



CRUISING NEWS



FEBRUARY 2020

Birthdays cruise to RYCV at Williamstown by Susie Strain

On Sunday 19th January the birthday cruise convened and enjoyed lunch at Royals (aka Royal Yacht Club of Victoria). This is an annual event to mark each year since the inception of the cruising group at RBYC.

Yachts Reliance, Chakana and It's a Privilege sailed from RBYC to Royals in a light westerly. Others took a windward leg up Beach Road, rounded the mark at West Gate to find a parking berth in Williamstown – the quicker passage in the light conditions.

Such is Royals hospitality that a Royals yacht Ulu made the trip to RBYC to collect Peter Gebhardt and Andy McBriar

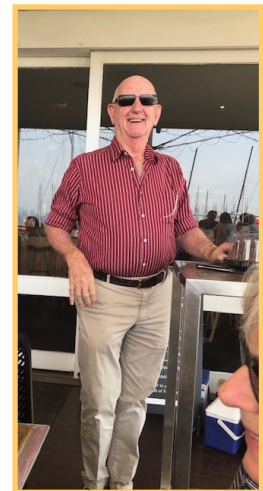
The 33 attending either cooked lunch or bought on site, but were careful to allow space for the particularly rich and delicious chocolate mud cake. As celebrating the cruising group birthday there was no refusal which put an end to any post-Christmas diet. Talk amongst the crews was mainly about sailing plans for the year, interesting as 3 boats are up north (or in Saffron's case on the way back), the Bass Strait Cruise is a month away and an off-shore proposal for 2021 germinating. No one mentioned the dredging!

David Pollard who has attended all 29 of these events reminded the group that.

- Next year January 2021 is the 30th year
- The first year was attended by 19 boats, setting a challenge for next year.

The welcoming remarks from a Royals' member included mention of a large visiting boat resembling an aircraft carrier. It's a Privilege has been called many things, but not that, however we made allowances for a certain naval orientation at Williamstown and the Privilege carried its 10 member crew back to RBYC under jib only at 6 knots in a brisker southerly, getting in just before the hailstorm hit.

As usual with the cruising group events there was a general mood of camaraderie and enjoyment as people use and share their boats, swap boating experiences and wisdom, and enjoy Port Phillip Bay.



Visiting Maryborough via the Mary River

By
Jo Walker

With a few spare days up our sleeves around the Hervey Bay area, we decided to cruise up the Mary River to Maryborough. The little marina there had a vacant spot for a few days, so we availed ourselves of the opportunity to go somewhere different. Luckily we were able to sail a fair way with the current, and the whole river journey took about 3 - 4 hours.

Maryborough town is about 19 nM from the mouth, the scenery along the way is fairly bland, mangroves, melaleuca forest, mangroves and more mangroves, with a few houses dotted in between. The river is quite navigable by following the channel markers and going with the current, which can run at about 2 Kts. There are a couple of shallower parts, but most boats with a draught up to 2m or so could easily navigate it, particularly on a rising tide.

The marina managers, Lu & Matt came down to help tie up to the floating pontoon, well needed help due to the strong current flow. The small marina has a long pontoon, parallel to the riverbank, able to take about 7 or 8 boats along it. There are also a number of moorings owned by the marina for rent and the facilities at the marina are quite good, a cafe (great coffee and meals), laundry, toilet block, power and water on the pontoon. There is a small RV park attached and they have a couple of B & B rooms too. A public mooring pontoon has recently been erected just next to the marina at a cost of \$2.5M, a dinghy can be tied up here if anchoring in the river, but larger boats have a 30 minute time limit! Not very user-friendly.

Maryborough CBD is a 5 minute walk away, boasting lots of provisioning shops including Coles & Woolies, and importantly a Dan Murphy and a chandlery. We found the tourist information office ran a free walking tour of Maryborough every morning so we joined the group and for 2 hours we saw most of the significant buildings, and heard some of the history of the place. It was very interesting and gave us a real sense of the importance of Maryborough in Queensland's history. It was the only immigration port of entry north of Brisbane for a very long time, seeing tens of thousands of immigrants arrive and processed in the 1870's through to the early part of the 20th century. It was a port where mainly timber, coal, hides and tallow were exported and they had, until recently, a large shipyard facility and foundry where Australian Navy ships were constructed during and after WW2. This is all the more remarkable since sailing ships had to navigate the Wide Bay bar, and then transit up the river. Time was maybe not so important in those days?

The buildings around Maryborough are also worth admiring for the nostalgic architecture of the 1880's to 1900's, most are well restored, solid, and attractively adorned with elegant facades and lovely cooling verandahs. As with many significant towns of the era, there were a large number of hotels, although many are now closed or repurposed.

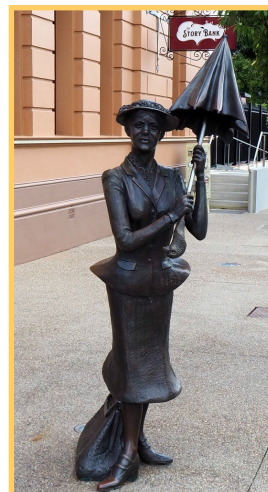
Queens Park, on the banks of the river is a beautiful and shady place to wander or relax. Part of it is given over to a superb 'Gallipoli to Armistice' Memorial which has an interactive trail telling stories from those campaigns. One of the first Australian soldiers to set foot on soil in Gallipoli was from Maryborough.

Every Thursday morning Maryborough closes off one of the main streets for their market. A variety of stalls line the street including fresh fruit and veg, home made products like salami and cheese along with the usual suspects of knitted doilies and hand made children's clothes. A very friendly affair with a lots of the locals coming in to town to socialise and purchase

Maryborough is in the process of positioning itself as a destination for 'grey nomads' and other tourists by commissioning many large murals depicting events in the life of the town. Amusingly everyone mentioned we should visit the little Mary Poppins statue in the street, the story being that the author of those books was born here. I bet no one remembers the authors name (answer at the bottom of this article). Even the red and green figure on the pedestrian traffic lights is the figure of Mary Poppins!

Answer: Mary Poppins' author is P L Travers, she wrote more books but had no further success, just lived on the royalties for the Mary Poppins series of books and Disney movies.

We really enjoyed the few delightful days in Maryborough and would recommend it as a sailing destination for it's charm, character and friendliness.



Canal De Nivernais

By
Peter Gebhart



Allison and I have a list on the fridge of places we would like to visit, not surprisingly one or two of them involve boats! One being to sail (well motor...) down one of the canals in France. There have been a couple of Cruising Forum's on this topic over the last couple of years and after bringing home a brochure we decided to go ahead and do it.

As with most of our events/holidays, Allison is the one that ends up doing all the planning, from it starting as an idea of ours. After a lot of research and "Googling", we settled on doing a 10-day one-way trip through the Bourgogne region in central France. The main river system is the Yonne, and we would be travelling down the Canal de Nivernais. We chose to travel in September, as we wanted to avoid peak season, yet still have good weather.

Our journey would have us start at the Locaboat base in Joigny and finish 10 days later at their base in Corbigny. Normally this trip would be a standard seven-day itinerary however we wanted to "cruise" and added three extra days. It was the right decision as we felt seven days would have made things a little rushed. Also, we did a one-way trip, not a return as we wanted to see something new each day, as with rental cars there is a small excess for doing this.

Two main charter companies operate in this area Le Boat and Locaboat (www.locaboat.com). We chose Locaboat mainly for the reason that the fleet seemed to be newer, and they looked more like the type of boat we pictured ourselves on, on a canal in France. During the trip, a lot more of the Le

Boat fleet looked more like traditional cruisers.

The boat we chose was a Pénichette Evolution 950E. She can sleep four, however, we felt it was perfect for two persons. With an electric propulsion system, generator, stern and bow thrusters and large battery bank with an inverter, it was an incredibly fuel-efficient boat. The galley was well equipped with induction cooktop and an oven. We ended up buying most food along the way at local markets and cooking aboard.

We arrived at Joigny on the day we were picking the boat up. By the time you do your boat briefing and provision at the local supermarkets, you aren't really left with much time to travel before locks close at 5pm, so we had already decided to stay the night. This gave us the opportunity to explore this beautiful town, eat dinner at the local vegan restaurant and get fresh fruit and vegetable at the market the next morning before heading off.

Our first stop was Auxerre, one of the bigger towns we went through and after a fairly big day, going through 11 locks, we stayed here for two nights. It has an impressive cathedral and we easily filled a few hours following a self guided walk through the old town. It was also our first opportunity to meet the 'boating community' getting many good tips for the week to follow. As we took bikes as part of the boat hire, we also went for our first ride along the canals and surrounding area.

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Canal De Nivernais

By
Peter Gebhart



One of recommendations was to go on a guided tour of the wines cellars at Bailly, so we headed off to make the opening of the locks at 9am the next morning. Traffic on the canal can slow you right down and may alter your plans so you need to have a degree of flexibility. Also all locks close from 12 pm – 1 pm for lunch. We wanted to make it to Bailly before 3 pm. Once underground quarries which provided the limestone for many buildings in Paris including Notre Dame, they are now occupied by a wine co-op mainly housing Cravant (sparkling wine, not Champagne!) In total 4 hectares of underground cellars, housing 6 million bottles.

Our next stop was Mailly-le-Ville, upon arriving we rode our bikes up to Mailly-le-Chateau a small village nestled below cliffs. The top of the cliffs affords some great views back across the Yonne. We finished the day back at Mailly-la-Ville where we found a fantastic Charcuterie which was a highlight for both Allison and me in terms of food. Allison is vegetarian, so to be able to say that of a Charcuterie is something!

We spent the next two nights at Chatel Censoir as we had planned to do a side trip to Vezelay. We also had the opportunity to get more fresh produce at the local market.

Vezelay is a UNESCO world heritage site, with an 11th century Romanesque Basilica. It sits atop a small hill and overlooks the surrounding country, providing spectacular 360-degree views. We organised a local taxi to take us there, it's about a 30 minute drive from Chatel-Censoir.

Our next travel day was slow, we were stuck behind a commercial barge for a good part of the day. 'Barge Arse' as we affectionately named it, is a canal version of a cruise ship and these commercial vessels have the right of way along the canals. They are too large to pass on the canal and took up the whole lock each time. We finally made it to Clamecy, our next port in the late afternoon. Clamecy lies at the junction of the Yonne and the Beuvron rivers. It's old narrow streets and houses were very charming.

The next two days were spent enjoying the scenery and the countryside as we spent a night in Tannay and then the final night in Corbigny. The canal narrowed a little and wound its way through some nice forests. We took our time and did some more bike riding. The weather forecast was predicting rain however we lucked out and it only rained on our last day. Overall we had beautiful sunny days throughout the entire trip.

We arrived in the Locaboat base at Corbigny in driving rain, however it only lasted a few hours, and as the base is away from the township, there is not much to do or see anyway. We spent out last evening on the boat, finishing off our provisions and cleaning up for an early handover the next day.

The journey from Joigny to Corbigny is 129km, through 62 locks, and 9 lift bridges and average cruising time about five hours each day. Although all the locks are manned by lock keepers, there was still the opportunity to assist with opening/closing locks, which Allison did whenever possible. She not only enjoyed this part, it also helped to speed up the lock clearing process. The interaction with the lock keepers and other cruisers during the "locking up" process was an enjoyable part of the trip. Being an active couple, we really enjoyed having the bikes also, which was great for exploring and from a practical point of view, a means of transport into villages etc.



ADELAIDE TO KING ISLAND – by Allan Haddow



I did leave Port Pirie on 08-06 & headed to Port Broughton tying up to a free floating pontoon for a week working. The tide runs at a few knots so it was good to tie up in the same direction as the flow of water. Looking on Navionics, the area looks impossible to enter but a depth of 3-5m inside the bar made it possible.

After a week I left for Wallaroo where I tied up to a floating pontoon in a marina so had to pay \$30/day. I stayed 6 days then set off at midnight Friday 21-06 for the 213nm (51.5hr) motor/sail SSW down Spencer Gulf, ENE along Investigator Strait & NE up Gulf of St. Vincent to RSAYS at Outer Harbour Adelaide, arriving Monday morning 0330hr. It was & felt like a long trip due to head winds for the last 40nm up the Gulf of St. Vincent. I could use a mixture of autopilot on tracking & Fleming self steering

vane, but had to be careful when using Fleming as this does not track a set course. I flew home on 02-07 & returned on 20-09 after a two week holiday in Bali.

After 2 weeks on the slip, working, antifouling, replacing the cutlass bearing & changing 140kg of AGM batteries with 23kg of Lithium Iron Phosphate, I set sail for my run to Launceston by 12-12.

After calling into Brighton for the Brighton & Seacliff Yacht Club 100yr celebration, I continued onto K.I.

I stopped between 5 & 11 days at each of Christmas Cove (\$20/day) on Kangaroo Is., Robe (\$22/day), Portland, Port Fairy (\$34/day), Apollo Bay (\$30/day) arriving at Grassy on 23-11 on a public mooring for free for probably 10 days. After leaving Port Fairy, I picked up Scott at Warrnambool & managed to sail the whole 70nm due to 15-25kt west breezes. Scott hopped off at Apollo Bay & went back to his home. I had a good trip to Grassy although quite rough approaching the northern tip of King Island with the westerly winds 15 to 28kts. I sailed down the east side. I am hoping to hire a car for 2 days but will have to get a lift to Currie. They do deliver for a \$100 fee. I will leave here between 6-12 & 08-12 & head straight to Stanley & then Launceston by 12-12 – hopefully weather permitting. I fly home on 15-12. This cruising year I will have done approx. 2,600nm since leaving Esperance on 14-02-19.



Grassy Harbour, King Island



Christmas Cove, Kangaroo Island

MEMBER NEWS

Paul Jenkins has a new grandchild.
Hanna Victoria Wilson
Born 29-1-2020 at 6.41 pm
4300gm and 52 cm long



Geoffrey Brewster has a new grandchild
Sophia Kerr ne Brewster born 6-1-2020 8lb. A baby
sister to Jessica.

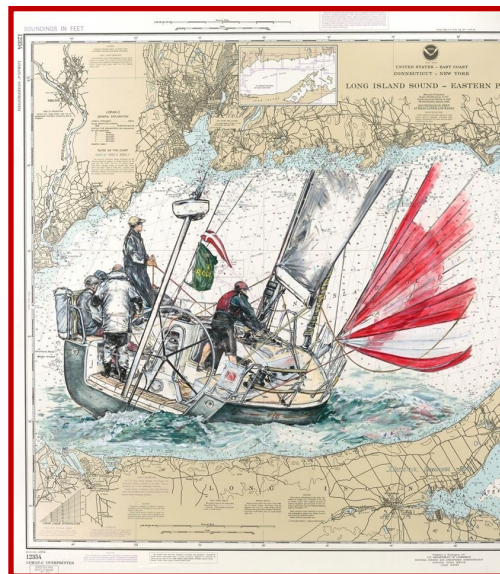
Rod and Sue Slater have a new grandchild.
Baby Arthur Thomas Roderick Slater born on 4-2-
2020. a baby brother to Beatrice (Bea)

Saffron is now back at Royal Brighton, after cruising
along the East Coast as far North as the Great Keppel
Islands.

Geoff Brewster and Roger Lloyd had a very fast run
home from Brisbane where the boat had been kept at
RQYS for a few months so Geoff and Barbara could
explore Moreton Bay at some length..

Malcom King. Patrice III
Is anchored off Flinders Island waiting for a weather
window to return to Brighton. They have been as far as
Launceston, where they caught up with friends, includ-
ing Allan Haddow who will continue his circumnaviga-
tion around Tasmania before finally returning to
Brighton. He says he has been cruising for 5 years.

Some boats managed to get away over the Christmas
break. These were Sophistique (Richard must have
managed to get away from the work on the farm man-
aging his grape vines) Chakana and Andaluca. They
met up at Port Arlington and some went onto QCYC



FORTHCOMING EVENTS

FRIDAY FEBRUARY 21st FORUM DINNER MEETING

Keith Badger— An Iceberger—Walking from John O’Groats to Lands End. Keith Badger is a long time Iceberger Club Member who had a life changing experience walking the 2801 km from the top of UK at John O’Groats to Lands End in Cornwall. Former Corporate heavy weight CFO and CEO five exhilarating but gruelling months changed his perspective on life. A journey of life, love and laughter all recorded in his “Joining the Loose Ends.”

As usual, gather at the Club about 6.30pm, members draw at 7pm, followed by the meal and with the talk to follow. Please book with Mandy in the office (95923092) no later than Wednesday February 19th .Bookings are essential. Please state any dietary requirements when booking.

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BASS STRAIT CRUISE SATURDAY 22nd FEB to MONDAY MARCH 9th 2020

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MARCH 20th Progressive Dinner.

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ON WATER ACTIVITY SCHEDULE:

End of month cruise in company. -
28th 29th March.—PJ coordinating.

Easter Cruise in company—
10th –13th April. RS coordinating.

End of month Cruise in Company—
25th –26th April . RS coordinating.

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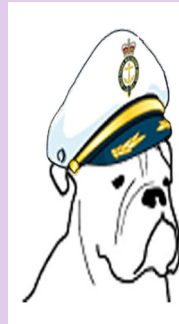
Cruisers Camping Weekend.

April 3rd to 5th. Euroa Caravan Booked

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Juniors Big Boat Cruise to Williamstown

Sunday 19th April. PJ will liaise with the juniors



Captain Bully's Blog

Racing not Cruising. “It’s a Privilege” again entered the Geelong Festival of Sails over the Australia Day weekend. Crew of Rob and Sue Hurrell and new RBYC members Rob Bassett-Smith, Sally Hudson and Andrew Ward. Plus, regular crew of John Maskell and Tony Patterson, we set off with optimism, but little expectation of troubling the scorers. Our competitors in the Multihull Class included “Back in Black” from Queensland an Extreme 40 which has won regattas all over Australia and broke the Boxing Day Cock of the Bay record by over an hour. Not to forget RMYS Commodore in “Peccadillo” and our temporary visitor behind us on the marina “Fantasia 11” both of whom have outstanding multihull racing history. Sometimes fortunately the wind Gods smile on you. So many times, we have competed when the wind dies out late in the day and the poor smaller and slower boats at the back of the fleet have to contend with no wind. Amazingly the passage race from Melbourne to Geelong was one of those rare days when the wind came in from the east and we back markers got the huge lift early. As we got to the Wilson Spit mark to our amazement there were all the lightweight hot shot cats. As we sailed up to the Point Henry mark, we even passed a couple of our archrivals. The Point Henry Mark as a consequence of the winds favouring the rear boats was a nightmare. About around 300 yachts converged on the clearing mark before entering the shipping channel the inevitable occurred. Our windward boat kept yelling “keep up:’ so persistently Sally called back “you have a loud voice you tell them”. We did all we could but the were another 20 to 25 boats, gunnel to gunnel on our leeward side. No one was could do anything. Multiple fenders at the ready we squeezed through and with good comradeship no protests within our earshot.

“It’s a Privilege” has been called many things over the years with good humour. Block of Flats, the Ponderosa, the Poo Barge and so forth but during our very pleasant birthday sail to Royals we were welcomed by a Past Commodore with the introduction “Our visitors on the AIRCRAFT CARRIER. As always, the day at Royal was great with our recently retired long serving member of Cruising Sub-Committee who has been to every Birthday cruise for the last 29 years, having the deserved honour of cutting the cake. Next year being the 30th, plans are afoot.

