



CRUISING NEWS



JUNE 2021

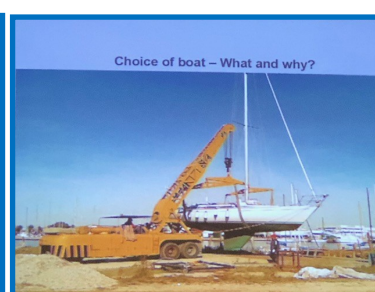
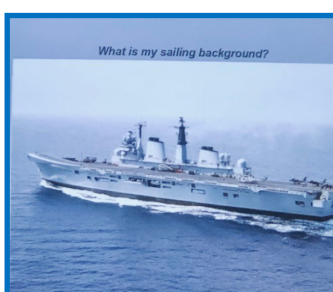
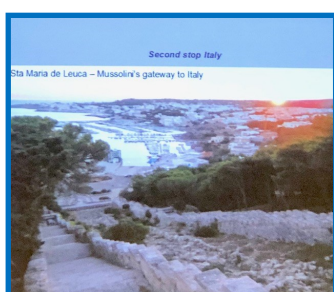
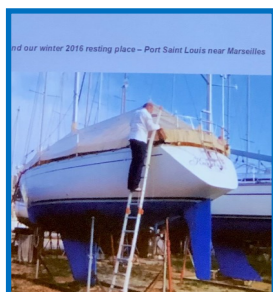
Lets sail around the world—What a good idea. John Hollidge By Geoff Brewster.



The monthly cruising group talk was given by John Hollidge, Captain Royal Navy retired, with the subject: his retirement project; of a round-the- world yacht cruise.

At-home the day following John’s presentation I dusted off google maps and with the spell check smoking, looked up and listed the locations and place names he mentioned. These locations included Maria de Leuca, Malta Gozo, Viale di Tempi Agrigento, Sardinia La Maddalena, Port

Pasto Blanco, Saint Marten, British Virgin Island, St Eusteles, St Kitts, Plymouth Martinique, Sait Ladia , Saint Vincent, Montserrat, Chateaubetaire (spell check didn’t like this) , Grenadines, Saint George, Charlottesvillle Tobago, ABC Islands, Puerto Rico, San Juan Cuba, Errol Flynn Marina Jamaca, Negril Bay , Montego Bay, Panama through the canal, Flamenco Marina, Galapagos Islands, Isla Santiago, Hira Oa , French Polynesian, Toa Island, Tuamotu Archipelago, Tahiti Bora Bora, Cook Islands, Samoa , Pago Pago , Tonga ,floating pumice, Fiji , Veda Marina, Vanuatu Wala Island, Port Villa, New Zealand, Oputa Marina, Sydney, Bermagui, and last of all that very foreign place , Sandringham Yacht Club.



But with all of that I am getting ahead of myself. There was a debate across one or two tables as to how many people turned up to hear John’s talk, with suggestions ranging from 39 to 45 so I have taken a bet both ways and list the number at 42. We know that some icons, or should I say denizens of the cruising group were in the marina on board various yachts preparing for the Appollo Bay Rally the next day, so maybe we could count them in also.

In the great tradition of these write ups it is required to describe what was served for dinner ,so here goes: **panko chicken, warm red cabbage coleslaw with aioli. The desert was Cira miso (green stuff with a strawberry on top). All very delicious.**

John Hollidge was born in London, UK, in 1950 and took up sailing in his mid-teens. In 1969 he was elected Captain of the University Sailing Team at University College North Wales, Bangor, and in 1970 joined the Royal Navy as a Marine Engineer Officer. In 1979 he was invited to compete in the Admiral's Cup as navigator/tactician for the C&C 42 Magistri, one of three boats making up the Canadian AC team. They successfully completed the full series, being the only Canadian Admiral's Cup entrant to finish the notorious 1979 Fastnet Race.

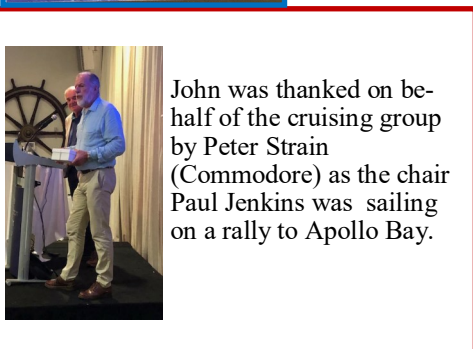
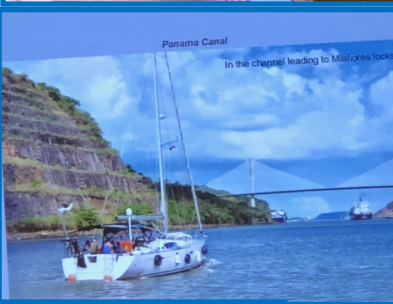
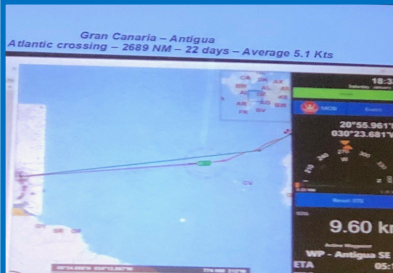
Evidently, yachts were not large enough or had sufficient steel in them, so John joined the navy. By 2006 he had reached the rank of Captain but his Naval Career was drawing to a close. At this time he was serving in Rome as the British Naval and Air Attaché to Italy and Defence Advisor to the British High Commissioner in Malta, with his last job on the Aircraft Carrier Invincible.

John’s retirement project was to sail around the world, so “Kurukulla” was purchased. Kurukulla is a 39 ft Grand Soleil. She was already British flagged and berthed in the river. John noted that he thinks 40’ is ideal as it can be handled single handed, if necessary, and smaller craft are not so sociable inside. 10 years were spent sailing in and around the Mediterranean in preparation for the big adventure.

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Lets sail around the world—What a good idea. John Hollidge

By
Geoff Brewster



John was thanked on behalf of the cruising group by Peter Strain (Commodore) as the chair Paul Jenkins was sailing on a rally to Apollo Bay.

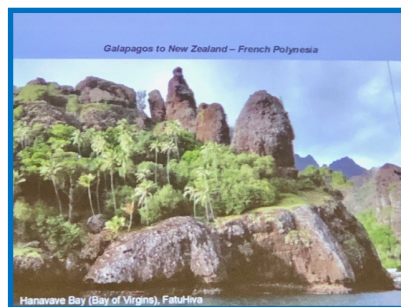
A crew was gathered and Kurukulla set off with the initial 3 months spent sailing to iconic places in the Mediterranean ending in Port Saint Louis in France. France to the Canary Islands was commenced in April 2017, with the leg of the voyage visiting the Spanish Mainland Balears Islands, Gibraltar, where saline flows out of the Mediterranean was of interest, then Tangiers with its about-to-be completed for the last 15 years marina. Extensive fog along the Morocco coast made navigating difficult and the filth in the seas and harbours noted. Surfing in through the harbour entrance at Borough was sporty. The history of Agadir and its 1960 earthquake which took 15,000 lives, and finally to Tenerife, Canary Islands. (Authors note; There were and still are Sea Lions on the islands, the Romans called Sea Lions Sea Dogs and Canaria is Latin for dog). Having booked well ahead John was able to obtain a berth even though some 500 boats were gathering to do “the” Atlantic rally.

Although not in the rally the next stage of the journey was the Atlantic Crossing, 2,689 NM in 22 days at an average of 5.1 knots but sometime up to 9.6 through the water due to the Atlantic currents. The majority of the time was good weather with 2 days with no wind, the crew of 3 performing 6 hour watches during the day, reduced to 4 at night.

Kurukulla arrived in Antigua having sailed all the way, using only 10 litres of fuel for the trip. 10 days spent in Antigua with the effects of hurricane Irma and its devastation all too apparent, then on to Saint Martin (French)/ Saint Maarten (Dutch), and the British Virgin Islands. Then a grand tour of the Greater and Lesser Antilles, Leeward and Windward Islands; Martinique, Saint Ladia, Saint Vincent, Saint Kitts, Grenadines, Grenada Trinidad and Tobago, ABC Islands of Venezuela Puerto Rico, San Juan Cuba, Errol Flynn Marina Jamaca, Montego Bay.

Then it was to Panama, through the canal with all its intricacies, the Island Santiago, Galapagos with its withering expensive and restrictive environment and thence to French Polynesia, Hira Oa in the Marqueses, Tua Island in the Tuamotu Archipelago, then Tahiti and Bora Bora in the Society Islands. Suwarrow in the Cook Islands, Samoa, Pago Pago Tonga with its floating pumice, Fiji, Wala Island, Port Vila Vanuatu where the boats bottom was scrubbed clean in preparation for entry into New Zealand. Opuia Gateway to the Bay of Islands New Zealand with its penchant for

marine growth and following rigging repairs across the ditch to Sydney. Down the coast with a 6 week stop over for bureaucracy in Bermagui, Wilsons Promontory around Bass Strait to Port Phillip Bay and after all those miles pulled up short at Sandringham instead of Brighton.



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Exploring Sydney Harbour, Pittwater and Cowan Creek

Robina Smith



Entering through the majestic heads of Sydney Harbour one feels a part of our long maritime history and images of Jessica Watson, Lisa Blair, Sydney Hobart races and many other intrepid adventurers flash through one's mind as we pass the towering cliffs. This time we had only sailed *Chakana* 12nm from La Perouse in Botany Bay but we were on our own adventure. One thinks of Sydney Harbour as being an expensive place to explore and if you want a marina berth then that holds true. However the free anchorage choices are numerous, the free 24 hour public moorings abound and the sights of Sydney Harbour are very accessible.

We headed for one of our favourite anchorages in Rozelle Bay/Blackwattle Bay. Heading past the Opera House and under the Sydney Harbour Bridge we were lucky our youngest was able to capture the moment from onshore. Through the decommissioned Glebe Island Bridge and under the Anzac Bridge we found the Blackwattle Bay anchorage was full so anchored around the point in the Rozelle Bay anchorage. Facilities for yachties are excellent with a dinghy dock on the point and a coffee shop. The Sydney Fish Market is a short dinghy trip across the bay and although the dock there is purely for pickup/drop-offs, with a marshall ensuring no one stays, we were able to tie the dinghy up under the ramp and stay for a delicious meal. The market is undergoing a complete redevelopment so it will be interesting what facilities they build for the visiting boat people

It is a short walk to Darling Harbour, The Powerhouse Museum and public transport to take you into the city. After some very peaceful nights we sailed back down the harbour to Manly, one of our favourite anchorages with public moorings. It might not be the quietest or most peaceful of anchorages with the Manly Ferry running to and fro from Circular Quay but it exudes vibrancy, there are some great walks and it has plenty of services for the visiting yachtie. The laundrette is a short walk away – washing done! There are supermarkets and chemists a street away – topup provisioning done! It was a short Uber ride to fill the gas bottles, much cheaper than the \$75/ bottle being asked at Rushcutters Bay. Plus plenty of options to meet up with family and eat out.



The Shelly Beach to Barracks Precinct walk gave some amazing coastline views. We walked along beaches and through wonderful natural vegetation on The Manly to Spit Bridge Coastal Walk. It must be a good year for wildflowers! We are always amazed that there are these rather large pockets of national park in the centre of the city.

After leaving *Chakana* at CYCA, not our first choice as it is expensive in comparison to Cammeray Marina which we used 5 years ago, but the only place we could find with availability, we headed out into the Harbour again to the public moorings in Athol Bay. This proved to only be a lunchtime stop as the wind was whistling across the bay creating a chop and a pontoon party boat had taken up residence with its associated loud music. However we did get to appreciate the views of the Opera House and Sydney Harbour Bridge with the Taronga Park Zoo and associated animal noises in the background. We headed to Rose Bay for the evening and still managed the sunset views across to the Bridge we were hoping for in Athol Bay. There are many more excellent places to explore on Sydney Harbour including going through Spit Bridge to Fig Tree Cove/ Sugarloaf Bay and Bantry Bay, both places we enjoyed when on our last trip.



After revisiting Manly and spending a night on a public mooring in Middle Harbour to escape the southerly wind, we sailed on to Broken Bay to explore Pittwater and Cowan Creek. Pittwater and Cowan Creek is a yachting haven with its protected waters. Unfortunately the Hawkesbury River is inaccessible due to the bridge that is too low for a yacht's mast. We picked up a club mooring in Morning Bay, Pittwater to enable some good internet connectivity for work commitments. (You all thought Brenton had retired but Covid has ensured he has too much consulting work!) It seems that club moorings are okay to pick up so long as you are prepared to move if someone wants them but there have always been plenty available. Easter would be another story!

With online work commitments completed we sailed around Scotland Island before heading to Cowan Creek and picked up a Public Parks mooring in Jerusalem Bay. The Great North Walk passes the head of Jerusalem Bay so we joined it for a very uphill walk to Cowan. With the tide going out while we were walking we had to walk the dinghy out to deeper water to return to *Chakana*.

Exploring Sydney Harbour, Pittwater and Cowan Creek

Robina Smith



Chakan anchored at smith ck

. After a motor down Coal and Candle Creek and Devonshire morning tea at Cottage Point watching the seaplane arriving with the day's guests, we anchored at the navigable head of Smith's Creek. Being a weekend there were more boats around and the moorings were all taken. A dinghy ride through the mangroves on a rising tide took us to the head of Smiths Creek.

Bobbin Head at the end of Cowan Creek has Parks moorings, a good café and another uphill walk past Scribbly Gums and Red Bloodwood trees to the Kalkari Discovery Centre. Brenton did this walk twice as he discovered a lens on his glasses

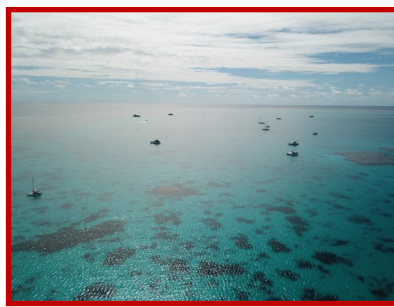
was missing when we reached the bottom and he went back to look for it... with success. Cowan Creek is such a beautiful place with its dense bushland on the steep hill sides and very little human infrastructure. It is such a brilliant place for respite from the wind and swell of the ocean. However the ocean was beckoning as we needed to move on if we are going to get to the warmer sunshine and magnificent islands in the Great Barrier Reef and beyond.



Pittwater



Rob & Sue Hurrell 'Aquacadabra' Exploring Lady Musgrove



On our trip up north this year we visited Lady Musgrave Island, a beautiful coral cay, well worth the visit if the conditions are right. But first an introduction.... 'Aquacadabra' is a Buizen 48' pilot saloon yacht, well equipped for coastal & ocean passages. We purchased her in 2011 and did many of the cruising group Port Phillip Bay & Bass Strait cruises. We finally sailed her out of Port Phillip heads in Nov 2016 to do the RYCT Van Diemen's Land cruise in Feb-March 2017, then onto Sydney for the rest of 2017. 2018 we sailed her to the Whitsundays for the season and in 2019 we cruised around the Fraser Island coast and finally left her at RQYS (Royal Queensland Yacht Squadron) in Manly, Brisbane in Oct 2019. For most of us, 2020 was a year to forget! Well we didn't see Aquacadabra for nearly 18 months due to Covid but more importantly to stay around Melbourne for grandson no.3 to arrive. The next door neighbour kept an eye on her at RQYS starting the motor from time to time. When we finally got to her on April 2021 we were pleasantly surprised with her condition

This was Sue's first coastal passage and she managed it remarkably well given the variety of sea conditions. We had given ourselves a month for the trip from RQYS to Airlie Beach, but had some delays at RQYS and Mooloolaba with fridge and water maker issues, nothing too serious and things that happen when a yacht is left idle for 18 mths! The attached slide shows our passage times and distances for the 663 nautical mile trip. We mainly sailed during the day, with a night trip from Mooloolaba to catch the right tide crossing the Wide Bay bar at Fraser Island. Our only other night sail was from Island Head Creek to Keswick-St Bees islands. We had planned to stop at the Percy Isles but the strong winds made even the pleasant anchorages of past trips swelly and uncomfortable and so the decision was made to sail on in brilliant full moon conditions

Now onto our Lady Musgrave experience.... Lady Musgrave lies 52nm due north of The Bunderberg Port marina, while the coast heads NW to Pancake creek and a little further on to Gladstone, Curtis island and The Narrows. The forecast was for up to 15 knots of breeze for the next few days, ideal conditions to head for Lady Musgrave and anchor in the lagoon. At high tides the ocean swell can come of the coral circled lagoon. The coral cay can be seen about 9 miles off. The island itself is only 0.3 of a nm wide but the cay itself is 3 nm long & 1.6 nm wide. The lagoon itself is 1.3 nm long & 0.6 nm wide.

Latest News on Portarlington Harbour.

Parks Victoria have posted notices to mariners recently advising of demolition and upgrade works around the Pier approach and the pier head starting immediately, and scheduled to be completed Sept 2022. In addition to this Maintenance Dredging was to commence immediately on the Northern and Southern sides of the Commercial Jetty. There is to be further notices regarding these works. We are not sure at this stage if this will inhibit Boats intending to anchor in the Harbour, however it would be an idea to be aware if intending to head into Portarlington over the next 17 months!

Rob & Sue Hurrell 'Aquacadabra' Exploring Lady Musgrave



As you approach the man-made NW entrance and within the lagoon a careful lookout should be maintained to avoid isolated bommies. The passage entrance is well posted with port & starboard marks. We were able to pick up a mooring buoy but anchoring is OK, just watch out for the odd bommie !

You dinghy across to the island via another marked channel to pull up on a sandy-coral beach. The walk both around the island and through the dense forest is beautiful. We found loose coral strewn through the island and wondered whether severe cyclone weather had flooded the island at some time. On our second day there we walked to the western side of the island near the camp ground to find a lovely beach. We snorkelled out about 100 metres via a narrow channel to find magnificent coral, large mushroom shapes, 3-5 metres in diameter and shallow areas & deeper canyons that were abundant in coral and marine life.

Some Trivia regarding Lady Musgrave...

- The mining of guano (bird droppings) occurred on Lady Musgrave Island, Fairfax Islands and North West Island during the 1890s. This was an extension of a more substantial guano mining operation on Lady Elliot Island to the south where guano mining had started in the early 1860s. Some remains of these activities are still evident.
- Tourist resort in the 1930 - A concrete slab is the only remnant of a resort which operated at Lady Musgrave Island during the 1930s. The island had been a hub for a number of pleasure cruises when eventually more extensive construction of tourist facilities occurred in 1938 and 1939 at Lady Musgrave Island, including six cottages and other facilities.
- Military target practice at Fairfax Islands, East and West Fairfax Islands were used as a bombing range by the Royal Australian Air Force and Royal Australian Navy from the 1940 through to the 1960s. It is likely that during World War II Lady Musgrave reef was also used for bombing practice "with the reef now practically a marine desert"
- TNT Alltrans grounding on ... At about 03:40 on 25 March 1985 the Australian registered ship TNT Alltrans, (a diesel engined bulk carrier of 35,218 tonnes deadweight, built in 1983) grounded on Lady Musgrave Island, while on a voyage from Gladstone, Queensland to the port of Bluff, New Zealand. The ship became hard fast on the reef in a position with the island's light bearing 075 degrees true distant about 0.35 miles (600 m); the ship's engines continued to run ahead until about 04:00 hours when they were stopped. The ship suffered extensive bottom damage in the incident. There was no loss of life or injury to persons and no pollution of the marine environment attributable to the incident. The ship was refloated with the aid of a tug on 26 March 1985 and anchored off the island until 29 March for divers' inspection of the damage and temporary repairs. The ship then proceeded under its own power at reduced speed to Newcastle, New South Wales for assessment of the damage and, subsequently, permanent repairs. That the grounding was directly caused by the failure of the officer of the watch to control the navigation of the ship over an extended period.

Save the Date

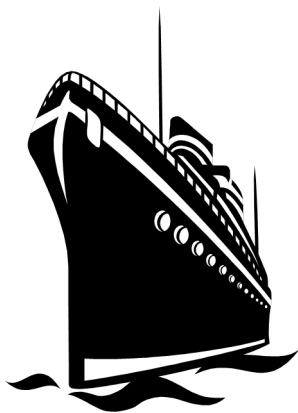
Friday, 17th September 2021

RBYC Bayview Room



TITANIC

A Night To Remember



The Boat Locker

Trash and Treasure

Do you have something to sell or give away ?.

Has there been something sitting in your boat locker, that you could get rid off, but were too lazy to do anything about?

Why not advertise in the Royal Brighton Cruising Group newsletter.

RBYC Cruising Group newsletter
Enquire: barbaraburnstwiss@bigpond.com



NOTICEBOARD

***FRIDAY 18th June ***

Forum Dinner.

IAN POPE - Olympic Swimming Coach -
How are we looking going into the 2021 Tokyo Olympics

Ian is one of the most successful swimming coaches for Australia having coached swimmers to over 70 Medallists at the 3 major Swimming events in the World: The Olympic Games, World Championships, and the Commonwealth Games, and has coached swimmers to 11 World Records. Some of his medallist swimmers from the Olympics include Michael Klim, Matt Welsh, Grant Hackett, and Giaan Rooney,

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 June 16th. 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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*** Weekend 3rd and 4th July ***

The Annual Frost Bite Cruise

Will be at the Melbourne City Marina on Saturday 3rd. Please bring along a winter themed dish., The evening will be held in the marina lounge. The added attraction for the weekend is that it is the Firelight Festival, so bring along your "Silly Hat", for the silly hat competition, and relax and have a fun filled weekend. Some rafting up may be needed, as there is a shortage of pens.

Please let Peter Gebhardt know on petergebhardt70@gmail.com

Book with Melbourne City Marina: <https://www.melbourne.vic.gov.au/community/boating-waterways/Pages/melbourne-city-marina.aspx>

Ph: 9658 8738

.....
***FRIDAY 16th July ***

Dustin Marshall

Global Fisheries

.....
Friday August 20th

Brian Drummond—Water maker Installations.

.....
**** Sept 17th ***

"Titanic Night" Paul and Leonie Collins

.....
Friday October 15th

Geoff Brewster and Barbara Burns
Cruising from Broome to Darwin



From the Helm

Well it is now officially winter, and at the time of writing, we find ourselves at day 6 of our 4th Lock-down from Covid 19 outbreaks .I have just heard it has been extended another 7 days. Last weekends end of month cruise to Yarra's Edge had to be cancelled but we are hopeful that the Frostbit Cruise to Melbourne City Marina rescheduled now for 3rd/4th July may still proceed, fingers crossed ,because the Pot Luck Dinners are fantastic and it is always a great social event.

Although I missed the recent Forum Dinner due to taking a crew position on Michael Krutsch's Sagred for the recent ORCV Apollo Bay Race, by all reports the John Hollidge presentation was well received and the meal of an equally high standard.

With the recent retirement of our longest serving committee member, and past chairman of the cruising group, Will Merritt, we have added two new members in Sue Drummond and Geoff Brewster, and your committee is now preparing for the Spectacular Titanic Musical Night set for September 17th. This promises to be a very entertaining night, so please watch out for further announcements when bookings open, as this will be a night to remember and you will need to book early.

Despite these minor setbacks, we continue to work hard planning events and as always look forward to seeing existing and new cruising people participate. Looking forward to seeing you all soon,
Paul Jenkins.

Changing of the guard

Will Merritt has retired from the Cruising Committee after many years of inspirational service, including long stints as chairman. We will miss his dry wit, and balanced views.

Sue Drummond is joining the Cruising Committee. **Sue** has many years of experience on committees, and many other organisations. We will enjoy her enthusiasm and bright ideas.

Geoff Brewster is joining the Cruising Committee. Geoff has many years experience in management of large corporations. We will enjoy his experience and practical knowledge