



CRUISING NEWS



OCTOBER 2019

Port Phillip Bay Coastal Processes behind the need for RBYC Dredging Program

by Terry Frankham



As RBYC prepares to commission a dredging programme along the eastern side of the marina, it was timely that the September Cruising Group Forum was presented with an informative overview of the natural physical processes that are driving the need to carry out this work.

Pleasingly, there was a large turnout for the evening, along with a number of invited guests, including MLC Southern Metropolitan Region and Iceberger Clifford Hayes, Parks Victoria Senior Compliance Officer Emmanuel Cahill, Commodore RYCV Commodore John Duffield, RMYS Commodore Dr Charles Meredith and the CEO of Life-saving Victoria Dr Nigel Taylor .

Gerry Byrne, a past chair of the National Committee on Coastal and Ocean Engineering and a lecturer at Melbourne, RMIT and Swinburne Universities, kicked off the nights presentation with a review of the factors that affect coastal processes, and went on to describe how these have shaped Port Phillip Bay as it exists today.

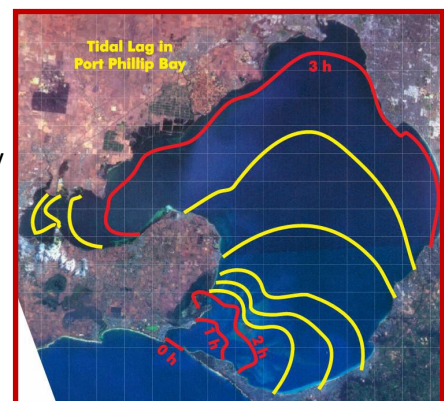
These factors include historical sea level changes, the geology and geomorphology of the surrounding region, the tides, and the winds and waves.



Sea level changes as climate changes. At the peak of the last Ice Age, around 20,000 years ago, sea level was about 130m below current sea level. At that time, Tasmania and the mainland were joined, and the Port Phillip area merely a broad valley drained by a river system, with that valley and the surrounding topography having been shaped by local geological faults and folds.

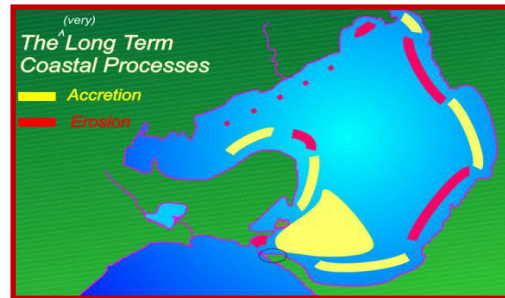
As the climate warmed after the Ice Age, sea levels rose and started flooding back into what is now the Bay. With this, coastal erosion took place, forming sand, which was (and still is) swept into the Bay, primarily by tidal energy, through what is now Port Phillip Heads. Since the tidal energy dissipates once through the Heads and inside the Bay, much of this sand is deposited to form the large sandbanks in the southern portion of Port Phillip Bay

Within most of the Bay, wave action is the primary agent driving the movement of sand. Wave energy is a function of wind duration, wind strength, water depth, and fetch. During the winter months, the prevailing winds are northerly, and in the summer months they are southerly. The much greater fetch for southerly winds in the vicinity of Brighton in the northern part of the Bay (versus the much smaller fetch for northerly winds) means that waves from the south typically have much greater energy than waves from the north, and hence gross movement of sand in this part of the Bay is from south to north.

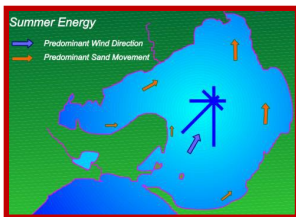


Port Phillip Bay Coastal Processes behind the need for RBYC Dredging Program

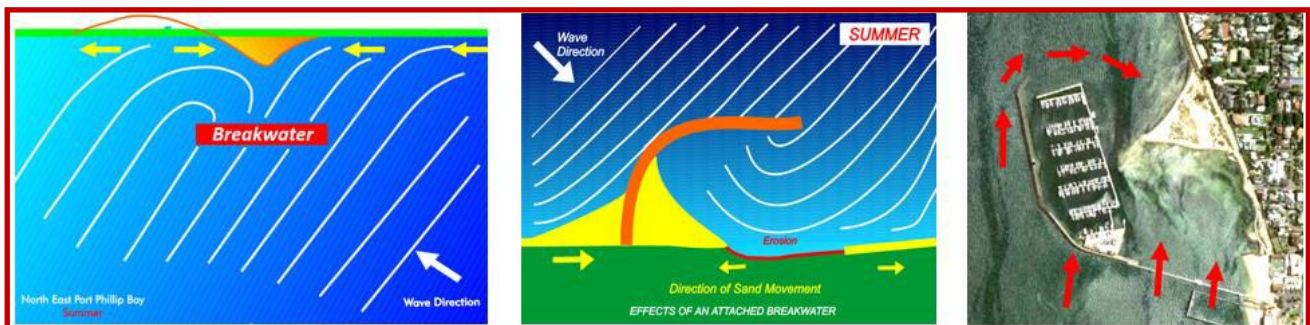
by Terry Frankham



Understanding this, along with understanding the influence of man-made structures, is key to understanding the build-up of sand on the dog beach, and the shallowing of the bay immediately in front of the Yacht Club. Waves refract around the end of structures such as groynes and breakwaters, and this leads to sand being pushed into “lee” side. At Brighton, we have a double whammy. Sand is being eroded off Hampton Beach, and driven northwards, through and under the Brighton Pier. At the same time, wave energy refracting around the end of the marina rock wall breakwater is pushing sand south-east onto the north side of the dog beach, effectively blocking the sand moving north from Hampton Beach. This leads to the build-up of the dog beach and shoaling of the water in front of the RBYC Clubhouse.



Andrew McCowan (CEO of Water Technology) then outlined the recent history of sand movement and build-up at Brighton and reviewed the planned dredging program planned to take place in the next few months. This will remove around 8000 cubic metres of sand from the channel between the western end of the dog beach and the main marina arm, and relocate it to the coastline just north of Bay Street. Ultimately, coastal processes will mean that most of this sand will eventually end up on Elwood Beach, replenishing sand that is itself being driven further north from there .



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by Terry Frankham

A lively discussion ensued during the Q&A session, with much being focused on how much time would the dredging buy us, and was there any permanent solution? Unfortunately, the planned dredging program is only a temporary fix, and might buy us several years. A long term fix for the marina would be an expensive proposition, requiring an impermeable barrier running from the beach out to the rock breakwater, fixing the leaks in the breakwater, extending the breakwater to push the wave refraction further north, and building another impermeable wall out where the dog beach is. This would, of course, have consequences for other stakeholders, so would likely be politically difficult as well as very costly.

Illustrations courtesy of Gerry Byrne and Andrew McCowan



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Brighton to Werribee—AFL Grand Final Weekend.

By Paul Jenkins

We had advice from various sources that members of the cruising group from RGYC were keen to join our cruisers for AFL Grand Final weekend at Wyndam Harbour. After posting the event on our Face Book Page (RBYC Cruising Group) and emailing members we had little to no interest shown. Some had prior family commitments and it could be fair to assume some may have been attending Grand Final Festivities elsewhere not involving cruising.

As it was Jane and I were keen to get away on KathleenB for a few days even though we had a prior commitment Friday night. When booking our berth at Wyndham Harbour we were advised that around 7 boats from RGYC had booked as well so we were looking forward to catching up with some Geelong Cruisers Saturday/Sunday.

On Thursday we were contacted by Katherine & Geoff, the new owners of Foxy Lady who were keen to join us so we arranged to sail in company Saturday morning. We departed around 10.00 A.M. with an 8 – 10 knot SW breeze making two long tacks across the Bay then with around 5nm to go the wind dropped out so we motor sailed the rest of the way in. We were met by Tom the Marina Manager helping us to tie up then waited for Foxy Lady to arrive giving them a hand.

Disappointingly the Geelong Cruisers had departed back to Geelong earlier that morning including Bill Newman so we never got to meet up with any of their group.

Jane and I watched the remainder of the Grand Final in the Marina Lounge and then Katherine & Geoff joined us for sundowners. The Pizza place on the hill was closed so we had a good feed of Fish & Chips from the Fish & Chippery followed with a few more drinks then retired back to our respective boats.

The four of us had breakfast in Ramae's Café then departed around 10.30 back to RBYC. The Meteye forecast Sunday morning was 10 – 15kt SW wind so we thought we would have great run back, however it started out around 10 kts then half way home gradually died to less than 1kt. So away went the sails and on went the engine.

A leisurely sail both ways and a very relaxing weekend with the new Foxy lady owners who we look forward to joining in many more cruising events.



Sunday forecast wasn't quite correct!



Paul J enjoying a warm cuppa enroute to Wyndham Harbour

A CAT IN THE SUN

By
Alan Sharratt

We bought Folie a Deux intending to long distance cruise. One of us has a bit of a problem with yachts heeling but that could be overcome..... maybe. Folie was all fitted out with new bow thruster, solid vang and lots of other things. Ready to go! Then I had a heart problem and all was delayed which unfortunately gave us time to think. Also, we had sold our Brighton house and bought a flat which meant that money was available. Dangerous! Would we do better with a bigger yacht? Or maybe a catamaran? We had heard glowing stories from catamaran cruisers, Brian and Sue Drummond (previous owners of Folie) and even our own Vice Commodore.

So we started looking at catamarans (or at least adverts for them). We identified one for sale on Lake Macquarie. Ideal, we have a daughter and family in Newcastle. It is a 12.5 metre Monte Bello named 'Here 'N 'Now'. She was built on the Gold Coast and owned from new in 2010 by a pharmacist but let out for charter in the Whitsundays for 8 years. We loved her for her spacious accommodation and sailing potential, but she had been maintained to minimum standards and needed much work. We were advised by experts to walk away but we liked her so much that we decided to bite the bullet and restore. An offer was made and the deal was complete by early April. Great! A shipwright, an electrician, a sailmaker and an engineer were engaged so with the repairs completed we could be ready to sail sometime in May. Wrong! All of these people are competent and 'decent chaps' but time operates on a different scale for them and the weeks dragged on, and on, and on. With the boat nearly ready in late July the shipwright, "Jimmy" decided to show us how to flush out the 'black tank'. We moved off to a different part of the marina for this to be done. When complete, with Jimmy off somewhere rescuing a sinking yacht, I wanted to take her back to the pen but Maree said "no, wait for Jimmy", which of course we did. Catamarans cannot be steered using the rudder in confined spaces, you must use the engines. I was at the helm and as we turned into our arm of the marina I lost power from the port engine. Confusion, and Jimmy thought it was me but was soon persuaded otherwise. We got back to the pen with some difficulty where we determined that the port propeller had fallen off. Jimmy sprinted up the marina to see if he could spot it and quickly stripping down to his jocks leapt into the icy water and retrieved it. A new propeller was sourced and fitted within 48 hours and the old one will be mounted like a moose's head and displayed on our wall.

Having had no time to practice up and down Lake Macquarie we finally set sail on 21st July with Jeremy Larkin as crew. Although fully equipped with brand new Raymarine including AIS and radar we decided to daysail and headed off at 8.00 a.m. for a Swansea bridge opening at 9:00. We headed North into a Northerly wind and made it the 46 miles to Broughton Island before dusk on motors.

The next day we headed off at 4 am before dawn for Camden Haven 69 miles away. We turned North into a Northerly wind on motors. Camden Haven is a great place. It is picturesque and the local RSL have their own Jetty where cruisers are welcome to moor for a few days. We did the right thing and ate at the club.

The next day was a short hop to Port Macquarie only 16 miles so we set off late having looked around Camden Haven. We headed North into a Northerly wind on motors arriving about 2:30 pm. We anchored off the marina (for \$40), boarded the dinghy to explore and found a suitable pub for tea. I never really liked Port Macquarie much and I still don't but the river and water scenery are very nice.

We started on Sunday and its now Wednesday so reasonable progress is being made. We left early for Coffs Harbour about 70 miles. We headed North into a Northerly wind on motors arriving about 4:00 pm. Coffs Harbour is a favourite place with a good Marina, excellent fish and seafood at the Co-op and the best burgers you'll find anywhere. We stayed for a couple of days before leaving on Friday for Illuka an easy (by now) 57 miles. We anchored, boarded the dinghy and headed for the pub, of course. During the first drink a strange thing happened. The phone rang and it was Andrew McBryde (?) From RBYC who was in Yamba on the other side of the Clarence River. What a wonderful surprise. He drove round and we all had dinner together. The pub at Illuka is the archetypal country pub with noisy friendly locals, good beer, good food and a meat raffle.



A CAT IN THE SUN

By Alan Sharratt

Its Sunday, we have been going for a week and we head off for Ballina an easy 37 miles. The wind was northerly so we motored. We were later informed that the bar at Ballina is particularly nasty (no beer a sand bar on this occasion!) but not realising at the time, we sailed merrily over it without event. We anchored in a Lagoon on the South side and sallied forth in the dinghy to do the town. RSL again.

The following morning Jeremy and I did not like the look of the breakers over the bar so we headed off in the dinghy for a closer look and what we saw we liked even less. The Coast guard thought we'd probably make it but he personally wouldn't try. We decided to wait until mid-afternoon for an incoming tide before setting sail for Manley. Yes, you are right! We didn't set sail because the wind was from the North. We motored. This was a long one, 114 miles, and we started late so for the first time we had to sail overnight. The earlier part was very interesting because the Sidney to Southport race was on and we were overtaken by 'Wild Oats' about midnight followed by many others. We made the Gold Coast Seaway about an hour before first light, waited for dawn and headed through. Feeling reasonably fresh we decided to proceed through Broadwater to Manley. (The channels are very twisty so we had to motor). Broadwater is fascinating, not that easy to navigate with channels going hither and thither but pretty and interesting with little settlements and all sorts of boats at anchor or on moorings. We arrived at Manley Marina (one of three) about 2:00 pm on Sunday 28th July. A welcome shower and off to dinner at The Royal Queensland Yacht squadron where we met Grant Dunoon en route for Hamilton Island Race Week. The final leg was to Mooloolaba 51 Miles so we set off wending our way through the complex channels of Moreton Bay. We stayed in Mooloolaba for 16 days, as "Here'Now" makes a very good holiday flat.

Eventually it was time for us to head back, and after a very fast run we arrived in Port Macquarie, even managed a sail as the wind was behind us for a short time.

'Here 'N Now" was handed over to the shipwrights for some further work. We plan to return late November and again after Christmas to use her as our base in NSW. Maybe next we will make the Whitsundays.

MEMBER NEWS

Peter and Susie Strain have welcomed a new grandson. Angus David Jones 3 1/2 kilograms. Congratulations to the proud grandparents.

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Jo and John Walker (Kirra Kirra) are enjoying the many and varied anchorages around the Keppel Islands. They will be heading South soon via Yellow Patch. The final destination is Mooloolaba. They met up with Peter and Suzie Strain who were staying on Great Keppel Island, one of Peters very favourite places.

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David and Sally Spencer are now part owners of "Sunkiss" They have sold a half share to Murray Erwin.

The Cruising Group welcomes Kath and Geoff Perks who have just bought the beautiful X Yacht "Foxy Lady" from Rod and Sue Slater.

They are fleet owners as they own a Timber Hereshcoff 28 which is for sale.. Geoff crews on Pizzaz with Ted Mazur, and Kathy crews on True Colours with Geoff Adams

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Scubi and Susan Etches have just returned from a fantastic 8 days in Port Douglas, exploring the outer reef and the Daintree Forest by road to Cape Tribulation, Alexandra lookout, cow bay, and the Bloomfield Track.

FORTHCOMING EVENTS

FRIDAY 18th OCTOBER

Keep this date free for our new look Music Night

THE GEORGIE BROOKS SWINGTET

7pm til 11pm

Please book with Mandy (95923092) no later than Monday 14th October

If you haven't booked yet there is still time, However tickets are selling out fast.

Please state any **dietary requirements** when booking.



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CUP WEEKEND ON WATER ACTIVITY

2nd—5th November

Possibly combining Port Arlington with Wyndham harbour long weekend cruise (Weather Permitting)

Pam Merritt is the contact person.

willm@hotkey.net.au

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FRIDAY November 15th

FORUM DINNER MEETING

Stuart Walker will be talking about his adventure.

‘Samoa to Fiji’

On the “Mahina Tiare III” A 46 ft Hallberg Rassy. John and Amanda Neal have sailed more than 190,000 miles on this amazing boat, teaching their students ocean passage making skills.

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SATURDAY 30th NOVEMBER

RBVC Cruising Group Hardstand Christmas Party

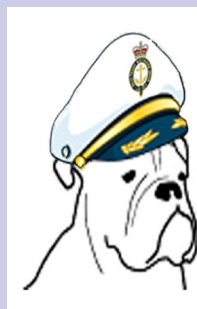
Please note early date

Join the Cruising Group out on the Hardstand from 6pm for our Annual Hardstand Party.

Load up the barrow for everything for the BBQ including folding chairs. Don't bring the BBQ. We will supply the BBQ.

Please remember your Christmas Carols and don't forget to dig out your Christmas hat.!

Come for a fabulous evening of socialising and carol singing.



Captain Bully's Blog

News from General Committee. To further the Club's green credentials with the great support of Club members Nicholas Middendorp and electrical engineers Brett Heath and Bryan Drummond, we have been looking at significant energy solutions, which will include upgrading all lighting, installing solar panels and efficient monitoring and management. Recently Brendan Fisher upgraded the Cool Room and has a plan for similar improvement to the freezer. All of which should result on around 30% energy saving for the Club. A dramatic cost saving and reduction in emissions.

We have been battling the bureaucratic quagmire to get the dredging of the boating channel, between the marina and the dog beach, with the great help of member Dr. Andrew McCowan and hopefully we will have all approvals and see the channel cleared by November. For those who came to the last Forum Dinner with Gerry Byrne the whole harbour seabed is going to need significant attention in the coming years. We will hopefully be working with Bayside and Parks to look for a long term solution.

The Rear Commodore has been working diligently on the marina attenuator and you will notice half a dozen heavy steel beams now out there. Contractor Witt Marina has been doing significant work repairing, reinforcing and strengthening the attenuator. With the help of Glenn Norton they have arranged engineers and corrosion experts to guide the Club to ensure extended life of the attenuator and hence the marina. Added to that volunteers, including Peter Gebhardt, Past Commodore David Bingham and Tony Garvey have been tightening through bolts around the rest of the marina again should help extend the marina's life.

Jim Leckey recently surveyed all the General Committee to give quantitative analysis to highlight what the Club does well and what we as GC should work on for improvement. Cruisers should be proud to know that the Cruising group came out on top with the Icebergers and Off the Beach. Not that we will rest on our laurels, but it is good to know that the General Committee have a positive perspective of Cruising.