Hampton Court and Oxford for two months before leaving *Joie de Vivre V* in her winter berth to return to Australia for our summer. As the photos vividly demonstrated, this is an utterly delightful part of Britain, especially in summer. Moving along the river is easy with lockmasters attending each of the electrically driven locks between 9am and 6pm.

The cross channel crossing in March / April will be followed by six months of canal cruising in Belgium, northern France, along the Rhine in Germany through to Amsterdam and more canal cruising in Holland where the locks are few, but the bridges are frequent.

For those tempted by the thought of saving money on your European holidays, Peter had change from 500 boat units on a highly specced boat. Mmmmm.....



Continuing Bass Strait Cruise 2019
By
Barbara Burns



Saffron at Tin Mine Cove



The cruising group enjoying Apollo Bay



The Saffron crew enjoying the beautiful Tin Mine Cove. Very seldom this benign. Saffron in the background



Jo And John Walker coming ashore at Tin Mine Cove. Kirra Kirra in the background

I JOINED THE 'GAB' CLUB

By

Allan Haddow

Around Xmas while I was in Melbourne, I made the decision to leave Esperance first week of February – I actually left on Saturday 9th Feb. 1300hr. But first I had to install my new \$6k Fleming Self Steer system. This took all day & next day testing – I did circles in the Esperance harbour until I got the hang of it. Back into the berth for a well deserved beer. I was watching the BOM Colour Forecast map for next 4 days, each day, & could see two highs with a weak front between them – this was the time to leave. Leaving Esperance on 9th meant I could travel the 5hr to Woody Is. Eco resort, stay the night on a mooring then head off midnight Sunday 10th for the 77nm journey to Middle Is. to the east. I would arrive same time as a westerly front with 20-25kt winds allowing me to shelter on anchor for the night. The front would pass overnight to allow me to leave Middle Is. on it's back at 8am next morning Tuesday 11th into the GAB (Great Australian Bight). I divided the rhumb line from Middle Is. to south of Port Lincoln in 100nm way points = hopefully 24hr.

This time I was armed with a satphone & a post paid plan, allowing client's & Scott Cumming to txt or call me for the cost of a standard mobile call. Scott would txt me at 7am & 7pm Melb. time each day with the next two days of wind strength & direction based on Windy & my approx. position for that day. This was a great help & I can never thank Scott enough for helping.

Day 1 Tuesday – good winds from the SW & then S starting at 20kt reducing to 10kts & turning to SE early next morning. I was heading below my rhumb line so I could the turn NE with the next days wind direction but had to turn NE early due to an island 70nm from Middle Is. right in my path. Seas not too bad, but waves from all directions slowing Ophelia.

Day 2 Wednesday – winds SE as predicted at 10kts then 20kts. Motor sailed ENE then sailed all day. Seas not too bad. About 90nm in 24hr.

Day 3 Thursday – winds E 10kts as predicted so sailed NNE above rhumb line & then wind turned to NE followed later from N at 20kts, as predicted, so headed SE & then E under sail only. I was only doing 3.5kts under motor until the N wind arrived. I did not have enough fuel for 3.5kts, only at 5kts, so had to sail only for next 2 days. Speed dropped to 2.5kts at times, lower than that & Ophelia loses headway. Travelled at 5.5kts jib only with whisker pole in the N breeze. About 70nm in 24hr. I had to use the autopilot in the light winds as not enough wind for 'Fleming'. I reached WP200nm at 1310hr, but travelled 222nm.

Day 4 Friday – Wind ENE to E at 10-15kts so had to travel SE across the shipping lane & 35nm below rhumb line which was not a problem as S winds were expected on Sunday. Reached WP300nm at 2330hr. This is where AIS is fantastic as I could sleep with the alarm set at 2nm. Many ships passed.

Day 5 Saturday – no wind so motored all day heading east using the autopilot.

Day 5 Sunday – S winds 10kts came in about midnight then

SE at 0300hr so motor sailing from 0400hr with 2 full sails at 5.5-6.5kts using 'Fleming'. Seas slight but rising swell later in the day. There was a storm cell in the roaring 40's bringing up a 3-4m swell for Monday. Wind & weather was not affected. I could now head ENE towards WP500nm. Reached WP400nm at 0530hr.

Day 6 Monday – wind still S 15kts so motor sailing with half jib doing 5-7kts with swell increasing. I had to drop the main & furl the jib to keep the rudder force down for 'Fleming'. The main seems to introduce a rudder force (weather helm). Reached WP500nm at 0500hr. About 110nm in 24hr. Feeling like I have made the crossing.

Day 7 Tuesday 19th – 0430hr WA time, I could see land to my NE – sun was starting to rise. No wind from 0430hr so motored all day in the swell doing up to 7kts down the swell (10 seconds apart) arriving at WP630nm & end of the GAB at 1330hr. There was another 35nm to Port Lincoln which took me six hours, arriving at 1930hr on anchor in the middle of the town. At one point I had both sails up, hand steering, with 20kts W wind in flat seas on the lee of an island doing 7kts before I got rounded up. Too much rudder force. I turned on the anchor light, changed cloths, launched the dinghy & had kingfish (Dean Lukin country after all) for dinner in one of the many eating places.

Total distance from Esperance to Port Lincoln = 822nm & eight days to cross the GAB. I made a good decision to go when I did & did not cop any storms. Most of the time for the first 5 days I lay down on the lee side & closed my eyes – must have slept as I was not tired. Had a look around every two hours. I had to keep tightening two nuts on 'Fleming' – turns out they sent me bolts 5mm too short so the Nyloc did not bind.

I left Port Lincoln on Saturday 23rd 0945hr for the 150nm trip to North Haven, entrance to Port Adelaide, into the Cruising Yacht Club SA for two weeks. I have ordered a new 110% jib (old genoa has bagged out & could not point any higher than 60 deg to the wind).

I will stay in SA waters sailing up Spencer Gulf to Port Augusta, back down to Port Lincoln & back to perhaps RSAYS for three months while I fly back to Melbourne for July to September. I am too busy work wise to sail around Tasma-



FORTHCOMING EVENTS

MARCH FRIDAY 15 th Annual Progressive Dinner.

please contact either:

. Pam Merritt :andalucia1771@icloud.com

or Jenny Collins: jacngrant@gmail.com

Gather at the members bar at 6.30pm for pre-dinner drinks followed by main course on first allocated boat, dessert and coffee on second allocated boat then gather back for Port and Chocolates on on "it's a Privilege". Cost, \$20, per person. Reimbursement to \$10/person for main and \$6 person for desert.

There is an urgent call for all members to consider volunteering their boat.. At the moment we have four boats and plenty of guests

Please email Pam Merritt Willm@hotkey.net.au or Jenny Collins jcngrant@gmail.com ASAP to volunteer your boat and hosting skills. You could even offer to host on another boat Please book with Mandy ([95923092](tel:95923092)) not later than Wednesday March 13th..

MARCH 30/31 st END OF MONTH CRUISE.

Land Cruising for a change with a camping trip as Bass Strait Cruisers have just returned. Further details later.

Please contact Jenny Collins if you are interested

jacngrant@gmail.com

APRIL 7 SUNDAY JUNIORS BIG BOAT DAY

The Cruising Group and Junior Sailing Group are organising a return trip from RBYC to RYCV for lunch.

Contact Paul Jenkins for further details.

paul.jenkins8@bigond.com

APRIL 12th FRIDAY FORUM DINNER MEETING

Guest Speakers: Paul and Angela Woodman

SAILING THE EAST COAST

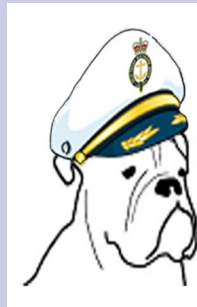
Focus on cruising the Clarence River, and Cruising from Cairns to Lizard island.

Come and enjoy a fabulous evening of armchair cruising while they tell of their amazing adventures sailing to Lizard Island. As usual gather at the Club about 6.30pm, members draw at 7pm, followed by the meal and the talk.

Please book with Mandy ([95923092](tel:95923092)), no later than Wednesday April 10th. Bookings essential .

MAY FRIDAY 17th FORUM DINNER MEETING

Guest Speaker: Grant Dunoon
Melbourne to Osaka



Captain Bully's Blog

I would be interested in feedback here in that my experience the two most difficult things about keelboat sailing are firstly getting in and out of marinas, especially with boats like ours, with high windage. (spellcheck doesn't think that is a word!!) I am always very nervous about handling our gears. This must be done very carefully as our Yanmar saildrives have very sensitive cone clutches. We have had harrowing experiences especially in the close quarters down in the Queenscliff marina. Once in the early days when we were still getting used to the boats characteristics, we managed to avert disaster by pivoting around one of the piles without damage to any other boats nor ours. The second time when the marina was full, we were offered the naughty corner at the west end. For those unaware, as we certainly were, the tidal current at the east end is negligible but when she is running the west end is very tricky. Save to say a few scratches later, we were very firmly rafted alongside, but had to wait for zero wind and zero current to get out, with the aid of just about everyone available around the whole marina.

The second most difficult thing is without doubt arranging crew. I think our lives are so busy and there are so many demands on our time, that whenever I make the necessary arrangements, I never feel confident until all are on board and the lines are cast off, then I believe that everyone has made it. For the Bass Strait cruise the newly wed Rob and Sue Hurrell had enthusiastically agreed to join us for the adventure, Rob having been a great asset last year, we were very much looking forward to their company. Alas a severe case of sciatica has laid Rob low, and common sense and medical advice has ruled him out, and unfortunately resident carer Sue as well. Certainly, no criticism, as we really feel for them, and as we have two other experienced crew, the sailing will be ok. There will have to be some replanning of provisioning. However, the most challenging will be the plans for the Gilbert and Sullivan challenge which is in absolutely chaos. The three Little Maids are now two and the policemen's lot has been equally reduced to a hardly imposing two. Ah well I think these adventure cruises are to some degree about adapting to challenges. We wish Rob speedy recovery.