

Issue—432
May 2018

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Melbourne Osaka Experiences



Morning Star above and Spirit of Downunder below



While all the boats competing the Melbourne to Osaka double handed yacht race are deserving of the accolades, there are two yachts in particular that we wish to draw attention to.

Morning Star from the Tamar Yacht Club in Tassie is a tried & true S&S 34. Not the fastest boat but such a sturdy suitable boat for long distance sailing. There are reasons why the S&S 34 has been the boat of choice for several world circumnavigators and it was great to see it come second across the line. Well done to Jo & Peter.

The other yacht which is truly deserving of acclaim is Spirit of Downunder from RYCV. Skipper Laurie is 80 years old and this is his third Melbourne Osaka race. Spirit is a Cameron de Lange 12m. Again not the largest boat in the fleet but well sailed and a true reflection of Laurie's own spirit.

Congratulations to all competitors but particularly these two.

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Meetings

1st Monday of the month during 2018 (Second Monday in November)

Venue: Bells Hotel, Corner Moray and Coventry Streets, South Melbourne at 8.00 PM.

Ebb Tidings: Contributions, articles and letters can be emailed to:

ianbreichelt83@gmail.com

Format: Microsoft Word document and photos as jpg

Deadline: 12th of the month

Next Meeting— Monday 7 May 2018 8pm, Bells Hotel,

Corner Moray Street and Coventry Street, South Melbourne

Topic this month : Florian Andrighetto who will talk us through buying a yacht in an overseas location, preparing it for an extensive cruise back to Australia over two years



Everyone procures things. Procurement has become an industry in itself with specialist roles & consulting companies dedicated to consulting on policies, procedures and operations. But when the details are analysed it all comes down to being clear

about what is wanted with a timeframe and budget. In organisations where the funding is based on revenue or in government where it comes from the public, the onus is very clearly on obtaining value for money. For government expenditure the “pub” test can provoke deep sentiments due to the natural public expectation of careful stewardship of taxation funds. In corporations the shareholders and CEO or Board must be satisfied.

Failure to satisfy one's stakeholders can result in loss of positions – whether it be government or senior corporate positions.

As both the state and federal governments produce their budgets for the next year, I note they are full of promises – all of which have a cost associated with them, and since promises can't be delivered out of thin air, it is reasonable to assume that there will be future purchases of goods and services. All of these items needs to be carefully specified and proper procurement processes undertaken to ensure good governance. It is sometimes easy to be over-awed by the sheer quantities involved – when figures are in millions or even billions it can be hard to related. But that makes the need for probity even more important as it can be all too easy for funds to slip through via variations or, even worse, unspecified activities. Fronting up to an angry Minister is not easy and we've all observed how difficult it is for government officials to admit fault. But that is why risk management is just a big component of purchasing goods and services.

When it comes to our own personal expenditure the same principles apply. There is a tendency to just get someone to do the job - & then grumble about the cost or quality later. While it is difficult to find quality products and services for our homes or vehicles, it is even trickier when it comes to our boats.

It often seems the hardest part is to actually find a supplier who can do what is needed. Then there is the issue of whether they will do it and where and when... and of course what the final \$ will be.

Recommendations from other yachties are the best form of identifying likely suppliers. But suppliers are not magical beings able to understand ESP and if you make them try to decipher your requirements by being mind readers they will certainly charge you for that privilege.

It is therefore important that, as boat owners, we have a reasonable understanding of what products and systems keep our vessels afloat and operating. Where we can do our own repairs and maintenance we then know what has been done and, in the event of failure, can learn from it.

But no matter how competent boat owners are, there are still some ethereal systems on our boats that we keep our fingers crossed will continue to keep operating.

On Meltemi, those systems include over-complicated water and sewage systems. When we initially figured out how to use the series of hoses and valves we just didn't vary from what we had learned worked. Even when we had a plumber install a new set of taps in the galley, the fact that the hot and cold were reversed from the symbols didn't deter us – we just kept on revising our thinking to suit what would work.

However the time has come when aging hoses and valves need replacing and the dilemma is whether we engage someone to do the work and unravel the mysteries (with the consequential \$\$) or if we soldier on and work our way through each item systematically (higher stress but less \$\$). You can guess which one we are likely to do however I will locate a friendly and willing plumber just in case we also need assistance. It never hurts to procure expertise when necessary.

The speaker at this month's meeting is about procuring, not just components or services, but an entire boat and doing so in another country. While procurement overseas brings its own complications, at least Florian didn't have language concerns, although Americans do have their own way of expressing things.

May your own procuring bring you positive outcomes!

Maralyn



G'Day Members

May heads us into set up for our winter maintenance projects as the sailing season starts to cool down.

Some of our winter jobs start out with a thorough engine check over with fuel system and filters:

- ♦ change oil and fuel filters
- ♦ drain old oil, top up with flushing oil and run engine until hot, then drain flushing oil and top up with new oil and include molybdenum additive
- ♦ check all belts and replace if necessary
- ♦ clean down the engine
- ♦ check the gear box oil and top up
- ♦ check prop shaft gland including packing
- ♦ put additive into fuel
- ♦ check water trap at the salt water inlet to the motor

We still have a couple of small cruise events to take us up to mid June. First is a short cruise over to Royal Brighton Yacht club on Sunday 6 May for a lunch with the cruise group of that club. BYO everything.

The following month on Queens Birthday weekend there is a cruise to Queenscliff club QCYC for one night with a return to Portarlington for one night and sail to home club on the Monday. Let me know if you are able to join us on either of those dates.

Last month's speaker was Peter Hardy, an environmental scientist, who presented on his research trip in the Cook Islands on the research vessel Sea Dragon, a 72' vessel built for the UK Global Challenge Race and later converted into a research vessel. He presented on the effect of plastic and micro plastics on our oceans. Thanks to Peter he showed us many sites that show the devastation on the marine and wild life habitat. A great presentation, which certainly should give us some ideas about methods of reducing the use of plastics in our lives.

Pete presented the following videos showing Plastic Pollution, POPs and impacts on our Ocean Ecosystems:

- ♦ The extent of problematic plastic pollution in eco-systems: Albatross chicks and plastic (sad video) 3mins 53 <https://www.youtube.com/watch?v=4gYRSEJtsYQ>
- ♦ Manta Ray Point Bali 1 min 15 secs <https://www.youtube.com/watch?v=ArYLGNe-jCA>

- ♦ A river of plastic Guatemala 20 secs <https://www.youtube.com/watch?v=MeCiihx-JsA>
- ♦ A sea of plastic in the Caribbean 2 min 57 https://www.youtube.com/watch?v=3CK_inDmuoU

May's presentation is by Florian Andrighetto who will talk us through buying a yacht in an overseas location, preparing it for an extensive cruise back to Australia over two years. His yacht is a classic Island Packet 38 foot cutter head sloop named Harmony. He found it in Connecticut USA. The yacht was only 7 years old and still had 3 years left on warranty. I don't know another yacht manufacturer who offers a ten year warranty on their product.

Florian sailed through the US inland waterway, leaving mainland USA at Georgia for Barbados and many other fabulous islands then through the Panama Canal to the Pacific to Papeete and on to Australia. He had a break in the middle and left the boat on the hard and returned six months later to continue. He will inform us of some of the interesting requirements when updating and re-equipping the boat, changing its registration to an Australian vessel and the rigours of clearing in to Australia, as the customs and officials people did not make it easy to enter Australian territory. Don't miss this presentation.



A very sad month when we lost a well known yachtsman on Port Philip. Max Peters was a consummate sailor, mentor to many youth sailors a bay sailor and ocean racer, he was washed overboard when racing in an event off Brighton when his vessel broached and steering failed. Max sadly will be missed by many, and remembered for his contribution to yachting.

Look forward to seeing you at the May meeting.
Ian R and editorial team

Medical Sailing Ministries Evening

Greetings from Medical Sailing Ministries,

It's short notice, but for those who will be in Melbourne this coming Friday night, a special evening of **Friendship, Fun and Fellowship** is being planned to coincide with the visit of Pastor Tasale from the village of Paunangisu, which is about one hour's drive north of Port Vila and the home of PCV Health Dental Care Worker, Morinda Kalmar (nee Toare) ... *and coincidentally*, the BEST Public Toilet in The South Pacific ...

www.bestpublictoilet.org

Key details of the evening are as follows:

- ♦ **Friday 4th May 2018** (7:00pm-9:15pm)
- ♦ North Ringwood Uniting Church, **14 Dickson Cres, Ringwood North**
- ♦ Visit by Pastor Tasale from Paunangisu Village
- ♦ Videos from the 2017 Supporters Tour & MSM Mission
- ♦ Latest news from the National Oral Health Survey, Gudfala Tut Skul program (ie Good Teeth School) and the Supervised School Brushing Trial

- ♦ News concerning the Seasonal Worker Program and how to get involved

Other:

- ♦ Supper following.
- ♦ Dress Tropical & Colourful
- ♦ Cost by donation to cover catering & to support **PCV Health** in their continuing transition to a self-sustaining business model

Please pass the word around ... the more the merrier.

And if you are able to RSVP to assist with catering, that would be great (to Rob Latimer at msmvanuatu@gmail.com) Otherwise, just come along.

Blessings to you

Robert Latimer & Mike Clarke
MSM Coordinators, www.msm.org.au

What's Happening at CYAV?

Meeting venue Bells Hotel, South Melbourne—monthly meetings on first Monday of each month.

Dates for 2018 Calendar:

Sunday 6 May
Cruise to RBYC

Monday 7th May, 8pm
Speaker: Florian Andrighetto
Topic: Purchasing a boat in USA and returning to Australia

Monday 4th June
Speaker: Sue & Brian Drummond
Topic: Changing from a monohull to a big cat

Wednesday 6 June
RYCV—VHF Radio Course (contact RYCV)

Saturday 9—Monday 11 June
Cruise to Queenscliff and Port Arlington

Thursday 28 June—Sunday 1 July
Melbourne Boat Show

Monday 2nd July
Speaker: Cool Factor Refrigeration

Monday 6th August
Speaker: RACV Marine Insurance

Monday 3rd September
Speaker: Dick & Laurel Warhurst (TBC)
Topic: Circumnavigation Australia

Monday 1st October
Speaker: Hugh Pilsworth (TBC)
Topic: World Circumnavigation

Monday 12th November (after Cup Day)
Monday 3rd December

Solitude and Soliloquy

Jacare, Cabedelo, Brazil, 26/4/2018

The evening before departing St Helena, a fellow cruiser from Namibia incited me to lunacy, climbing the 690 near vertical steps of Jacob's Ladder. Given that it was to be the last serious exercise I'd get for the next 3 weeks, it wasn't a bad thing.



Most other yachts had already left the moorings, so again, I was a tail runner, on my own. For the first time, I really felt this solitude, perhaps exacerbated by the lengthy calms and slow progress. This must be the “gentleman’s” Atlantic I had heard about.

The first week out, the wind teased me with fluctuations between 2 knots and 20 knots. On day 3, after the frustrations of chasing its every nuance, I overcame my apathy and dug out the spinnaker from under the V berth up in the bow. Wasn't exactly sure what I was going to do with it, as I had never even seen it, never mind flown it before.

It took a good 2 hours to unearth it, work it out and set it up, but boy, was it worth it! With 6 – 8 knots of wind from behind, boat speed got up between 3 – 4 knots. I realized it was going to be a long, slow passage. The 100 nM days I was used to were to be a thing of the past; I was lucky to see 70 or 80 at best.



The kite can only be used running “square” or with wind dead astern, and not at night, in case of wind increase, which did seem to happen a lot, so I was always glad to have doused it at dusk.

I am beginning to learn the subtle shifts in wind and wave directions with wind tending more E in the day and more SE at night. The waves are often larger than the wind would suggest, indicating stronger blows further away, or coming. There is always a garland of puffy white clouds around the rim of my world and often thick black storm cells which suck the wind out before belching it back violently. This is almost like the doldrums, though not usually found so far south of the equator.



Shanti (continued)

0330, day 5, saw Shanti totally becalmed. I ran the engine for a few hours, with the thought of hoisting the kite at dawn. At 0830, there was not enough wind even for this. I was stalled. This had the potential of being a peaceful experience, were I able to accept it.

It was to become something of a recurring theme. Wind here; wind gone. I thought the open sea was supposed to be constant and consistent Trade winds, for weeks on end. Again, not on my crossing.

I made the mistake of plotting waypoints on my course - lots of them! It was almost depressing to see the number of potential days inching or millimetering across the map. With no idea of what winds I might get, this really was the unanswerable question of how long is a piece of string? It could be 3 weeks; it could be a month (I didn't like to even entertain the thought of more than that). It "should" be 18 days. Hah!

Back in Port Elizabeth, a Frenchman told of having to hand steer for 70 days after his autopilot failed. He "parked" each night to sleep, dropping all sails and leaving his boat to drift (and roll), not always in calm conditions like I was in.

Shanti rolled, so much so that I opted to set a tiny amount of sail, (to avoid that dreadful slatting), and try to hold my course, even if only making 1knot.

At 0350 I was woken by a male voice calling "Hey Twinkle, Twinkle! Sue!" I leapt up expecting to see someone nearby who had obviously mistaken Shanti for another boat, but of course no-one was there. The wind had increased to 18 knots, so I happily put up more sail and began moving in earnest.

I have observed in many other cruisers this need to get there, and preferably asap. This is a common human trait that reflects an uneasy relationship with the present, an expectation that "there" will be better than "here". There is a tendency to keep looking toward the future, a fantasy, which only exists in the mind, stealing the richness of what is here and now.

I started watching my mind more closely and

found my thoughts are runaway trains, creating a weirdly entertaining, yet unreal world. It's a bit like that line in the song: "everywhere you go, you always take the weather with you." What's inside projects onto the outer screen.

Attitude is everything. If I lament my slow progress, I can make it much harder on myself than if I turn my attention instead to the here and now – the sounds of water gurgling past the hull, the wind - the strength of which I can tell pretty accurately now by the pitch of its hum.

I know I WILL get there. When? is becoming less important.

The beginning of week 3 saw some steadier 10-12 knot winds. With only the poled out headsail I was able to run pretty well downwind, gybing the pole only twice a day, morning and evening, a tricky enough manoeuvre on my own.

I find it is a very humbling experience, being out here alone on the sea. Some friends have expected me to feel proud of what I have achieved so far, but I don't. Sure I have the sailing skills, or at least enough so far to keep me out of too much trouble. Sure I have the tenacity and perseverance to push on through the testing times. I am pig-headed and determined enough to refuse (so far) to quit.

But the enormity of the ocean, which has the power to squish me like an ant, prevents anything but gratitude to it for not having (yet) done so. The magnitude of the heavens, stars, planets and galaxies that enthrall me at night, shrink me to less than a molecule of dust. I feel it is a great privilege to be able to be out here.

On two occasions, when there has been a gap in the ring of cloud, I have seen the elusive "green flash" at sunset. What a thrill! (No picture of this unicorn sorry; way too fleeting.)

Similarly (but differently) exciting are the flying fish. What on earth inspired these bizarrely prehistoric creatures to take to the air – to leave their first medium, water, for another? Perhaps some predator was sizing them up for breakfast, chasing them faster than they could run, and suddenly, they take to the sky, skimming above the waves, their

Shanti (continued)

gossamer wings beating madly, only barely keeping them aloft, their tail trailing like a rudder, then sploosh! a head-on crash into a wave, but farther from danger. Crazy critters – they always make me laugh out loud!

Such a shame a few gasp their last on Shanti's deck. I wouldn't have thought they could fly that high, but some have even made it into the boom bag or whacked me in the face at night.

As the coast of Brazil and the end of this stage drew nearer, I was in no hurry to get there. I had broken through that sense of urgency and was happily enjoying "Groundhog day". The flat disc of sea stretching all round, the curved dome of sky above, with only tiny Shanti, day after day in the same apparent spot, as if pinned to the exact centre, a visual solipsism. The relative position never changes, never gets further from one horizon or closer to the other. Always the same, dead centre.

With not another living soul in sight for weeks on end, just me, encapsulated in this tiny space, like an interstellar life-support pod (only at times, buffeted more boisterously) I greatly appreciate this rare opportunity, away from distractions of people and things. It detangles brain cells, reassembles in a new and wondrous way the kaleidoscope of a lifetime of esoteric rabbit holes I have been down.

Two days out from Cabedelo, I looked up and noticed the mast head light fitting was dangling like a broken marionette on a wire. Either a big-footed booby bird had tried to dance on it, or the rigger back in Cape Town didn't secure it well (I notice my first reaction is blame).



The eventual fall from grace came the night before my approach to land (no navigation lights), but the good fortune within the misfortune was that it didn't plop straight overboard (which by all accounts it should have) but hit the deck and was still there on arrival, albeit in many pieces.



Jacare Yacht Village is about 8 miles up a river. Its bushy banks and murky waters give the feel of going up the Amazon (not that I ever have) and it's a surprise when at the turn of a bend there is a modern-ish marina, and not too far away, the bustle of a busy metropolis, Joao Pessoa (which is probably the jagged teeth seen from offshore).

Yesterday, the entire day was devoted to long walks and bus rides to do the usual check-in procedures of Immigration, Customs and Port Captain. It would have helped had I spent more time learning a few more words of Spanish (here they speak Portuguese, which is similar, and very little English.)

The weather was kind to me for my arrival, calm and sunny; the day after, (yesterday) the skies opened up to dump a deluge of tropical rain with strong winds. I was lucky also that some fellow cruisers invited me to raft up against their boat until the marina office was able to allocate me a berth. The boats are packed in side by side, with no walkways in between, using laid lines from behind to hold them back from the dock. In other ways, it's similar to Bundaberg, being in a fast flowing tidal river.

Shanti (continued)



Happy Anzac day to those in that realm.

Ed Note: Congratulations to Jackie and Shanti for their joint perseverance and shared experiences. We look forward to the further adventures and their successful return to Australia.

It feels very odd to be still, almost as if on concrete, (I don't think I'm in the mud at low tide) after the constant motion of the past weeks.

I plan to stay here a week or two to get some much-needed sleep, R & R and consider the next leg, most likely up to Trinidad.



SARAH STEENLAND - CRUISING CARTOONIST

Support for Victorian MSARs



The Victorian government has announced that four marine search and rescue units in Victoria's south-west will receive new boats as part of the \$11.3 million funding package unveiled late last year.

The four rescue units are Port Fairy Marine Rescue Service, Port Campbell Surf Life Saving Club, Portland Surf Life Saving Club and Apollo Bay Ocean Rescue.

The funding program includes more than \$6.5 million for new search-and-rescue vessels as well as more than \$4.75 million in operational funding to cover essential costs such as training, fuel, protective clothing, maintenance, equipment and insurance.

Further vessel replacement announcements will be made in the coming weeks.

"Today's announcement is part of our record \$11.3 million investment in the MSAR sector," said James Merlino, Minister for Emergency Services. "This significant commitment will also help build volunteer capability, recognising the wonderful efforts of MSAR providers across the state."

There are almost 800 MSAR volunteers in Victoria who respond to about 1,300 marine incidents every year. Emergency Management Victoria commissioner Craig Lapsley said the funding will help volunteers respond to marine incidents more effectively.

"Victoria's marine search and rescue capability is an important part of the emergency management sector and this funding boost recognises that dedication," he said. "The funding will greatly assist in operating costs, but also make a difference in training and supporting volunteers to build capability."

Emergency Management Victoria has already begun the process of buying the new rescue vessels with tenders expected to be called for later this month.

Mysailing.com.au

Cruise to New Caledonia—Go East Rally

Departing Southport Yacht Club (SYC) on May 14 2018, the 780nm Down Under Rally voyage will commence, heading for New Caledonia, with an estimated arrival date of 21 May 2018.

The Go East Rally provides participants with the opportunity to make the voyage to New Caledonia in their own vessel and in the company of like-minded people as part of a fleet of vessels. This year 42 Yachts hailing from Queensland, New South Wales, Victoria, Tasmania and Western Australia have joined the 2018 Go East rally and gathered at Southport Yacht Club to set sail for New Caledonia on May 14th, 2018 subject to suitable weather conditions being forecast for the voyage.

The owners and crews of the participating vessels will assemble at Southport Yacht Club at 07:30am on May 14, at which time the Australian Border Force will process their outward departure and issue certificated of clearance to allow the yachts to depart the country. Once clearance has been issued the fleet will depart the Southport Seaway on the first suitable weather and begin the ocean voyage to New Caledonia which is expected to take 5-6 days.

For the majority of participants this will be their first time sailing a multiple day / night ocean voyage. They are likely to spend six months sailing and cruising in New Caledonia and Vanuatu before returning to Australia in late October.

Special Deals for CYAV Members

ROPE



We cater to all types of marine yachting needs. This include versatile ropes that could be used for anchor lines, mooring lines, tow lines, running rigging repairs and replace-

ments. We also have the expertise to customize braided mooring lines or halyards or simply any braided rope requirement..

Austral Rope are offering CYAV members all rope at wholesale price. Just bring a copy of Ebb Tidings or tell them you're a member of the CYAV.

Contact Will Young, Managing Director
18 Avlona Street, Mordialloc
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Type of rope available include:

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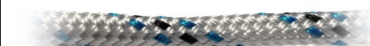
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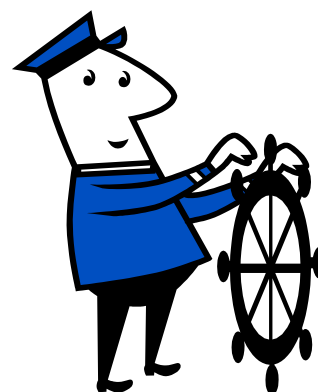
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May 2018



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The Cruising Yacht Association of
Victoria Inc.

No. A0041115A Newsletter

Print Post Approved

PP333729/0105

Annual Membership CYAV - 1 July 2018—30 June 2019

Annual Subscription \$40

Membership Type: New () Renewal ()

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