



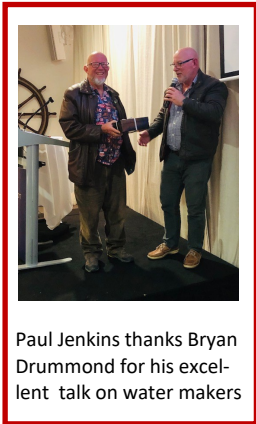
CRUISING NEWS



JULY 2021

WATER, WATER EVERYWHERE

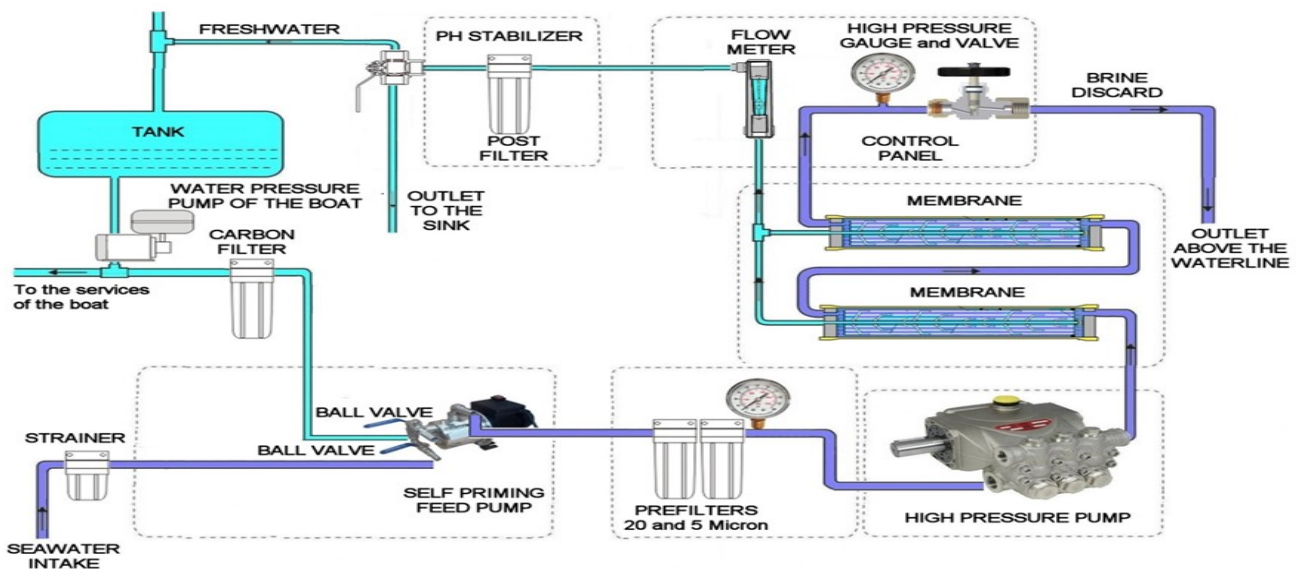
Bryan and Sue's short description of their Watermaker installation on their catamaran 'Birubi 5'



Paul Jenkins thanks Bryan Drummond for his excellent talk on water makers

33 Cruisers braved a cold winters evening to hear Brian Drummond explain very clearly how to install the most efficient water maker. Quite a few renegades who had slipped away before the last lockdown to enjoy some warmth in Queensland, had returned and for various reasons , were now back in cold Melbourne. I am sure we would all like to escape for at least three months. Paul Jenkins on behalf of the Cruising Group gave Allan Haddow a very warm welcome. Allan has just returned to Melbourne, having achieved his Australian Circumnavigation on his Compass 29 "Ophelia", which was a fantastic achievement. Allan's wife Edie has joined him for the cruising group dinner. The meal was: Raghav's butter chicken, steamed rice and pitta, followed by gulub jamun and ice cream.

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



.The Captain insisted we have a clean crew and plenty of fresh water for drinks and ice, so I started to research Watermakers, We had experience of a 6l/hr and a 45 l/hr units from our previous yachts (Folie A Deau and Gypsea Rover). From the diagram below, a watermaker uses a reverse osmosis (RO) membrane to separate salt out of the sea water. Most units can achieve 99% salt removal and give you very drinkable water, with a quality of 150 to 300 ppm of Total Dissolved Solids (TDS). You can just taste salt at levels greater than 550 PPM of TDS

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

WATER, WATER EVERYWHERE

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



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

- ◆ 1– Complete Self Contained Units, like Spectra, HRO, Schenker, etc.
- ◆ 2– Modular Units , like Stella, EchoTec, etc
- ◆ 3– Portable Units , like Rainman, etc

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

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

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

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

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

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

The electrical control panel has just 2 simple switches.

- 1 One for the LOW Pressure pump
- 2 One for the HIGH Pressure pump.

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

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

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

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

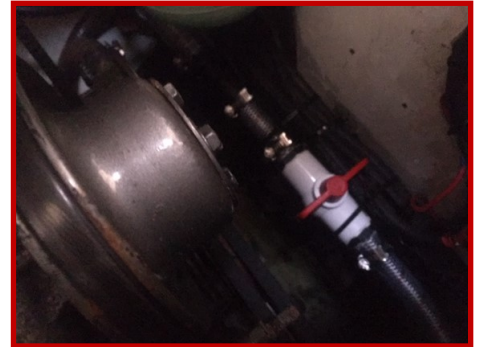
It consists of a 20 micron filter cartridge followed by a 5 micron filter cartridge. This takes out most of large sea water particles before the HIGH pressure pump. This pump consist of 3 off, tightly machined pistons, which must have very clean water to work on, otherwise damage can occur to this expensive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



WATER, WATER EVERYWHERE

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

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



To operate the system, a simple guide is provided. It basically is the steps below:

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

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

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

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

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OPHELIA - TASMANIA CIRCUMNAVIGATION

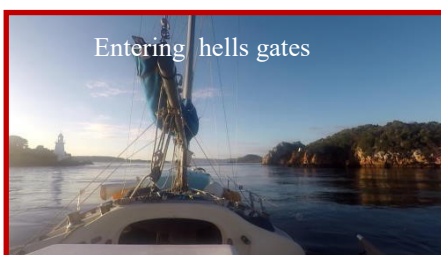
Allan Haddow

I departed Melbourne 30-01-2021 on the overnight sailing of the Spirit of Tasmania, stayed 2 days with friends in Penguin & caught the bus to Hobart on the 3rd day. Jan & Peter took me on an all day drive to Miena, Great Lake & back. Luckily there was no COVID restrictions to allow me to travel. I stayed in POW for 2 weeks before heading to Kettering for a few days on the public jetty & then back to Port Huon on a mooring. After 2 weeks working, I left heading to Quarries Bay, west side of South Bruny Is. for 1 week. This bay is perfect for southerlies & can go ashore towards high tide. Flathead can be caught here as well.



After a week working it was time to head down D'Entrecasteaux Channel about 18nm to Rocky Bay (the last safe bay on SE corner of Tasmania) just south of Recherche Bay arriving on 11-03 to work while waiting for a weather window for next move. I met up with a friend Stan, from Port Huon. There are many areas one can anchor in this bay, but The Water-hole has many mozzie's. There is a National Parks office, camping grounds & a few walks one can do but I had no time with work. I quickly learn't one has to be patient & wait for weather windows. After a couple of days I had to back track 15nm to Dover as I forgot to buy some prescriptions for my heart & diabetes. A weather window was opening in a few days time as well. After a few nights in a delightful Stringers Cove, south end of Dover listening to wonderful bird calls all day long, it was time to head to Port Davy - a large stationary high below Tasmania was the perfect window with not much wind & low swell. I left Stringers Cove at 0015hr 17-03 so I could arrive before dark next day. The distance is 80nm which took me 17.5hr arriving Hannant Inlet, before Bathurst Channel at 1730hr. I could sail for over half the total distance, mainly from SE Cape for the next 6hr with a northerly & southerly on my beams & the last 6hr after rounding SW Cape with a tail wind. I had to motor the rest with no wind.

Because there is no internet in Port Davy or Bathurst Harbour, I could not stay & headed to Strahan next day leaving at 0730hr & arriving outside Hells Gate at 0315hr 19-03 so anchored in Pilot Bay until day light. Just as well for Navionics & marker lights as there was no moon. I had a light tail wind but had to motor the whole distance with jib only. I dozed on & off all day & night from Port Davy with autopilot. After a sleep I headed thru' Hells Gate with current against me motoring at SOG of 1.3kt (motor is a 10HP Bukh) thru' the narrow, perhaps 70m wide, 30m deep channel between the two beacons. Water depth was only 4-5m deep besides the entrance breakwater. It would appear the breakwater is approx. 30m out of position on Navionics as Ophelia was touching the breakwater on the chart plotter. It is 11nm to Strahan where I tied up to the main wharf for a day. Next day I moved across the bay on anchor for a week until some NW breezes were forecast. I then moved to a great spot opposite the local pub, the closest I have ever been to a town.



After working every day, Easter had arrived so it was time to head 20nm towards the Gordon River to Kelly Basin for a couple of days. This is the area of East & West Pilinger - famous for sawmills, brickworks, ore crusher & export wharves in the late 1800 & early 1900. Remnants of the brickworks, boilers & railway lines are still visible. Then it was a motor 20nm up the Gordon River to St John's Falls. A friend from Devonport came along. I was surprised the river flow did not slow Ophelia. This area has a lot of history with the Huon Pine being floated down the river to Strahan sawmills. Gary Kerr has produced a number of videos 'The Piner's Archive' & 'Two Men in a Punt' which I have donated to the RBYC library along with some other videos. Most of Easter was fine sunny weather. On the way back we called into Sarah Is. - a former British Penal Colony in 1820's. Wow that was a tough life for the convicts. However once I got back to Strahan it rained every day for the next 3 weeks.

OPHELIA - TASMANIA CIRCUMNAVIGATION

Allan Haddow

After waiting patiently for 3 weeks a weather window opened to allow me to leave Strahan at 1630hr Friday 30-04. I was informed a high pressure system will force water out thru' Hells Gate & low pressure can cause an inflow of water. The flow for me this time seemed to be a slight inflow on the back of a low pressure. I anchored in Pilot Bay & left at midnight Friday 30-04 & with a generally 10-15kt NE breezes I was able to motor sail most of the 26hr to NW corner of Tassie. I was basically heading north. If I kept in close to the land the sea was smooth compared to 5nm out which was quite rough. Arriving NW corner at 0200hr on Sunday 02-05 the very strong tide was against me so I anchored not far away on east side of Trefoil Island with no current. At 0830hr I lifted the anchor to catch the east flowing tide heading to west side of Stanley. Unfortunately the keel was dumped onto an underwater rock in a swell with luckily no serious damage except for a small leak. The bilge was full which gave me a fright but this was due to a hole in the water bladder. Both were fixed in Devonport. This time the strong easterly wind was going to blow all day so I had to tack the 18nm to west side of Stanley for the night, arriving in the dark at 1800hr.

The wind was going to turn light NW around midnight so left here at 0130hr heading to Devonport arriving at the Mersey YC 1630hr. My Tassie circumnavigation complete in 9mths – 01-08-2020 to 03-05-2021. Ophelia came out of the water here to repair the keel & replace the head gasket which was leaking slightly. I had to use the engine 20hr so the mechanic could retighten the head bolts prior to me departing Tasmania so I motored the 30nm to Beauty Point on River Tamar & back. I left Devonport 0200hr Monday 31-05 heading back to Beauty Point to wait for a weather window to head to San Remo. I moved into the Tamar YC marina to sit out the extreme weather event on 10-06 – SE +30kts – which was from directly ahead of me. I was hoping to head home via Flinders & Deal Islands but weather windows are not long enough for me. On Saturday 12-06 I motored 6nm down River Tamar with the tide to Low Head ready to head off midnight (with the tide) same day heading to San Remo – 180nm NNW. The wind was forecast 20-25kt WSW but was actually 17-19kt due west with a 6 sec swell mixed with W 3 sec swells so was very rolly. All I could do was lie down & snooze the whole way. The Fleming self steer did a wonderful job arriving on a Cleveland Bight public mooring at 1115hr Monday 14-06.

After a good night's sleep I left at 0300hr to catch the slack ebb tide thru' the Heads at 1200hr Tuesday 15-06 with a 15-17kt N breeze & hopefully slack water thru' the Cut into a Queenscliff Marina berth where I met up with Scott Cumming. Current thru' the Heads was slack. Tide in the Cut was flooding for me. Scott left with me from RBYC to San Remo on Jan. 24th 2015. Two days later I exited the Cut at slack water 0200hr heading to RBYC arriving 0920hr 17-09-2021 to end my Australian circumnavigation – 6yr 5mths 17 days later. It was fantastic to be greeted by my family & other RBYC members – I thank you all.

I travelled 13,438nm & used 3008 engine hours.



Allan Haddow is back at RBYC after circumnavigating Australia. – Cath Hurley

Early on June 17 RBYC member Allan Haddow set sail on his Compass 29 “Ophelia” from Queenscliff at 1.30am on the final leg of his journey circumnavigating Australia.

Cruising group members and Allan’s family watched his progress across the bay on AIS and gathered to welcome him home to the Royal Brighton Yacht Club around 9am. With Covid restrictions still in place there were very few boats on the bay so we could see him coming in from quite some distance.

It’s taken Allan six years and he’s had some challenges and adventures along the way, including a heart attack and some broken ribs but he has completed this passion project.

Allan’s wife Edie and Granddaughter Indi, were on the dock along with RBYC Commodore Peter Strain and several club members. Young Indi was particularly excited to see her Poppy who has been at sea all her life, apart from occasional visits home (she’s five).

We all enjoyed a hearty breakfast in the Olympic Restaurant before Allan and his family headed home for a shower and a sleep.



Apollo Bay Race Cruising Style.

Paul Jenkins



Some of you may know Sagred, a magnificent Centre Cockpit Yacht tied up in our Marina. She is the largest Cruising yacht ever built by the renowned French Yacht manufacturer, Beneteau.

The first time we met and spent any time with Michael and Cassy was on the Bass Strait Cruise 2021. Several weeks later, the Etches and ourselves were invited to crew for the ORCV Apollo Bay Race.

With six People on board and being an ORCV Category 3 Ocean Race there was a lot of additional things we needed to comply with. I had crewed in this race in 2019 as well as 2 Cock of the Bays races and the King Island race. Aside from Michael and I the others needed to provide personal data including Australian Sailing numbers to Top Yacht. We had never sailed on Sagred before so we also needed to familiarise ourselves with the boat as well.

The fact that this would be a short race of some 52 Nautical Miles meant we would finish in a day and not need to sail non-stop for several days made things a little easier. A crew meeting was arranged at the club over coffee one Saturday where we discussed in detail what needed doing by whom and the all-important meal plans put in place.

It should be noted, for those that have not crewed or raced in ocean races, that things are a little more involved than planning a cruise. For example, whilst you may plan for contingencies, safety, supplies etc when cruising, No one will prevent you from departing and finishing if you over look anything. With Ocean Racing, you cannot start and/or officially finish unless you fully comply with all of the category requirements for that race. And, they must be complied with! Safety in any racing is paramount especially ocean racing and the ORCV cover all aspects very thoroughly.

Apollo Bay Race Cruising Style.

Paul Jenkins

Between the 3 couples we had allocated who was providing which meals. Dinners and some lunches were all precooked, frozen and vacuum packed. Nothing much different from cruising except we needed to consider meals that would be practical to heat, serve and consume whilst underway in race mode. As is sometimes the case with these races, information required by the race organiser is nearly always finalised at the last minute. For example, we received emails to advise that Jane and I could not be each other's emergency contacts if we were both in the same race so that had to be changed.

With a race start at 0810 on the Saturday morning off Queenscliff we needed to set off from RBYC the night before. None of us had any desire to leave Brighton 5 or more hours before the race start on the day! So on Friday 21st May we met on board and after a full briefing from Michael and familiarizing ourselves with the locations of sea cocks, first aid kit, fire extinguishers, associated safety gear, emergency procedures and the rig, we set off for Queenscliff around 1830 in very calm windless conditions on a glassy sea, powered along by Sagred's 150HP Diesel Engine. I can recall looking astern and remarking on how large the wake looked as we approached the West Channel Mark. It was a fairly uneventful cruise with Michael on the Helm most of the way until we arrived at our 'Secret' anchorage before 'the cut' (but I can't tell you where that is). Michael and Steven went For'ard, leaving me on the helm and it was not long before we were confident that we had set the anchor and were safe to have dinner and retire for the night.

Saturday 22nd May 0630 I am up and dressed. I never sleep well first night on board before a race start. Shortly after Steven was up and followed by Michael about 5 minutes later. We noticed with some humour 3 other race yachts anchored nearby in our 'secret anchorage' and not long after we were weighing anchor and motoring towards the start line. There were 41 entries in this year's race which I believe was a record. The Girl's eventually get up and hot cups of Pod coffee are handed out (we had time to run the Gen set) and we are focused on getting started. At 0735 ORCV Race Management calls up each boat in turn (Alphabetically) by name as per the Sailing Instructions. As radio operator I respond when it is our turn to report we are a starter, comply with the Notice of Race and have 6 POD.

There is very little wind and there is some concern there may be a sea fog. An announcement is made that there will be a delayed start, we guess to see if the wind strength increases a bit.

A minor issue with some cruising yachts when racing is going to be that they are set up for cruising and Sagred is certainly no exception. The mainsail is rather large, there are lazy jacks to be aware of that sail battens have a tendency to get snagged on if slightly off the wind while hoisting the mainsail and the spray dodger and Bimini despite offering fantastic shelter from the elements, completely block your view of the mainsail from the cockpit. Inevitably, it takes us too long to hoist the sail and as a result we start at the back of the fleet and about 30 seconds late across the start line. Nonetheless, we get a start and with the genoa now unfurled (its electric) we are away in a light northerly and if the forecast for the day is accurate we should be enjoying a nice 12 – 15 knot reach all the way along the Southern coast. Not long out of Port Phillip Heads Michael calls for the Asymmetric Spinnaker to go up. Good call even though he has never used it before and the rest of the crew had never before laid eyes on it!

I go For'ard with Michael and discover it's a furling Assy and there is no bow sprit. So with Michael's guidance I manage to clip the bottom of the furler onto the front of the anchor roller, Michael clips on the halyard and give's the signal to hoist. Not long after we have the (only sheet) set up on the port side I am back in the cockpit and Michael unfurls the big asymmetric spinnaker with Steven at the Helm. 'BOOF', the big light blue spinnaker has filled with air and we immediately increase speed by 3 knots in 8 knots of True wind.

We catch and pass an S & S 34 from RBYC. Blue Water Tracks, we decide is the closest entry to us in terms of size, weight and cruising creature comforts so we make it our aim to catch and pass her. I am guessing they were aiming not to let that happen so it's probably a race now between the two of us.

The wind consistently blew from the North for probably 90% of the race duration. We noted about halfway to Apollo Bay some boats heading out to sea in the hope of finding stronger wind whilst more of the fleet went inshore with the same ideas. The wind strength however was up and down with no regular sequence. At times it was as low as 3 knots and it would slowly build to around 18 knots which really got Sagred going well and then it would slowly drop down again. As it turned out heading inshore was not the best tactic for some as we noted spinnakers collapsing on several boats whilst Sagred's kept full. We were elated to find that as we got closer to Apollo Bay we were catching up to other boats.

We kept our spinnaker full 98% of the way until the last 8 nautical miles. And, like every other entry suffered the effects of fickle winds swirling around from the Otway ranges and land mass constantly changing direction and slowing down. The spinnaker was collapsing so the order was given to furl it away. Despite our best efforts it would not furl on the furler. Something was wrong so we I went For'ard, the halyard was let go and we dumped the spinnaker down onto the side deck and after an eternity managed to stuff it all into the For'ard sail locker and clear the decks. We unfurled the Genoa but it kept back winding every time the wind changed direction. In the end we furlled it away and unfurled the self-tacking stay sail and that proved to be the best tactic as we at least maintained sufficient forward motion. It soon became a tacking competition to get to the rounding buoy and cross the finish line. Did I mention that the rounding buoy and finish line were Virtual? Yep, 'invisible' with no visual. It was now after nightfall so we had to sail to the coordinates provided (hoping they were correct) and keep tacking to eventually cross the 'invisible' finish line at 2050 Hrs with an elapsed time of 12 Hrs 30 minutes and a whole 8 seconds.

Did I mention that we beat Blue Water Tracks by 29 minutes and 37 seconds. We had entered under the Performance Handicap System (PHS) and out of 41 entries one boat was a non-starter and 5 did not finish. Michael had achieved his goal to finish an ocean race, Steven, Susan, Jane and Cassy experienced their first Ocean Race, Steven and I had the pleasure of sailing this magnificent vessel down the coast and I must say it was an absolute pleasure to sail her.

It's a lot of boat however she is very well behaved and sails well.

We thoroughly enjoyed each other's company and equally enjoyed the return trip back to RBYC on the Sunday after having spent a comfortable night in a pen at Apollo Bay. This was a great race on a great cruising yacht!

The Annual Frost Bite Cruise Not to Docklands Barbara Burns

Unfortunately the Frostbite Cruise was cancelled due to extremely inclement weather. Four hardy boats were prepared to allow ice to drip off the rigging. These boats were : Favourite Child, Kathleen B , Nimrod II, and Saffron, however common sense prevailed, and everyone decided to stay in the Marina. Favourite Child and Kathleen B made a dinner party of it, and Allan Haddow and Peter and Alison Gebhardt joined the gathering. Very cosy in the marina.



On the Sunday another small group had lunch in the members lounge at the Royal Bright Yacht Club. Jenny Collins very kindly organised the gathering , as we all felt that the ritual of a Frostbite Cruise should be continued, even if it was in the comfort of a lovely warm Club Room.

It was very pleasant having a lovely lunch watching the wind howling outside with white caps gathering on the bay as the wind increased to 30knots

The members who participated in the lunch were: Jenny and Grant Collins, Pam and Will Merrett, Rod and Sandy Watson, Robina and Brenton Smith and Geoff Brewster and Barbara Burns.



NOTICEBOARD

***FRIDAY 16th July ***

Monthly Guest Speaker Dinner

Proudly brought to you by the Cruising Group



Dustin Marshall

Professor (Research),
School of Biological Sciences
Monash

The Science of Fisheries - Now and into the Future July 16th, 7:30pm, RBYC Bayview Room

Humans rely on seafood for protein and the demand is only going to increase in the future. Dustin will present work from the Monash research group showing the challenges and opportunities associated with this essential resource and what it means for Australia and the world. 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 July 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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END OF MONTH ON WATER ACTIVITY

31st July to 1st August

Melbourne City Marina

Paul Jenkins to coordinate.

If you would to have a sail in company and enjoy a pot luck dinner in the lovely club room.

Please email Paul Jenkins:

(paul.jenkins8@bigpond.com)

Melbourne City Marina. Please remember to check if you have a credit from the last two cancelled trips.

Ph: 9658 8738

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FRIDAY AUGUST 20th

FORUM DINNER

To be advised

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Save the Date
Friday, 17th September 2021
RBYC Bayview Room

TITANIC
A Night To Remember



It has been another month of lockdowns and restrictions, hopefully with things easing later this week. The end of month cruise to Yarra's edge was cancelled due to lockdown. The Frostbite Cruise was put back a week due to Preparations for the Firelight Festival, but was the cancelled due to high wind and freezing conditions. Some members enjoyed a night on their boats regardless, (any excuse to spend a night on their boat) whilst other member decided to celebrate the Frost Bite Cruise in the comfort of the members lounge at the club. Next year we will organise to have a contingency plan in place in the event of bad weather, and hopefully Covid will becomes a less disruptive part of our lives.

It is disappointing we have had no entries this year for the Stars and Compass Competition. Hopefully next year we may get more interest and have a winner for this magnificent trophy. Nonetheless your committee have elected winners for the Cruiser of the Year and Most Improved Cruiser, so these trophies will be presented at the Awards Night Saturday the 17th July.

I am organising an end of month Cruise to Waterfront City for the weekend of 31 July/1 August so if you would like to join us in a sail in company and a pot luck dinner please contact me and register.

Best wishes
Paul Jenkins

