



CRUISING NEWS



MARCH— APRIL 2021

The Story of Caprice

Leanne Grant and Gordon Buchan's presentation to RBYC

Terry Frankham

- ◆ The San Blas Islands off the Caribbean coast of Panama are an exquisite place to visit, but be very careful, Cruisers, as at least some electronic charts in this coral reef area are several hundred meters displaced from reality. "Good light visual navigation" is mandatory
- ◆ Crew advertising their availability on the internet may sound well qualified and experienced, however they are strangers, and you really never know what they are really like until maybe it is too late. Personal recommendations and knowledge of people you are going to sail with are critical.

These are two of the lessons learned from the *Story of Caprice*, presented by Leanne Grant and Gordon Buchan to an excellent crowd of around 70 in the Bayview Room for the first Guest Speaker dinner forum of 2021. Leanne and Gordon talked about Leanne's decision to purchase a boat overseas, and to sail it back to Australia, the history of *Caprice*, the boat she ended up buying, the trials and tribulations of getting her ready for the voyage, the highs and lows of crew selections, and then the adventures of the voyage home from the east coast of the USA to Australia.



Leanne finished up by giving an overview of their current crowdfunded *Sailing Lift Your Spirits* program providing day sailing programs for first responders.

Caprice – the early years: *Caprice* is a 52ft performance cruising yacht that was custom designed and built in Finland for Pekka Herlin, the previous principal owner of global Finnish elevator company KONE. Pekka Herlin was an enthusiastic sailor owned a number of yachts in his time, but *Caprice* was his

final toy. He originally asked Baltic Yachts to build it and to have it completed in 12 months. However they were not able to meet that timeframe, so he went to a small shipyard next door, who were about to go into receivership. Herlin bailed them out so that they could do the job, and in 1995, 12 months and \$1.5m later, *Caprice* was launched.

Pekka Herlin, along with his sailing master Timo Tarvio, sailed the boat from Finland to the Canaries, where they joined the ARC Rally to St Lucia in the Caribbean (and were the first boat into St Lucia). *Caprice* was then based in St Baths for a number of years before Pekka passed away. Following Pekka's death, *Caprice* was sold into US ownership, and went through a couple of owners before being put onto the market in New York in 2014, and then purchased by Leanne in 2016.

Leanne's Quest: In her previous life, Leanne worked in customer service and management roles in the health industry. She done some crewing on yachts racing at Sandringham and loved it, but had not really have a lot of other sailing experience prior to this big voyage. The catalyst that prompted her to take on this new challenge was her son's decision to go and live with his dad.

Leanne sold her house and started looking at yachts for sale on-line, almost buying a Jeanneau 50 in the Caribbean, before finding *Caprice* on Yacht World, lying in Connecticut. Leanne made an offer, and then jumped on a plane to New York to complete the purchase, taking possession of a snow covered boat just after Thanksgiving (November) 2018. The rig was refurbished, with costs split between Leanne and the previous owner. Leanne's son was booked to fly into Florida for Christmas, and she realized that she was not going to have enough time to sail the boat down. So she booked a flight, and having advertised on the internet for women with sailing experience to help take the boat to Australia, got 4 women and a captain to sail the boat to Florida. The crew experienced issues with the engine on the trip down the coast and ended up getting towed into St Marys, Georgia. Leanne drove up to manage repairs and sailed south to Florida, whereupon the women dispersed.

There was work to do on the boat to get it ready for the big trip. Leanne was befriended by a fellow with apparent expertise who was keen to help, and he persuaded her that the mast required removing again to fix cracks (which turned out to be only cracks in the paint) and that the motor needed rebuilding. Turned out he was only interested in relieving her of her money. But the boat did some need work, and was hauled out, the bottom sandblasted, and the retractable bowthruster repaired.

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During this period, Timo Tarvio, the original sailing master of *Caprice* who was now based in Florida, recognised the boat and introduced himself to Leanne. He gave her the full back story of the boat, along with some original documentation. By September 2017, the boat was back in the water, ready to re-commence the voyage. Leanne had sourced an Italian sailing master for the trip (again via the internet) along with an American crewman who seemed very capable. Unfortunately, the latter had a psychotic episode in a bar one night, pulled a knife, and was taken away.

Again fate intervened. Hurricane Irma had formed in the Atlantic, and on the advice of Timo, the decision was taken to delay departure until after it had passed through. *Caprice* was securely fastened in the marina, and Leanne flew to LA to stay with friends. Once Irma had passed, and she knew *Caprice* was safe, Leanne flew home to Australia. Whilst here she asked friends at SYC whether they could recommend anyone with the time, resources and sailing experience who might be prepared to

fly back to the US and help bring *Caprice* home. From this she was put in touch with Gordon Buchan, who at the time was doing a yacht delivery from Fiji to New Caledonia, and an Australian couple Dean and Fiona.

The Voyage Home. On June 22nd, 2016, the new gang of four departed Florida, en-route to the Bahamas, now able to enjoy life cruising on *Caprice*. First stop Freeport, and a very short stay in the Lyford Cay Marina which turned out to be much more expensive (US\$250/night) than advertised, *Caprice* and crew spent a very enjoyable time wandering through the reefs, cays and islands of the Bahamas, visiting renowned places such as “Swimming Pigs Beach”, encountering Iguanas and “tame” nurse sharks etc. It was here that the importance of pre agreement on direction hand signals in “ENA (Eye Navigation Area) coral reef areas became very apparent.

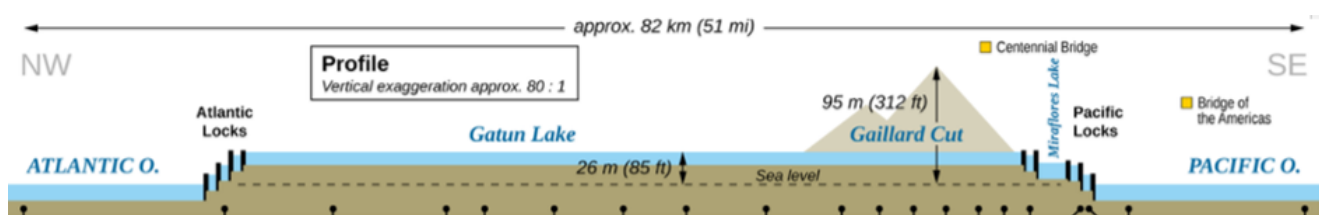


From the Bahamas, it was on to the Dominican Republic, skirting around the edge or the Turks and Caicos along the way. From landfall on the northern coast of the Dominican Republic, *Caprice* had a non-cruiser like into-the-wind beat to their check-in location of Ocean World Marina in Puerto Plata. The starter motor had been giving issues, so a local maintenance guy took the starter motor away for repairs, and in the interim the crew explored the city with its beautiful Spanish architecture. A day or two later the mechanic returned with the starter motor, refitted it, and lo and behold, it worked. So *Caprice* was refuelled and reprovisioned, and set off west across the top of the Dominican Republic, enjoying stops along the way. Arriving into Manzanillo, where they would be checking out of the country, the starter motor failed again, so *Caprice* was required to sail in to anchor. Very little English was spoken in this town, however, with much assistance from Google Translate, a mechanic was sourced who was able to effect temporary repairs to return the starter motor to intermittent use.



On to Panama, sailing across the top of Haiti, then south, leaving Cuba and Jamaica to starboard along the way. The initial plan had been to head straight to the San Blas Islands, however, that was given away in order to go into Shelter Bay Marina on the Atlantic end of the Panama Canal, to undertake permanent fixes to the engine and starter motor. Having done that it was off to enjoy time in the idyllic San Blas Islands, with their unique culture and friendly, but fiercely independent locals. All too soon it was time for *Caprice*'s booking to transit the Panama Canal to the Pacific, so back to Shelter Cove. Each yacht transiting is required to have at least 4 line handlers on board, so Gordon took the opportunity to go through as a line handler on another boat to experience the transit prior to taking *Caprice* through. After overcoming some Catch22 experiences trying to get cash out of the bank to pay for the transit fee, *Caprice* was on her way. After being lifted 26m through 3

locks, travelling across Gatun Lake, through the Gaillard Cut, and then being dropped down 26m through 3 locks, *Caprice* was in the Pacific.



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A short stop in Las Perlas Islands, a few hours south of Panama City, to clean the hull, and then westward ho. At this point, the voyage home morphed into delivery mode. *Caprice* now had three on board, Leanne, Gordon and Anthony, who had joined for the Canal transit, but who had stayed on (Fiona and Dean having left at the end of the Atlantic section). The original destination after Panama had been the Marquesas, however, winds were sufficiently favourable that it was decided to give them a miss, and head strait to Tahiti. Along the way, *Caprice* crossed the equator and celebrated, suffered auto-pilot stoppages (fixed with strategic hammer blows, and some creative repairs), and suffered regrets at not stopping when passing through the Tuamotus.

Caprice checked in at Papeete, with crew enjoying a brief period of R&R, and a short cruise to Moorea and then Bora Bora. From Bora Bora, it was on to Denarau, Fiji. On this leg, they went south for more wind, getting 35kts, the strongest on the voyage to that time. Arriving into Fiji on a public holiday, they were greeted by 12 officials, a dog and Australian and New Zealand advisors. Turns out that *Caprice*’s trip across the Pacific with few stops more resembled a drug run, than typical cruisers who meander across...

From Fiji, the plan had been to head directly to Australia, however 10 days of westerlies put paid to that and instead they headed to Noumea to wait for more favourable weather. Then to home to Australia, making landfall into Southport. Having cleared in, it was then south to Sydney, then to Eden, and on to Port Phillip.

Gordon commented while that 72 hours notice is required by Australian Authorities prior to arrival, it can, however, be more than that, so *Caprice* had given plenty of prior notice. For communications, they used a Garmin InReach device which is capable of sending messages via satellite. Tax on arrival was 5% duty and 10% GST on boat value. Costs for the delivery are included, so in this case, the “delivery” was from Noumea – the voyage prior to that was “cruising”.



Sailing Lifts Your Spirits: Since arriving back in Australia, Leanne and Gordon have started the “Sailing Lifts Your Spirits” program which is crowdfunded (gofundme) to take first responders out sailing on the bay. These have included ICU nurses, Paramedics, SES volunteers, to name a few. Research has shown that adventure sports is good for mental health, and this program has been very well received. *Caprice* will be in Melbourne till late March after which she will sail to Sydney to carry on the Sailing Lifts Your Spirits” program there. More information regarding the program is available on their website www.sailingliftsyourspirits.com

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**FRIDAY FEBRUARY 19th
FORUM DINNER**



Paul Jenkins Cruising Chair
Presenting Leanne Grant and
Gordon Buchan with a small
token of appreciation for
their very interesting talk

Cruisers and a smatter of new Members enjoying a lovely evening with fine food, good conversation, and a very interesting talk by Leanne Grant and Gordon Buchan



THE GOOD, THE BAD AND THE UGLY

Five days cruising on Mirrabooka

By Lyn Bingham

THE GOOD

David and I departed the marina Sunday 21 February, 2021 and motored and sailed to QCYC with grey skies and a light south westerly, we arrived mid-afternoon.

We were met by Allison (with a barge board) and Peter to assist with settling in at the wharf. Enjoyed sundowners with the remaining cruisers in the upstairs bar, then dinner and convivial conversation in the dining area.

Chakana, It's a Privilege, Caledonia and Sunkiss had set off that morning heading east. Remaining at QCYC were Favourite Child, Saffron, Nimrod II, and the two non Bass Strait cruisers, Andalucia and Mirrabooka, and Sagred who stayed at the Queenscliffe Marina.

Monday passed with walks and boat maintenance, Tuesday a row across the cut in the dinghy, a stroll around Queenscliffe, a nice coffee with Will and Pam, visiting galleries etc. Another night of eating and conversation followed.

There was talk of heading into Bass Strait Wednesday by Favourite Child, Saffron and Nimrod IIand we were there to wave them off, and wish them good sailing. The skipper of Mirrabooka was his usual restless self and suggested we should head north to Portarlington. Which we did, and we were peacefully anchored there by mid morning. We inflated the dinghy and rowed ashore. Unfortunately the tide was low and we stepped from the dinghy into soft black slime it was all I could do to lift my feet out of it. We washed our feet and changed shoes for the walk ashore.

We enjoyed dinner and a peaceful night at anchor – there was little wind.

Thursday there was a westerly wind ruffling the surface in the harbour. We rowed ashore, this time the tide was up and we stepped onto sand. After a stroll along the shops and a couple of purchases, we arrived at the Grand Hotel where we had booked for lunch. We visited the Grand with friends not long after the Docklands-Portarlington ferry came into service and enjoyed a delicious bowl of mussels and a lovely wine, so we were keen to repeat the experience. And it was just as good this time. A stop by the ice cream shop on our way back to the dinghy, and a cup of tea on board.

By this time the westerly had increased in strength and the boat had moved closer to the breakwater walls so the Captain suggested we would raise the anchor and find another spot. There was one other yacht in the harbour. I then had a brain-wave and suggested that as the anchor would be up we could make a dash for RBYC and arrive there before dark. Surprisingly the Captain agreed so we departed around 4.30 - 5pm.

Aunty Polly (our autohelm) deserves credit for her role in this passage. I sat at the stern enjoying the ride. It was not cold, but quite pleasant. Nothing like having the wind up your bum! The wind continued to increase, as did our speed. I watched as 8.2 kts, then 8.4 kts appeared on the gps and then amazingly we hit 9.6 kts. Wow. All going well, we were flying along under the headsail only.

We crossed the shipping channel and RBYC marina was close. It was time to furl the headsail.

THE BAD

The seas were rising and the wind speed had risen to the high 20's, gusting to low 30's. It would be good to enter calm seas and motor into our pen.

THE UGLY

It was time to start the engine, or was it?! Several turns of the engine key and nothing! A short wait then David tried again. Nothing doing! My heart sank as we wallowed around at the mercy of the waves as we were pushed in a northerly direction powerless! Time to call the coast guard went through my mind. (We subsequently have learnt that it's the police you ring, not the coast guard in a situation like this). Anyway undeterred David went below, fiddled with some wires, came back up and turned the engine key. The sound of the engine firing up was heaven – we were going to be OK. We were safe. All we had to do was motor into our pen and tie up. No more ugliness.

BACK TO THE GOOD. We had a double pen to turn into, the westerly would push us onto the finger and I was able to pick up the lines easily.

Thoughts of heading home were put aside as we realised we could become very wet walking back along the pier to the carpark. When safely tied up we decided to stay on board for the night. We poured a drink, I heated a butter chicken casserole, cooked some rice and although still blowing hard from the south-west, we slept soundly.....probably a more relaxed sleep than at Portarlington.

The next morning the wind had eased, we packed up some of the food, etc and drove home. I put a load of washing in the machine, we grabbed the floor mop and the big car and headed back to the boat. The anchor required a good scrub to remove the black mud. The generator had to be winched up through the forepeak and lowered into a wheelbarrow. So at last all packed up, cleaned and looking good, we arrived home mid-afternoon, had a quick lunch and a brief siesta.

All cruising gear had been offloaded. Mirrabooka was once again a racing boat ready for the next day's race. All in all a pleasant few days away.

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THE GOOD, THE BAD AND THE UGLY

Five days cruising on Mirrabooka

By Lyn Bingham

The Cruising Group while getting ready for their Bass Strait Cruise, had some delightful photos taken by Lyn Bingham during her stay at QCYC.

This lovely place is called “Paradise” for a very good reason.



DAVID - CLEANING
MIRRABOOKA'S TRANSON



GROFF - SAFEFON



PAUL - FAVOURITE CHILD



TOM - BOOMAROO AND IAN
- IT'S AMORE



SUSAN SHOWING HER STYLE
WHILST PLAYING KLOP



FAM SHOWING HER STYLE
WHILST PLAYING KLOP



CRUISERS AT DINNER - QCYC



CRUISERS AT DINNER -
QCYC

2021 Bass Strait Cruise. Paul Jenkins

This year's Cruise into Bass Strait was a bit on again, off again with a snap lockdown called a week before our planned departure date. Three of the originally interested fleet had to pull out due to varying circumstances and one decided to return to Brighton and not sail out of the Rip. Plans to be ready in time were thrown astray somewhat with Terry Frankham's Reliance not being able to procure a new anchor winch in time whilst Favourite Child's plans to complete provisioning and the AIS installation having to be postponed delaying our departure by one day. Consequently, the remaining fleet left Saturday for Queenscliff with Favourite Child following on the Sunday. Chakana, Caledonia and It's a Privilidge decided to go out the heads Sunday and make a dash for Refuge Cove whilst Sun Kiss headed to Westernport Bay.

Pam and Will on Andalucia, were not doing the Bass Strait Cruise however they did sail to QCYC to see us all off. Along the way Andalucia broke an engine belt in Coles Channel with Chakana rendering assistance and towing them the remainder of the way. Will and Pam managed to order a new belt and have it delivered to Queenscliff and with Geoff Brewster and Tom Hinton's assistance their beloved 'Lucy' was operational once more.

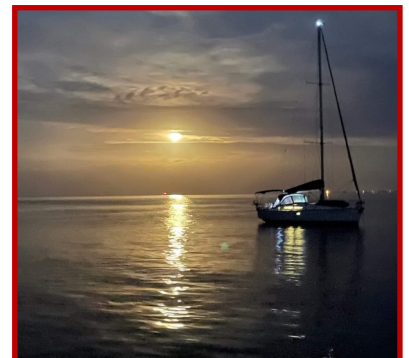
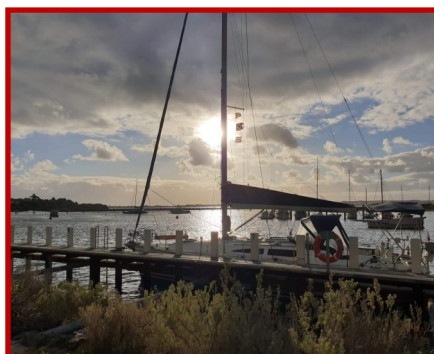
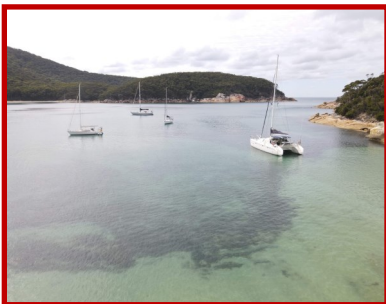
After a pleasant anchorage in Refuge Cove, Caledonia made a break for Deal island and Chakana went on their way to cruise up the East Coast as planned. We all wish Robina and Brenton well on their cruising adventures over the next few years and they can be followed on their Facebook page "Cruising Chakana".

It's a Privilidge, remained at Refuge Cove and after several pleasant nights in 'Paradise', (QCYC) Nimrod II, Favourite Child and Sagred took advantage of the light conditions forecast and sailed out the heads on the afternoon slack water and made for the Prom. Good time was made arriving at Refuge in daylight the following day with four of the fleet now anchored up. Lots of bushwalks by crew from several boats, a memorable trip to It's a Privilidge and back from Favourite Child in the rain for sundowners and finally the Bocci tournament taking place at the Boaties Camp. The coveted Trophy this year went to the crew of Sagred. The forecast dictated it would be best to head back to the Bay so the following morning we upped anchors and headed to Flinders for the night.

We all enjoyed a quiet peaceful night at anchor with a stunning moon rise reflecting across the water and the following morning, once again upped anchor and made for the heads at a respectable time coming in on a flood tide with a light SW breeze and returned to Paradise whilst Sagred headed to Sorrento to anchor. We heard that that Caledonia was returning to Refuge Cove and wished them a safe night with heavy SW winds forecast. That night we noted the 50 knot gusts around the Prom so Refuge Cove was a good place to be.

The following day Nimrod II headed to Blairgowrie as they needed to return to work and wanted to get back to Brighton the day after. After 3 more nights at QCYC, it's a Privilidge returned to Brighton and Favourite Child sailed to Portarlington where they were joined by Sagred. The second night the crew of Favourite Child had sundowners on Sagred then the following day caught a minibus to Jack Rabbit winery for lunch. We purchased a good feed of Mussels for dinner which were thoroughly delicious. Saturday 6th March, we headed back to Brighton. Despite it being a long weekend Jane and I had to drive to Merimbula for a pre-planned 2-week break with family in a rented house.

All in all I believe the cruisers enjoyed themselves and it was especially great for the Etches first Bass Strait Cruise on Favourite Child and the crew of Sagred taking home the Bocci Cup!



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2021 Bass Strait Cruise. Paul Jenkins



BASS STRAIT CRUISE TO REFUGE COVE - FEB / MARCH 2021

Susie Strain

Barely had we arrived at QCYC on Saturday 20th February and gathered at the upstairs roundtable than it was decided that the best departure time to sail to Refuge Cove was 3 am the following morning.

So plans of coffees, shopping, markets and generally lazing about were put aside and at 3.30 am Chakana, Caledonia and It's a Privilege went out the heads, neatly dodging 2 outgoing and 2 incoming vessels. Sails went up with daylight off Philip Island, and a good sail 10-15 knots on the beam by the three boats got us to Refuge Cove that evening.

World issues – COVID and the like - all mean nothing to Refuge Cove, as beautiful as ever tucked into the hills of Wilsons Promontory.

As we enjoyed the serenity on Monday, a blow-up canoe approached from a yacht Patrice. Where are you from? Brighton – yes, RBYC! Well you had better join us for the evening sundowners - and 11 visitors joined us in It's a Privilege to share some yachting camaraderie, an evening notable for the number of Peters and Malcolms on board.

On Tuesday we said bon voyage to Chakana who left for the Lakes and beyond, and the Caledonia and Privilege crews enjoyed a beach barbecue and chatted to a young couple who, with stowaway Ernie, had sailed the full length of Bass Strait Portland to Refuge as the first leg of their trip to Queensland.

On Wednesday Caledonia took the favourable weather opportunity to go to Deal Island but Privilege decided to stay and was pleased to welcome Favourite Child, Nimrod 2 and Sagred on Thursday morning. Having given them enough time to sleep off the overnight sail, they were summonsed to the Privilege table for evening drinks and instruction in the new technique for getting the internet signal - haul the iphone up the mast with its hot spot on which can send the message to the ipad. Full credit to the Caledonia crew for the idea, this proved popular and thankfully nothing ended up in the water.

Days were happily filled with swimming, paddling, fishing, walks to Sealers Cove and Waterloo Bay, beach exploring, walks to viewpoints and internet sites, boat visiting.

Then came the moment we had all been waiting for - the annual bocce tournament which was held in the boaties camp. There was the normal degree of difficulty common in these events. The uneven ground was littered with material that made it hard to see the pallino (small marker ball). Concentration was interrupted by arriving hikers walking through the pitch, and – without Pam and Will to adjudicate - some rather arbitrary rules. Nevertheless following a series of gripping contests Sagred and Nimrod 2 emerged as finalists. Sagred had five crew and could rotate talent from the bench, while the 2 of Nimrod meant just that - Peter and Alison had to play every round. Nimrod was poised to win when Brendan from Sagred on the final throw knocked the pallino well away from all but his ball and the trophy was theirs. Their first Bass Strait cruise and they took the prize! Nimrod 2 had been pipped at the post before, put a good face on it but we could sense a steely resolve for next time.

Despite its isolation, Refuge Cove was busy with other passing yachts, all with interesting stories, a tourist boat and several fishing boats. Also resident there is a pacific gull pair which attended social events and reminded us to throw food their way with a particular 'honk'. They knew the most successful fishing boats and, although Privilege managed two light lunches from fishing, didn't rate us as worthy in that department.

Much weather study aided by the 'iphone up the mast' technique showed the most propitious time for the return trip was the weekend, so on Saturday morning Privilege, Sagred, Favourite Child and Nimrod 2 left Refuge Cove but the promised wind didn't come in so it was patchy sailing and motoring to anchor at Flinders for a peaceful night. Entertainment en route was provided by some large pods of dolphins and also the aerial antics of shearwaters which, in large flocks, could somehow skim the water at great speed and avoid collision – we became quite mesmerised. Privilege crew also played 'passage scrabble' but the result is a secret.

Sunday saw all boats back through the heads into QCYC to shelter from a front and enjoy the Queenscliff treats of coffees, icecream, shopping. Then on Tuesday and Wednesday the boats set sail, some lingering in Portarlington and other bay destinations on the way.

Progressive Dinner March 19th 2021 Pam Merritt

Because last year's Boat Progressive Dinner was cancelled at the last minute because of 'You Know What' it was great to be able to hold it again this year.

Bookings rolled in quickly with 40 plus cruisers expressing interest, but we did find ourselves without enough boats to cater for the number booked. Not wanting to put anyone off, we were saved at the last minute with the use of Nimrod II (in Peter G's absence) for main and dessert.

The weather was kind so after drinks in the Members Bar, we strolled out to allocated Main Course boats where a variety of curries and other dishes were served, accompanied by a glass of wine (or two). By 9pm all were settled on their Dessert Boats for some sweet delights - pana cotta berries and meringue, mango and lime tart, cheesecake.... and more! Quite a few headed to It's a Privilege for port and chocolates to finish off the evening in style, where all agreed it had been a great night.

Huge thanks once again to all hosts for doing such a superb job. It couldn't happen without you!

Main:

Lyn and David - Mirrabooka
Pam and Will - Andalucia
Barb and Geoff - Saffron
Jenny and Grant - Nimrod
Marnie and Lou - Cavarlo
Sally and David, Jenny and Murray - Sun Kiss

Dessert:

Susan and Ian - It's Amore
Miriam - Lena
Sandy and Rod - Nimrod
Susie and Peter - It's a Privilege
Marian and Richard - Sophistique
Suzanne and Terry - Reliance

A modest profit was made to boost cruising coffers.



NOTICEBOARD

*****FRIDAY 16th APRIL *****

Forum Dinner.

"Cruising to East Indonesia and Northern Borneo and Brunei" with Jo and John. Walker "Kirra Kirra"

The 2 cruises were aboard a 45 ft catamaran. Cruising was from Darwin to West Timor and islands in eastern Indonesia, and cruising along the northern coast of Malaysian Borneo, visiting the Malaysian states of Sarawak and Sabah, and the Sultanate of Brunei. The talk will describe the food, social customs and of course sailing in the tropics.

. As usual, gather at the Club about 6.30pm, members draw at 7pm, followed by the meal and with the talk at about 8.30pm. **Please book with Mandy in the office (95923092) no later than Wednesday April 14th. Bookings essential. Please let Mandy know at the office if you have any dietary requirements. e.g gluten free, vegetarian, non red meat**

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******Sunday 18th April******

Junior Sailors Big Boat Day

Meet at the club 9.am. Depart 10.am for Royals at Williamstown Yacht Club for lunch and return in the afternoon

We need volunteer Boats to ferry the Juniors across to Williamstown . If you are available on that day and willing to help , please contact .

Paul Jenkins paul.jenkins8@bigpond.com

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End of month on water activity

****** 24th and 25th April**

**Destination and Co-ordinator to be advised
Suggestions for either welcomed.**

From the Helm



Unfortunately we had a minor hiatus with a snap lock-down just before we were all heading off for our BSC cruiser. We had all been very eager to get away for a spell, however it feels like we have lost a month. Nonetheless we are all back again now and soldiering on. The Forum Dinner was a huge success with guest speakers Leanne and Gordon (the owners of Caprice), presented a fabulous account of their voyage from the States to Australia.

We managed a Bass Strait Cruise including a Bocce Championship won by the crew of Sagred and Yours Truly. The First Mate got the Etches involved for their first time ever Bass Strait Cruise on Favourite Child. I might add it was very comfortable on a Jeanneau 40 as opposed to a Trad 30. Some of our group also enjoyed a Land Cruise I am told.

By the time you read this, Easter will have been and gone and some of you no doubt will be recovering from all the Hot Cross Buns and Easter Eggs you may have eaten!

For those that have ventured past the Hard Stand in recent weeks you should have noticed the large sign adjacent the gate promoting our Cruising Group and various activities.

Dare I say this is one of our strategies to help the Club increase membership and hopefully participation in all things cruising. If you haven't seen the sign make a point of getting down to the hard stand and checking it out and maybe while down that way have a walk around our wonderful marina.

Best regards,
Paul Jenkins