



CRUISING NEWS



MAY 2020

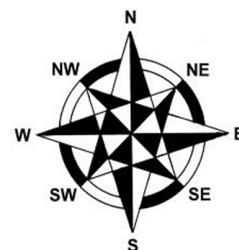


STARS AND COMPASS TROPHY

Here is something for you to do to fill your time while the restrictions are in place for the Coronavirus. With no boating happening you can sharpen your pen and paper navigation skills. No excuses this year!

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, chartplotter, Navionics etc.

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 last year's winner, Peter Osbourne. It should be available by early May. With the current travel restrictions in place we intend to deliver the paper electronically. There will be links to download the paper with a Cruising Group email and on the RBYC Website. If you are unable to download it and need a hardcopy please contact Robina Smith, robina_smith@hotmail.com and she will try to organise a copy for you.

All entries must be submitted to the RBYC office by the close of business on Thursday, 18th June, 2020 with the winner presented with the trophy at Presentation Night, whenever that will be or in whatever form it will take in light of the current situation.

There are a number of ways to submit a paper this year.

- You must include a cover sheet with your name, address, email address and phone number
- Scan it and email to the RBYC Sailing Office - sailing@rbyc.org.au
- Posted to RBYC - Addressed - Stars and Compass,
Royal Brighton Yacht Club,
253 Esplanade,
Middle Brighton, VIC 3186
- Drop it off, in an envelope addressed to Stars and Compass, to the RBYC restaurant in its opening hours. Please check the website for the opening hours as they change.

Please email Robina Smith, robina_smith@hotmail.com when you have submitted a paper so that we can ensure all papers have been collected for marking.

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

DESTINATION TAMAR Malcolm King

On the 25th January at 4:15am, one vessel Patrice 3 left QCYC bound for Low Head at the entrance of the Tamar River. It was not exactly cruising in company despite the original plans.

The forecast was for 10-15 knots of Northerly wind increasing 15 – 20 knots on Sunday morning, cloudy with a few showers developing and the swell 1.5 – 2m

Leaving the heads was no issue, although at that time, the most difficult part was making out the landmarks leaving QCYC which was sometimes challenging in the dark. The sea was kind and there were no issues.

Once clearing the Heads we set a course on the direct route to Low Head. There was minimal shipping traffic during the day with only the appearance of the two Spirits simultaneously! Later in the evening Yolla platform was passed around midnight all ablaze in lights and a bulk carrier on the way to Port Latta in the early hours of the morning. Plenty of Dolphins accompanied us and with one pod for at least an hour. They do give you a real sense of joy when they make their appearances.

Nearing 7:30am, we shortened sail and eased the main to provide a more comfortable ride through the swell as we approached Tasmania.

By Midday, we entered the Tamar which gave us the last hour and half of the flood tide. We were greeted unknowingly by the fog horn that is sounded every Sunday at noon as we were to find out later.

By this stage the wind had strengthened, so with the head sail furled it was also time to put away the main and motor the remaining hour up to Beauty Point Marina. It was a good call as the wind funnels up the Tamar Valley and was whipping the tops of the wavelets and was over 30 knots astern.

Around 1 pm we arrived at Beauty Point to the hospitality of Tamar Yacht Club. A quick call to the marina ensured that we were welcomed by the marina caretaker Lionel who guided us to a berth and checked to see if we needed any minor provisioning. The facilities at Beauty Point are clean and have recently been updated.

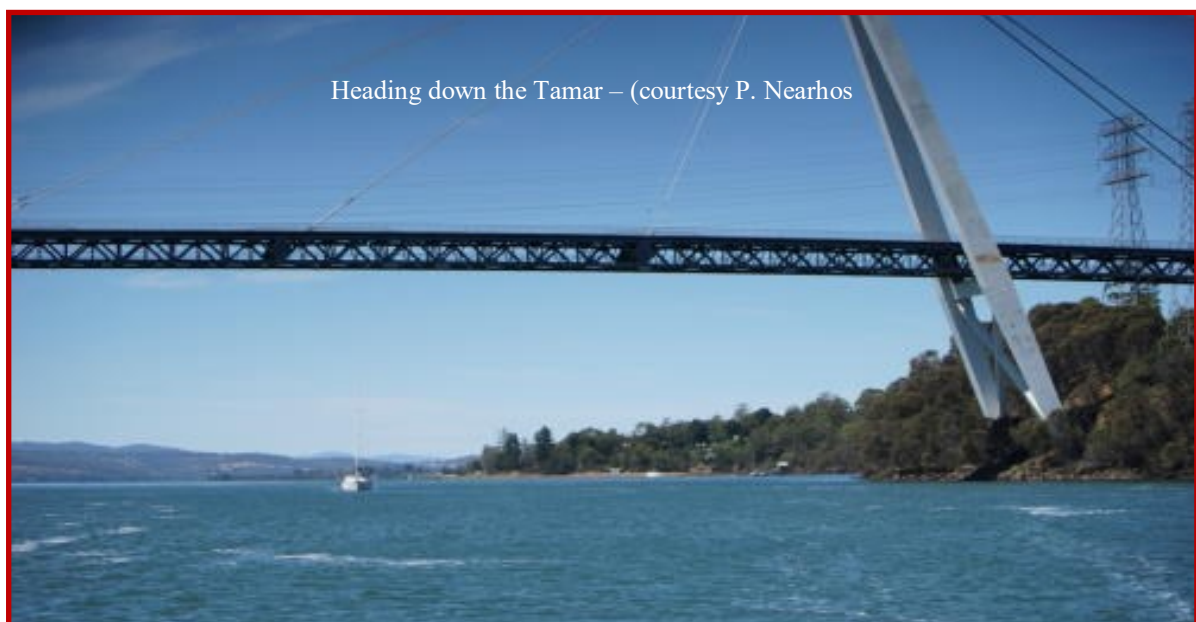
Having sailed all night and only two up, an afternoon nap was called for. So after a deep sleep for a couple of hours, we explored the local area – Platypus house, Seahorse hatchery and to taste the wild blackberries growing along the pathway and took a walk further into the town. There is not much at Beauty Point except for a few small shops and a hotel. Worth stopping to catch some sleep.

By 5pm, having rested we caught up with another yacht Déjà vu who had sailed down from the Gippsland lakes to have the standing rigging replaced in Launceston. It also gave an opportunity to plan the next few days over sundowners.

The Tamar is a tidal estuary that is around 70 kilometres long and when traveling it is best to go with the tide which can be quite strong in the narrower sections of the river.

Over a couple of drinks, it was decided that a couple of days to go up the river to Launceston would be perfect. Our plan was to take the tide up to Rosevears with Déjà vu and stay for the night on the pontoon before continuing onto Launceston.

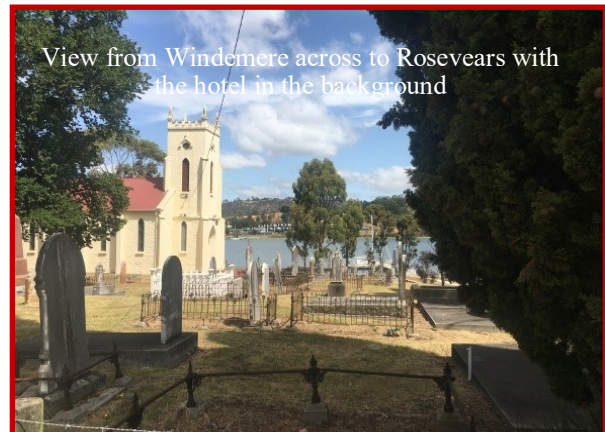
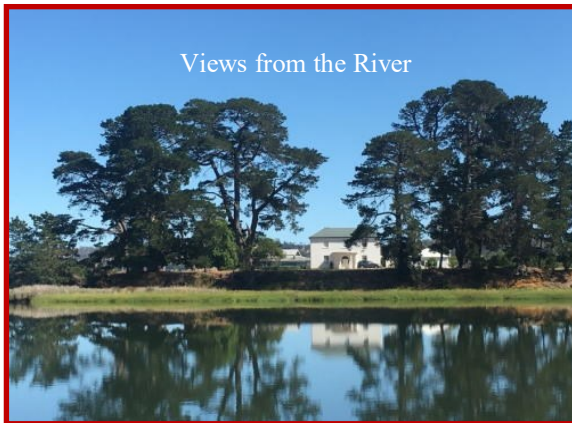
Leaving at 10am, we motor sailed up the river passed the unloved Wyuna passed wharves at Bell Bay then under the Batman Bridge with all its whirlpools and eddies arriving at Rosevears around 1:30pm. Here Patrice was tied up at the pontoon and we jumped aboard Déjà vu to visit Windemere on the opposite side of the river.



Heading down the Tamar – (courtesy P. Nearhos)

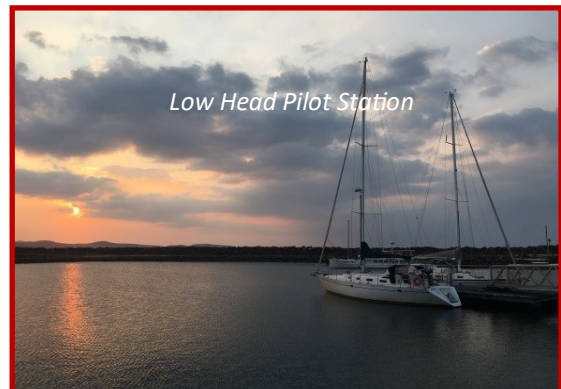
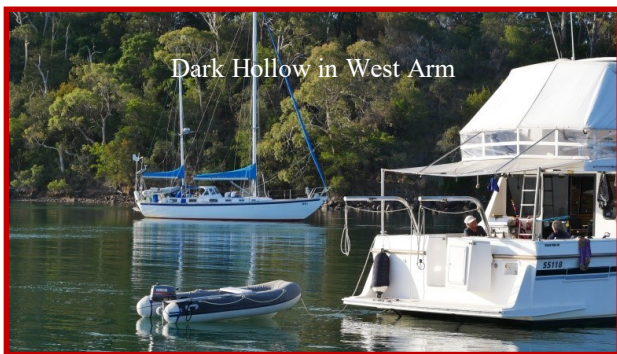
DESTINATION TAMAR Malcolm King

Windemere has a particularly fine church on the hill, St Matthus. With the marvels on modern technology, you can listen to a guided tour of the church ground covering the early settlers and a history of the church. A very pleasant stop to say the least.



On returning to Rosevears, the tide had turned flowing strongly making it a little difficult to raft up. In the evening we dined at the Rosevears hotel before turning in for a good night sleep. Next morning we made the final run up to Launceston. Navigation up the river was pretty straight forward and there was adequate depth in a rising tide. The sights going up the river were very relaxing until the reaching the marsh lands.

Once you approach Launceston, you need to be careful around the new silo hotel where the river shallows and although it is not a problem with the soft mud. It is worthwhile if staying at the Seaport marina to enter on or near high slack water. With Patrice's 41' length, manoeuvring in a confined space was not without its difficulty. Launceston is a great place to stop for a few days and to explore. There are plenty of things to do from walks to farmers markets, galleries, museums and festivals. There seemed to be plenty of activities for everyone. Even getting the fridge re-gassed was not a problem even on Sunday morning! Also, you never know who you might meet. One Ophelia was at the dock and we bumped into Allan during our stay.



After spending a week in Launceston due to the wind, we restocked and made the run back down to Beauty Point stopping again at marina to enable time to go through the Platypus house and the Sea Horse hatchery. Both were well worth the visit. It was interesting to learning that Tasmanian Platypuses are not nocturnal. The following day, we left the marina and stopped overnight in West Arm at Dark Hollow. A lovely sheltered spot with easy access to a beach. It gave a chance to clean the hull from all the grime picked up in Launceston and to go ashore

The following day we left about 1:30pm on the outgoing tide for Low Head so that an early departure the next morning could be planned for. At Low Head, there is a pilot station and a pontoon for visitors. The "harbour" was well protected although there is not a lot of depth at low tide. The pontoon provides easy access to the maritime museum and light house. Well worth to say the maritime museum and museums in general, the river itself with the scenic views of the vineyards and Dark Hollow and of course the people you meet.

What would I do differently next time?

Spend a couple of extra days in the river downstream from Rosevears.

The cruise commenced 24th January to QCYC then onto Tamar returning via Flinders Island and QCYC returning to RBYC 17th February he 16 hour stop over and a great spot to stop when heading over to Flinders Island

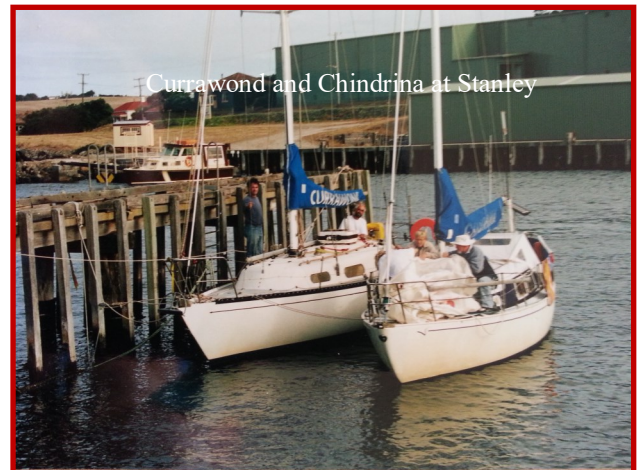
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A BLAST FROM THE PAST RBYC Bass Strait Cruise 2003 Grant Collins

Currawong's Circuitous Cruise began with a couple of false starts. We left RBYC on Sunday morning, the 9th March in lively conditions only to discover the worrying sight of water seeping onto our cabin floor from under the settee, prompting a quick return to sort out the problem. A longer sea trial in worsening weather revealed no more water but the folly of trying to make Queenscliffe, so we found ourselves back at RBYC for a barby with the Chindrina's who also abandoned their start.

A brisk four and a half hour sail saw us safely aground at QCYC on Monday. Currawong resisted all attempts to tow or kedge her off until nature ran its course and she floated off an hour later on the rising tide.

At 0200 hrs, we made our departure through the Rip bound for George Town with Chindrina in a 20 knot ESE breeze. We were as comfy as could be expected close hauled in a lumpy sea. This continued for six hours until Chindrina radioed her intention to head for Apollo Bay, due to seasickness in varying degrees among her crew. It was decided that we would follow suit being of similar size and performance, besides, we felt it may get a little lonely out in Bass Strait. Having gone to Apollo Bay we wondered if we would make it to the Tamar. I thought a couple of days fishing might be a pleasant consolation prize. However, next day such ideas were abruptly discarded by a favourable weather report. Stanley, here we come!



After a very calm afternoon and overnight motor-sail which included an evening meal of chicken pasta washed down with a bottle of dry white, Bass Strait let us know she was still there when a 30 knot SW cold front came through at 0530 hrs., earlier than forecast. The next nine hours was spent under a reefed main and No.3 head with Grant and Dave dreaming of chook pyjamas at the Stanley pub. Currawong relished the conditions and played a trick of her own by going through a wave rather than over it, leaving a drenched Grant and Dave but no water in the cockpit and an amused Jenny who was below at the time. The pyjamas were bloody delicious!

Friday saw both boats leave Stanley having dropped off Tom from Chindrina and on to Burnie to pick up Colin who would join Chindrina there. Burnie is a commercial port better equipped to handle 30,000 tonne ships than 30 foot yachts, still they were happy to help us stay overnight there.

CRUISING GROUP COMMITTEE MEMBERS

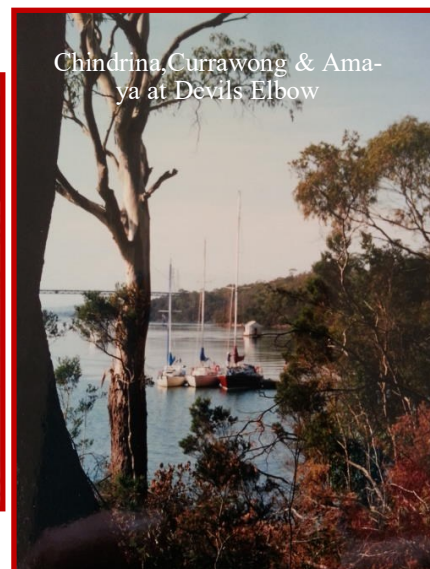
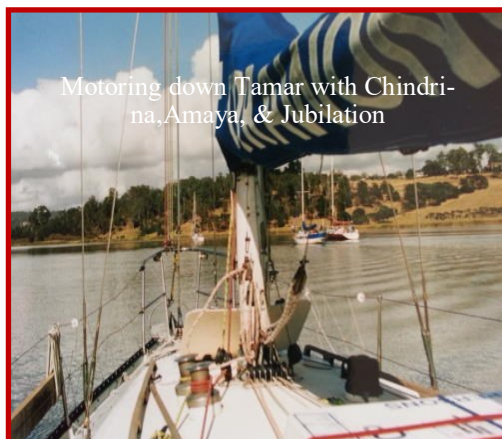
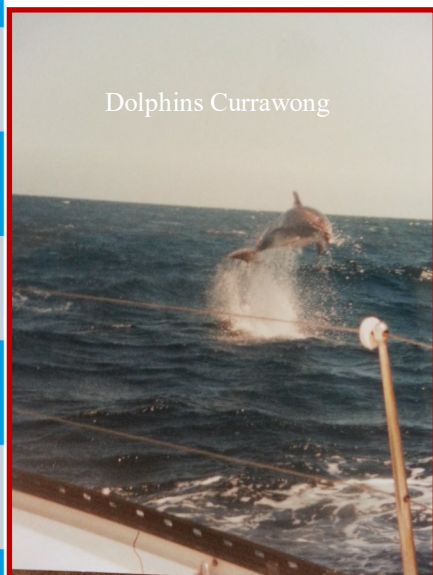
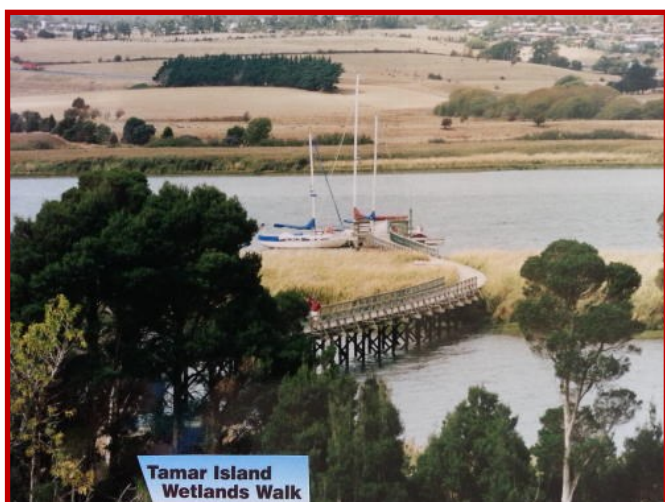
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A BLAST FROM THE PAST RBYC Bass Strait Cruise 2003 Grant Collins

Saturday arvo found us at the mouth of the Tamar at the beginning of the flood tide. We followed the tide up to Rosevear's, where Jubilation and Amaya were lying in wait for us. A very pleasant reunion nosh-up and barby followed. It had taken 5 days sailing but we had finally done it. Together at last! Launceston was safely gained the next morning, berthing in the lovely new marina in a Docklands like development, albeit on a smaller scale. The rest of our time was spent exploring the estuary on the downstream run to Beauty Point where we were royally treated by the Port Dalrymple Y.C. while waiting to make the return across Bass Strait.



Once more after a quiet start with visits from scores of playful dolphins, the last few hours to the Heads saw us in lively wind and a large following sea. Once through the Rip the wind picked up another notch. Part way up the Western Channel Mrs. [Curra]Wong 'suggested' we go to QCYC, I was thinking of pressing on but knew I would suffer a slow, painful and miserable death, if not from wind and wave, then certainly from a quietly mutinous SHE WHO MUST BE OBEYED. QCYC proved a wise choice, not only was peace restored, but a leisurely meal over a couple of bottles of red shared with the Chindrinas was better than another few hours across the bay in awful conditions. Monday the 24th of March saw us back in our pen at RBYC after a motor across the bay in dead calm. Once more I felt a sense of satisfaction and relief at another crossing with no major mishaps. And a great time was had by all. -

THE QUEENSLAND TOWN CALLED SEVENTEEN SEVENTY - 1770 Jo Walker

Funny name for a Place isn't it?

Why is it called 1770?

Where exactly is it located?

Now for some details.

On our first sail up the east coast in 2013, still a bit wet behind the ears when it came to entering potentially dubious river estuaries, we gave this little place a miss. Stories we'd heard of hitting the bottom, poor channel markings, running aground, and general misinformation about the anchor holding ability were our main reasons for continuing on past. On our return trip the following year, now quite dry behind the ears after a long time at the helm, we ventured into Round Hill Creek. Using high tide and Marine Rescue directions, we found no problem in navigating the bar and sandbanks to a secure and safe anchoring spot. The lovely calm waters, sandy bottom and bird life made our decision the right one.

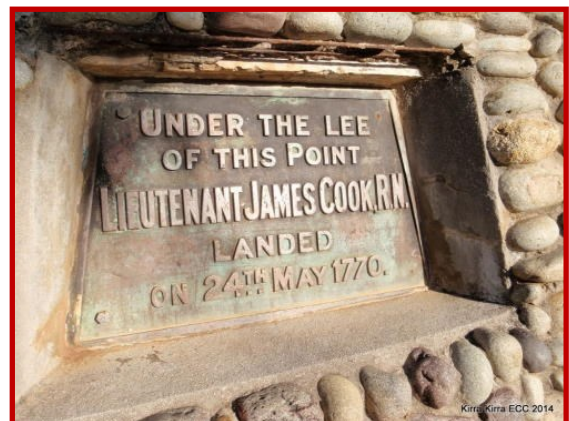


From our vantage point on Kirra Kirra, we could see the small village on the edge of the other side of the river. An idyllic location for R & R, whether on a boat, or camping. The beauty for us, apart from visually, is that it is unspoilt by too many tourists or visitors. There are no provisioning shops, but merely a couple of camping grounds, a marina cafe (excellent coffee!), a pub that does meals and a couple of kayak and tinny hire places, that's your bloomin' lot! The old KISS principal - and they are keeping it simple.

Since this first visit, and on our voyage north last year, we have clocked up 17 nights in that river on a few different occasions. Each time it's a delight for us.

The town was originally named Round Hill after the river where it is situated. In recognition of the historical element of the place, the name was changed to 1770 in 1936, due to the significant second landing in Australia of Lieutenant James Cook in the bark Endeavour, on the 24th of May 1770. There are firework celebrations commemorating this on that date each year, and on our first visit in 2014, we just happened to arrive on that date and witnessed the fantastic firework display. There is a monument to Cook with his arrival date on a plaque near the camping ground. The town is said to be the birthplace of Queensland and this year will be the 250th anniversary of Cook's landing. We intended being there for the big party, but sadly now, like everyone else, we're not going anywhere for a while.

The township of 1770 is located on the Queensland coast between Gladstone and Bundaberg, south of Bustard Head. We sailed north overnight from Bundaberg, arriving on the high tide in the morning, anchoring in the deeper water towards the north-west bank of the river.



There are plenty of places to land a dinghy on sand, and swimming in the river is both safe and pleasant, with clear water - no crocs (we hope!). Ashore there are walks around Round Hill at the mouth of the river, along with three national parks nearby - but a vehicle would be needed to get to them. The views from Round Hill are stunning, looking north towards the Bustard Head lighthouse, around through the surrounding bushland and the estuary of the river. The nearest town with shopping facilities is Agnes Water, about 8km away. We had a pleasant ride there on our fold-up bikes, predominantly on a bike track, to get provisions. There are a couple of supermarkets and a variety of shops in Agnes Water and just a km or 2 out of town is a lovely Cafe / Restaurant called Getaway Garden Cafe

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THE QUEENSLAND TOWN CALLED SEVENTEEN SEVENTY - 1770 Jo Walker

They provide cabins to rent and a pool along with the very nice cafe serving breakfast and lunch. The surrounding gardens are beautiful with bromeliads, palm trees, flowers of all sorts and some vegetable herb beds. A bit of an oasis to spend time in with your food or coffee.



For some entertainment, amphibious vehicles which the 1770 locals call LARCS make a couple of trips a day carrying 10 or 12 passengers. These LARCS cross the river and traverse the extensive sand flats and beach and up the headland to the Bustard Head lighthouse for a tour. It certainly looks like fun as they trundle along the sand, watching out for sea birds of all kinds and getting a history lesson of the area. On their return, on occasion, quite close to where we anchored, we were able to watch as they powered towards the deep channel to plunge bow first into the river with a huge splash, much to the delight of the now wet passengers. Howls of laughter came from the folks on board, as well as us while we watched .

There are many seabirds here, and quite common sightings we made were of sea eagles and ospreys. One found our mast top to be a superb spot to rest and survey the area. It returned time and again to rest there and we made no attempt to move it along since we enjoyed our up-close viewing of this magnificent bird. But without us realising, the eagle had started to build a nest right there on our mast using the TV antenna and windex. On leaving to return south, our windex refused to work, when inspected we found sticks jammed through it and around the mast head. It took several hours of sailing to finally dislodge them without having to climb the mast! We hope the sea eagle found somewhere a little more permanent to commence the next nest building .

From 1770, there are charter day trips by motor boat out to Lady Musgrave Island (we were able to sail there in about 5 hours). Along with swimming in the river, joy flights, kayaking and SUP boarding, we saw a stream of power boats going out of the river early morning to fish for the day. We enjoyed the panoramic views of the sea and watched people surfing from our viewing point on the walking track at Round Hill. 1770, for us, was a very relaxing place to while away some days in a safe anchorage with enough activity to keep it interesting. We hope you can get there yourself some day.



NOTICEBOARD



Where is the location of this nest?
Answer in next month's newsletter



We were down at the club a couple of days ago enjoying a take-away coffee (with complimentary choc chip cookie) when we noticed these flags flying. We knew, of course, they were C - G - 1.

FORTHCOMING EVENTS

As yet there are no forthcoming events. However with the Lockdown easing over the next month or so, we should be able to return to our monthly dinners, with some social distancing changes.

EMAILS WILL BE SENT OUT TO LET EVERYONE KNOW WHAT WILL BE HAPPENING.

Commodore's Toblerone Cheesecake



Ingredients:

- ◆ 1 cup chocolate biscuits (about 12 Biscuits)
- ◆ 1/3 cup Butter melted
- ◆ 1/4 cup ground almonds or almond meal
- ◆ 500g cream cheese
- ◆ 200g Toblerone chocolate bar melted
- ◆ 1/2 cup caster sugar

Method:

1. Combined biscuit crumbs, butter and almonds, and press into the base of a lightly greased sliced tin or spring form pan. Chill.
2. Beat cream cheese, cream and melted Toblerone for 2 minutes or until smooth. Add sugar, continue beating until well combined.
3. Pour onto the prepared base and refrigerate for 2-3 hours until set or overnight.
4. Serve topped with chocolate shavings.

Hmmm, what could they stand for? We puzzled while sipping our 'caps' - no racing on, no regattas, and came to the only conclusion we could think of - **Cruising Group 1.**

Then, lo and behold, today an Australian Sailing News email turned up with this photo and explained all. C - G - 1 means I WILL STAND BY TO ASSIST YOU. Currently these visual signals are being displayed by many yacht clubs as a way of keeping in touch and supporting members during the pandemic and letting them know the club will be there when members are able to return to sailing (and also maybe as a little encouragement to keep paying membership fees, but perhaps that's just being cynical!)

So there you go - we still like **CRUISING GROUP 1...**
REGARDS
Will and Pam



RBYC Cruising Group at Refuge Cove