



# CRUISING NEWS



NOVEMBER 2020

## Melbourne Cup Long Weekend Cruise to Dockland

By  
Paul Jenkins

To say the Covid restrictions have been tough would be a classic understatement. The Premier's announcement Monday 26 October meant we could sail within a 25km radius of our homes following social distancing and wearing masks. With a desire to be as inclusive as possible I decided to make Docklands a destination so more of our members would have a chance to get away for a few days, something we have all missed deeply.

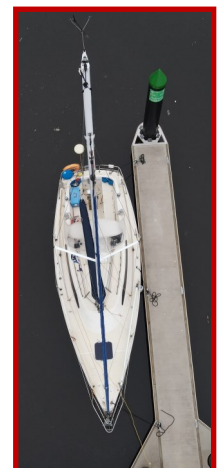
Jane and I joined Susan and Steven Etches at the Club Friday night for dinner in the Members Bar, and on Saturday limped our way across the Bay in fairly bouncy conditions with SE winds gusting from around 14 to 25kts. The sea state was not the best but eventually we made it to Melbourne City Marina with Chakana and Favourite Child. We were greeted by Commodore Peter Strain and Suzie who were already there on It's a Privilege. The big Cat being the size she is allowed us to enjoy sundowners together before retiring to our own boats for dinner and a few nightcaps.

Peter and Alison arrived Sunday around midday on Nimrod II and Barbara and Geoff with crew aboard Saffron arrived to join us for lunch before heading back to Brighton. Great weather Sunday and following protocol with social distancing and mask wearing when not eating or drinking we managed to enjoy each other's company in the open air while barbecues on boats allowed a range of BBQ meat and salads to be consumed for a late lunch. Peter and Suzie had to head back to Brighton Sunday afternoon and the remainder of us headed back Monday mid-morning with a mere 3 – 4 kts so motoring back was the order of the morning. It turned out to be quiet a warm day with favorable winds in the afternoon and we noted several Brighton boats heading out for a welcome leisurely sail.

The number of boats that made it for the weekend were:

It's a Privilege, Nimrod II, Favourite Child, Kathleen B, Chakana, with Saffron heading up for the day.

Racing has now commenced again so let's all hope that within the next week we will hear good news allowing us to get back to even more normality and the club opening up further.



## Walk around the Bay – Sandringham to Mordialloc

By  
Susie Strain

This walk of about 15 km is mainly a succession of bay suburban beaches offering a variety of walking options

Bush track between Beach Road and the beach, often at a higher level

The beach itself, but largely due to successive beach replenishment, is thick soft sand making for heavy trudging, relieved by some rock hopping

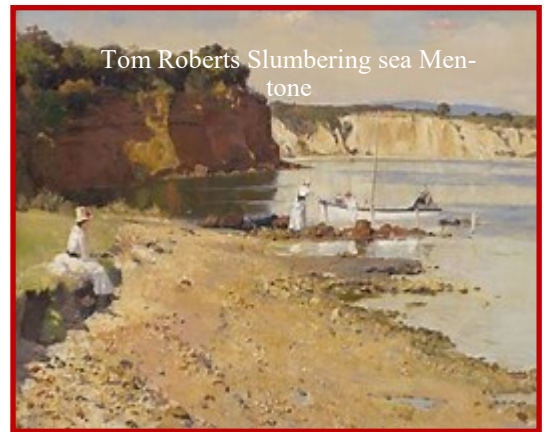
Beach level concrete paths which were old sea walls originally built to protect cliff erosion from the sea. These are very comfortable walking.

The walk divides into three sections.

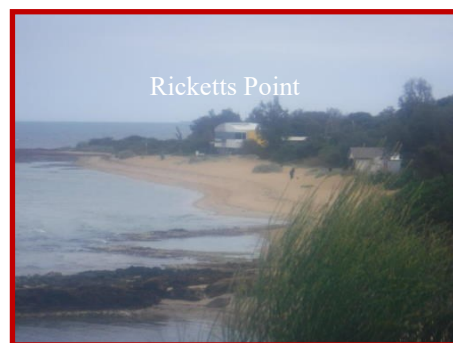
### Sandringham Yacht Club to Ricketts Point – 7 km

The succession of beaches and headlands, backed by low vegetated dunes or cliff, is a welcome and more peaceful bay experience than the intensity of use experienced so far. The beach is protected from the road, traffic noise and other land uses by the well vegetated foreshore, and less manicured, looking like a real beach with seaweed, rocks and the general shore flotsam.

The walker does not have to contend with cyclists and there seems enough room for walkers, joggers, dogs and other track users to proceed comfortably, so there is more time to enjoy the surrounds. The topography reflects the underlying geomorphology. The succession of little bays and promontories from Sandringham Yacht Club to Beaumaris is explained by a series of subterranean sandstone folds, Picnic Point (Sandringham Yacht Club), Red Bluff and Black Rock Point being the peaks, the small bays the hollows. Weathering over millennia has exposed the sandstone at the peaks, Red Bluff being the most notable.



Tom Roberts Slumbering sea Mentone



Ricketts Point

Another feature of this section are the shoreline rock pools, platforms and reefs providing habitat to a diversity of plants and animals. Rock platforms are covered twice a day by high tide, thus creating two worlds for many plants and animals living on them. When the tide is out, larger predators are excluded from the rock platform, allowing small animals to move around freely and exposing plants to open air and sun. Underwater records of this section of coast note the habitat provided by the piers, marinas, rocky reefs and the Cerberus shipwreck for many marine species. Despite being a cool weekday morning, we noticed a surprising number of snorkelers enjoying the clear water.

H.M.V.S. Cerberus in Half Moon Bay has long been a local landmark, an English-built naval ship of 1866, decommissioned in Victoria in 1923 and sunk in the bay in 1923 as a breakwater for the Black Rock Yacht Club. For years it was a popular swimming, diving, sunbaking and socialising site that many of us will remember. Deterioration set in and structural collapse in 1993 has led to a 100m exclusion zone. Now the site is the focus an open water swim.

The Boon wurrung people were the original inhabitants of this area and a small rock well at the back of the beach just south of Red Bluff is a poignant reminder of the pre-Melbourne residents. The many middens in the Ricketts Point surrounds indicate the region's importance as a food source and for local gathering.

We chose to use the cliff top path from Sandringham to Red Bluff, then followed the beach to Black Rock Point which is a pretty harbour with clear water, good swimming and boating, and useful amenities. A sandy trudge and sea wall path completes the walk to Ricketts Point, a marine sanctuary.

# CRUISING NEWS NOVEMBER 2020

## Walk around the Bay – Sandringham to Mordialloc

By  
Susie Strain

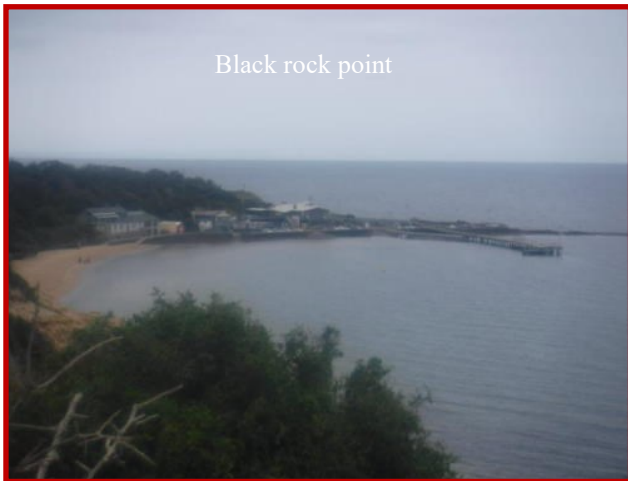
### Ricketts Point to Charmain Road approx. 3 km

The coastline continues past Ricketts Point via Beaumaris Beach in Watkins Bay to Table Rock Point, where the shore does a ninety degree turn to the north east. The change in topography is due to the Beaumaris Monocline, a steep fold in the rock layers creating the cliff which requires the walker to leave the beach for the cliff top path.

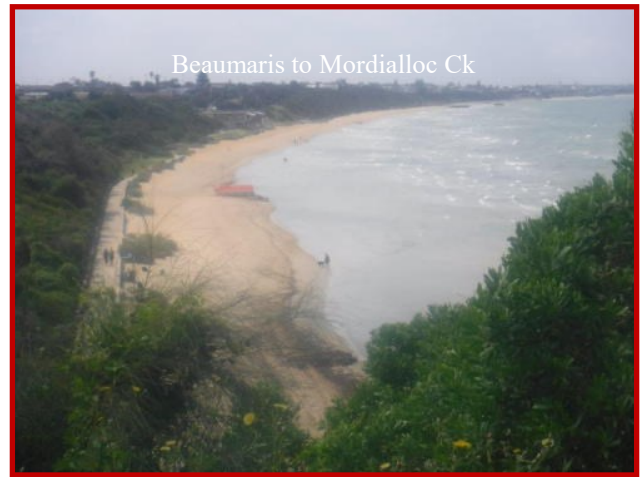
The Brighton to Beaumaris coastline has long been a popular painting area and a bayside art trail places replicas of paintings close to the painting site which makes for some interesting comparisons of now and then – a past version of google earth. The Beaumaris and Mentone coast has featured strongly, probably because representatives of the Heidelberg School in 1886/7 rented a house nearby and using their en-plain-air techniques recorded memorable pictures of the shores of Beaumaris and Mentone. Possibly some en-plein-air swimming was enjoyed also (one painting includes nudes), a pleasure denied to most who had to use the purpose-built swimming baths and neck-to-knee suit (written into by-laws at the time) but prudery has relaxed and secluded corners of Half Moon Bay have been enjoyed by ‘naturists’ possibly less popular now due to concerns for sun exposure.

Other historic elements of this section are the now-residential ‘Beau’ pub which had its glory days, and waterside developments of the Beaumaris Motor Yacht Squadron, associated pier and car park and boat ramps of the Beaumaris Foreshore Reserve. One remembers with affection the nearby Keefer’s Boatshed which was established in the early 1900s by Charles Keefer as a boat hire business and later a mussel farm, sadly destroyed by fire in 1984. There were also sea-baths, destroyed by storms in 1934. The cliff-face is rich in fossils, apparently of international status.

However the walker is constrained to the cliff top path with lovely views but somewhat removed from the shoreside activity. The Beaumaris Motor Yacht Squadron has a lovely setting and restaurant and we noted it for a later covid-free time.



Black rock point



Beaumaris to Mordialloc Ck

## CRUISING GROUP COMMITTEE MEMBERS

Chairperson Paul Jenkins.....0400 946 658  
Secretary Robina Smith.....0403 791 347  
Editor Barbara Burns.....0417 035 404  
Email.....barbaraburnstwiss@bigpond.com

Rob Hurrell.....0409 781 477  
Peter Strain .....0418 530 385  
Will Merritt.....9598 8626  
Pam Merritt.....9598 8626  
Terry Frankham.....0407 308 988  
Jenny Collins.....95851154  
Roger Walker.....0407 844 992  
Peter Gebhardt.....0413 048 997

## Walk around the Bay – Sandringham to Mordialloc

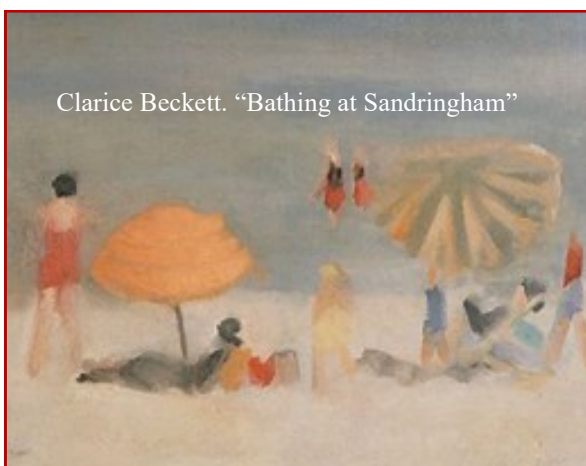
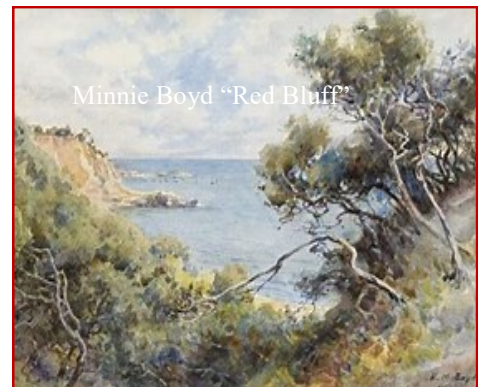
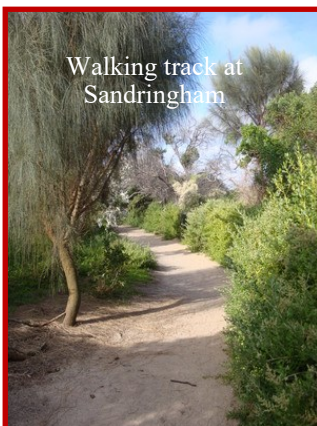
By  
Susie Strain

### Charman Road to Mordialloc approx. 5 km.

We are lucky we can walk the coast without a long white dress, parasol or extravagant hat evident in the Tom Roberts' paintings of the late 1800's. The paintings point to other foreshore changes due to the building of sea-walls to protect cliff erosion, which in turn, via wave reflection, led to further beach erosion. Groynes and beach replenishment has been the response leading to largely artificial beaches along the entire Brighton to Mordialloc stretch, but applying particularly to the Beaumaris-Mordialloc section. The white clay cliffs evident in Tom Roberts' painting *Mentone* were destroyed by this process.

Once at Charman Road the shoreline turns south east with a straight run to Mordialloc and an easy walk along the old sea wall path. There is a cliff top alternative but less attractive. The walking is pleasant, a well-planted slope on one side and well-replenished beach on the other with plenty of swimming and beach activity to watch. Traffic noise is minimal. The Mentone beach leads to the Parkdale beach which in turn leads to the Mordialloc beach then the Mordialloc Creek and Pier. We had missed any sight of jaunty sails on the bay until finally a Mordialloc yacht gave us a show enjoying the breeze that had blown up and returned up the narrow channel.

In summary this is an enjoyable walk with plenty of variety within the 15 km – the gentle bay beaches, the Beaumaris cliff top, the long Mentone-Parkdale-Mordialloc beach. Choose a time without a head wind and it can be easily done in four hours. If need be add time for stops, but there aren't many sites in the COVID time – Ricketts Point tea rooms were closed so a long stretch between Black Rock and Parkdale to go if hanging out for a coffee.



## Cruising in Company - Coral Coast Style

By Jo & John Walker

Prelude: Kirra Kirra our 12 metre cruising Seawind catamaran, was berthed in Mooloolaba, Sunshine Coast, Queensland from November 2019. As soon as we realised the state borders may close due to Covid19, we were able, at very short notice, to drive to NSW, spend 2 weeks there and enter Queensland with border passes and so go cruising northwards on Kirra Kirra.

While cruising north, and after hearing about the Coral Coast rally we paid our fee and were in! The rally is organised each year by folks at the Abell Point Yacht Club in Airlie Beach and is a one week, one way cruise in company of 140 nautical miles, from Airlie Beach to Horseshoe Bay on Magnetic Island. This year there were 10 boats involved, 4 catamarans & 6 monohulls, mostly couples aboard but not all members of the yacht club. It's quite well organised, with a printed handout showing the program for the weeks' activities. Of course, arranging something like this up in the tropics is slightly different to being off the coast of Victoria - wind being consistently from the SE, but at varying strengths & weather warm and balmy! We were able to kit ourselves out for the first evening's Hippy dress-up from the local Vinnies store in Airlie before cast-off. We met the group at the Coral Seas marina (formerly Abell Point Marina), for drinks and nibbles the night prior to departure, a very friendly bunch and we already knew one other couple. The program was designed with the first event being a race from Airlie to Gloucester Passage with an 8.30am racing start the following morning. Steve on a fast Schionning cat called "Cheetah" was the leader of the rally.

Friday morning, casting off from the marina and making our way towards the start line, the wind gusted through Funnel Bay at over 25Kts SE, so holding a start position proved to be tough for most. The sailing was good, with Kirra Kirra doing around 7-10 kts, with a lumpy sea to start with but settling down once we were away. It's a pretty trip of about 22 nm, passing Dingo Beach and some small settlements along the coast. Arriving at Cape Gloucester (we came in 4<sup>th</sup>) we picked up a mooring and rested up to be ready for this evening's entertainment. It was a hippy night, John and I had appropriate attire for the night, and I had made a wig for John. Our meal had been organised beforehand at Gloucester Passage resort and was quite substantial, comprising pizza, lasagna, salads and pasta dishes. Points are awarded each day for those closest to a secret arrival time to drop anchor. A 2 hour window is given at the morning departure, with the secret time chosen by "Cheetah", and the vessel that anchors closest to that time gets maximum points. We came in third that day, and John got the prize for his hippy outfit.



Colourful mature age hippies



Two well dressed hippies

Saturday we were off to Cape Upstart, about 48 nm, light SE to start and increasing slightly during the day to 20kts. A lovely relaxing sail with flat seas and the wind at our backs. En-route there was a 'joke a boat' competition. Each boat, to be awarded points, had to tell some jokes over VHF Ch73. A mixture there of some fairly lame humour and pretty good jokes, many quite earthy, and it certainly made the trip interesting. Mid afternoon saw us anchoring below the cliff at Cape Upstart. Ashore that night were drinks and nibbles before dinner aboard our respective boats. Our friends on their mono "Uperkilt" (they are Scottish!), joined us on KK for dinner, drinks and synopsis of the days sailing, and some more jokes that were not able to be broadcast.

Sunday, we headed to Cape Bowling Green, a distance of about 33 nm. Again, a light SE, this time of year there are no other wind directions up here!. Motor sailed for a part of the day, but were able to switch off the motor for a few hours as it got to 10-15 kts. Crab pots were laid at Bowling Green in the hope of mud crab for a meal. Here the ubiquitous boules tournament was held, fiercely contested but alas no winnings for us at the game, but we did win another bottle of wine for anchoring third today closest to the target time. Dinner was a BBQ on shore where driftwood was collected and a grill produced for the big BBQ. No crabs caught, unfortunately and not too many fish caught either by anyone with most trolling lures behind their yachts each day.

## Cruising in Company - Coral Coast Style

By Jo & John Walker

Monday was a 34 nm leg to Horseshoe Bay on Magnetic Island, this being one of our favourite spots on the Queensland coast to stay. Light winds again, but pleasant day sailing anyway with may spinnakers out. After anchoring in Horseshoe Bay, ashore for a walk and look around, and then dinner was arranged in the ultra-casual Marlin Bar where we had a trivia night, which we with the "Uperkilt" crew won - another 2 bottles of wine to our cellars.



Finishing up the BBQ at Cape Bowling Green.



Beached dinghies, Cape Bowling Green.

Tuesday was a lay day in Horseshoe Bay, so we swam and enjoyed the hospitality of the local coffee shop, others went back to the Marlin Bar. A BBQ night on the beach on the electric BBQs with a game of Finska known as Klop down south. We'd had some trouble with our VHF radio, and met by chance a radio expert on the beach, as you do! He came over and sorted it out and gave us some good advice. We offered him and his family a ride on KK around to Nelly Bay marina the next day. They have a power boat, and had not sailed before. He also is a marlin fisho, and gave us some key tips and a very good lure for trolling.

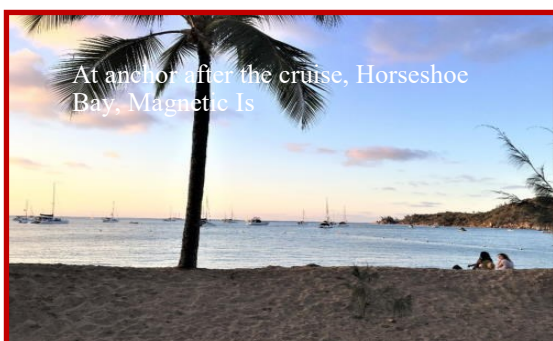
Wednesday we departed for Nelly Bay marina around the other side of Magnetic island after our novice sailors arrived. We were able to sail fortunately, and the family enjoyed the experience and returned to Horseshoe by local bus. The swimming pool at the marina resort complex in Nelly Bay beckoned so most of the afternoon was spent relaxing there. The final dinner, held at a local restaurant near the marina, was a raucous night, with Kirra Kirra winning third prize overall for the rally. We received more wine, a trophy and a voucher for the chandlery in Airlie. Not a bad haul, we ended up with almost more wine than we started the rally with (almost), despite hitting our cellar every day!

Thursday saw provisioning done at Nelly Bay shops and swimming for some lazy hours in the pool and a BBQ nearby in the Lions park next to the marina for the final night before some had to leave to return to Airlie or Mackay and work. Others continued northwards on the ever present SE trade winds. The whole rally relaxed and friendly feel, enlivened by the running points scored, and welcoming non members like ourselves. We enjoyed the knowledge of sailing folk who know these waters well, and hope them again next year when, virus allowing, we'll do the Coral Coast again.



Rock wallaby, Magnetic Is

yachts used to had a competition we'll see rally



At anchor after the cruise, Horseshoe Bay, Magnetic Is

# CRUISING NEWS NOVEMBER 2020

## OPHELIA TRAVELS – Triabunna to Hobart

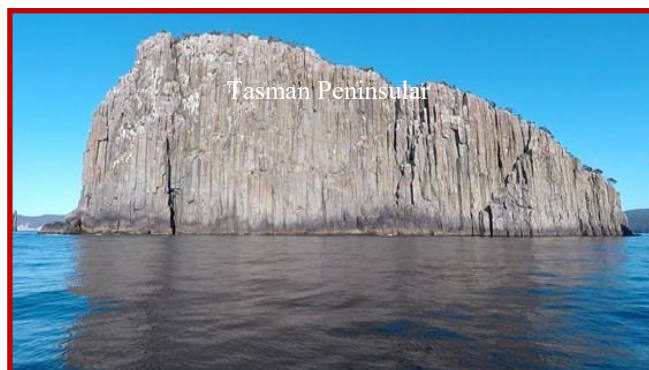
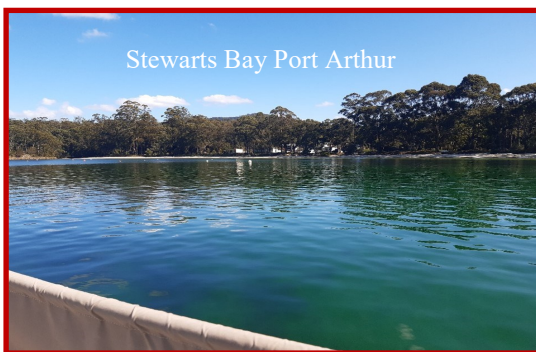
By

Alan Haddow

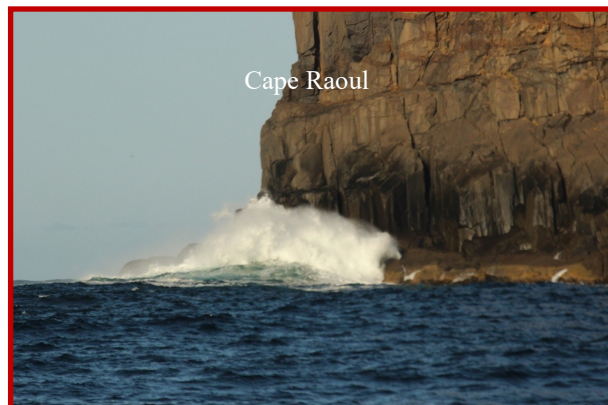
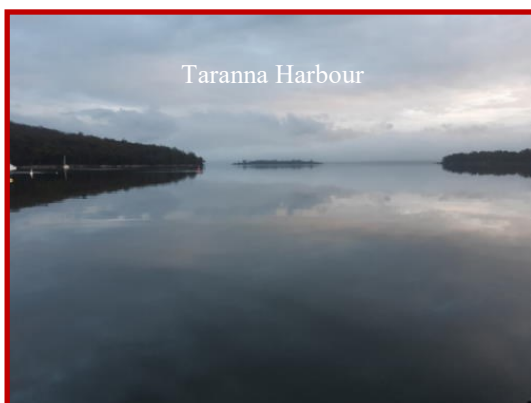
I left Triabunna on Wednesday 09-09 at 1330hr for the 15nm sail to south end of Shoal Bay on Maria Is. for an overnight anchor before heading to Port Arthur next day. Wind was reported as head on 15-20kts – as usual it was but 20-25kts. Luckily the sea was flat so I could motor sail & naturally once I entered the bay the wind dropped. I never made time in my 1 month stay at Triabunna to go to Maria Is. – just too busy working & weather was too cold anyway.

The next day's forecast was variable winds which suited me nicely as I wanted to go close to the cliffs on Tasman Peninsula for a look so it was a motor from 0230hr to 1000hr when I rounded inside Tasman Is. Then the predicted 20kt N wind came in so was ahead of me all the way to Stewarts Bay, Port Arthur arriving at 1200hr same day. The cliffs are fantastic with the vertical rock formation & many possible blow holes. There was only a slight SW swell so the blow holes weren't spectacular. I towed a lure with no result but there were a number of seals acting like dolphins off the stern quarter.

Stewarts Bay was so peaceful & sheltered from the N winds, but became roly next day when a developed S swell came in so moved 500m SW into Ladies Bay, full of weed. I sat there for the week turning in circles with the wind changings from N to W to SW. The anchor chain below the bow was full of weed & very heavy. I walked to Port Arthur Historical Site early one morning before someone could catch me for payment. It is all about money now, different when I was there 15 years ago. I went fishing for flathead in my dinghy to another area (was full of long weed) with no luck so on the way back stopped in the middle of the bay in 20m water & caught 4 flathead of minimum size 320mm. I wanted to try the fast Tasman Is. cruise vessels but ran out of time & money - \$145 for 3hr. One can also go on an all day Seafood Seduction cruise from Hobart for \$685, but I can do same on my yacht.



I left P.A. 0630 on 19-09 for the 26nm journey to Nubeena, sailing half the distance before the wind dropped out, tying up to a Derwent Sailing Squadron (DSS) mooring for \$50/week. Nubeena is also very protected & I thought it was the 'town that was' – fuel no more, café was closed, a cray boat or two gone, lots of memorabilia in front & back yards. I could climb lots of steep hills here for my exercises to test my heart. I did not get petrol at Port Arthur thinking I could get it closer at Nubeena. While here I cycled over the hill to the next stop, Taranna, 17km away. They are not called push bikes for nothing – was too much for me to cycle up even with 21 gears. Mr Google mentioned Fish Lips restaurant in Taranna so I never took any food – it was closed. Luckily Rosedale Homestead was open for a meal & beer before returning.



## OPHELIA TRAVELS – Triabunna to Hobart

By

Alan Haddow

I stayed 2 wks before moving the 31nm to Taranna anchoring off Premaydena (1hr before Taranna) to obtain petrol for the generator. After the long walk on very soft sand I returned to Ophelia 10 min. before the predicted N wind came in putting me on a shallow lee shore. I motored to Taranna attaching Ophelia to a DSS mooring. The Taranna Boat Club meets Thursday 4pm for a BBQ & drink – they are very friendly. There is no grocery store or fuel here. Time to get moving so after 10 days here I sailed the 12nm to Murdunna & tied to the pontoon. The sea bed is very shallow in the harbour – 1.8m to 3.0m deep. After checking the tides, it was obvious Ophelia was going to sit on the bottom so moved onto a mooring with a large buoy. No one complained. It was here I met a French dude who has sailed from France via South America, NZ, New Caledonia & around Australia very quickly, to Tasmania on his twin keel Django 770 yacht called L'Envol with 1.2m draft. His blog is [www.intothewind.fr](http://www.intothewind.fr). He met a young lady in Patagonia who gave up work & joined him. Fantastic couple.

Time to head to Hobart so I left Murdunna 0300hr on Sat. 17-10 for the 36nm motor (no wind as predicted) arriving 1200hr at DSS for \$30/night. It seems a long way (11nm) up the Derwent & now see why it takes the S2H yachts so long. Mt Wellington behind Hobart is an impressive site with its moods so to speak. I was impressed with Hobart. After 1 week I left & am now anchored opposite Margate, 8nm north of Kettering.

I will head down to Port Huon & back to Hobart in the next 4 weeks before catching the ferry back to Melbourne first week in December.

.....



### A Book Review

#### King of the Australian Coast

The work of Phillip Parker King in the Mermaid and Bathurst 1817-1822

Author

Marsden Hordern

This book has proved so enjoyable that both Geoff and I have read it. The amazing adventures of King and his party of extremely competent sailors is very gripping.

Phillip Parker King has been described as the greatest of Australia's early marine surveyors. King was Australian born, the son of Philip Gidley King Governor of NSW. In a series of gruelling voyages between 1817 and 1822 King charted most of the North West Coast of Australia, from the eastern tip of Arnhem Land all the way round to Cape Leeuwin and King George Sound. He surveyed Macquarie Harbour in Van Diemen's Land, the treacherous waters inside the Great Barrier Reef and filling gaps in the work of his famous predecessors., one of whom was Cook.

He did all of this in two ships. One the cutter **Mermaid**, which was built in Calcutta India. She was quite small 84 tons burden, 56 ft from stem to stern, and she had a boom of 40 feet which required great skill to manage, and a draught of 9 feet. The other ship was called the **Bathurst**. A brig of 170 tons, and was a square rigger, two-masted and was twice the size of the Mermaid.. King only saw in her only one disadvantage: she drew about three feet more than the cutter, and that would keep him further off-shore.

Marsden Hordern a splendid storyteller, creating for the reader a sense of following, engrossed in Kings wake. The hazards of reefs, shoals and tides are ever present, as is the delight in unfamiliar wildlife and curiosity about the aboriginal people.



# NOTICEBOARD

## MEMBER NEWS

### Friday November 20th

#### Cruising Group Dinner

The Cruising has booked 40 places between the Olympic Restaurant inside and the deck. There will not be a guest speaker, but it will be a chance for everyone to catch up, support the club and to see the new rolling display on the restaurant TV promoting the Cruising Group.

Bookings will be taken on a first booked basis by **Robina Smith** [Robina\\_smith@hotmail.com](mailto:Robina_smith@hotmail.com)

**If you are unable to attend please let Robina know as there will be a waiting list**

### Weekend 28th/29th November

#### Cruising Group in Company

Possible destination would be Wyndham Harbour or Port Arlington.

Please send your expression of interest : Robina Smith [Robina\\_smith@hotmail.com](mailto:Robina_smith@hotmail.com)

### Bass Strait Cruise in Company 2021

- The Annual Bass Strait Cruise in Company will be from **20th February to 8th March , 2021**
- **Friday 4th December—6pm**— There will be an **information evening for the BSC** run by Commodore Peter Strain. He will answer any questions you might have on the running of the event.
- It is proposed that people could stay to dine at the club after the meeting, but we need to book ASAP.
- Email Robina Smith [robina\\_smith@hotmail.com](mailto:robina_smith@hotmail.com) with your expression of interest, in either the BSC or information evening and dinner.

### Saturday 12th December—6pm

#### Hardstand Party

This will take the form of a BYO everything picnic, including tables, chairs, food etc. There will be no barbeque provided or tables or chairs from the club due to the restrictions with access to the pier. This may have to become a booked event depending on numbers allowed to gather.

Further details will be included in future newsletters.

### 16/17th January—30th Birthday of the RBYC Cruising Group.

- **Saturday 16th January.** We are proposing to hold some form of celebration at the Club
- **Sunday 17th January.** Annual Birthday to Royals.
- Please keep these dates free.



In the last edition of our Cruising News I mentioned how eager we all were to see some relaxation of restrictions so we can all return to sailing. Well what a difference 4 weeks can make. Although we have all endured hardships, the inconvenience and tight restrictions on our movements, travel and social lives not forgetting the effects this can and does have on our mental health.

The Victorian Premier's announcement late October of reductions in restrictions were extremely welcomed with the mention of more coming in around 8 November!

Logistically it is very difficult to plan anything at short notice however we did manage to get some of our cruisers back on the water for a sail to Docklands over the Melbourne Cup Day weekend albeit with limitations governed by restrictions. At the time of writing we eagerly await the announcement for further reductions in restrictions so we can get more normality in our lives.

Stay safe,  
Paul Jenkins

### Wedding Bells

It's a Privilege on the Bass Strait Cruise of 2018 deserves the



name of Love Boat. On board was Rob Hurrell who spent a lot of time on the phone to Sue and subsequently married in 2019. Peter's Scottish cousin Sally Hudson also joined the cruise, as did Andrew Ward. The relationship developed on board and subsequently blossomed through several Australia - UK trips, another Bass Strait Cruise and now the acid test, the 3 month lockdown from which they have emerged smiling and with wedding plans. We look forward to congratulating them at a cruising dinner in the near future.