



CRUISING NEWS



MAY 2019

Our East Coast Cruising Adventure By Brenton Smith



Paul and Angela Woodman cruised *Summer Wind* on the east coast of Australia throughout most of 2018 and re-galed 61 people at our April Cruising Dinner with tales of their cruising lifestyle and, briefly, of their racing successes.

In numbers, they were away from Melbourne for 256 days, logged 2,700nm, with most of these using the engine to provide full or partial assistance to maintain a cruising speed of typically 7kts. Leaving Melbourne on February 8th they arrived at Lizard Island eight months later via numerous anchorages and regattas at Airlie Beach and Magnetic Island.

Summer Wind is a Bavaria 44 with a 15/16th fractional sloop rig weighing in at 10,500kg and drawing 1.95m. Ideal for cruising although the 1.95m draft presented challenges at times.

Preparations included the installation of flexible solar panels on the bimini and a 2,000W inverter, new improved laptops for both, and a 28V winch handle. Navionics was chosen as the navigation package with it being on the laptops, phones and iPad, thus providing plenty of backup to the on-board navigation system.

Paul nominated his top three places as Lake Macquarie, Fitzroy Island and Lizard Island while Angela nominated her top three as the Hawkesbury River, Fraser Island and Lizard Island. Paul and Angela chose to focus their presentation on cruising in the Clarence River and at Lizard Island.

The Clarence River is a major inland waterway that is navigable by surprisingly large vessels, although these seldom enter these days. The entrance is at Yamba / Iluka and they took *Summer Wind* almost all the way upstream to Grafton. Stops included Maclean, Lawrence, Cowper and Ulmara. The country pubs reflected an easy-going lifestyle, and some eccentricities. A collection of well-worn hats behind a bar prompted an inevitable question from Angela who was informed that they commemorated former patrons who had passed on.

Fitzroy Island proved to be a highlight at Cairns, which is the stepping off point for the passage north for the 300nm to Lizard Island. The journey north was done in day hops stopping at Low Isle, Hope Island and finally Cooktown, which is only 50nm from Lizard Island. For the reasons that we all know, Cook had plenty of time to survey the Endeavour River and surrounds very well, and it became the logical port for the Palmer River gold rush in 1870.

Cook was probably the first white person to climb the peak (now known as Cooks Lookout) on Lizard Island to survey the passage out from Cooktown after repairing his ship. If you want a heart-stopping read – find the reference about his passage out through the reef from Cooktown – there were no auxiliary diesels in those days.

Lizard Island hosts a very exclusive resort (two boat units per night for those who may be tempted to skip the sailing bit) and remarkable natural attractions that draw a small flotilla of yachts from southern climes each year. Watsons Bay with its gin-clear water is the principal anchorage providing protection from the prevailing SE winds, while Blue Lagoon provides shelter when the wind goes around to the north.

Paul and Angela talked about the swimming and snorkelling on the nearby reefs of which there are several. Clams are common – and colourful – with one small area having 33, some of which were more than 2m across. Lizard Island is a continental island with the peak presenting a challenging 359m climb with spectacular views, not sure that Cook would have used those words, providing plenty to talk about at the inevitable sundowners on the beach, or at the Marlin Bar which is open three nights per week for the resort staff – and yachties.

Two inevitable questions – What bits failed? and What's next?

Of the failures, there was nothing too serious. They included replacement of the house batteries in Sydney, rudder bearings in Brisbane, alternator in Airlie, starter battery at Lizard Island, barbeque regulator in Cairns and the main power switch in Cooktown.

What's next? For Paul and Angela it is another passage north from the current berth in Townsville for a return visit to Lizard Island – yes, it is that good. It will be earlier in the year this time, and hence will require a bit of a slog south against the SE trade winds, but do-able in day hops. Then it will be back to Airlie Beach to see if Paul can build on his previous success and climb the final step on the podium.

Cruising to Geelong at Easter

By
Sally Spencer

I recall several years ago the Cruising Group trying to organise a cruise to Geelong but the winds were never in the right direction or strength for both outward and return passages. Also, at that time Portarlington did not have its harbour and was exposed to northerlies. Well this Easter was the time to go with northerlies forecast for Friday and Saturday and a mild SW change on Sunday evening to blow us home.

Boomaroo, Chakana, Favourite Child and Sun Kiss had a night at Portarlington the night of Good Friday with Favourite Child hosting sundowners and others using dinghies to gather there. The harbour was moderately full with some anchored outside. Some pens were available but seemed to be designed for boats twice the size of Sun Kiss! Departure on Saturday was before or just after the ferry. The northerlies did not eventuate but with light SE's Boomaroo, Chakana and Favourite Child made good use of their asymmetric spinnakers (Sun Kiss would like one for Christmas??) to arrive for a late lunch. Andalucia and Kathleen B arrived from RBYC a couple of hours later. All were moored on the visitor's floating arm just outside the RGYC clubhouse and with several extension cords all had access to power. (It seems the rule for most clubs around the bay is one night free and payment for other nights).

RGYC has good BBQ facilities and a nice area in front of the club for sundowners and meals. It is also handy for shopping and Eastern Beach. On Sunday some of us went for a walk up the hill to the Botanic Gardens which were well laid out with a good display of many dry tolerant plants. (Next time I would take some insect repellent.) The lawn in front of the club was a good venue for Klop. The vagaries of the ground and people's hand/eye coordination eliminated all except Steve and Susan from Favourite Child. A cool SW change was evident towards the end of the evening.

Next morning the wind was not as strong as predicted so the iron sail sounded again but after passing Portarlington a nice 10kt SE gave us a good sail back to RBYC. Hooray!!!



CRUISING NEWS MAY 2019

NINE LITTLE BOATS (or Bass Strait Cruise 2019)to tune 'Five Little Ducks'



Pam Merritt



Nine little boats sailed out one day
Over the seas and far away
Down to Queenscliff on a sunny Saturday
Out of the Heads, right or left, which way?

Chairman held a meeting the following day
For the usual pre-cruise communiqué
One boat decided to stay in the bay
Manali may join in another day.

Monday looked good for Apollo Bay
But two of our boats went the other way
To Lakes Entrance, Eden and further away
Kirra Kirra and Saffron did not delay.

So six boats sailed to Apollo Bay
But one only had one day to stay
Chakana headed home the very next day
Two weddings to go to over Adelaide way.

Now five boats left at Apollo Bay
Nimrod, Mirrabooka, Kathleen B will stay
Andalucia, It's a Privilege also ok
And coffee shops there for morning latte.

Happy hour 5 o'clock come what may
Bocce Trophy competition was on Tuesday
First round Nimrod made great headway
It's a Privilege snatched victory, to their dismay!

Next day was time for our acting foray
With a Gilbert and Sullivan evening soiree
Singing's not usually a yachties' forte
But crews put on an impressive display.

Three little maids and some burley cops
Was clear they'd raided local Op Shops
Andalucians in drag – an amazing sight!
Mirrabookans had coaching to get it right.

After three good days of Apollo Bay play
Four boats headed down King Island way
Foxy Lady then joined the cruising melée
But Part 2's a story for another day.

Back in the bay's Queenscliff waterways
With Happy Hour once again underway
With nibbles and a glass of cold chardonnay
We agreed it was a good cruising holiday



Beautiful "Little Jerusalem Bay"

In the Broken Bay System

Barbara Burns
"Saffron"

Our East Coast Adventures



Junior Sailors Big Boat Day *by Paul Jenkins*



Another Sailing Season finishes with yet another successful **Juniors Big Boat Experience**. The official count of registered participants from the junior sailing group was 13 juniors and 13 adults.

We all met in the members lounge at 10.30 a.m. where passengers were allocated to the volunteer boats before heading down to the marina. Those that did not have life vests collected them from the Jack Sturrock building along the way and before long all were on board and on their way to RYCV in Williamstown.

Whilst there was plenty of sunshine and the temperature topped 27°C the wind as forecast was Northerly 15 to 20knots meaning each boat motored across into the wind and all were reluctant to hoist sails with wind on the nose.

On arrival we noted that Miriam Cherry had made the trip across to join in for the day with crew in Lena and a few RBYC members had driven over by car to join us including past Commodore Paul Woodman.

Most ordered a cooked lunch on the deck area and as per normal most of the juniors wandered off to buy ice creams before returning mid-afternoon. We gathered every one up for a group photo on the steps of the deck then made our way back to the boats for our departure home to RBYC.

The wind had shifted slightly however a bit less pressure than the trip over and some of the fleet motor sailed back on a run with heads sails up making for a slightly faster return trip.

The day was a great success from all reports with our passengers enjoying the experience and being returned safely.

Many thanks to our volunteer boat owners and crew as follows:

It's a Privilege (Chairman Peter Strain & Susie Strain), Nimrod II (Peter Gebhardt & Allison Hedger), James Lecky's new Beneteau 40 (Hue & Cam) & KathleenB (Paul Jenkins & Jane Cooper).

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Moist Marysville

by Grant Collins



On Friday the 29th March fifteen of the Cruising Group decided to cruise on Terra Firma to Marysville. Ironically this proved to be no drier than some foul weather cruises at sea. After a six month dry spell with barely any rain at all, Marysville had 30mm of rain over the weekend. Fortunately we knew what to expect as this was forecast along with a cool (very cool) change.

We all met for a Friday night dinner at the "Duck Inn" Hotel which was chosen primarily for its close proximity to the Caravan Park as no-one fancied a long stroll in the forecast wet. Most of us were dressed in winter woollies and the hotel had fires blazing in anticipation, but the change came in later than forecast. However the company, food and wine were most enjoyable.

Two couples were in camper trailers while Will & Pam had their nifty 'A' Van. The 9 others had the comparative luxury of cabins given the weather over the weekend. Although the weather was not conducive to long bushwalks it did not stop this intrepid band of yachtsies from seeking out the Coffee Shops, Bruno's Sculpture Garden and the gardens near Gallipoli Park. There was one notable exception, who opted to pursue the more solitary activity of trout fishing in the Steavenson River which has had me under its spell since 1986 when I lived in the area for 14 years. A very soggy fisherman returned having kept 3 of the fish he caught, after releasing the rest.

On Saturday afternoon some of the group decided to drive to the Steavenson's Falls carpark and walk the last few hundred metres to the falls rather than do the 10 kilometre walk along the river to the Falls. Not a bad idea with the rain and a couple of hailstorms thrown in. Three brave souls (Jenny, Robina and Sue) decided to walk to the top of the falls where, on reaching the summit the sun came out very briefly before disappearing for the rest of the day.

Meanwhile Rod, Will and I decided to stay back at

the camp and commandeer the Communal Camp Kitchen so that the night's planned Big Barby could take place under shelter. After setting up fires in the fireplaces at either end and standing guard armed with a relaxing glass of red, this proved to be a most practical and enjoyable way to dry out (externally), after my morning fishing expedition. The Klop championship may have been cancelled but despite the lack of sun, sundowners were enthusiastically partaken sitting around the warmth of the fires. The electric BBQ certainly got a workout as all manner of steaks, sausages, chicken, fish and vegies were cooked and devoured with some accompanying fine wines, along with lively and very friendly company, made for a wonderful evening's entertainment.

On Sunday we woke to find the rain had reduced to a very fine drizzle, The 'Mountain Mist' that can be so typical of this beautiful area. Breakfast and coffee were sought out by those departing on Sunday, but Rod, Sandy and I stayed on to dry out our Camper Trailers in Monday's forecast fine weather. Jenny drove home late Sunday for work on Monday and returned on Monday evening.

Monday saw a glorious Autumn day. This region is at its beautiful best on such days. Rod and Sandy departed for home after drying their camper and I took the opportunity in Jenny's absence to go fishing yet again. I caught 8 trout of which I returned 5 and lost another 4 or 5 in the fight. These wily fish know how to use fast flowing streams to advantage. Jenny returned early Monday evening and we made our way home Tuesday after drying out our camper from the overnight dew.

Despite the weather, it was a most enjoyable weekend for the Land-cruisers and I look forward to this perhaps being an annual event.



Life begins when you step outside your comfort zone

John & Sandra McPherson
SY Sabella



Like all good stories we should start at the beginning. In a galaxy far, far away....no too far back. I was born on.... Still too far back. Ok try this. For two land lubbers growing up in country NSW with occasional visits to the coast for summer holidays our affection for the sea did not blossom until in our early twenties when John got posted to work in Lae in Papua New Guinea. What followed was two years of endless diving, snorkeling, fishing and island camping weekends. The hook was now well and truly set, we would be drawn to the sea for eternity. However, we did not return to the sea until a posting to Norfolk Island for 4 years rekindled the spark. On our return to Perth we had to live on the coast, which fortunately had a small offshore trailer-sailor club at our doorstep. We crewed on OPB's then purchased our first vessel – a Sonata 26 which soon became our pride and joy. So, with very little knowledge and plenty of encouragement and advice from

fellow skippers we set about racing our little yacht offshore in the 20-25 Knot Freemantle doctor, often just the two of us. It took a full season before we learnt that less sail does not slow the boat in heavy winds but sure makes things a lot more comfortable. We would take our little yacht for a two-week cruise over Christmas as far down the coast as Busselton. We thoroughly enjoyed every experience and grew in confidence each time we ventured to sea. We had to sell Beyond the Fringe after five years to take up a position in California. This did not quell our passion for adventure as we traded a yacht for a 13-month tour around the USA by RV. This was an important step as we new we could survive being confined together in a small space for an extended period.

Back in Australia we settled in Melbourne and promptly re-joined RBYC. We had been members here for 2 years when posted here in 2001-2002 and at that time we were fortunate to be picked up by Harry Tedstone on Tiercel as crew. This time Dave & Sally Spencer took us under their wing and we spent three lovely years with them and their crew on Sun Kiss.

Enough of the prologue it is time to get to the important part. With retirement looming John had spent two years researching live aboard yachts and had finally settled on a Moody 45 DS as the preferred option. Then one dark & stormy night Sandra decided a catamaran would be far more suitable. A 40ft catamaran had been a dream twenty years ago when we had cruised with a friend along the Queensland coast but preferring the feel of sailing a monohull we had discounted the idea. But let's face it live aboard cruising is spent 95% at anchor so comfort is a huge factor. John then set about narrowing down our search for a catamaran which turned out to be quite simple as only two models appealed to us, the rest had full fly bridges which we did not want. By chance John saw an add by Multihull Solutions in Australia who would act as agents for purchasing a vessel overseas with their fee taken from the vendors broker. We were now in the hunt for a Fountaine Pajot Helia 44. Similarly, Yoti would do the same for a Lagoon 42. The choice between the two would come down to availability. The timing was perfect with the Sydney Boat show just a few weeks away which gave us an excellent opportunity to see both vessels and meet the agents we where dealing with. We spent nearly a whole day on board the Lagoon 42 and decided this was the vessel for us. The next day we were able to take a Lagoon 42 out on Pittwater for a test sail. We were greeted by 25+ knot gusts which caught us by surprise seeing yachts around us rounding up, some under spinnaker. For us it increased our boat speed from 6 to 9 knots.

Purchasing Sabella

At exactly this time a practically new Lagoon 42 came on the market. Sabella was too good to be missed

- * She had every option we wanted (generous solar, upgraded engines, water maker, washer etc) and none that we did not want (generator, air-con),
- * Was only launched in Jan 2018 and still under factory warranty,
- * Was attractively priced with the owners needing to sell due to an unexpected medical issue,
- * Was being sold by an Australian couple, was Australian registered, the agents Yoti were Australian and the sale would be conducted in Australia in Australian dollars. No currency conversion fees.

We immediately put in an offer on returning to the dock from our test sail. The price was haggled and two days later we were the proud owners of our dream, subject of course to the usual survey exclusion.

The Australian couple where an absolute delight to associate with, their love for Sabella was very evident in their passion to provide us with every detail and assistance to ensure a smooth transition even while managing a medical emergency and two young daughters in a foreign country. Yoti where also very casual with separate contracts signed by each party. Two weeks later and we were in Premia De Mar, just outside Barcelona, Spain to complete the survey and inventory check formalities, counter sign copies of contracts and make the sale unconditional. The owners agreed for us keep Sabella out of the water and for us to wrap her up on hard standing and prepare her for our return to Spain in 5 months. We stayed in Spain for just 2 weeks but fell in love with the friendly people in our hotel, the haul out crew, and hard standing yard. The survey was very thorough and although the vessel is near new it is an excellent idea to have an independent survey done just before a vessel goes out of warranty.

Life begins when you step outside your comfort zone

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SY Sabella



Back in Australia John had to go to Sydney for work again and was able to meet at the Yoti office in The Spit for the final settlement. The settlement process took less than an hour and with final payments made we had completed the exceptionally uncomplicated process of buying a foreign vessel. Transferring the Australian title to our name was also very easy. Complete a single page form and send to AMSA along with the original title and a cheque. Less than two weeks later we received our new title in the mail. Transferring the vessel and Epirb MMSI took just a 30-minute phone call to AMSA.

All we now had to do was wait 5 months, settle our affairs in Australia, retire from work and return to Spain to begin our future afloat.

We checked back into the friendly Hotel Villa de Premia for a week, met up with friends in town and prepared Sabella for her return to the water. The hard stand staff had to move two 75ft motor yachts and a couple of sail boats to clear a path to the water. Everything is done with minimal fuss and every request met with an enthusiastic grin.

After a week in the marina at Puerto Premia we set out on our maiden voyage, a 20-hour overnight sail to the Balearic Islands. Sabella is now comfortably at anchor in the superb Puerto de Soller on the northwest coast of Mallorca.

Mandatory CO Alarms introduced in the UK

Tom Hinton

From the First of April 2019, sailors using some of the UK's Harbours and Waterways will have to fit a Carbon Monoxide alarm on their boat.

The new regulation follows a public consultation by the Boat Safety Scheme (BSS) and will effect those cruising the Scottish Canals, BWML marinas and most of the waterways in Britain. It will apply to all classes of boats with accommodation.

This should be a wake up call in Australia after the deaths of Brian Daley and his friend Greg Burling who died after their faulty generator on their boat emitted Carbon Monoxide.

Co-director of the Royal Hobart Hospital's Hyperbaric Unit, Dr David Cooper said Carbon Monoxide poisoning is very common, resulting in "one or two deaths (in Tasmania) per year and 20 times that number of injuries.

"Given the fact that Carbon Monoxide is very difficult to detect ,I think (mandatory alarms) should be fitted in all new boats and recommended to be refitted to older vessels" Dr Cooper said .



STARS AND COMPASS TROPHY

Yes—it's that time of year again! Did anyone miss it last year? Events around this time last year meant that the Stars and Compass paper was not available.

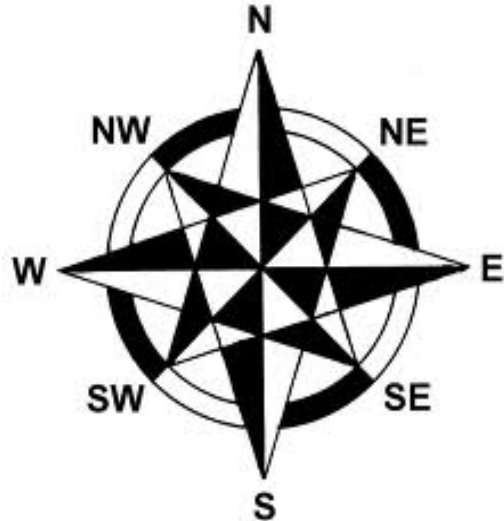
But we have it available this year for all those wanting to practise their navigation skills.

The Stars and Compass Trophy was donated by Richard Hawkins with the aim of encouraging the practice and use of traditional navigation methods. No answers are to include the use of modern computer based devices such as GPS.

The beautifully etched glass chalice, created by Leisa Wharington, is awarded for the best individual entry in a competition based on answering a number of questions and completing navigational exercises. The competition is open to all navigators with a YA number, not just RBYC members.

This year's question paper will be set by Brenton Smith and will be available from the RBYC office at the end of April, email reception@rbyc.org.au, or contact Mandy on (03) 9592 3092. All entries must be submitted to the RBYC office by close of business on Friday, 21st June 2019 with the winner presented with the trophy at Presentation Night on 12th July, 2019.

We urge you to test your navigational expertise and give it a go!



The paper for the 2019 Stars and Compass Trophy is now available from Mandy in the office. Please consider testing your navigation skills and giving it a go. More information is available from the Club website.

MEMBER NEWS

Alan and Maree Sharrat have become fleet owners. They are now the proud owners of a 42ft Montebello Catamaran called **Here'n Now**, as well as **Folie a Deux**. After sorting out a few problems on **Here'n Now**, with the Electrics and various other things, they will be starting to sail her up the East coast at the end of May.

Jo and John Walker "Kirra Kirra" are working their way up the coast at a great speed. Having passed Forster as I write this.

Geoff Brewster and Barbara Burns "Saffron" are enjoying slowing down and taking it easy exploring Moreton Bay for a while.

Allan Haddow is currently in Port Pirie after spending some time in the Whyalla marina which was a bargain at \$66 /week with all services including dust!

The cruiser were well represented at the **Icebergers v Yachties Trivia night**, team **Clever Cruisers** made up of Bingham's, Frankham's, Merritt's, Smith's and Strain's, won the Bayside Club and a miscellaneous round and came 6th overall. Team **Summer Wind** made up of Dove's, Drummond's, Hodgen's, Wilding's, and Woodman's won the Villains and Superheroes round. Both teams have considerable scope to improve their music knowledge.

Rob and Sue Hurrell, **Aquacadabra**, are enjoying the culinary delights of Scotland. The latest being lunch on the Royal Yacht Britannia in Edinburgh.

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

FORTHCOMING EVENTS

FRIDAY 17th MAY * FORUM DINNER MEETING

Guest Speaker: Prof. Dustin Marshall
Director of the Centre for Geometric Biology.
He will be talking about:
"The big issues in Marine Environments from Port Phillip Bay to around the world".

I will describe some of the challenges we face in managing marine environments both locally and globally. At a global scale, we are struggling to manage fisheries sustainably. Our coasts are under increasing stress. I will describe some of the threats posed to marine environments, and outline potential solutions and ways to mitigate these threats.

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 with **Mandy** in the office (95923092) no later than Wednesday April 10th. Bookings essential. Please let Mandy know at the office at least two weeks before the event regarding any dietary requirements.e.g gluten free, vegetarian, non red meat.

WEEKEND SATURDAY 18th MAY

END OF MONTH ON WATER ACTIVITY

A cruise to Docklands or a destination in the bay that will be decided by the current weather conditions. Contact for this activity is Robina Smith. Please email her your expression of interest to join the cruise.

Robina_smith@Hotmail.com

Further information and updates can then be forwarded on .

CELTIC FESTIVAL 7-10 JUNE

Birubi and It's a Privilege are enviting any boats to join them on the long weekend in June. Bryan and Sue Drummond plan to leave Thursday or Friday before the weekend, depending on the weather. Contact Peter Strain if you are interested and if you want details.

Peter_strain@bigpond.com

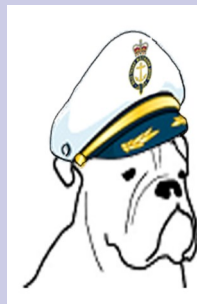
Day tickets are available or join the free entertainment. Details of the program are on the Celtic Festival web page.

FRIDAY 21ST JUNE

FORUM DINNER MEETING

Hear Grant Dunoon recount his adventures on the Melbourne to Osaka Yacht race in 2018, when disaster struck within minutes of the start, and the return, sailing through remote areas, before landing back in Australia.

Grant's talk will cover what is needed for an International voyage, and many other points of interest.



Captain Bully's Blog

. A very interesting month, highlighted by the talk by Gerry Byrne on coastal processes in our own Port Phillip Bay. Gerry went back over the geological history from 140,000 years ago, when during the last ice age with the sea levels so low, Tasmania was joined to the mainland and Port Phillip consisted of estuaries etching out what is now the Bay. For the Brighton Harbour the littoral drift of sand movement is predominantly from South to North and the sand build-up which has occurred recently in front of the Club is because the groyne at Park Street, just to the South is now full and the overflow sand now landing in the baths and Brighton Harbour. The night was arranged by "Iceburger" member Greg Kemp who has been agitating for some years now to try and get our State Government to set in place a long term plan for the whole harbour, that is fixing what is now an unsafe pier and unsafe boating channel on the east side of the marina. The upshot of this has now seen our local Bayside Member James Newbury and Club "Iceburger" MLC member Cliff Hayes joined by Bayside City Council, to all write independently to the Minister for Parks Lily D'Ambrosio and the Minister for Ports and Freight Melissa Horne, not only rectify what is now a pier in very poor condition but also try to develop a long term strategy for the whole Brighton Harbour precinct.

James Newbury has been of great support for action to the extent that he joined the Commodore, Hannah and myself in meeting with Bayside City Council to enlist their support and highlighting the issue with photos of all the corroded railing and light poles plus the potholes on the breakwater and listing the same in his newsletter and his social media posts. To this extent repair work has begun with replacement to rusted railing and the currently filling of the potholes. Parks have also confirmed the landing that fell off last year is planned to be replaced soon.

Another outcome of the Coastal talk is in meeting Andrew McCowan, Club member and owner of "Firebrand" an S & S 40 who is a Coastal Maritime engineer and has worked extensively with Gerry Byrne on such similar projects such as Blairgowrie Marina, Port Arlington harbour and Wyndham Harbour. I now plan to engage him for our immediate dredging of the channel plans. Gerry's talk was so fascinating and the feedback so positive we may invite him for a Cruising Forum Dinner so those who missed out can get second chance.