



STARS AND COMPASS TROPHY

BY Robina Smith

Reminder: Stars and Compass entries are due in by the close of business on Thursday 18th June. Details for submission are on the cover sheet that can be downloaded with the paper from the RBYC website

This following information was found in the 'Stars and Compass Deed of Gift'. The Stars and Compass Trophy was donated by Richard Hawkins OAM in 1998 (the International Year of the Oceans) with the aim of encouraging the practice and use of traditional navigational skills by yachts at sea. This magnificent hand crafted timber and glass trophy, was donated to the club by one of our cruising members Richard Hawkins, author of 'Creeks and Harbours of Port Phillip', 'Creeks and Harbours of Western Port', and 'Creeks and Harbours of the Gippsland Lakes and Eastern Gippsland'



This perpetual trophy is awarded to a yachtsperson who has, in the opinion of the Cruising Group Committee, used a range of navigational methods such as sextant, compass and seamanship so that these arts are not forgotten and continue to be practised, despite the availability of modern electronic methods like computerized charts and satellite navigation.

Background to the 'Stars and Compass' Trophy – by Richard Hawkins

"The concept for this trophy began in 1988 when, after visiting the yacht *Steinlager* following her bicentennial circumnavigation of Australia, I realized that electronic navigational aids, such as computerized charts and satellite navigation, were taking over from the traditional skills of celestial navigation and position fixing by log, sextant and compass. It seemed likely that these skills might fall into disuse through lack of practice and might not be remembered should the electronics fail.

These views were expressed in a letter published by the Australian Nautical news in March 1989 under the heading 'Racing Back to Basics'. In this letter I advocated that a race or races should be organized in which the use of specified instruments would be disallowed in order to encourage the skills and seamanship employed by the navigator of former years.

A 'ready-made' trophy did not reflect the philosophy of the 'back to basics' proposal. In searching for an alternative, glass seemed to be a more preferable material than silver for several reasons, particularly since glass making is a very ancient craft. Also it doesn't tarnish and a glass trophy can be both decorative and useful.

This trophy was specially made and crafted by designer/glass maker Leisa Wharington, a member of a well-known yachting family on the Mornington Peninsula, who have been friends of ours for many years.

The designs around the trophy include a compass rose, a yacht, the stars of the Southern Cross and a pair of dolphins. The latter, being frequent and much loved companions to yachtsman and women as well as good navigators, were thought to be an appropriate way of completing the fourth sector.

The wooden base was made from celery top pine by my friend Stuart Calder of Mr Martha, and the rope handle of the case has been made by another friend, Arthur Woodley of Crib point, whose fine rope and splice craftsmanship has assisted the restoration of the *Polly Woodside*."

Anchors and Rodes

by
Brenton Smith



In days of yore if you wanted to start an argument in a sailors' bar then you mentioned that you were going to buy an anchor – and the passionate devotees of each type would be off in full flight, complete with horror stories associated with the alternatives. The reality was that most of them had some significant limitations. Fortunately, this has changed – the anchors that is, not the propensity for sailors to be passionate about kit on their boat when they are in a bar late at night. In this light, I thought it might be worthwhile to review a few basics of anchors and rodes.

Basic No 1. Carry the right anchor. This is easier nowadays because the 'modern' spade and fixed shank plough type anchors have actually been around for more than 25 years and if you buy a boat these days it is most likely to have one of these anchors. The brand/shape is not important – but the basic geometry is important, and the rules have been known for long enough for them all to conform. They also tend to reset if (when) they are dislodged from the seabed. The old style anchors were good in their day, but have a look at the bower anchors on boats that cruise full time – the anchors of old are never seen on them and it is not because cruisers like spending big bucks unnecessarily.

Basic No 2. Carry the right size. All manufacturers have charts that suggest an appropriate size for your boat's dimensions and weight. If you want to sleep on a windy, bouncy night then the recommended size is the minimum. Some of the anchors included in modern production boats are absurdly optimistic for anchoring in a blow – remember these boats are sold to a price for use as marina hoppers that need an occasional lunch hook. Fortunately for us the 25kg Rocna sat in the middle of the range for *Chakana* – no decision was required on whether to go up a size or not. Although you may be tempted to go up a size it pays to remember that one day your anchor winch *will* fail, and hauling that extra 5kg from the bottom while winching by hand is not for the faint hearted, or weak in the back. When last in Tasmania I was glad that I did not succumb to the temptation to go up a size.

Basic No3. Your rode must absorb energy. When your boat is dancing around in the wind and swell, the kinetic energy in the motion of the boat is enormous and combines with the pressure energy imposed by the wind. Both of these increase with the square of the wind velocity. If the wind goes from 20 to 40knots the energy to be absorbed when your boat stops at the end of its merry chase is increased by four times. If most of this energy is not absorbed by the rode then it is used to pull your anchor out of the mud/sand/shingle. Your boat is now mobile.

Apart from connecting your boat with the anchor, the primary function of the rode is to absorb energy so that the force on the anchor trying to pull it out of the seabed is minimised. In the old days the energy absorption was done by increasing the thickness (weight) of the chain but no one wants to carry around this weight in their bow locker – and neither do I. Besides there is a limit and if the wind and wave action are strong enough so that your chain forms a straight line then your chain rode will not absorb any more energy – i.e. it has lost its primary function.

That nylon strop on the bow is not just there to stop the chain rattling in the night while you sleep in your queen-sized walk around double bed next to the chain locker – it absorbs energy and the longer it is the better. I have two strops – the short one for 99% of nights at anchor, and another at 12m for that last 1% when I want an abundance of energy to be absorbed. It worked.

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Ode to the Dwindling 2020 Bass Strait Cruise

By Robina Smith *Chakana*

(With apologies to Rogers & Hammerstein, The Sound of Music)

So long, farewell,
To *Foxy Lady* and her new crew.
It was great, that you could spend,
One night with us at Queenscliff.
Fair winds!

So long, farewell,
To *It's a Privilege* and *Andalucia*,
We leave you, at Queenscliff,
With *Mirrabooka* and the trivia.
Fair winds!

So long, farewell,
To *Sun Kiss* and her four crew,
Night sail, to Port Fairy,
A history trail the 'must do'.
Fair winds!

So long, farewell,
To *Nimrod* and *Reliance*,
The bay, beckons you,
With harbours and more cruising.
Fair winds!

So long, farewell,
To *Yknot* at Cleeland Bight,
A return sail, to Port Phillip,
To help your ailing wife.
Fair winds!

And so, *Chakana* sails,
A cruise of one to Refuge.
Long walks, beach & sundowners,
A quick sail back with easterlies.
Fair winds!

Knot — Filling in time
by Malcom King

With all the extra time around the house due to the lock down, I thought it would be a great opportunity to tackle an annoying small item. With sun and the marine environment, plastics become brittle and break. One such area was on the zip pulls on the sail cover. When the second zip pull broke it was time to do look at a suitable repair. Initially, the standard cable tie provided a temporary solution some months ago but they are still difficult to handle and are hard on the hands. So looking around I decided that a keychain – box knot, crown knot would be the answer. You can make them any length you like. A quick visit to the big box store and some 20 metres of 3mm utility cord and \$5.00 later I had plenty of cord for the project. Next was the key ring. Most key rings are either 304 stainless or plated mild steel – really not suitable for the marine application. So scrounging through the workshop, 316 welding wire was perfect. A small diameter piece of pipe in the vice, a pair of pliers, and the welding wire wrapped around the tube and voila a key ring in the right material.

So following the youtube clip for “**How to make a box knot paracord keychain**” a solution was found for the broken zip tab and the welding wire solved the connection to the zip carriage problem. Easy to do!

Figure 1 Two completed zip tabs using two different coloured cords.

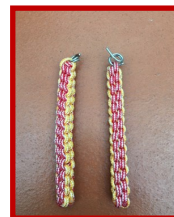
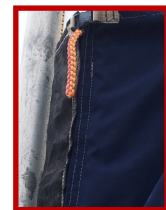


Figure 2 – The completed tab on the sail cover now easy to grab with the hand and rather than with the fingers.



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A Walk around the Bay Swan Bay to Port Arlington by Susie Strain

A long-held plan, if not dream, of mine has been to walk the shores of Port Phillip Bay from Pt Lonsdale to Pt Nepean, a 260 km round trip. My curiosity about the bay has been piqued by sailing races and cruises to various parts which have made me realise the bay does have interest and a charm of its own.

While Port Phillip Bay may not have the glamour or history of the Mediterranean or cruising charm of Sydney Harbour or Entrecasteaux, it is our own and its shores do tell the stories of the geological formation, ecological diversity, First Nation inhabitants and European settlement, culminating in a surrounding population of 6 million people and a busy international port.

Port Phillip Bay has been walked and well documented by Graham Patterson, who set himself the goal of walking the Victorian coastline.

Efforts to recruit walking companions found little interest – people would rather do their walking in more exotic places. The captain of the good ship Privilege was similarly unenthusiastic but did say he would provide sea support. Luckily son Richie came to the rescue and joined me to walk from Swan Bay to Portarlington.

I have done the first leg, Point Lonsdale to Queenscliff several times and explored Queenscliff including long beach walks on Swan Island. Swan Bay itself is impossible to walk around as most of the shore is in private ownership and unnavigable on foot. It is silting up fast, but not fast enough for me, so we started on the north end of Swan Bay where a bush track of 3 kilometres takes you to Edwards Point, the northern end of Swan Bay from where you can walk up the beach and on through St. Leonards, Indented Head to Portarlington.

St. Leonards is a small coastal settlement established in the 1850's to provide firewood for Melbourne. The pier dates back to that time. The waters are protected from the prevailing south-westerlies and popular for fishing as anyone sailing the Coles or West Channel will have noted. Fishing boats bob on moorings all along this coast. St Leonards was the site for the Sea Change series, and has again featured on TV on a Grand Designs episode, taking advantage of coastal land and sea views to build an extravagant dream home. We had a late lunch at St. Leonards which offered plenty of choice in the hamburgers, fish and chips and beer garden range.

Further on, Indented Head is a similar but smaller coastal settlement with sheltered waters, shallow bay beaches, a jetty and an old paddle steamer sunk to form a breakwater. Its claim to fame is that it was named by Matthew Flinders who anchored on this coast in his circumnavigation of Australia in 1802. Later in 1835 John Batman set up camp here on his arrival in Port Phillip Bay which is where William Buckley, the escaped convict who had lived with the local Wathaurong people since 1803, re-joined white society.

From Indented Head it is a long beach walk through a seemingly endless succession of bays, beaches, points – Hood Bight, Half Moon Bay, Point George, Grassy Point - until finally we reached Portarlington, the icecream van and car to take us to Geelong where the Privilege could provide food, drink and rest for weary feet.



MEMBER NEWS

Jo Walker: Kirra Kirra

Answer to last months quiz::

Where is the location of this nest.?

Yeppoon, between the marina and the fish co-op. A large Osprey nest built on top of a lighting tower for a car park. The nest has been in this location for over 6 years and last year in September we saw the parents and their 2 chicks in the nest



Sophistique (Richard and Marion Johnson) has just returned to her pen after having an anti-foul.

Saffron (Geoff Brewster and Barbara Burns) is also in a process of having an antifoul done .

A few members are stranded from their boats which are in Queensland, as they wait out the restrictions in Melbourne to ease. They thought they were going to get away from Melbourne's winter by leaving their boats up there!

Paul and Angela Woodman *Summer Wind*

Rob and Sue Hurrell *Aquacadabra*

John and Jo Walker *Kirra Kirra*

Anne and Roger Claydon *Dreamweaver*

Fortunately for Geoff Brewster, who made a very quick trip back south from Brisbane with *Saffron* in January , avoided the restrictions by a narrow margin.

Some of our members are stuck in Melbourne waiting for the restrictions to ease so they can sail north.

Peter Gebhardt and Allison *Nimrod II*

George Solonari *Eucalypt*



Captain Coxswain's Corner

JOHN DORY

A corruption of *Jaune dore*, which is the colour of this fish . It is one of the Scomberidae, *Zeus faber* .

John Dory was also the name of a celebrated French Pirate

FORTHCOMING EVENTS

Sunday July 5th

Frostbite Cruise Melbourne City Marina

Our intention is to gather at Melbourne City Marina. At the moment there can be no use of the onshore facilities. The marina is ensuring social distancing by only having one boat on each finger and they are regularly sanitising key pads. This will be a real Frostbite Cruise where we will gather in an open space at Docklands for a BYO everything picnic lunch. Check reminder email closer to the time as to where this will be. There will be no BBQ provided. Boats attending for the day leave the RBYC marina around 10am on Sunday morning, tie up at MCM for lunch and head back to RBYC in the early afternoon. Don't forget your silly hats and scarves. These will be needed in our outdoor setting! There will be a prize for the best one. You are welcome to make a weekend of it and venture up the river on Saturday. Bookings to be made with Melbourne City Marina (96588738). Please mention you are with RBYC Cruising Group. Please email Robina Smith robna_smith@hotmail.com to express your interest in joining the cruise so that further updates can be provided as the situation changes.

Friday July 17th

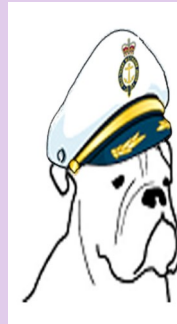
Forum Dinner Trivia Night

As our welcome back dinner after our enforced layoff we will be having a socially distanced social night with some Trivia to reawaken our brain cells after our enforced hibernation. Gather at the Club at 6.30 followed by the meal and Trivia in the Bayview Room. Check whether social distancing requires us to initially gather in the Members Bar or Bayview Room according to social distancing restrictions. As per the old usual booking are to be made with Mandy in the RBYC office (95923092 - She will be back at her desk from June 29th) no later than Wednesday 15th July. Bookings are essential. Please state dietary requirements when booking.

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August 21st - to be advised.
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September 18th—to be advised
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October 16th— Music Night.



Captain Bully's Blog

Being a complete literary lightweight my recommendations don't carry much weight, but in this time of no sailing and shutdown, we have been reading books that have completely captivated me. While many probably have already read some, I thought I would show my lists for those looking for entertaining distraction with their spare time:

- ◆ **Where the Crawdads Sing** – Delia Owens. A sweeping novel set in the marsh lands of South Carolina of an abandoned young girl and her life journey. Human prejudice and the power of the human spirit and the impacts of love, both positive and negative.
- ◆ **Night Boat to Tangier** – Kevin Barry. Two aging Irish crimes recount their unsavoury lives while sitting in the ferry terminal at Algeciras, waiting to try and reunite with a lost daughter. Like a play written with the lyricism of the vernacular of the Irish underworld.
- ◆ **Batavia** – Peter Fitzsimons. A real story of the heart of darkness. The history of naval navigation by the Dutch and the impact of the spice trade. Human behaviour both indomitable and corrupt. Titanic has nothing on this tale.
- ◆ **Last Days of Night** – Graham Moore. The battle for patents and power between Thomas Edison and George Westinghouse. Based on known facts Moore weaves this into an engrossing novel with the hero Nikola Tesla and a legal prodigy.
- ◆ **Tell Me Why, The Story of my Life and Music** – Archie Roach. Incredibly moving biography of a beautiful musician. The battles of our first people displaced from land and family. Again, the indomitable human spirit shine through by the support of generous people including our own Lou Irving.
- ◆ **Boy Swallows Universe** – Trent Dalton. Grim but brilliant modern Australia novel destined to be an Aussie classic. Gripping and brilliant down to earth vernacular and metaphors.

