



CRUISING NEWS



OCTOBER 2020

Moving on to bigger challenges – Commodore of RBYC Passing over the Cruising helm!



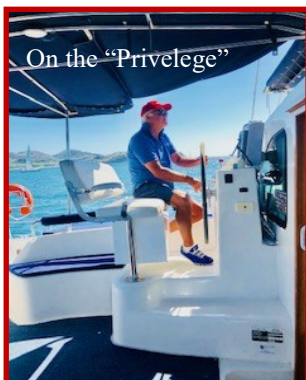
Captain Bully, our eminent Chair of Cruising **Peter Strain**, has handed over the helm of the Cruising Group following his acceptance of the helm of RBYC as **Commodore** of our club.

We thank Peter for his guidance and leadership as Chairperson of the Cruising Group since February 2018 and for his time on the committee since October 2014. During his time he has balanced his time on the General Committee and as Vice Commodore with being our Chairperson and representing cruising interests on General Committee. We also thank Susie for supporting him in this role.

Being the Chair of Cruising has many responsibilities that include ensuring there is a guest speaker for the monthly Forum Dinners, and finding replacements at short notice when a speaker is suddenly unable to attend. Keeping the committee on task at meetings is no easy feat when they seek to combine socialising with the business at hand. Quietening the cruisers at dinners ready for the guest speaker needs a master's touch and enabling the on-boat sundowners at monthly on water activities and Bass Strait Cruises was performed admirably..... well when you have the biggest deck, you are the inevitable choice for the crowd. We have been so lucky that you have been so welcoming for us to come on board! Peter has done a fantastic job of all these and more.

Thankyou Peter for leading us throughout these years, helping to coordinate boating activities, officiating at functions and social activities, writing reports and keeping the Cruising Group functioning.

We know that the club is in good hands as Peter takes on his next big challenge of leading the club following these unprecedented times.



The Helm Passes to our new Chair of Cruising Paul Jenkins (Kathleen B)



Paul Jenkins, *Kathleen B*, has taken on the job as our next Chairperson of Cruising Group. Paul has been a member of the Cruising Committee since July 2017 and has been on the General Committee for the past year. Paul has been an active member of the committee since he joined. He has helped to coordinate activities and has been instrumental in fostering new memberships. The promotion of the RBYC Cruising Group through the Facebook page has been another valuable contribution. We thank Paul for taking over the helm and look forward to his leadership as we re-establish activities in the Cruising Group.

David Asprey and Andrew and Peter want to thank RBYC cruising people for many Condolences for Beverlie, my beautiful much loved wife of 60 years.

She had been moved from her superb nursing home to Frankston Hospital to be urgently treated for pneumonia and was put on an antibiotic drip which was effective in 48 hours.. However as part of her screening, multiple "spots" were seen on her liver regarded as highly active secondaries. Scanning for the primary could not be done because her kidneys would not have withstood the opacifier infusion. So she was returned to Chelsea Manor under palliative care and she was very relieved to be back in the room she loved and she passed away at 4.30 am that night. Frankston Hospital had been under total lockdown and I had seen her for just 20 minutes on her return but she was very sleepy under the morphine and she passed away at 4.30 am peacefully and mercifully without pain. As everyone knows she just loved the RBYC people, so THANK YOU.

Best wishes David

Walk around the Bay – Pier 35 to Sandringham Yacht Club. Susie Strain



Sandridge Beach Walk

The walker emerges in Todd Road alongside the new container port facility of Webb Dock, also of interest to yachties as it is a container facility which ships can enter from the bay rather than going up the river but does create more confusing (if that be possible) shipping movements and channels at the head of the bay. The Webb Dock development included extensive buffering (high ‘escarpment’ style walls, planting, walking and cycling paths) plus Sandridge Beach refurbishment and a particularly nice walk out alongside the dock to the Sandridge lookout over Hobsons Bay from where one can observe the derricks at work and the mouth of the river. Tucked in where Todd Road meets the beachside boulevard are the headquarters of Life Saving Victoria (coffee is recommended), and an excellent adventure playground where obsolete maritime equipment has been ingeniously re-purposed.

No doubt cruising group members are hanging out for the next instalment of the ‘walk around the Bay’ series. Lock-down having confounded doing the walk in any logical order (something dear to my heart), I chose a grey but windless day to start the east side of the Bay.

Pier 35 on the Yarra River seemed a good starting point, a familiar river landmark to sailors, an expensive modern facility with floating pontoons, fuel and a restaurant capitalising on the maritime outlook. Nearby is a more humble landing stage from which a punt takes walkers and cyclists across the river connecting Port Melbourne and Williamstown.

The east bank of the river at that point is sparsely frequented by fishermen, as yachties will have observed on docklands-bound trips. There is a track of sorts along the bank allowing for rough but pleasant walking and connecting to the Westgate Park under the bridge. This is quite some hectares of rough gravel paths, wetlands and native planting and, as well out of the way, can be enjoyed as a large and quiet native oasis despite the bridge overhead, perhaps trying to recreate the quiet well-timbered bushland noted by early white settlers.



Sun Marina Reborn

The refurbished Sandridge Beach and foreshore, flanking a gentrified Garden City, is now a pleasant walk to Beacon Cove, a medium density development on an old petroleum depot complementing Station Pier and the light rail. A ground breaking development of the Kennett era which roused considerable ire at the time but is now a highly prized beachside residential area. One passes Princes Pier, downgraded to a walking plaza and ‘forest of piles’ and reflects on its glorious past as the hub for troops and migrants.

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Walk around the Bay – Pier 35 to Sandringham Yacht Club. Susie Strain



Continuing on one encounters reminders of a Port Melbourne of the past with pubs and refurbished industrial sites overlaid with modern residential living of beachside high rise and coffee shops. Story boards tell of the Port Melbourne of yesterday largely renowned as an enclave of the waterside workers and industrial disputes of the 1920's. This area also claims to be the main base of the original 'couta fleet, the last remnants of which fished the bay until the early 2000's.

Shoreside activity generated by Station Pier, Spirit of Tasmania and recent cruise ships is likely a pale shadow of the bustling working dock atmosphere provided by passenger liners and freight handling of yesteryear. Old palm trees and antique toilet block are likewise reminders of a very different past.

Beyond the Port Melbourne Yacht Club the walker enters the extended promenade of Beach Road which has been continually upgraded for walking and cycling, playgrounds, bathing and food pavilions and extensive beach improvement, and greatly enhanced by the reduced speeds, and truck bans along Beach Road. The walker when not looking out to sea, contemplating a swim or watching kite boarders can enjoy the range of architectural styles on Beach Road from Victorian to ultra-modern and everything in between. The absence of graceful yachts and jaunty sails due to covid is a distinct lack .

A feature of this section is the solar system walk, a one to one billion scale replica of the solar system which stretches from Pluto in Port Melbourne to the Sun in the Marina Reserve, St. Kilda. Scale models of all the planets mark the walk, mounted on grey plinths; it is truly humbling to consider our place in the world when contemplating a marble-sized planet Earth.

There are walking options along this section of beach and footpath, and an attractive foreshore with dunes and boardwalks as an option when nearing St Kilda. However don't completely relax as cyclists also enjoy this journey and 'port tack' means nothing to them. Pedestrians are collateral damage. Next there is attractive Catani Gardens but the sailor may prefer the foreshore alongside the Royal Melbourne Yacht Squadron to contemplate the familiar view of masts tucked in behind a breakwater.

This section of the walk is rich with interest, history and activity and enough coffee options to keep the walker going, on

along the St Kilda beach boardwalk past well-known restaurants to the Marina Reserve at St. Kilda marina and finally the end of the solar system trail and see the sun. Across the marina entrance is a small white model lighthouse built as a visual landmark for the marina, but without any navigation equipment.

On past the marina is the M.O.Moran Reserve popular for parachute landings then the John Cribbes Bridge takes walkers and cyclists over the Elwood canal, built to drain the low-lying Elwood area, provide a boon to land developers and create the popular suburb today. For a little hint of Venice glimpse up the canal when crossing the bridge. A short walk on is Point Ormond, now a pretty green hill with a trig point and bay view but which has been extensively re-shaped from its origins as Little Red Bluff. It was named after Captain Ormond who sailed up Port Phillip Bay in 1939 and has served as St. Kilda's first graveyard, a quarantine station and coal mine.

The walk continues along Elwood Beach to a busy collection of clubs – angling, sailing, tennis – and of course coffee, to cross Head Street and enjoy a secluded foreshore of park, walking and cycling paths as part of the so-called golden mile, a rare part of Melbourne where housing abuts the shore. Playground, jetty, boat ramp, coffee, grand housing and absence of traffic all make this a pleasant walk to reach the familiar territory of Brighton Pier, Yacht Club, Middle Brighton baths and restaurant. Again, cyclists are a hazard.

After the Middle Brighton Pier the intensity of activity settles into a pleasant bayside walk with Beach Road and housing on the one side and the bay foreshore and waters stretching out on the other. Walking can be on sand, beachside path, a road-side shared walking/cycling path and foreshore foot-track. The beachside path, though not always continuous, is the preferable but does entail some sections in heavy sand. The walk leads into a long replenished beach with five groyne (source of the dog beach sand), then on to the Dendy Street beach with its iconic bathing boxes, followed by the small Holloway Beach then Green Point with attractive gardens, particularly good bay views and popular bay-viewing-from-the-car area.

The final section to Sandringham Yacht Club along the beachside path is secluded from the busy Beach Road above and allows for the quiet seaside enjoyment that should typify a bayside walk. The beachside path stops at a groyne and the final section is a sandy trudge as the yacht club draws gradually closer and weary legs welcome a car and a ride home.

This walk is close to 20 km and fellow sailors will be able to optimise the wind conditions. Walking surfaces are easy and totally flat apart from an occasional minimal climb at Point Ormond and Green Point. The walk provides interesting glimpses into the history of Melbourne as well as a lively snapshot of current activities and the intense recreational uses of the bay foreshore. As said, coffee and food options abound, and thankfully the councils have provided toilets. There is much of interest to explore, including various side trips along piers and paths, and the walk may better suit being done over two days.

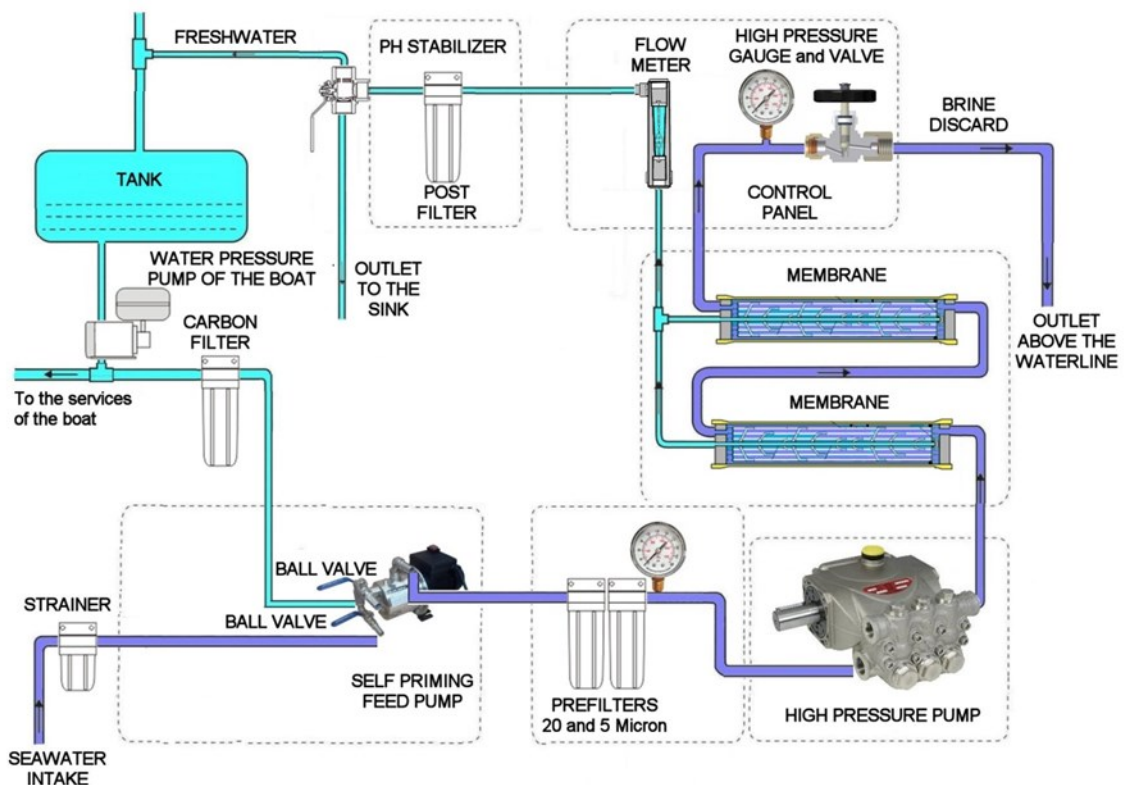
WATER, WATER EVERYWHERE

Bryan and Sue's short description of their Watermaker installation on their catamaran 'Birubi 5'

In the BC (Before Corona) days, we were planning a blue water cruise in company, over to New Caledonia and Vanuata, with a few Club yachts and a couple of Tassie yachts as well. Consequently with Corona hitting the Pacific nations hard, we have postponed this trip to May 2022.

The Captain insisted we have a clean crew and plenty of fresh water for drinks and ice, so I started to research Watermakers, We had experience of a 6l/hr and a 45 l/hr units from our previous yachts (Folie A Deau and Gypsea Rover).

From the diagram below, a watermaker uses a reverse osmosis (RO) membrane to separate salt out of the sea water. Most units can achieve 99% salt removal and give you very drinkable water, with a quality of 150 to 300 ppm of Total Dissolved Solids (TDS). You can just taste salt at levels greater than 550 PPM of TDS.



Most system use two pumps to raise the system pressure to 55 Bar (55 times normal atmosphere pressure) and hence require a lot of energy to do this. The second pump does all the high pressure work and is normally electric or belt driven from the main yacht engine, via an electrically operated clutch. From our experience, we need to as great as capacity as possible, to minimize membrane operation and reduce it's gradual degradation.

There are 3 basic formats for yacht watermakers as detailed below:

- Complete Self Contained Units, like Spectra, HRO, Schenker, etc.
- Modular Units , like Stella, EchoTec, etc
- Portable Units , like Rainman, etc

The Self Contained units are the most expensive, complex and hard to install due to their size.

The Modular units are less expensive, made from generic third party, easy accessible parts and offer the easiness installation.

The Portable units are vulnerable to damage on the outside of the yacht and generally have lower outputs.

We choose a Modular system by Stella, who have great support from their QLD office. You can get parts from any supplier, as they are generic.

As we mentioned before, you need as much capacity as possible. Each 40 inch long membrane (industrial standard length) produces about 80l/hr , so picked on 2 off units giving a total of 160 l/hr. Our yacht has 2 off, 400 litre water tanks , where one is for desalinated water and the other for fresh dock water. With this setup , we always have at least 400 litres of drinkable water, even if the watermaker malfunctions.

WATER, WATER EVERYWHERE

Bryan and Sue's short description of their Watermaker installation on their catamaran 'Birubi 5'

To provide this flow rate, you need about 2 kW of electrical power or mechanically run it off your main engine. We are lucky that the yacht came with a 5 kW generator set to power this watermaker. It takes about 2.5 hours to fill our 400 litre tank and uses about 2 litres of diesel fuel.

The electrical control panel has just 2 simple switches.

One for the LOW Pressure pump

One for the HIGH Pressure pump.

The AUTO FLUSH timer provides a once a week fresh water flush of about 50 litres, to keep the membranes from being fouled by biological growth.

With the Modular Units, you can have the flexibility of using all the unused spaces for the installation.

We placed the two pumps at the back of the Starboard side engine compartment.

You can also see from this picture the pump power circuit breaker box and the fresh water charcoal filter for the AUTO FLUSH system.

This picture shows the twin seawater filters between the LOW and HIGH pressure pumps.

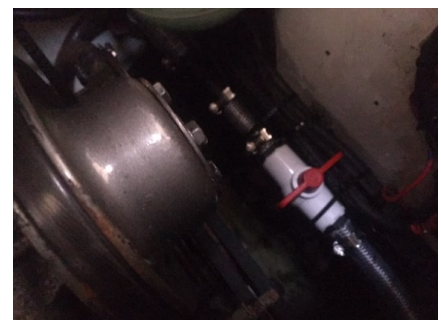
It consists of a 20 micron filter cartridge followed by a 5 micron filter cartridge. This takes out most of large sea water particles before the HIGH pressure pump. This pump consist of 3 off, tightly machined pistons, which must have very clean water to work on, otherwise damage can occur to this expensive pump.

To get around putting a new seacock in and slipping the yacht, we devised a system of using two one way valves off a tee connection to the main engine inlet seacock and filter. This means that you can run either the engine or the watermaker, but not both. This isn't a problem in a catamaran, as we have a spare PORT side engine to use if there's no wind to sail.

To operate the system, a simple guide is provided.

It basically is the steps below:

- ◆ Turn Water Valve to TEST position
- ◆ Turn Brine Valve to OVERBOARD position'
- ◆ Turn Pressure Regulator to fully open
- ◆ Start LOW Pressure pump
- ◆ Wait until water comes out brime outlet
- ◆ Start HIGH Pressure pump
- ◆ Slowly increase Pressure Regulator to about 800 psi
- ◆ Test outlet water with TDS meter to be less than 200 ppm.
- ◆ Turn Water Valve to TANK position and check water flow rate using the flowmeter
- ◆ Relax and fill up tank after a couple of hours



WATER, WATER EVERYWHERE

Bryan and Sue's short description of their Watermaker installation on their catamaran 'Birubi 5'

Allow for about 5 "mandays" to install the unit. The kit comes with all equipment, high pressure hoses and full manual and installation guide. You supply all low pressure hoses from any marine chandlery.

Because you have installed it and wired it up, you gain expect maintenance knowledge of your watermaker. The cost is about 8 BOAT units, which is very reasonable for a 160 l/hr system.

The Captain and crew can now have unlimited showers off the back of the yacht each day and be well prepared for the 5 o'clock sundowners.

If anybody has any questions or requires help, please contact me as I've got plenty of time on my hands during Corona period.: bryan.drummond.1954@gmail.com

VALE RICHARD HAWKINS OAM

Compiled by Lyn Bingham with the help of the Hawkins family



Richard Stephen Inglis Hawkins

28.03.1922 – 27.08.2020

David and I enjoyed our friendship with Richard and Nancy over many years including Lyn's involvement as Chair of the RBYC Cruising Committee. Richard enjoyed attending the Club's Presentation Nights to present the Stars and Compass trophy when he was able to do so. He took an active interest in the Cruising Group. David and I were privileged to have been invited to his 90th birthday celebrations at Beleura House in Mornington in 2012. We will remember him with much fondness. He was a remarkable man.

Richard passed away on 27 August 2020 leaving a 98 year legacy of achievements. Born in Dersingham, West Norfolk, England on March 28, 1922, he was one of eight children. He was accepted into the Royal Naval College in Dartmouth, Devon at the age of 12 years old to complete four years of secondary education.

VALE RICHARD HAWKINS OAM

Compiled by Lyn Bingham with the help of the Hawkins family

He was appointed midshipman on HMS Chiddingfold (a destroyer) on her commissioning in October 1941 and joined the fleet in Scapa Flow. After seeing extensive action in the North Atlantic and the Mediterranean, including his ship being saved by HMAS Sydney II, he was promoted Lieutenant aged 20 and subsequently took on some of the most dangerous motor gun boat and torpedo operations aged 22 against Nazi E-Boats.

He was the youngest Lieutenant Commander in the Royal Navy during World War II. He was also one of the last surviving Navy WW2 veterans in Australia, and probably one of the last survivors in the world to have had sea command in that war.

Richard was appointed in command of the Signal School in Plymouth where he met his wife to be, Nancy Passy. In 1959, he married Nancy and they moved to the new naval base in Akrotiri, Cyprus. Within four years, Vanessa, David and Caroline were part of the family.

In 1968, the family, including Nancy's mother (Noel Passy) emigrated to Australia aboard the SS Himalaya.

The family lived in Sydney for six months before moving to Melbourne. They lived in Brighton and then Hawthorne while Richard worked for Carlton United Breweries in public relations. He loved his new home country where he was able to continue enjoying his passion for the water, sailing and fishing. The family bought a farm at Inverloch where they spent every weekend and holiday in or on the water or horseback.

Concerned that modern sailors were becoming too reliant on electronic navigation, he established the Stars and Compass Trophy in 1998 (the international year of the oceans) for sailors who used only the compass and sextant to navigate during certain major yachting races. This is an annual award run by the Royal Brighton Yacht Club (RBYC). Richard wrote five books, three Creeks and Harbours' of Westernport Bay, Port Phillip Bay and Gippsland Lakes. He wrote a biography of Lord Nelson and his final book was his own autobiography 'The Old Tin Trunk: a Sailor Looks Back'.

In 2003, Richard received the Centenary Medal for his environmental work on the Mornington Peninsula and the Order of Australia (OAM) award for his contribution 'to serving the community and the boating fraternity'.

Richard is survived by his wife, Nancy, and three children, Vanessa, David and Caroline. An amazing man, a quiet achiever who gave such incredible loyalty and commitment to his country, family and community

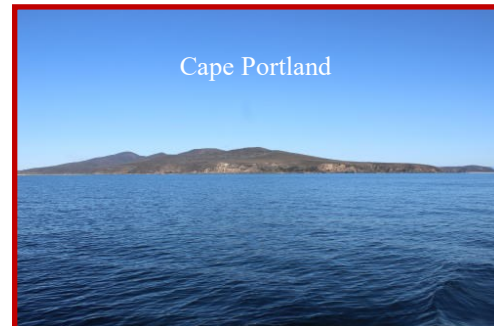


OPHELIA TRAVELS – TO TRIABUNNA

Alan Haddow

On Saturday 07-08 I contacted St Helens Marine Rescue to book an appointment with to take me through the entrance at high tide 1330 Tuesday. I left Port Sorell on Sunday 08-08 about 1pm so I could arrive at Cape Portland (NE corner of Tassie) at 0235 Monday 09-08 on the high tide slack with ebb flowing east. I had been informed to 'go with the flow' instead of against the current. BOM forecast southerly breezes turning to NW during the night so I could not stop along the way except Foster Inlet at the Cape. Places to stop would be the old pilot station at entrance of River Tamar, Bridport & Foster Inlet. But due to work commitments & favourable NW breezes I kept going onto Binalong Bay so I could enter St Helens on Tuesday.

It was a motor sail to Cape Portland & I arrived exactly 0235hr to a sea of mirror with the moon (which rose at 1130hr) shimmering in the calm water. Once I rounded the Cape heading south, a 10kt southerly breeze set in all the way to Binalong Bay, about 45NM. This did not affect me as I was travelling SSE & then S with shortened jib tied to base of mast & slightly backed mainsail with motor. I was moving at 5kts with a slight southerly swell. I arrived in Binalong Bay at 1030hr & tied to a public mooring with the yacht rocking from an easterly swell that had developed during the day. I did have an hour's sleep. I had slept for an hour on & off during the previous night. After waking up & fiddling around I motored around to have a look at St Helens bar – it scared me with the whole bar awash. I called Marine Rescue which came back an hour later saying not to enter tomorrow due to the developed east swell. So I continued through the night, passing Wine Glass Bay around midnight, onto Triabunna being the next port arriving at 0830hr. The harbour master informed me the council owned marina was full & to try Spring Bay Boating Club. Luckily they had a spare spot for me at \$325/month. I booked in for 1 month so I can continue my work. There was also a southerly change due next day. The berth faces south so I got hammered by the wind but the waves were small due to shallow water to the south.

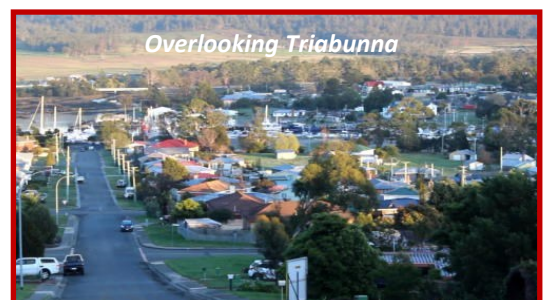


We have had two NW gales, from my starboard stern quarter, up to 42kt, end of August, but I am protected from that quarter by two large yachts. The wind seems to switch from SW to NW every 3 to 4 days for 3 days at a time. There is not much in Triabunna, but I have found a very nice café with Laurent style cakes (& prices). The Spring Bay Hotel has a nice log fire & good meals. There are a dozen cray type vessels but only three are working currently. Seems most other vessels have Hobart, St Helens, Coles Bay & a few other names around the area on the stern. Perhaps this is a good place to locate one's vessel & close to the east coast fishing. The Cray season is closed from April to 1st November

I purchased a 240V 40A battery charger which I can run from my 1kVA petrol generator to charge the two 100AH lithium batteries while I am charging my laptop. The 6.4A car battery charger is just not strong enough & there is not enough sun hours to keep them charged. Upon reading the manual it suggests to use a 50A circuit breaker between it & the battery – so waiting for that now. I am very lucky work wise being extremely busy every day for the last month. I have not had time to venture onto Maria Island yet.



My next move will be to Port Arthur, Taran-na & Eagle Hawk Bay, through the Denison Canal for a look, before heading to Hobart.



NOTICEBOARD

MEMBER NEWS

Anyone wishing to follow the cruising adventures of Jo and John Walker:

KirraKirra20.blogspot.com
[Kirra Kirra cruising blog for 2020](#)

Peter and Susie Strain
welcome another grand-
child

**Jude Thomas Bell. Born
23rd August.**

Mother and baby are
doing well.



31-st October

Melbourne Cup Weekend

A Melbourne Cup Weekend is possible if restrictions are lifted enough for it too happen. Destination to be based on weather and facility availability.

Coordinator:

Paul Jenkins: paul.jenkins8@bigpond.com

Information will be on Facebook, and emails will be sent around closer to the time.



I think my first official role as the newly elected chairman of our Cruising Group is to thank Peter Strain as the outgoing Chair for his hard work and time as Chairman over the past several years and wish him all the best in his new role as Commodore of our Club.

The past weeks have been a bit of a blur for me during stage 4 restrictions which occurred simultaneously with my having to have some much needed surgery. I am recovering and can assure you all is well and I can now breathe easy!

No doubt like the rest of you I am eager to see some relaxation in restrictions and an end to curfews and the like so we can all return to sailing as we know it. Once this begins happening we can start planning some cruising events again both on and off water and enjoy ourselves more. I am hoping to see an increase in participation with you all keen to get back to it so keep an eye out and check the club website and your email in boxes for news of activities; they will be coming.

Best regards,
Paul Jenkins

