



# CRUISING NEWS



MARCH 2020

## Keith Badger— An Iceberger—Walking from John O’Groats to Lands End.

By  
Geoff Brewster



My head count, admittedly after a few sherbets, and the disappointment of not winning the club raffle again, indicated 53 people turned up to the regular cruising group Friday night talk, conducted under the watchful eye of cruising group chairman Peter Strain. This month Keith Badger talked about the walk he and his wife Debbie undertook from John O Groats to Land’s

End in the mother country. The title of the talk was “Joining Loose Ends” – the long walk that revealed a new life. For the uninitiated John o’ Groats is a village 2.5 miles NE of the village of Canisbay, Caithness, in the far north of Scotland. Land’s End is a headland and holiday complex in western Cornwall, England. It is the most westerly point of mainland Cornwall and England. The distance between these two points is 876 miles (and according to Keith 3.7 million steps).

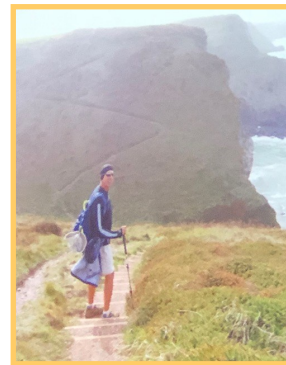
Keith is a long term member of the group who regularly practice “strength through humiliation”, otherwise known as Icebergers, so is well known around the club.....although without his speedo’s he was a bit difficult to recognise at first.

Keith divided his presentation into 3 parts, **Life Before the Walk, The Walk,** and **A New Life** (how the walk revealed a new attitude to life).

**Life before the walk** started in a very modest apartment in Balham, South London with photographic memorabilia of Keith as a 2 year old “in tune with nature” and in tune with an air guitar and an outfit and hair style which characterised the era. In challenging circumstances Keith gained an education and qualified as a Chartered Accountant eventually moving out to the antipodes with his then wife Barbara and their family and ended up working for the Australian & New Zealand Division of major company with a 150 chain outlet of shops for 25 years as CFO and CEO. Things were going along, as Keith put it, just as they should be (I would say swimmingly with pun intended) when things went awry. Keith’s supported his former wife Barbara during a long struggle with illness and on her death his life and the life of their children were in a fog of grief. In what Keith acknowledged as a very short period of time, some 50 days the paths of Keith and his current wife Debbie crossed ,and after a time they married and engaged in the challenges of blending a new family of 5 teenage children. Keith noted that two members of the blended family were with him and Debbie at the presentation.

### The Walk

Some 5 years after they got together an interest in long distance walking began to rise between Keith and Debbie. Debbie at first was a little reluctant, however she soon warmed to the idea, and a coast to coast walk across the UK began to evolve.



So when life seemed settled WHY...

- Something stirred...the call of the wild?  
“Civilisation has always been a project of control, but you can’t control the wild within yourself”
- A desire to be “in the body”, to use it and feel connected to weathers and landscapes
- Wandering & pilgrimage is in our make up
- The 3mph brain, a reaction to the internet age, a search for less busyness and more peace to “be”

## Keith Badger— An Iceberger—Walking from John O’Groats to Lands End.

By  
Geoff Brewster

The idea of **the big one** a walk from John O’Groats to Land’s End took hold and planning commenced and the challenge undertaken. The presentation of the walk featured many photographs and descriptions of challenges and the shared logistics of the 3.7 million steps. Some of the interesting elements of the walk and presentation included;

- ◇ 70 nights of accommodation in far flung locations were pre- booked creating challenges in reaching the accommodation to a tight schedule;
- ◇ splitting duties with Keith responsible for mapping, meals, and money and Debbie responsible for health home – booking (accommodation) and health;
- ◇ finding and negotiating many tiny rights-of-way some hundreds of years old some much older sometime a thousand years old, some with not so enthusiastic land owners ploughing fields to make passage difficult, and many not necessarily a good path;
- ◇ feature of Britain is peat bogs and there were plenty;
- ◇ Holloways ...sunken green “rabbit holes”; the smell and taste of motorways long before they were reached;
- ◇ the Iceburger in Keith came out with swims in various cold bodies of water.

A challenging section of the walk was the Pennine Way 820 km, 6 weeks and very demanding with a fair amount of angst and sobbing along the way.

### A New Life

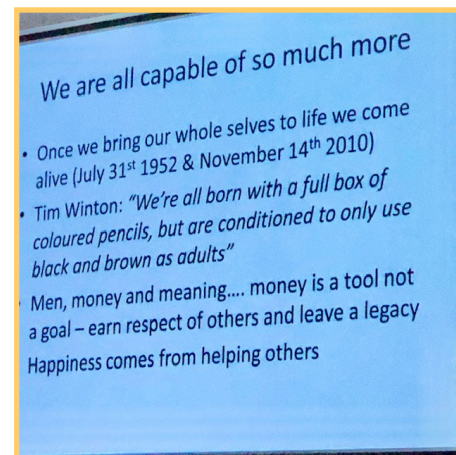
(how the walk revealed a new attitude to life).

On returning to Melbourne in November 2010 Keith had cause to reflect on his life to date and some associated loose ends together with what he had experienced on the walk.

The reflection revealed a new attitude to life ,revealed in a number of observations which he shared with his audience;

- ◇ civilisation has always been a project of control of the wild but you cannot control the wild in yourself;
- ◇ the 3 mph brain reaction we have evolved with is overloaded in the internet age ...search for less busyness and more be; 80% of everything we believe in is inaccurate;
- ◇ epigenetics ...contrary to some opinions we are more a function of environment than our genes;
- ◇ the bank that really matters ...top up the time bank;
- ◇ we live on a fragile planet with a very thin layer of atmosphere, the highest flying creature on earth is the ripples vulture which can (only) fly up 12 km.

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





## Cruising with a Twist on the Murray River

By  
Sue Slater

### **Participants:**

4 tinnies with 9 people from Flinders Yacht Club, including Rod and Sue Slater. Our tinny is 3.5m in length with a 15hp yamaha

Time: 5 days in the tinnies from 12/11/19

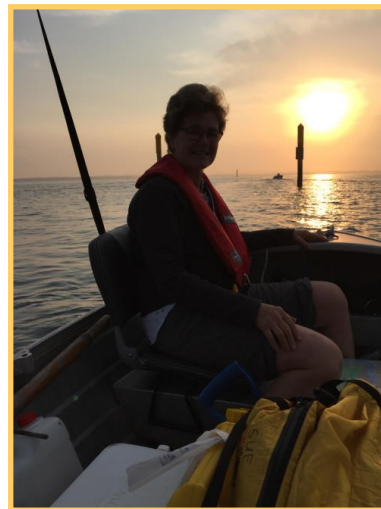
The Trip: 280 km from Yarrowonga to Echuca.

Highlights: Camping each night on a remote river bank in our hike tent. Cooking dinner on a campfire. Swimming in the river to keep clean. Sundowners around a campfire. Comradeship. Stunning scenery. Spectacular bird life. Morning teas and lunch stops on beautiful river banks. The excitement of trying to avoid the many submerged logs and stumps.



### **Cruising with a Twist - Circumnavigating French Island**

This was a 45 nautical mile day trip that we needed the perfect weather and the correct tides for. The day selected on this basis was Friday 7/2/20. The forecast 0-10E at 0500hrs increasing to 10-15SW by 1400hrs. Our small 3.5m tinny couldn't afford to take a pounding in the wide expanses of water so we needed to be back around 1400hrs. The plan was to be on the NE corner at high tide so it would push us up then push us across the top and down the western side. We left Stony Point at sunrise and with 2 other tinnies headed to Tankerton, then around Tortoise Head for some whiting fishing on Tortoise Head Bank. After this short break we motored across the southern side of the island, past a cruise ship, and up the eastern side of French Island to a fascinating sandy spit called Spit Point. Here we cooked up the 6 whiting on a hot plate followed by sausages and steak and some had a swim. By now it was high tide and time to head off across the top of the island. The area around here that shows as mud on the chart was all water at high tide and about 5 or so nautical miles wide to the Tooradin side. We flew onwards with flat water across this section finding navigation quite a challenge. This was the very misty and smoky day we had. There were few navigational marks and quite a few shallow mud banks. At Barrallier Island, on the North West tip, we again came ashore to do a wading bird count (estimate) for the Victorian Wader Study Group. That was a bit of fun. Back onboard we then headed South down the Middle Spit Channel and across to Stony Point at 1415hrs.





## Crewing in a Sydney to Hobart

Paul Jenkins



From the time I started sailing, the Sydney to Hobart race has been something I had developed a strong interest in. Each year on Boxing Day I would do my best to be in front of a T.V. to watch the start. The stories I have read about each race, the winners, the battles against huge monstrous seas, the disaster of the '98 race, the boats that retired due to gear failures. All of these things only increased my interest to the stage where crewing on board a boat for one of these became a 'Bucket List Item'.

Well, thanks I guess to fate, my asking and the opportunity given me by Grant Dunoon, this Bucket List Item was able to be ticked off for the 75<sup>th</sup> Sydney to Hobart Race in 2019.

A chance meeting saw me invited to crew with Grant for the Cock of the Bay Race in 2017. Grant was preparing to enter the 2 Handed Melbourne to Osaka Race with Sue Bumstead and they needed to complete sufficient ocean miles together as part of qualifying. This meant that at the finish of the Cock of the Bay Race at Blairgowrie, I needed to leave the boat so that they could do a two handed race from Melbourne to Hobart starting the following day. I had asked Grant if he was going to do another Sydney Hobart race and seeing that I was interested to crew in one he obviously kept this in mind. After returning to Australia it became obvious that Grant, Delma and family were going to spend New Year's in Sydney Harbour 2018 so I resigned myself to the fact that Blue Water Tracks would not be doing a Sydney to Hobart race that year; My Bucket List item would have to remain as such for the time being.

Sometimes in life things happen when you least expect and this was no exception when I received a phone call from Grant late January 2019. He was at the Dusseldorf Boat Show and I remember his exact words, *'last time we spoke you said you were interested in doing a Sydney to Hobart Race, are you still interested because I am planning my 2019 campaign'*. Surprised as I was I immediately said yes, absolutely.

I crewed with Grant doing several club twilight races and, having to qualify for this Cat 1 Ocean Race I was required to obtain my Safety and Sea Survival Certificate, and complete an ocean passage of sufficient sea miles. I crewed in the Apollo Bay Race that year, crewed with Grant for his delivery trip from Melbourne to Sydney and also for Hamilton Island Race Week. Already having my Marine Radio and First Aid Qualifications, I was able to tick all of the boxes to qualify for a Sydney to Hobart. Mostly the rest was arranging to be in Sydney in time to start the race.



## CRUISING GROUP COMMITTEE MEMBERS

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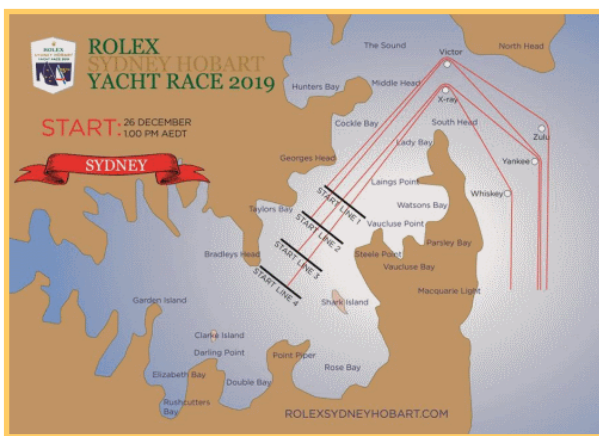
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## Crewing in a Sydney to Hobart By Paul Jenkins

The night before the race the CYCA club house is packed. The café is mostly brimming with veterans of the race and a smaller number of us first timers.

On race day the club and marina are a hive of activity, noisy, hot, mandatory flags fluttering on boats and people in various stages of readiness to get out and start. There is excitement, anticipation and crowds as loved ones and family see sailors off on the myriad of yachts. On the Harbour the number of spectator boats, media boats, and helicopters adds to the excitement. Within the race course almost 170 yachts juggling for the best start positions over four different start lines. It was somewhat chaotic yet exciting. We started on line 4.

After we turn our designated rounding mark (Whiskey) outside the heads we head off shore and before we know it very few boats are still in sight as the fleets spread out and up the East Coast with the big Maxis speeding well ahead. The forecast is for very light Northerlies and day one is pretty uneventful.



From top left to bottom right: Gerry Hessslemans, Grant Dunoon, Paul Jenkins (Junior), Paul Jenkins (Senior), Mindy Wilson, Annette Hessslemans and Neville Rose.

I am on watch with Annette and Gerry Hessslemans. We have the three hour watches from 9 p.m. to midnight then 3 to 6 a.m. Day two we see a huge shark, we see a Sun fish and later on the boat shudders with two thumping sounds. Then we see the source, a large Sun Fish just behind the stern. Later that day, a whale as large as the boat migrating north passes right alongside of us which is always an intimidating experience. And yes the dolphins with phosphorescence trailing at night are torpedos like alongside us.

Day three we are thinking up names of games we can play to pass the time in the light wind and calm seas. Round up Karaoke, I Spy, Mindy's Greatest Hits and others are noted. By this stage no one has escaped having their toe nails painted with green and red nail polish (those unwilling while they slept). Off watch on night three I wake when I am pushed against my lee cloth by an overpowered boat rounding up and a lot of yelling. Dozing off after the watch get things under control I hear the Navigator advise the Helm, 'we are going the wrong way'. Shortly after the boat is steered back onto a South heading again.

Unfortunately we miss the sight of the Organ Pipes and we round Tasman light early morning, then things are calm and we are forever chasing small pockets of wind. Storm Bay is very subdued so we all have hot showers and change into fresh clothes crossing the finish after a frustrating slow sail up the Derwent.

Passing the hundreds of spectators receiving a huge Hobart welcome and the realisation that I have just completed a long term goal suddenly hits me. I am tired, happy and a little emotional while I phone home to say we have finished and at that moment I cannot stop the sudden wetness in my eyes.

**Finishing this race to such a welcome is truly a humbling affair. Heavy sea mist one night, no wind, very light winds, good winds, sunsets and sunrises at sea, it was an education sailing with experienced ocean racing crew. I learnt a great deal especially about helming in a lot of very different conditions. The mentoring from experienced ocean racing sailors, cooperation amongst the crew, camaraderie and new friendships formed, add to the memory. I was as prepared as I could be for the weather I have read about and the videos I have watched so many times. Yet the big Southerly Buster and the frightening seas that are typically talked about and filmed in this iconic race did not occur for us in 2019. I would most definitely do it again at least once more if even to experience some of the more demanding conditions I have read about!**

**On corrected time at 8.51 a.m. 30 /12/2019 Blue Water Tracks officially finished 17<sup>th</sup> PHS completing the Race over 3 days; 19 hours; 51 minutes and 22 seconds.**



# CRUISING NEWS MARCH 2020

## “THAT’S” TO “IT’S” – BUT STILL AMORE

Ian Cummins



It has been more than a decade since I was last invited to contribute to RBYC's Cruising News. Entirely understandable. As the only power boater in the cruising group village. I had reminded the “stick and rag” brigade about the time it took *us* to reach QCYC vs *them*. Last time I also emphasised that *we* spent a fraction of the time *they* spent cruising on engine power. It took a long time and a significant turnover in the cruising group membership for memory to fade and a new request for a contribution from, yes, still the only power boaters in our village.

But other things have changed. The highly acclaimed “That’s Amore” has been shipped off to the Nelly Bay marina on Magnetic Island, where I am hoping for a legitimate tax break on the amount of diesel the twin turbos consume to keep the 34ft planning hull on its 25 knots cruising speed. I’ll admit that is one score for the stick and ragers! Faced with the dilemma of selling our remaining lease term at RBYC, or joining that exclusive cadre “The Insane Mariner’s International League” (generally known as the IM IL club), we bought a second boat. I use the term “we” somewhat loosely here. Susan loves the new boat, so long as she doesn’t have to maintain it – I bit like me I suppose....

It is an Integrity 34 sedan. Set up to sleep two in comfort. This version of the Integrity has a raised forward walk around deck which significantly increases the sense of space in the cabin below with its island bed, separate shower and head closets, in-built heater and lots of timber paneling. The substantial inside and outside living spaces favor the comradeship of guests. Although it is designed to sleep others with the usual conversion of benches etc, we have realised over the years that guests always come with their own sleeping arrangements, either tied up to the same jetty or anchored nearby. So it is convertible accommodation for close family only – which is how the second cabin on “That’s

Amore” was only ever (and hardly ever) used.

I thought I would never make the transition to a single engine. But two things helped me cross that Rubicon. Firstly, the bow AND stern thrusters. Secondly, the fuel and maintenance bills. If I ever think I will need auxiliary power, I’ll just buy a bigger tender. But the 150HP John Deere is a highly reliable “no frills” workhorse.

If I had thought I couldn’t accept a single engine, the chances of me accepting anything with less than a 14 knots cruising speed were even more remote. Why? Because it involved the removal of the skite rights I previously had over fellow club members with cruising yachts. I finally relented on this “non-negotiable”. I could acquire the cruising speed I needed with the amenity and style of the Integrity by choosing a Palm Beach – but the extra million seemed to be taking things a little too far.

So I have made the transition, and at 7.5 knots should still manage to beat my fellow cruisers to QCYC by at least 8 minutes!

Did I just hear someone ask “What is the name?”

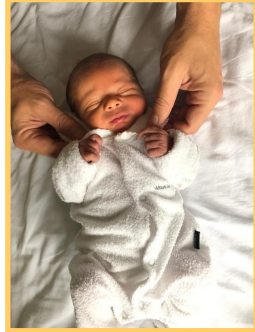
No? Oh well, I’ll tell you anyway. The world can always do with more amore, so this one will be re-named “It’s Amore”. I just need to ask Grant, our resident boat naming wizard, to don his robes and perform the deed after Susan and I get back from Magnetic Island, tending to the maintenance needs of That’s Amore along with our holiday accommodation business which you can view at [www.magneticgroup.com.au](http://www.magneticgroup.com.au) next time you consider entering the Magnetic Island Race Week (yes, a gratuitous plug).

Actually Grant, I think I can see a flotilla of Amore’s on the horizon....



## MEMBER NEWS

**A Grandson.**  
**Finley Joseph Strain**  
**2.98K**  
**Proud Parents:**  
**Edward and Stacia Strain.**  
**Proud Grand Parents:**  
**Susie and Peter Strain.**



.....  
**Allan Haddow**  
**Has had to take a break from his circumnavigation around Tasmania ,after cracking 4 ribs falling over on the jetty. This landed him in Burnie Hospital (with a sea View). No sailing for 3 or 4 months. We all hope he gets well soon, with a minimum of discomfort.**  
.....

**A Granddaughter**  
**Rosalind Lee Ramage**  
**By Caesarian**  
**Proud Parents:**  
**Louise and Steve Ramage**  
**Proud Grandparents:**  
**Geoff Brewster**  
**And Barbara Burns**



### **The Bass Strait Cruise of 2020.**

9 boats headed to Queenscliff on Saturday morning (22nd Feb) for the Bass Strait Cruise. These boats were: Reliance, Nimrod II, Sunkiss, Y knot, Chakana, Foxy Lady, Andalucia , Mirrabooka and It's a Privilege.

The Group all stayed at Queenscliff on Saturday night, and enjoyed a fabulous night of great food and convivial company.

**The main group who left on Sunday :** Yknot, Reliance, Sunkiss, Chakana, and Nimrodd II , decided after much deliberation as the weather gods were feeling very grumpy and were not bestowing any favours on any of the cruisers; sailed to Apollo Bay ,with reasonable winds for that day and arrived in the evening.

Sunkiss was determined to keep going and departed for Port Fairy that same evening. **(this will be a story for another day )**

**Beach Bocce and Trivia competitions were held (honours to Reliance on both).**

On Tuesday 25th, Nimrod II and Reliance returned to Queenscliff, and had sundowners with **Andalucia, Mirra-**

**booka , Foxy Lady and It's a Privilege who were all still at QCYC.**

Meanwhile Chakana and Y Knot sailed from Apollo Bay to Cleeland Bight, waiting on a weather window to go further. After spending 3 days rocking and rolling, Chakana went on to Refuge, and Yknot headed back home to RBYC. Nimrod II and Reliance subsequently went to Geelong for a couple of nights, then Blairgowrie, and then back to RBYC. Chakana after spending several days at Refuge , headed back via Oberon Bay to Queenscliff where they met up Sunkiss who had also returned from their trip to Port Fairy.

**The second group who decided to stay in the bay were: Andalucia and Mirrabooka, and Foxy Lady . It's a Privilege only stayed two nights, as they had to go home as a grandchild was pending.**

In that time they managed to win the Klop championships. Susie winning the first game and Peter winning the second game.

The Andalucians and the mirrabookians and the Foxy Ladians spent 5 wonderful days and nights at Queenscliff.

**Tom Hinton and Alison Roberts-Wray visited as well, Tom arriving on his Motor Bike. Alison arrived in a more conventional manner i.e. car.**

***Stories in more detail next month***



## FORTHCOMING EVENTS

### FRIDAY MARCH 20th ANNUAL PROGRESSIVE DINNER

Please contact either:

Pam Merritt: [andalucia1771@icloud.com](mailto:andalucia1771@icloud.com)

Jenny Collins: [jacn@gmail.com](mailto:jacn@gmail.com)

Gather at the members bar at 6.30pm for pre-dinner drinks, followed by main course on first allocated boat, desert and coffee on second allocated boat, then gather back for Port and Chocolates on "It's a Privilege".

Cost \$20 per person. Reimbursement \$10/person for main and \$6/person for desert.

Non-boat owners or who are currently boatless, are always welcome, and need to book a place through either **Jenny or Pam**.

This is an excellent evening to get to know members of the Cruising Group, as dinners are in small groups. We therefore urge any new members to attend.

### END OF MONTH ON WATER ACTIVITY

28th/29th March

To Docklands: Paul Jenkins coordinating

### LAND CRUISERS CAMPING WEEKEND

April 3rd to 5th. Euroa Caravan Park Booked

Easter Cruise in company—

10th –13th April. **Robina Smith** coordinating.

Anywhere in the bay. Weather permitting.

FRIDAY APRIL 17th

FORUM DINNER MEETING

Guest Speaker: James McPherson

**Jimmy Rum Distillery**

Come and sample and explore the World of Rum. Uncomplicated, unpretentious and unruly, we are Putting together rums that are distinctive and downright delicious!

SUNDAY 19th APRIL

Juniors Big Boat Cruise to Williamstown

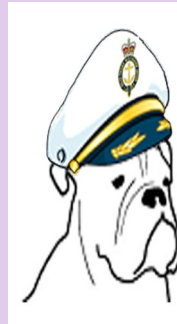
Barbeque at Royals.

**We need boats to make this great event happen.**

End of month Cruise in Company-

25th –26th April . Peter Strain Coordinating.

Somewhere in the Bay weather permitting



## Captain Bully's Blog

A very significant outcome from Niesje Hees and Steve Ingram's strategic review of the Club, to create the vision for 2030, (First Draft now on the website) was the importance of RBYC being positively engaged as a valued member of the wider community. Hannah's outstanding effort in raising nearly \$50,000 for the Bush Fire Appeal is certainly the most recent example. I am not sure if it is widely appreciated how much we do as a club, but I thought worth detailing those that come to mind:

- Tackers and youth sailing programs.
- Rotary and Lions use the facilities for meetings and dinners.
- The Australia Day Swim.
- Beyond Blue Swim.
- Monash University Marine Studies.
- Sailing Programmes for local schools.
- Supporting Disabled Sailing.
- Working on the Club's environmental impact.

The next important event is being organised by Icebergers Keith Badger and Alister Purvey the Beyond Blue swim on 3<sup>rd</sup> May 2020. Hopefully even those who are not convinced by the health benefits of cold-water swimming, will turn out in support even if not in the water.

Thanks to Club member Nicholas Middendorp's support, the solar PV energy installation is now programmed for end March.

Also, we have reviewed and will be upgrading to make sure all lighting is maximum efficiency and will continue to work on reducing our environmental impact.

We have now formally lodged our application for renewal of the seabed under and around the marina. It is currently under review and certainly feedback from Parks Victoria has been very positive in relation to all the work that we do with the wider community.

Combined with the realization that the restaurant is open to all, it has significantly changed the perception that RBYC is an elitist and exclusive club. All of this wider inclusiveness does not mean that the General Committee has lost focus on working to ensure there is improved value for actual Members.