



# CRUISING NEWS



DECEMBER 2020

## LAND CRUISING 2020

by  
Pam Merritt



The annual Land Cruising Weekend was booked for early April 2020 - and we all know what happened then don't we?

We rebooked for November 13th thinking the pandemic would be well and truly over by then, but by late October it seemed highly unlikely we'd be able to get away. Then it was suddenly announced that the Ring of Steel would be lifted on November 9th. A couple of quick emails and phone calls secured our sites.

Participants arrived progressively from Tuesday 10th, and by Friday we had 18 keen and excited campers. Euroa Caravan Park is located near town on the Seven Creeks River with several beautiful big grassy river bank sites. It's

been one of our favourite overnight stops for a few years. Six of these waterfront sites accommodated six couples in various set ups ranging from Brenton and Robina's tent to Rod and Sandy's brand new off-road luxury van, out for its inaugural trip. Another three couples stayed in self-contained cabins.

We walked, cycled, coffee'd, relaxed and marvelled at how good it was to be out of Melbourne at last. The locals were friendly and welcoming, apart from the noisy cockatoos. On Friday night we ate out at the magnificently restored Seven Creeks Hotel before gathering round the campfire back at the park - but no marshmallows to toast!

Most ventured to Benalla on Saturday for a picnic lunch in the Rose Garden and a drive north to the tiny townships of Gooram-bat, Devenish, St James and Tungamah for some impressive silo art. Happy hour and an evening BBQ was followed by another campfire gathering - this time with marshmallows to toast thanks to Rob and Sue Hurrell.





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Most left on Sunday to head further afield or back home, with two couples staying another night. Watson's, Hurrell's and Merritt's continued onto Bright for a few nights - with highlights of a Beechworth trip, a Rail Trail ride to Porepunkah, a drive up Mount Buffalo and a meal at the Bright Brewery.

We'd had fantastic weather, good company and a wonderful break out in the country, attended by Jenny and Grant, Sue and Bryan, Barbara and Geoff, Susan and Ian, Pam and Will, Sandy and Rod, Robina and Brenton, Sue and Rob and Sue and Peter.

Watch this space for news of the 4th Annual Land Cruising Weekend planned for sometime around March 2021.





## Cruising Group first official Friday Night get together By Grant Collins

On Friday the 20<sup>th</sup> November, the cruising Group had its first official Friday night get-together since February. I doubt any explanation as to why is needed after the events that overtook the nation and Victoria in particular, over the past nine months.

Around 40 of us met for an enjoyable dinner of Porterhouse Steak, Chips and Salad followed by Apple Crumble and Cream. In keeping with the COVID restrictions we were seated on 4 separate tables on the outdoor deck of the Olympic Room. Although it was a fine night there was a cool breeze running, but of course our hardened cruising sailors are used to braving far worse.

The outdoor venue was not conducive to having a guest speaker, but none was needed as we were all too busy playing 'catchup football' so to speak, after not having seen so many of our cruising friends for many months. There was much lively conversation over tea and coffee etc, well after the meal was eaten and the dishes cleared. The atmosphere was great and the staff did a wonderful job given the restrictions we were all under.

At the time of writing, things on the COVID front are improving and restrictions are being eased, so hopefully the cruisers and the rest of society can look forward to things being a bit more 'normal', so here's hoping.



## CRUISING GROUP COMMITTEE MEMBERS

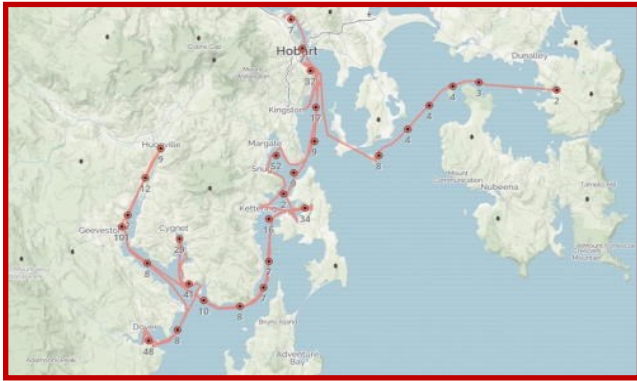
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## OPHELIA TRAVELS – Hobart to Hobart

Alan Haddow

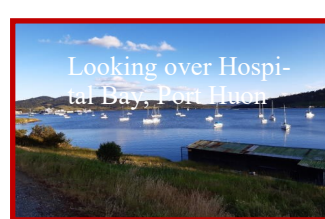


Last report I was opposite Margate – I stayed there 3 days busily working, catch nice size flathead & watching the wind directions. Later, on the 4<sup>th</sup> day a light southerly change was due so moved to the south end of the bay to Snug – not much there except a nice shelter from the southerlies in 7m water. I find in these quite areas away from the road noise, one can hear the birds start chattering at 5am which wakes me (they stop by 6am) so I tend to get up & either go for a walk or work for an hour then walk when the sun rises so is a bit warmer. Next morning I awoke early so set off for Kettering, just around the corner, where I tied to a public fixed jetty for 4hr. The southerly had passed & left a week of calm weather ahead. After a walk & coffee at the Bruny Is. ferry terminal I motored across the D'Entrecasteaux Channel to the famous & crowded Barnes Bay. I gave

the south end a miss due to too many vessels & instead anchored north end in 5m on mud. After 3 days on Tuesday 03-11 it was time to motor/sail the 24nm south & then north up the Huon River to Cygnet where I had arranged a mooring for \$25/wk. – the going rate around here. \$50/wk elsewhere around Australia. I met the members of Port Cygnet Sailing Club on the Friday night for a chat, snacks & beer. A very friendly club. The town is 1.6km from the yacht club & on one very hot day I struggled with the return trip with one dozen stubbies in my backpack, perhaps a beer in the pub halfway back did not help. There were certainly lots of vessels on moorings with seagulls claiming some. The PCYC often joins with Port Huon YC for races.

During 2013 from memory, I was following Chakana, Gypsea Rover & Honey Bee up the east coast Australia. I met Peter & Chris (from Hobart) on Honey Bee while in Geraldton 2017 upon their return to Australia. I also met a Stan Pickering crewing on another boat. He lives in Port Huon & I have kept in touch with Stan. He organised the moorings for me. After working 5 days I left Port Cygnet on Sunday 08-11 & motored a couple of hours south to Randalls Bay but left 3hr later as the SE afternoon sea breeze came in at 15kts & increasing. I moved to north side of Garden Is. for 2 days where I met up with Honey Bee. I also kept in contact with them.

On 10-11, I motor/sailed the 8nm to Stringers Cove, south side of Port of Esperance. This is a magic anchorage in 4m sheltered from all but NW to N winds. I counted 5 different birds calling out from 5am to sundown at 8pm. I recorded a few chirps. I have no idea what birds they were. It was a pity my petrol generator broke the silence. There are many salmon farms along the 'Channel' not marked on my version of Navionics so night time would be a mass of flashing lights. Apparently some markers do not have lights. I went to north side of the bay to Dover for supplies & tied to a DSS (Derwent Sailing Squadron) mooring for a day, before moving to another bay south side to shelter from some 15-20kt E winds.



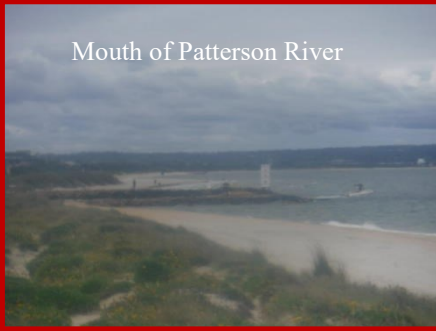
After the wind moved around the compass again, next day I motored the 18nm to Hospital Bay, Port Huon (P.H.) where again I tied to a prearranged mooring, courtesy of Stan. I was keen to motor up the Huon River to Franklin (6nm) & further up to Huonville (4nm) so after 2 days on 14-11 I followed a cruising guide & the port & starboard markers to Franklin (Navionics doesn't go that far). It was ½ tide rising but very shallow in 2-5m water. At one stage crossing from outside of one bend to outside of next bend I missed the channel & ran aground – no problems as I realised something was wrong & was just moving against a slight downstream river flow. At Franklin I anchored in 5m on mud for 2 days working, before heading 4nm up to Huonville. The river depth goes from 5m to 16m in the narrow areas, but must keep to outside of the bends. At Huonville it started to rain lightly but with a very large catchment one has to be careful. There was a launch tied to the fixed jetty, luckily he left after 2 hours so I tied to it. A friend came up so there were 2 of us. We stayed 3 days until the river flow subsided & allowed us to move back down. I stayed another 2 days at Franklin working & visiting the Wooden Boat Centre before moving back to the mooring at P.H. on 22-11. The pub meals at the Kermandie Hotel, P.H., are very large for \$25-\$35. There is even a marina at P.H. It would seem P.H. is a main base for the Huon Aquaculture salmon farming

Time was moving very fast & it was time to head to north of Hobart to Prince of Wales Marina by 01-12. Leaving P.H. on 28-11, I overnighted deep into a bay opposite Kettering, Sykes Cove, on a DSS mooring before leaving at 5am for the 18nm motor/sail (sort of) up the 'Channel' into River Derwent & tying to a public mooring in Constitution Dock for the night free. I found another wonderful bread shop – Pidgeon Whole Bakers. Next day leaving at 7am I motored the 5nm to POWM to end my 2020 cruising year a total of 709nm since leaving Launceston on 09-02-2020. I bus to Devonport on 04-12 for the overnight ferry to Melb.



## Walk around Port Phillip Bay Mordialloc to Frankston Susie Strain

Mouth of Patterson River



If your only impression of the bay between Mordialloc and Frankston is from Beach Road, there is a surprise waiting for you. The beach walk is delightful, houses and beach boxes and low sand dunes on the one hand, sparkling sea on the other and a pleasant view along the beach looking to Frankston nestled below Mt Eliza. And while Mordialloc is a nostalgic spot clustered with small fishing and sailing boats and the legendary Pompei boat building business, Frankston has embraced the 21<sup>st</sup> century with a funky foreshore supporting the beautiful bay beach.

When at Mordialloc take the time to visit the Pompei works site to the north east of the bridge and honour the legacy of Jack Pompei OAM who built a celebrated wooden boat building business from 1914 and was a local identity of great worth. It is recognised by a sculpture of a red vertical hull

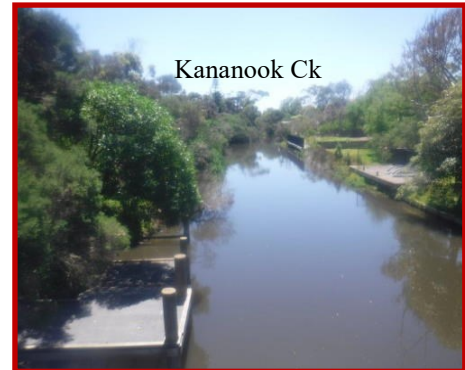
but behind in the carpark is a large real hull presumably of Pompei origin and a lover of wooden boats would appreciate the craftsmanship beneath the graffiti. A ramp and shed on the creek bear the Pompei name and continuing operation. A representative reported that there are many of the boats in existence and they now focus on maintenance rather than building these days. (see [www.pompeismarine.com](http://www.pompeismarine.com) for more). RBYC remembers a much-loved previous start boat Tarni of Pompei pedigree which has been retired to Gippsland Lakes.

Once done due homage, best to walk under the highway on the footpath then cross the Mordialloc Creek from the north from where a very pretty boardwalk takes you alongside the creek thickly clustered with small boats of every description, past a small island housing the Mordialloc Motor Yacht Club then to clamber through car park, boat ramp but you will reach the beach and mouth of Mordialloc Creek, quite busily trafficked with small craft.



But once on the beach you enter another world.

Kananook Ck



The first half (estimated at 8 km) from Mordialloc to Patterson River takes you past Aspendale, Edithvale, Chelsea and BonBeach. Each has a lifesaving club on the beach but we were told only Edithvale serves coffee, however others do have toilets. On a grey Friday morning the beach was full of walkers and every type of dog imaginable. The water didn't look particularly inviting, the day was cool and there were few swimmers; however I am sure it would be otherwise in different conditions - we had chosen a cool grey early morning to minimise wind and maximise hard sand at low tide. The thick sand does not make easy walking, while no doubt good for the legs; there is only a small amount of hard sand exposed by low tide.

Houses line the beach, many of recent build of two storeys and large windows no doubt enjoying great water views and sunsets. Grand designs anyone? Another surprise was the number of colourful beach boxes lining the beach all the way to Carrum set to rival Dendy Street. What was our favourite, and what colour would we choose? My walking companions in bright colours fitted in perfectly.

Houses on the so-called golden mile fetch ridiculous prices, tourist buses marvel at Dendy Street beach boxes but on this stretch you can enjoy beach frontage, sea views and colourful sheds at leisure. Even good coffee has come to Edithvale and Seaford Life Saving Clubs. Gradually the walking crowds diminished and after two hours at most we arrived at Patterson River, likewise an entrance for small boats without a mast and various paddling craft.

My walking companions enjoyed a coffee at Carrum but then retired to other commitments. However Frankston was full in view, my feet and legs were holding up, so I continued on. The second half of the walk is a similar distance of 8 km but there are no bordering houses or coffee stops until you reach Seaford then Frankston. Well vegetated dunes on one hand, the bay on the other, complete quiet and few people on the beach - who would think a city of 5 million people was anywhere nearby? The sand is heavy and thick, I think due to dredging and beach replenishment, and at Seaford I rested weary legs on the pier then left the sparkling bay for an easier walk along a sandy track between the Beach Road and sand dune.

## Walk around Port Phillip Bay Mordialloc to Frankston Susie Strain



The geography from Seaford to Frankston is dominated by the beach, sand dune, walking track, Beach Road and Kananook Creek, all running north/south and offering a variety of walking options, guaranteed flat but each a different experience. The walking track runs between the dune vegetation and Beach Road, the traffic noise more than offset by birdsong. Likewise the Kananook Creek has a pretty well-vegetated walking track, very quiet, some interesting housing and plenty of birds, though not enough to eat the mosquitoes.

Whatever the route chosen, about 5 km later you arrive on the outskirts of Frankston at Long Island, so called because the creek cuts off a long seaside section where houses front the beach and beach boxes appear again.

The creek and path meander behind Long Island. A series of charming footbridges connect workaday Frankston to the beach, and houses bordering the creek have taken advantage of the

waterside situation with decks, boathouses and the like – did I mention the mosquitoes? The walker proceeds along creek or beach to the creek mouth and pier, part of an extensive foreshore reserve comprising parks, boardwalks, paving, artworks, bush, boat ramp, visitors centre and refreshments. Despite the murky creek outlet, the bay here is clean; shallow, clear water providing the safe family swimming that bay beaches are renowned for. The Frankston Yacht Club is a magnificent building, at present running off-the-beach sailing but more than ready to cater for the controversial marina at Olivers Hill, if it is ever built.

The Mordialloc to Frankston walk is particularly nice as so protected from the busy nearby suburbs, road and rail, and experiencing a part of the bay poorly appreciated beyond its catchment. Arriving at Frankston one looks back along the gently curving beach to the city buildings on the horizon – it must look magnificent at night – and think I have lived close by all my life and had no idea this was here.



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## November end of the Month on Water Cruise To Yarras Edge Barbara Burns



It's a Privilege, Favourite Child, Kathleen B, and Saffron all left on Saturday morning at different times heading for Port Arlington. This was to join the main contingent of yachts that had left one or two days earlier to enjoy the beautiful weather. Saffron left an hour earlier than the other boats and had a couple of hours of great sailing in a Northerly before the wind dropped and changed direction. I texted Robina to check whether there was room in the Harbor at Port Arlington, only to be told of their nasty experiences the night before.

As there was another front coming through that night, we smartly turned tail, and headed for Yarras Edge which sounded much more appealing. We contacted the other yachts who all thought Yarras Edge sounded a marvelous idea.

We arrived fairly close to each other and tied up on the Public berth area, which is very nice. You feel that you are close to the heart of the city.

We all gathered later for drinks on It's a Privilege, went back to our boats to eat, and some gathered back on it's a Privilege to play a game that Susie presented.

We did have a very relaxing night listening to the rain and wind whistling out side.

Sunday after waiting until 12, hoping for the wind to abate, we left the safety of the wharf and headed into a very rough sea back to Brighton.

Peter Strain and David Bingham who arrived more quickly than the other boats helped us get into our pens, which was much appreciated.

# CRUISING NEWS DECEMBER 2020

## November End of Month on Water Cruise with a difference Chakana, Andalucia, Sophistique, and It's Amore



It all started as an ordinary End of Month Cruise in Company weekend. 10 boats had expressed interest and all were making plans. The weather forecast looked good for a weekend in Portarlinton, in fact so good that some boats left one or two days earlier to make the most of the excellent weather to swim and enjoy the sunshine.

*Chakana* and *Andalucia* left RBYC on Friday morning to use the forecast northerly to sail down and beat the vigorous seabreeze forecast that would have meant a beat into rising seas. As it turned out the northerly didn't get above 5kn and it was a motor down. The sea breeze also didn't establish itself. After a walk ashore for supplies and a refreshing swim the crews off *It's Amore* and *Sophistique* joined the *Andalucians* on *Chakana* for a long sundowners in which the problems of

the world were solved and the weather was discussed in detail.

Friday's 5pm update showed the already forecast strong winds on Sunday morning were still coming with lots of yellow, orange and even red in the meteye meteorological map of the bay. With family commitments on the Sunday for the crews of *Chakana* and *Andalucia*, they decided they would plan to head off on Saturday afternoon to avoid the coming weather.

After a late tea we all settled in for a quiet night in the Portarlinton Harbour at anchor. The Meteye forecast showed a short flurry of 15-20kts in the early hours. Robina was taking the opportunity to test out a new anchor alarm app (Anchor) on her iPad.

Fastforward to 1.35am. If we could have taken a photo of the Harbour (everyone was a bit busy for that!) it would show 40 knots of wind, 2 boats sideways hard up against the northern breakwater, one boat with engine on battling the wind to stay off the rocks and one boat tucked in the corner of the Harbour still in darkness, straining on its anchor and the crew sending up zzzz's.

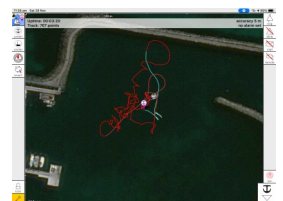
**Robina:** Brenton and I were woken to the phone ringing at 1.20am. It was from Pam Merritt. We were not really asleep as the wind was raging through the rigging. We had both been up in the previous 20 mins to check on things. All boats were still in their anchored spots then. Brenton looked out of the hatch towards the cries for help and saw the two boats being buffeted up against the northern harbour wall. We immediately checked and our transits were good so we lowered the dinghy into the water for Brenton to head across to see what he could do. First mistake, he let the dinghy go without having the kill switch. No problem, a quick hot wire and he was back for the kill switch and set off. Second mistake, without his normal crew on board the painter found its way overboard and wrapped around the prop

After setting Brenton on his way, I decided to turn our instruments on so that I could see our track and detect if we were dragging. The cockpit chart plotter is new and didn't respond to turning down the brightness in the same way as the old chart plotter, thus ruining night vision. I covered it all with the outboard cover that was at hand to be able to check our transits. I had also decided to turn on the engine so that I was ready to maintain our position. As I was doing this I heard screams across the water "Turn on the engine!" I checked the transits and realised we were dragging, rapidly. The wind was so strong that to get any forward momentum I really had to gun the engine. I spent the next little while, seemed like 15-30 mins but I really have no idea, gunning the engine against the gusts, trying to keep the bow of the boat head to wind and working my way back to the middle of the harbour and away from the rock walls, all the while dragging the anchor and anchor chain with me. I was surprised at how many revs it took to get steerage against the wind. We have an anchor windlass switch in the cockpit and I tried to reach it to maybe pull up some of the chain but I couldn't take my hands off the wheel and the throttle in trying not to get side on to the wind. Just trying to answer a VHF message from *Andalucia* was fraught as they asked if I was getting on OK! What was most unhelpful were the headlights of cars shone into the harbour right into my eyes and ruining my vision. I think that may have been the police trying to survey the situation.

After a time the wind settled to 20kts and I called *Andalucia* to say that if Brenton was able to come back it would be good to reset the anchor. After resetting the anchor, I kept a very watchful eye on the transits with the engine idling ready to be kicked back into action. I also read the instruction manual to find out how to dim the new instruments for night vision. Amazingly simple but I couldn't see how obvious it was when in a crisis situation.

At around 5am, when we were asleep, the anchor alarm I had set on going to bed went off. (It probably did when we dragged earlier but I was on deck and it was next to the bunk!) Did Brenton and I move fast! However it was just a change of direction for the breeze, we had re-anchored in a slightly different spot with even more chain out and had moved out of the safe circle that I had set the night before and hadn't adjusted when we re-anchored. At least we know it works! It was only on looking at *Chakana's* track on the Anchor App that I realised how close we had dragged to the rocks before I had her under control again. I thought I was reacting swiftly but nearly not swiftly enough. The photo shows a blue line track when the anchor was dragging and the continuing red line track as I battled the wind making headway forwards then being pushed sideways and backwards in a gust before I could make more headway forwards

**Pam and Will:** We anchored at the Portarlinton harbour on Friday for a peaceful night with *Chakana*, *Sophistique* and *It's Amore*. We had retired at a reasonable hour but I was wakened about 1.00 by the sound of increasing wind. A quick check revealed that our transits were unaltered so back to bed





## November End of Month on Water Cruise with a difference Chakana, Andalucia, Sophistique, and It's Amore



I was re-wakened about 1.20 by howling wind and staggered out to check what was happening and found to my dismay that we were alongside the rock breakwater and before I had time to react, we bashed against it portside on. Thinking that if I could get the boat moving forward promptly, I might be able to steer away with nothing more than a bit of gouged paintwork I started the engine and engaged forward gear. The boat surged forward for a few seconds then stopped dead with a mighty bang followed by silence aboard and the shriek of howling wind.

While I was thinking about 'what next?' and pulling on some clothes Pam called 000 for the water police. About this time, I observed *Sophistique* hitting the breakwater about 20 metres away from us. The

water police ascertained that we were uninjured and not in danger of harm and left us to solve our problems while they busied themselves with assisting other vessels with more immediate risks due to the unexpected squalls. About this time Brenton Smith from *Chakana* arrived in his inflatable tender to offer assistance. Our initial efforts were ineffectual due to the strong wind and with the limited power of the outboard motor. At this point we noticed that *Chakana* was adrift and was dangerously close to the wall with only Robina aboard. We were struggling to make ourselves heard by shouting to warn Robina to motor away from the wall. Their boat did finally slowly turn and Brenton went back to return the yacht to a safe location with better security. He then returned in his tender carrying a kedge anchor with a 90-meter line. He passed me the end of the line to be lead from the bow fairlead back to the jib sheet winch and then proceeded a good distance away and dropped the kedge anchor. Pam worked the sheet winch while I worked our anchor winch to slowly move our bow away from the wall to achieve buoyancy. Our engine restarted readily and Brenton headed off to help *Sophistique*.

Selecting forward gear then produced forward motion albeit with some vibration and abnormal but not alarming sounds. We were able to return to our anchorage and after a quick cuppa we slept fitfully until Saturday morning. The wind was slowly abating and after lunch we headed off on what proved to be an exhilarating sail on a broad reach back to RBYC.

We have arranged for a slip and any necessary prop and other repairs after convincing our insurer to pay for these activities all to be completed ASAP. The moral of the story is to be wary of anchoring in soft ground in periods of high winds. If this is difficult to do, buy a power cruiser.

**Marian and Richard:** An enjoyable but exciting cruise away on the bay. We headed off to Portarlington Thursday morning, with a reef in good conditions. We arrived in the harbour at around 1 pm and settled in for lunch and a nice relax. Later that day *It's Amore* with Ian and Susan arrived from Queenscliff and of course we enjoyed the usual on boat entertaining. We awoke Friday to a perfect morning and a trip to Jack Rabbit winery for lunch. Returning for a great swim, sundowners on *Chakana* and dinner with Ian and Susan on *Sophistique*.

The next is better told by others but, needless to say Marian was woken by screaming winds racing through the rear berth open hatches. Jumping out to only see a fast approaching flashing green pile light and the northern rock wall. Then we stopped, resting on the wall, bow facing west only to see *Andalucia* in the same predicament with bow facing east. The water in the harbour was luckily very calm but the winds were horrendous. Later observations from nearby South Channel Pile indicated gusts over 50 kts and a steady 40kts at the time. We sat tight as our rudder was pinned on the rocks. Our anchor and chain were jammed in the rock wall, so tying a couple of fenders to the chain and wrap the anchor was released. We watched as Brenton offered assistance to *Andalucia* and all we could do at that time was chat to the police officers who were on the rock wall but were also unable to offer any physical help. Finally, *Andalucia* was off the wall and with Brenton's help and dinghy support we managed to get a line from the stern around the nearby pile and winch astern and out to free the rudder, then Brenton manoeuvred his dinghy between the rock wall and our bow. The wind was easing and we came off with little trouble. Marian motored *Sophistique* around the harbour whilst Richard in the tender freed the anchor from the rocks. It was reattached and finally anchored in near calm conditions. A nervous cup of tea and back to bed by 5:30am. Another front interrupted perfect conditions at around 8am but it wasn't quite as severe and we held ground. Short lived, it was calm again and a quick dive on the yachts indicated very little obvious damage. A little new antifoul missing from the steel keel and a small patch missing from the rudder, no top side marks at all. Portarlington harbour is quite shallow which means the rock walls are battered off on quite a shallow angle which meant the keel hit rocks first and held the hulls off, luckily there was no wave movement, it could have been much worse.



## November End of Month on Water Cruise with a difference Chakana, Andalucia, Sophistique, and It's Amore

Lesson learnt no matter how good things seem have a good anchor alarm, and we mean one right next to your ear as not much else can be heard in such strong winds. Late Saturday morning saw *Chakana* and *Andalucia* head back to RBYC. *Sophistique* and *It's Amore* stayed until Monday to see what else Portarlinton could throw at us, by this stage *It's Amore* had experienced no excitement. A fair bit of time Saturday was spent downloading and trialling various Anchor Alarm apps for iPhone, Android on both phones and tablet. Some free and a couple paid for. Some seemed to give false alarms or no alarm or inconsistent alarms but a couple were good. Richards favourite was an iPhone app called Anchor!. For the cost of a pot of beer at RBYC it was money well spent as will be proven. With internet connection the app can show the vessel position superimposed onto Google Earth which is very handy when you can see real life rock walls, jetties, roads etc. The app also plots tracks of the vessel as it moves around changing the colour of tracks so most recent movements can be recognised. It can also be linked to another phone and left on the vessel so movement can be seen from off vessel.

On Saturday night more fronts were forecast so along with some big 50 footers from Mornington we all decided to anchor outside the harbour on the western side of the pier. Anchor alarms set (all 4 of them) after a great spaghetti marina on *It's Amore* we bedded down. At 3:30am alarms sounded and we were dragging toward *It's Amore*. The crew on the 50 footers were also all up and one dragging anchor severely, they were up and off to sea. *Sophistique* raised anchor and we headed back to the harbour in 40+ kts wind. Not a pleasant experience in such conditions including rain impairing visibility. We circled around in the marina whilst trying to make a plan. At this stage a large flybridge cruiser arrived and tried to set anchor at least five times, finally it set and with winds easing again *Sophistique* laid anchor to hold. We experienced 4 severe fronts in close to a 24 hour period. The remainder of Sunday remained calm but not keen to go on shore and leave *Sophistique* unattended made for perfect time to polish the stainless whilst Marian caught up on sleep. Another great meal with Ian and Susan and a Sunday night with a harbour like a mill pond made for a final nights restful sleep with a very pleasant sail back to RBYC Monday morning.

In summary the power boat held anchor perfectly, it seemed to ride better on the chain whilst the yachts tended to ride sideways with keel action causing more windage and pressure on the anchor. Portarlinton is not good holding, sea grass on top of a soft but sticky dark clay. Once the anchor drags it won't reset easily. This was observed many times as it took some effort to hand clear the grass and mud off the anchor once raised out of the water, it was nearly impossible to rinse it off in the water. No matter what the conditions sleep with an anchor alarm very very close by, maybe two or three alarms, better to get a false alarm than no alarm!

### **Brenton:**

When I saw a missed call on my phone from Pam at 1:20am I knew immediately that there was a crisis of some sort. I immediately went to the cockpit and saw *Andalucia* and *Sophistique* lying against the breakwater. Heading across in the dinghy I went to *Andalucia* and found that no injuries had occurred. Richard was standing on the bow of *Sophistique* and confirmed that they were also ok. Clearly the priority was to move both boats away from the breakwater. While manoeuvring around *Andalucia* the painter wrapped itself around the prop. After borrowing a knife from Will the painter was removed, but not before I found that the best place to do this was in the lee of *Andalucia*.

I soon found out that without a bridle so that the pull from a dinghy can be from the centre, it is impossible to pull a heavy boat. This meant that the only means of pulling *Andalucia* from the breakwater was to use a kedge anchor. Back to *Chakana*, which we had re-anchored by this time, I put our second anchor and its 90m of nylon line into our dinghy and returned to *Andalucia*. After leading the rode through the bow back to a sheet winch, I took the anchor across the channel and dropped it. With a bit of grunting on the winch, *Andalucia* was moved to safety away from the breakwater. Next it was *Sophistique's* turn to be moved away from the breakwater. Fortunately her stern was close to a navigation pole and a line from it to a sheet winch held her stern off the rocks. After some discussion with Richard and Marion, we decided that it was not necessary to use a kedge anchor for them, and by holding the bow off with the dinghy, they could motor away from the breakwater while controlling the release of the stern line from the pole.

Lessons learned for me – have a cleat that is used every time to fasten the painter, have a knife aboard our dinghy; have a hidden kill switch key on board; and have a bridle rigged ready to be used.

By 4.15am all boats were bobbing peacefully at anchor in the harbour and crews settled in for some sleep. All except *It's Amore* who remained oblivious to the excitement and were still sleeping. They wondered why the other boats were all in different places next morning.

At 8am the wind started to howl through the rigging again. There were many watchful eyes on deck but all anchors held. *Andalucia* and *Chakana* set off late in the morning on Saturday after yet another front came through and had a cracking sail back to RBYC. The other four boats who were heading to Portarlinton turned around and went up the Yarra even though the forecast for Sunday morning was much improved, a very good move as it turned out. Two boats decided not to come at all. *Sophistique* and *It's Amore* headed back to home base on Monday when the weather had become a little more settled.

# NOTICEBOARD

## MEMBER NEWS

### 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.

### 16<sup>th</sup>/17<sup>th</sup> January 2021 – 30<sup>th</sup> Birthday of the RBYC Cruising Group

**Saturday 16<sup>th</sup> January – 7pm – Dinner in the Bayview Room** to celebrate the 30<sup>th</sup> birthday of the Cruising Group. 65 people are currently allowed to attend so booking will be essential.

- ◆ The cost will be \$50 for a two course dinner plus birthday cake.
- ◆ Dress will be smart casual.
- ◆ Come for an evening of Cruising Group History Trivia, historical photo display and even maybe some music plus of course the usual camaraderie amongst fellow cruisers.
- ◆ Booking with Mandy in the RBYC office by **Monday 11<sup>th</sup> January**. Email: [reception@rbyc.org.au](mailto:reception@rbyc.org.au) or phone Mandy on 95923092
- ◆ Please let us know if you book and are then unable to attend as there will be a wait list.

### Sunday 17<sup>th</sup> January – Annual Birthday Cruise to Royals.

- ◆ A cruise to RYCV at Williamstown for lunch. Boats will be leaving RBYC marina around 10am. BYO picnic lunch (no BBQ's due to Covid restrictions) or order off the menu at their bar.
- ◆ Please advise Robina Smith [robina\\_smith@hotmail.com](mailto:robina_smith@hotmail.com) if you intend to come and how many you will have on board so we can have some idea of berthing requirements and numbers attending.

### 2021 Bass Strait Cruise—20th February to 8th March



From the Helm

#### Where did the year go?

I cannot believe that Christmas is almost upon us and that 2020 has all but disappeared. It has been an extraordinary year with pandemic lockdowns changing our way of life we enjoyed and I guess it's a year we would all rather put behind us and forget. However with restrictions easing we look like having some normality for Christmas at least and we are now able to get back to the sailing we enjoy.

Speaking of sailing and Christmas, it's a good time to remind us all that whilst the holidays are a time to enjoy with loved ones and friends they are also a very busy time in all respects and we need to be patient and courteous and on our guards and stay safe.

As a group with a fantastic committee we are planning a full calendar of cruising events for 2021 not discounting the fact that in January we will be celebrating our 30<sup>th</sup> Birthday with a special dinner as well as our traditional sail to Royals for Lunch so make sure you are part of this.

For any that we may not have the opportunity to see before the Christmas break I will take this opportunity on behalf of the Cruising Group Committee to wish you and your loved ones a very Merry Christmas and a safe, happy start to 2021. We look forward to your company in the New Year.

Paul Jenkins  
Chair  
RBYC Cruising Group Committee

#### Very exciting News

Another exciting development is the addition of a series of races for the **Ingenue Trophy** to be held along with the Brighton Championship Races. This will be a series specifically for RBYC Cruising Group members whose boats are set up for cruising. The races will start 5 mins after the Brighton Championship races.

Races are scheduled for  
**30<sup>th</sup> January 2021 3 hour race,**  
**20<sup>th</sup> March 2021 Long Passage race**  
**17<sup>th</sup> April 2021 4 hour race.**

Please check the website closer to the time for more details and how to enter but put them in your diary now.