



CRUISING NEWS



FEBRUARY 2022

31st RBYC Cruising Group Annual Birthday Cruise to the Royal Yacht Club of Victoria

Barbara Burns

At last, the Cruising Group was able to have an outing. The birthday cruise that was considered too risky for the 17th January 2022 was cancelled, and was eventually rescheduled for 6th Sunday in February. There was a general consensus that we would leave Brighton at 10 m, which would allow the group to arrive at Royals around 12. Most people managed this. It turned out to be a perfect Goldilocks day, not too hot and not too cold, a bit light on in the wind department going over, but a beautiful 12 to 15 SE, going home which most yachts took advantage of, and had a very enjoyable sail back to Brighton. Geoff managed to sail to Brighton in one long tack, which I think pleased the crew as they were all feeling very relaxed and really not wanting to bother tacking.

9 boats arrived at RYCV, with staggered arrival times, which was helpful as it is a very tight area where the boats tie up. The boats were: Andaluia, Aquacadabra, Birubi, Favourite Child, Nimrod ii, Patrice 3, Saffron, Sophistique, and SunKiss. There were quite a few people who for various reasons didn't use their own boats and hitched rides on available boats, which really gave a great sense of camaraderie. A most enjoyable day as people could catch up in a relaxed manner, while sitting at the outside tables on the lawn in front of the Club House, with large umbrellas, which Royals kindly provided, giving good shade, as it became quite hot. Jenny was in charge of bringing the enormous Chocolate Mud cake, which arrived unscathed, as it came by boat.

The cake was cut ceremoniously by (Chairman) Will, and abetted by the Commodore (Peter Strain) and Jenny Collins. Will was our long standing chairperson of the Cruising Group. **We have this Birthday Cruise every year, and it always seem to be as enjoyable as the year before.**



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Rob Hurrell 'Aquacadabra' Buizen 48 Pilot Saloon yacht.



After 5 years away from RBYC, it was time to bring Aquacadabra home for the 2022 summer season.

We had cruised down the coast from The Whitsundays to Brisbane in October. Just needed to get my crew into the difficult Qld state. This finally happened on Tuesday, Jan 11th 2022 - Yippee!

After some repairs to the sea water pump and provisioning, on Friday 14th we motored the 45nm trip from RQYS to Southport through the commonly known Broadwater, checking on the tides to ensure we had enough depth, we got down to .7 under the keel but managed the leg without anygroundings.

We use BOM and Bouyweather for our weather research and Sat 15th and the next few days promised winds from the northerly sectors, ideal for the cruise south. We left the Gold Coast Seaway at 6.00am on the Saturday. Our first night out and we were getting Low Battery warnings on our Raymarine instruments, despite having excellent battery levels on our you beaut Lithium cells. They continued at intervals throughout the night, always disengaging our trusty auto pilot and instruments. Once we realized it was really a faulty warning and something that could be fixed later in port, we sailed on. Expected good weather meant a quick trip we thought. We had been at sea around 12 hours when we first heard of the Tsunami in Tonga. Within hours, the BOM was broadcasting severe weather for the East Coast of Australia, particularly NSW. However there were no significant radio warnings on the VHF. Sunday night we hit some unexpected southerly weather,

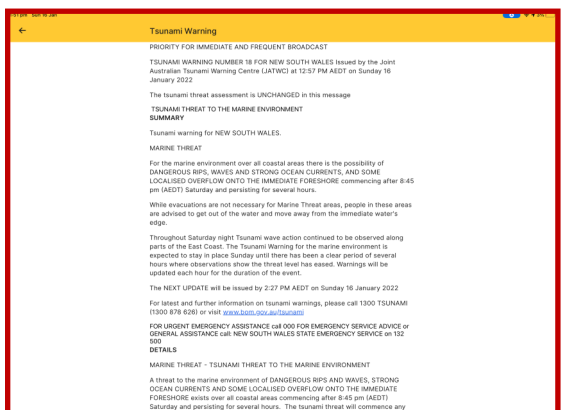
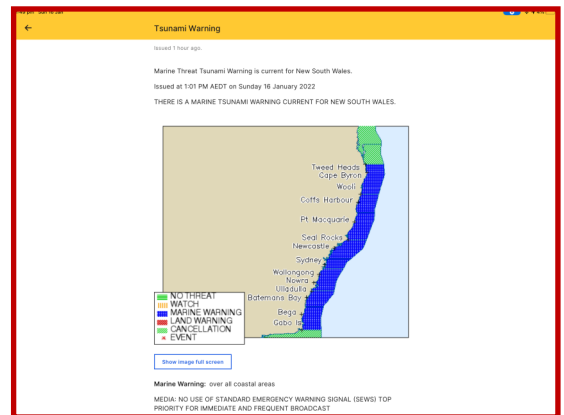


including a storm and some squalls that lasted a few hours. The waves were manageable, and despite the odd Tsunami surf wave where our 6 knots became 26, we managed to sail throughout the blackened night without mishap. The next day, we reckoned we had just survived the Tsunami due to our superior sailing skills, good luck and plenty of onboard cuppacinnos and the odd red wine! On Monday 6.00pm we arrived at Rowell marine in Pittwater. This leg non-stop from Southport was 403nm with an elapsed time of 2d 17h.

We had a few days in Pittwater, trying to have some refrigeration issues attended to but by the following Saturday, with eager delivery crew, it was time to head south once more, with favourable forecasts again.

Leaving Pittwater, forecasted northerlies were no where to be found and we spent a good 24 hours motor sailing into S and SE light winds. They finally turned to the E and lifted allowing us to sail at 7-9 knots with the help of some favourable East coast currents. The leg from Pittwater to Melbourne was a total of 600nm and took us 4d 8h, averaging 6.4 knots.

Overall, the delivery trip from Southport to Melbourne was 7d 3h. We clocked up 1018nm and did 118 engine hours, which meant roughly half the trip was done motoring and motor sailing. This is not unusual for a cruising yacht where if we get below 5 knots the engine goes on. **Thanks again to my wonderful sailing crew Tony Garvey and Dave Stripp, RBYC members with lots of ocean miles behind them.**



Quirky Sailing Quotes

Rob Hurrell

Sailing - The fine art of getting wet and becoming ill, while going nowhere slowly at great expense (equivalent to standing in a cold shower, fully clothed, throwing up, and tearing up \$100 bills, while a bunch of other people watch you).

Beam Sea - A situation in which waves strike a boat from the side, causing it to roll unpleasantly. This is one of the four directions from which wave action tends to produce extreme physical discomfort. The other three are 'bow sea' (waves striking from the front), 'following sea' (waves striking from the rear), and 'quarter sea' (waves striking from any other direction).

Boom - Called boom for the sound that's made when it hits crew in the head on its way across the boat. For slow crew, it's called 'boom, boom.'

Bulkhead - Discomfort suffered by sailors who drink too much.

Calm - Sea condition characterized by the simultaneous disappearance of the wind and the last cold beverage.

Course - The direction in which a skipper wishes to steer his boat and from which the wind is blowing. Also, the language that results by not being able to.

Crew - Heavy, stationary objects used on shipboard to hold down charts, anchor cushions in place and dampen sudden movements of the boom.

Current - Tidal flow that carries a boat away from its desire destination, or toward a hazard.

Flashlight - Tubular metal container used on shipboard for storing dead batteries prior to their disposal.

Fluke - The portion of an anchor that digs securely into the bottom, holding the boat in place; also, any occasion when this occurs on the first try.

Zephyr - Warm, pleasant breeze. Named after the mythical Greek god of wishful thinking, false hopes, and unreliable forecasts.

Gybe/Jibe - A common way to get unruly guests off your boat.

Tack - A common sticky substance left in the cockpit and on deck by other people's kids, usually in the form of foot- or hand-prints. (See Gybe/Jibe for removal technique.)

Painter - A line you use to tow the dingy... also especially useful for preventing Tack.

Jack Line - 'Hey baby, want to go sailing?'

COB - Cash Over Board

BOAT - Break Out Another Thousand

Red and blue boats collide... When that happens, they are marooned of course....

Yo-yo - A ship carrying a cargo of yo-yos, bound for San Francisco from Hong Kong, was hit by a typhoon and sank twenty-three times.

Telling stories - A fairy-tale begins 'Once upon a time...' A sea story begins 'So there I was...'

CRUISING GROUP COMMITTEE MEMBERS

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Quirky Sailing Quotes

Rob Hurrell

The experience of boat ownership. Standing fully-clothed under a cold shower, tearing up 100-dollar bills.

Cruising - Fixing your boat in exotic locations.

Anchor light - A small light designed to discharge the battery by morning.

Baggywrinkle - The effect of sun and salt spray on your face.

Beating to windward - A method of flogging crew to increase upwind performance when racing.

Bitter end - The finish of a race when you are last over the line.

Boomkin - A small, young boom, less than one year old.

Bottom paint - What you get when the cockpit seats have just been painted.

Bow - A gesture from the helmsman as he crosses the finish line first.

Chart - A type of map which shows exactly where you are aground.

Clew - An indication from the skipper as to what he might do next.

Companionway - A double berth.

Deadrise - Getting up to check the anchor at 0300.

Ded reckoning - A course leading directly to a reef.

Deviation - Any departure from the captain's orders.

Dunnage - See Rhumb line for process.

Emergency mooring lines - Old ropes too rotten to use regularly but too good to throw away.

Estimated position - A place you have marked on the chart where you are sure you are not.

Flying jib - Any jib when the sheets have gone overboard.

Freeboard - Food and liquor supplied by the owner.

Great Circle Route - The ship's course when the rudder is jammed.

Hanging locker - A small, enclosed space designed to keep foul weather gear wet and to turn all other clothing green.

Hatch - A container on board in which to keep eggs.

Headway - What you are making if you can get the toilet to work.

Heavingline - A rope used to hold on to while being sick.

Hawse pipe - The skipper's pipe.

Knot meter - An instrument for measuring the the speed with which any line will become tangled.

Landlubber - Anyone on board who wishes he or she were not.

Latitude - The number of degrees off course allowed a guest at the helm.

Life preserver - A mildewed device for emergency use, stowed under the extra lines and anchors.

Lubber line - Two or more guests waiting to get ashore.

Permanent mooring - A sunken boat, anchored.

Pitch - Why do altos and sopranos make good sailors? Because they can handle high seas.

Port - A fine wine, always stowed on the left side of the boat.

Reef point - The part of a rock sticking out of the water.

Rhumb line - Two or more crew members waiting for a drink. Spelling is archaic.

Rope ladder - A ladder designed to get you into the water but not back out.

Running free - Cruising without using the engine.

Sextant - A device for detecting the night-time activity of guests.

Shroud - Equipment used in connection with the wake.

Spinnaker - A large sail used in dead calms to keep the crew busy.

Spring line - A rope purchased at the beginning of the season.

Square rigger - A rigger over 30.

Swell - A wave that's just great.

Tell-tale - A crew member who lets the guests know that the skipper usually gets seasick.

Variation - The change in menu effected when the labels have soaked off the canned goods.

Pulpit - somewhere you go to pray you are going to pick up a mooring buoy.

Tabernacle - something similar to pulpit, but a different religion.

Nosely - What to call the wind direction when it comes from where you're going

Ships coming in - If your ship doesn't come in, swim out to it. (Jonathan Winters)

NOTICEBOARD

***Friday February 18th 2022**

Titanic Night is to be rescheduled

It is to be a no-speaker catch up dinner for the Cruising Group. It will be in the Members Lounge or in the Bayview room depending on numbers.

As usual gather in the members bar about 6.30. members draw at 7pm, followed by the meal.

Please book at the office (95923092) with Mandy no later than Monday 14th to get an idea of numbers. Meal \$40

*** Saturday 26th February to 14th March 2022***

Bass Strait Cruise.

If you are interested please contact Peter Strain. peter_strain@bigpond.com.

*** Friday March 18th 2022***

Dustin marshall

Guest Speaker: Prof. Dustin Marshall Director of the Centre for Geometric Biology. He will be talking about: "The big issues in Marine Environments from Port Phillip Bay to around the world".

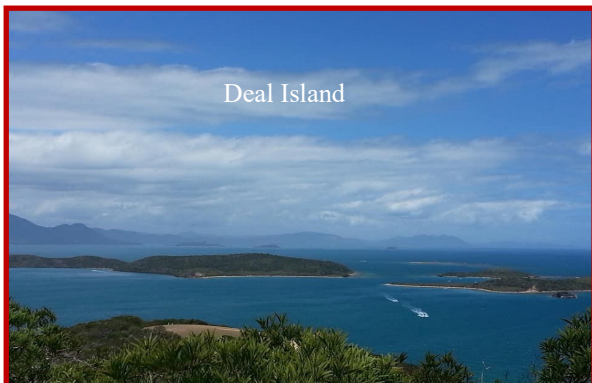
Friday 20th May

Rescheduled Titanic Night

Please mark in your calendars and re-book

. Come along for a great night of fun and entertainment. Have your photo taken in front of the Titanic's Grand Staircase with Captain Smith

Captures the magic of the Belle Epoque era in 1912. Fabulous costumes, orchestrated music, talented cast, plenty of fun and audience participation. Dress up for First Class or Dress down for Steerage.



I trust our cruisers all enjoyed Christmas with family and friends and have been able to get some sailing in around the busy holiday season. Jane and I joined some fellow cruisers on New Year's Eve at the marina finishing up on It's a Privilege with chocolates and Port.

We followed this by a few days in company with Nimrod II and Favourite Child. We sailed to Portarlington and Geelong before heading back for work. It was unfortunate we had to postpone the Titanic night yet again due to Covid Restrictions, not allowing us to have the numbers we wanted, although not being able to dance on a dance floor would not allow the show to be performed or engagement of the audience. I have it on good authority it has now been rescheduled for May 20th (please mark in your calendars and re-book)

I am sure we are all fairly fed up and tired of hearing about the Corona Virus especially the impact it has had on ALL Club events, however we continue to soldier on and deal with these interruptions as best we can. With the knowledge of so many that have been infected with this virus, especially those of us that have been triple vaccinated, we are resigned to the fact that we may all contract it at some stage and those that don't, well I feel now are just plain lucky. It should not stop us from attending Barbeques, dinner parties, weddings or family gatherings. Unfortunately, despite taking every precaution, Jane and I tested positive at the end of January. We stayed in ISO for the required 7 days and were released symptom free and we are fine now. For us it was not dissimilar to having a cold. We contacted every one we had been in contact with and fortunately none of those people have had symptoms or tested positive so we do not know where we came into contact with it. Enough from me.

Paul Jenkins