

JIB SHEETS



May-June 2019

MTYC OFFICIAL NEWSLETTER



Cruising Tasmania February 2019

© Tom Molyneux

Melbourne Trailable Yacht Club Inc

Registration No A2058

Website: www.mtyc.yachting.org.au

MTYC Committee 2019—2020

Commodore	Doug Whitby		
Vice Commodore	Mark McLellan		
Rear Commodore	Dean Hansen		
Hon Secretary	Leo Reid		
Hon Treasurer	Vikki Grimley		
Safety Coordinator	Peter Mart		
Principal Race Officer	Ron Parker		
Social Coordinator	Dennis Bromley		
Newsletter Coordinator	Marg Goddard		
Website Coordinator	Colin Forster		
Sailing Committee	Steve Reardon		
Sailing Committee	Vikki Grimley		
Sailing Committee	Lloyd Graham		
Auditor	Darrell Reid		

Calendar Highlights...

Check out the website for all coming events, and don't forget to watch your email as well for regular updates...

Winter Seminars: 19 July—Weather. 16 August—Sails

Winter Racing: 21 July, 18 August, 15 September

Annual Dinner and Presentation Night:

7 September

Note change of date

Season Opening at Docklands: 21-22 October



Carpark after the first Winter Series Race. The steaming hot dim sims were very well received indeed!

Winter Seminar.

19 July, 2019

Come along to the Rising Sun Hotel South Melbourne & enjoy a social evening with fellow sailors. Bookings through the website...

Weather affects our sailing in a variety of ways. Come and hear Certified Meteorological Consultant Peter Wellby and learn how to better interpret the weather resources available to us.

Before the seminar, bring a table of friends and enjoy a great meal at the same venue.

6.00 pm onwards for dinner. Seminar starts 8.00 pm

Commodore's Report – May 2019

To begin I'd like to welcome your new Committee for 2019-2020 who were elected at the recent AGM. Their names & contact details can be found on the inside cover of the newsletter.

The great news is that the club is at an all-time high as far as membership numbers.

The enigma appears to be that despite this our participation at club events doesn't appear to be enjoying a corresponding growth.

There are some IMPORTANT DATE CHANGES in the calendar. Make sure to update your calendar & diary.

The Winter Seminar Series is back but the first Seminar has moved to 21 June.

And our Annual Dinner & Presentation Night has moved to 7th September. MAKE SURE TO SAVE THE DATE. This is a great social night & NOT a boring Brownlow count. Come along meet other members & your committee.

Easter at Yarrawonga for those that attended was another great weekend with good weather, a great venue, and loads of fun. Check out the photos and reports later in the newsletter.

Australian Sailing's Victorian Trailable Yacht Division Traveller Series included 7 heats this year. Kicking off with the Around French Island Race hosted by Warneet MYC, then it was off to Geelong for GTYC's Pelican Race, followed by the classic Around Sunday Island Race with PAYC, Back to Geelong for the Trailable Championships at RGYC, then to Marlay Point, before returning to the Gippsland Lakes for Loch Sport Boat Club's Pulse Credit Union Lakes Classic race that proved to be a heavy air warm up before our own Four Points Race.

We had 21 Club boats compete in this year's Traveller Series, by entering at least one of these events.

We held our 8th edition of the Four Points Race, unfortunately the weather forecast probably pre-

vented a larger fleet entering.

We did still manage to attract 35 entries, but the number of MTYC boats entered was an all-time low. This is particularly disappointing given that it is free for MTYC boats to enter & visitors didn't just pay an entry fee but some travelled 3-4 hours to get to it.

At the recent Noelex National Championships hosted by RMYS, 6 of the 8 competing boats were from MTYC and they filled the top 3 spots in the Regatta results. Congratulations to David, Ted & Ella Philipps on their national title.

Work on the upcoming season's calendar of events is underway, if you have an idea for an event or even just a thought on how we could improve an event. Let us know.

Doug Whitby
MTYC Commodore



MTYC members and crews before the 2019 Marlay Point Overnight Race

Cruising Tasmania, February 2019

Following the trip to Tasmania earlier in the year, Sue Bromley collated some shared information reading preparations for the trip and some comments on things that worked well and what might be done differently next time...

Thanks to Tony Matheson, Vince and Annette Thorne, Adrian and Vikki and Sue Graham This has been very useful information and hopefully will be helpful and informative to future sailors and their adventures.. I have tried to combine these responses and listed them under some headings

Provisioning of fuel and electricity/power

We motored for 45 hours (mostly to keep up with faster boats) so took 45 litres of fuel with us, 20 litres in the main (portable) tank. *Melinda*

2 stroke outboards use heaps more fuel than 4 strokes. Like nearly double.

Power and electricity was ample as a new battery and new solar power charging system was installed prior to the trip. This worked very well and ran our Waeco fridge continuously and without fail throughout the trip.

Provisioning of water, i.e. amount used per day.

We had a tank of 40 litres of water and 10 litres of water in containers for emergency. We refilled this a couple of times. Paper towel for dishes clean up and wet wipes saved on water consumption. *O'Really II*

Used less than 5L/day of drinking water for 2 people. *Mikela*

Melinda's 55 litre water tank suited us well and we also carried a portable 5 litre container.

Probably had too much water, but it did make the boat nice and stiff in heavy weather. *Silhouette*

Meals, i.e. food required, i.e. food prep, handy storage and clean up hints, easy to prepare, compact storage ideas, fridge free food, menu and happy hour suggestions etc.

Dehydrated vegetables probably would have been more space and weight efficient. Cask wine, tins of beer (no glass) clip lock containers to eliminate spillage.

I always take minimal tinned food and bottles as they are heavy and create a lot of rubbish. Dehydrated food was light and easy to store. Frozen, Vac packed meat worked well. 200ml long life milk saved room in the fridge, also powdered milk.

Working out a daily menu, taking only what is required and only a small amount extra for emergencies.

We carried sufficient water for the entire trip as we did not know if we could fill up along the way. This meant we did not have to struggle. In addition, our yacht carried enough food for two months, so we never went hungry. Food was mostly sachet and dried foods which did not require refrigeration. Rice was pre-cooked variety which did not require preparation from scratch.

Clothing and or personal items you would recommend in a "variable" Tasmanian climate.

We took layers of clothing which seemed to work for the very changeable temperatures.

Took too much in the way of clothing. You can wash easily. Probably need three changes of clothing.

Wet weather gear, including sea boots is recommended, even though our conditions were generally quite

favourable, albeit windy at times.

Comfort items, i.e. things that make living in a confined space manageable, i.e. toilet items, wet wipes, fly/mosquito repellent, glassless beer and wine, happy hour favourites - the little things that make a difference!

Making sure the boat is mosquito proof.

Put on sunscreen before you start off sailing as it may be too difficult later.

Boarding ladders need to be long enough to make boarding easy, lifelines limit where you can board from a dinghy.

Also important to think about where you store things and easy access for frequently used items.

We were glad of the big clean out of the boat of all unnecessary clutter before we came, seems like an incidental thing, but made a big difference.

Other recommendations.

Dousing line a good idea for jib.

Make sure you have enough lines for springers and that they are long enough.

Need to know where you are going, relying on others didn't always work.

I noted the lanolin I had put on in Melbourne was of some value in reducing fouling, along with the scrub in Lime Bay. The east coast is a long and circuitous journey and not especially recommended!!

We found holes in the lockers which normally are above the waterline, but with happy hour on our boat and loads of people, these holes allowed a steady flow of water into the lockers and filled them up.

Never, never never attempt a repair job over the water. Despite the call for "be careful" and "whatever you do, do not drop it into the water" plopp it went into Davy Jones locker right on cue. So take the extra caution and effort to find a wharf or somewhere secure.

First aid/emergency items

Emergency sewing kit, i.e. thread, needles, buttons, safety pins.

Cotton buds

Nail clippers

Mini magnifying mirror

Tweezers

Emery board, toothpick

Antiseptic cream i.e. Betadine Medi cream

Itch relief

Blistex

Kwells and ginger Trava Calm

Tiger balm – for aches



Hand cream for cracked skin

Panadol and Nurofen (ibuprofen)

Strepsils, Vit C

Antibiotics

Snake bite bandage (just in case)

Thanks again to those who responded, the feedback was very positive.

It was a great trip. Thanks everyone for your wonderful company and Lloyd, Sue and Leo especially, for the organisation and charts.

Overall a great trip and everyone go on well and helped each other out. Everyone seemed to be inclusive of the new members. Different time and place options for people to join or leave the group worked well. The few days in Hobart helped with this.

Sue Bromley

O'Really 11



Happy hour and meeting of the trailable yachts and keel boats at Lime Bay (within Norfolk Bay)



Cruising in Tassie on *Puffin*

Boat and trailer:

We were a bit cautious about the Tassie mountains especially as our Whitsundays trip 3 months before had resulted in several trailer failures. Consequently we did some work on the trailer before this trip. We reinforced/strengthened the structure, had the brake discs skimmed and I serviced/replaced all the wheel bearings. We reduced trailer weight for the trip by taking out water food, fuel, anchors, tender etc. The trailer weighed (not including hitch) just a little over 2Te. The drive down into Queenstown in a rain storm was the most challenging with very steep gradients and severe hairpin corners. The road surfaces however were generally very good – better than we found in NSW or Queensland! We did not rig the boat to use as a caravan as we have a roof top tent – this has worked well in the past – however we had not accounted for the heavy rain on the east coast trip. We will follow the lead of others in the future and slightly raise the mast above its normal travelling position (to allow us to lift the pop top) and rig the boat to use as a caravan.

Water and fuel:

We took about 60 litres of water and 62 litres of petrol for the 9.8HP 4-stroke. We used 2 litres per hour on this trip – we have found this to be a consistent figure over the last two years. We used bottled water for drinking and the tank water for tea, cooking washing up etc. This was very conservative on fuel and water for the whole trip. We also burn 1 litre of meths per week. However we ran out of Gin on day 8! The fuel was stored in two plastic tanks and a plastic 20L Jerry can. These fit neatly into the fuel locker and fuel transfers between containers was achieved using a small battery operated syphon pump (a very good \$15 worth) thus avoiding lifting the containers out and possible spillage.

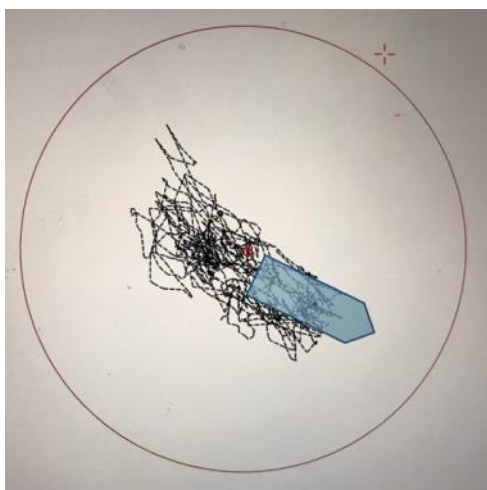


AU!!! Liquid Transfer Electric Siphon Pump Gas Oil Water Fish Tank B...
AU \$14.89
Free Postage
Popular

Boat kit:

We have a 6.7kg (15lb) Manson Supreme for which Manson recommends 8m of 6mm chain. (Manson recommends this for a yacht of up to 30feet and 3 Ton) We carry 25m of 6mm chain marked at 5m intervals plus 50m of anchor rope. We took a second anchor with 5m of chain and 50m of rope.

We usually laid out a scope of 5 times the maximum depth expected with the tides. The fishfinder gave more information regarding the seabed than just the depth gauge – weed and rock (and bommies etc in the Whitsundays) can be seen. Setting the anchor was reasonably straightforward involving motoring backwards slowly, pausing with a few metres of chain on the seabed and setting the anchor by manual pressure then laying out the remainder of the chain required. After the anchor was secured at the boat the boat was powered up in reverse to finally set the anchor. This was a bit problematic when we were at Southport where the bottom was covered in kelp. The trick here was to find a clearing with sand below. The iSailor App on the ipad has an anchor watch which we used on nights that were rough and windy – an alarm sounds if the boat moves outside of a preset watch circle.



in the screen capture, the boat can be seen pivoting about the anchor location.

We used this together with the 'tracking' facility that plots the boat position. In future we will carry a trip line and float. This serves two purposes - can be used to pull the anchor up if snagged and the float warns others of your anchor position. There were several anchorages where there may well have been underwater snags – rocks or trees.

We also carried a high speed electric air pump to inflate the inflatable – we deflated the inflatable for sailing long distances or when the wind/waves were challenging. We used a rubber snubber to take the impact/shock out of the towing line. We used less than a litre of fuel on the 2hp 2-stroke on the tender. (Unless it's a long way to the shore we tend to use the oars.)

We took a small pump-up garden sprayer full of fresh water with the head replaced with a shower head. Wrapped in black tape this warms up quickly and means that a fresh water wash is easily available after swimming. (We didn't really expect to swim in the cold Tasmanian sea but did, several times, and in Lime Bay it was actually warm enough.)

After previous experiences where we observed mooring lines breaking on another boat in a strong blow – we bought 2 large foam fenders and new double braided mooring lines that have a bit of energy absorption. These proved very useful – even on the first night (in the marina). The foam fenders were quite effective at jetties with posts/poles rather than horizontal beams – we do not carry a fender board to span between the poles. We also carried two traditional (inflated) "sausage" fenders that proved useful when rafting up.

Safety/backup:

Besides the required safety kit we carry an EPIRB distress beacon, a handheld marine radio, a safety throw-rope, and a second anchor. (We are happy to say we have not so far needed to use any of it.)

Electrical Equipment:

We have (NASA, UK) instrumentation that gives wind speed/direction (true and apparent), water speed, GPS speed, water depth, battery condition and a Lowrance fishfinder/navigator. We use the ipad mounted on a pivot to run iSailor - we have found this very useful over the last few years. The pivot is useful as it allows for the device to be positioned out of the sun under the sliding hatch. (The ipad is in a water-proof case and can overheat and switch off in direct sunlight.)

We run the standard fridge, phones/ipad, the above instruments and led lights on two batteries (2x130 amp hr) with 200 watts of flexible solar panels. We also charge from the motor when running. Most evenings the batteries were fully charged and overnight the fridge and anchor light would use 15 amp hours. The battery monitor has proven useful as it gives a believable % percentage charge based on an energy in/out audit. We have found battery voltages difficult to interpret in the past.

Head torches are very useful – especially if something comes loose in the night necessitating going out on deck and needing two hands free.

Provisions:

As for the water and fuel we over provisioned taking food that would have been sufficient for more than the whole period. In practice there were several jetty stops where water, fuel etc were available. In addition there were a few meals onshore. Green veg and cauliflower lasts longer in the fridge if packed in boxes lined with kitchen roll. Other fresh items included tomatoes, apples, zucchini, shallots and avocados. We took tins of potatoes, sweetcorn, mushrooms, peppers, chickpeas, beans, ham, hotdog sausages, salmon and smoked herrings. Carbohydrates consisted of bread wraps, pasta, precooked rice in plastic punnets, spiced/flavoured cous cous and quick oats for breakfast. Other extras included plastic jars of

fruit, dried mushrooms, jars of pasta sauce, liquid soups in packets, olives in packets, salmon bits in packets, cheese (happy hour and shaved parmesan), hummus, eggs, ginger biscuits and cheese biscuits, mixed nuts, dried fruit, boxes of milk and small boxes of cream. We ate very little fresh meat on the trip except for bacon and ham for lunches which kept well in the fridge. We took various spices and a tube of garlic. Chocolate and two boxes of wine. Favourite dishes included: Smoked fish paella – tinned kippers, olives, sweetcorn, mushrooms, beans, garlic, precooked rice. Pasta carbonara – bacon or salmon bits with onion, mushroom, garlic, oregano, cream or milk, egg, parmesan, pasta. Fry up – tin of potatoes fried with smoked paprika and chilli, hotdog sausages or tinned ham, onion, mushrooms, baked beans. Laksa soup and veg – Packet of soup, tin sweetcorn, half packet of quick noodles, finely cut veg (typically...zucchini, snow peas, carrot, broccoli, cauliflower). We have a spaghetti veg cutter that produces spaghetti from carrots zucchini etc – but it's hard to clean. Moroccan lamb – lamb fried, packet moroccan spiced cous cous, olives, chick peas, garlic, chilli, other veg (cauliflower or broccoli).

We discarded unnecessary packaging before putting food on the boat and then had a streamed system for waste – wet/dirty, recyclable, dry but not recyclable. We could not crush tins so we cleaned them with salt water and packed them and the jars with other waste. We were prepared with a screw top water (smell) proof drum that we have used in the Whitsundays, however in practice the volume of waste was not an issue as we often stopped at jetties where there were facilities.

Organisation:

We are very grateful for the charts provided these were very useful and of good detail. An overall map would have made larger scale planning easier for us as we have never been to this area of Tasmania before. The Tasmanian anchoring/cruising guidebooks were also useful. The general process of chatting at happy hour then having a morning radio briefing worked well. We took time to look at the charts and weather and discuss options/issues amongst ourselves before the morning briefing. Once under way the routine of having a regular (hourly) radio check was a good idea as on more than one occasion the weather necessitated a change of plan. However radio communication was a bit problematic at times due to various reasons – particularly when spacing between boats became greater. This would be worth considering in more detail in the future. Various boats came and went and in the third week the larger fleet split into two – this flexibility worked well.

We used Willy Weather, Predict Wind and Meteye for weather. In general the predictions in the South East were very unreliable with strong winds unexpectedly appearing on several occasions. We experienced sailing under a wide range of conditions – drifting in light airs with significant swell, double reefed with no headsail on occasions, sailing only under the headsail at others, and of course motoring. Amanda and I have full bad weather sailing kit which in various forms we wore on several occasions. I tend to wear a summer (lightweight) jacket with my sailing pants when conditions are wet but not too cold. The lightweight sailing jacket was very useful to keep spray and wind off on several days. I find that long sleeve lightweight tops (like the MTYC 4-points top) work very well to keep the sun at bay.

Overall the trip worked out very well and we are grateful for the organisation and planning efforts put in by others.

Tom and Amanda Molyneux



25 knots - Not 10 knots!



What Girls want in a Sailor Boy!

I frequently hear said to Dennis that he is lucky that he has a wife who goes sailing with him and I wonder why more women don't go sailing, at least cruising with their husbands/partners, as it can be a really beautiful or really exciting time.

Here are a few things that I think would encourage women to be out there enjoying a sailing adventure:

Firstly, I think like everyone, girls just want to have fun. Personally, I'm not impressed by a macho need to be 'gung-ho' taking risks for the sole purpose of trying to impress the blokes. It's not fun if it is not fun for everyone. Racing on a cruise seems pointless to me.

Preparation is the key. If a boat is well prepared, everything repaired and checked so that it is in good, operating order, (no nasty surprises). A boat set up to be easily operated by all the crew even the girls.

Weather awareness is crucial. Check what the likely wind strengths and wave heights – fore armed is fore warned. Go out in light winds if your partner/crew is a novice, no brownie points for scaring.

Sailing is a team activity. The team works well when everyone is operating within their strengths. Blokes obviously have more brute strength. Use your partner's strengths too, inclusion is important. Go out on fair weather days to help novices get to know the ropes on a calm day. Labels are so helpful when you are learning, as sailing jargon can be a complete mystery to a learner. Pre-warn what is about to happen, and time (a second or two) to compute instructions before they need to happen will keep everyone calm. Above all, use the strengths of your partner/crew and value their strengths and presence.

Next and importantly, I think yelling on a boat really undoes team spirit and harmony and such a turn off. Yelling causes panic and fear and a fight, flight or FREEZE response, none of which is helpful. Swearing, just adds more to the "out of control" perception of what is or isn't supposed to be happening.

Finally, I think that sailing, as a sport/activity is quite uniquely a gender non-specific sport. Skill is not necessarily dominated by males. Learning is always happening and we are all on that pathway of experience and knowledge. Value and acknowledgement needs to be given to each team member when we refer to our fellow sailors not just the captain of the boat.

Happy sailing

Sue Bromley

The Travels of *Deja Vu*

<https://hotel370.blog/>

Déjà vu is a Cavalier 37 which Peter and Janet bought over a year ago. Since then, they have been working hard to bring the boat back to a good cruising standard.

After their adventures in Tassie earlier this year, they are now heading up the East Coast looking for warmer weather...

Janet has been recording their adventures in a blog and they are a great read. We have Janet's permission to share their adventures with you.



A Safety Perspective on the Tassie Cruise

As a crew participator in the recent Tassie cruise, but also wearing my MTYC Safety Officer hat, I thought it appropriate to reflect on the cruise from a safety perspective, and to ensure that our collective experience is captured for future cruises.

Boat and Trailer Preparation

A 3-4 week cruise and associated towing puts a strain on trailers, boats, outboards, rigs and sails (not to mention people!). Thorough preparation and maintenance is essential to ensure minimal breakdowns or failures. We had some issues with leaking boats, rig failures, electrical issues and outboard problems which were generally managed on the go with some inconvenience, but under particular weather conditions could have resulted in compromised safety.

Carrying sufficient spare parts (e.g. spark plugs) and maintenance/repair items and tools enabled make-do repairs with minimal disruption to the cruise

Boats should at minimum meet Cat 5N racing requirements i.e limited rescue availability in protected waters in daylight and sheltered waters at night. Marine and Safety Tasmania (MAST) has a chart that shows the southern D'Entrecasteaux Channel (to Southport), Storm Bay and Macquarie Harbour are all Sheltered Waters (not exceeding 2 nm to seaward of land).

Boat electrical systems should have sufficient storage and recharge capacity to enable full use of navigation, communication and lighting under all weather conditions, and backups for essential systems. In practice, some boats had inadequate battery capacity, solar panel wattage or outboard alternator output to maintain charge under the smoky conditions and limited motor sailing. Some boats had inadequate or intermittent anchor lights, and portable LED lights were used to provide backup. High amperage battery chargers and 240V power cords were useful for quickly recharging batteries when in marinas.

Navigation Aids

Hard copy extracts from electronic charts were distributed prior to the cruise, and proved very useful for daily navigation, in conjunction with various electronic navigation aids including phone/chartplotter/dedicated GPS and a variety of software apps such as iSailor and Navionics. However, it was difficult sometimes to appreciate the bigger picture, and tourist maps were useful to relate the detailed navigation aids. MAST produces the South East Tasmania and East Coast Tasmania Boating Guides (\$3.30 each) which are excellent additional sources of information on facilities, anchorages, transit distances and times. <https://www.mast.tas.gov.au/safety/boating-guides/> I picked up copies when in Hobart after the cruise. I also picked up a leaflet on Safety Information for Vessels Operating on the River Derwent. This stipulates that recreational vessels are NOT permitted to pass through the main and secondary spans of the Tasman Bridge, due to potential conflict with large vessels in the main navigation channel. Again, this information and brochure is available on the MAST website: <https://www.mast.tas.gov.au/recreational/speed-operational-areas/bridge-transits-denison-canal/>

The Cruising Yacht Club of Tasmania/TASMAP Cruising Southern Tasmania (Edition 4 2014 and earlier editions) is an excellent guide available from Boat Books or chandlers, and has detailed charts, facilities and anchorages for all the areas visited (but not Macquarie Harbour), and was most useful.

Communication

The draft schedule prior to the trip was probably somewhat ambitious, with little allowance for weather, the fires which had been burning since Christmas, and no alternative plans. The smoke and ash from the Huon Valley fires, and forecast strong winds, and closure of the Denison Canal, made it necessary to revise plans and limited the southerly extent in the D'Entrecasteaux Channel, and later passage to Maria Island. We were booked into the Bruny Island Adventure Bay commercial cruise early on, but flexible thereafter.

Daily briefings either ashore or via radio were useful to update all on plans and achieve consensus. These were best done after individual boats had checked weather reports and considered their preferences for the day.

Given the wide range of boat speeds, and that some boats also towed dinghies, the fleet often spread out. Unfamiliarity with the waterways meant that, depending upon sailing and navigation experience, some boats were less comfortable than others in separating from the fleet. Adopting a "buddy" system may have helped if boats and crews of similar ability kept within sight of each other.

Regular on-water VHF radio skeds were useful in maintaining contact throughout the dispersed fleet, however radio performance was poor for some boats and not all boats received the transmissions, and messages had to be relayed. Backup handheld VHF radios were useful when boat batteries went flat.

In SE Tasmania, mobile phone and internet access was generally good and enabled updated weather reports to be received, however this was apparently not the case on Macquarie Harbour.

Tas Marine Radio broadcasts weather forecasts on VHF Ch 16 at 0745, 1345 and 1733, and there is an automated (the "Tin Man") SE Boating Weather on VHF Ch1 on the hour and half hour.

A number of boats carried EPIRBs and I also carried a PLB in my pack but never wore it (thereby negating any possible value if I became MOB!) In the event of an emergency, particularly if radio transmission or mobile phone coverage is poor or impossible, these devices are lifesavers.

Weather

Weather forecasts were obtained from a variety of on-line sources e.g. BOM and MetEye, Willy Weather, Windy, WindFinder, and Predict Wind. Forecasts were available on local AM and VHF radio as above. Our general experience was that forecasts could only be relied upon for general trends, due to the topography channelling winds and providing significant localised variations in both wind strength and direction. This caught us out occasionally when anchorages that should have been protected in the forecast conditions became quite exposed.

Anchoring

Several boats dragged anchor during the trip, though luckily with no deleterious consequences. A common factor appeared to be a prevalence of hard sand which prevented anchors digging in. A selection of anchors of different types and suitably sized for the boat, adequate scope of chain and rope, and practice in anchoring technique are essential.

Reefing

Some boats were unfamiliar with reefing technique or practising same. At times we experienced high winds at short notice, and the ability to quickly reef is essential.

The ability to roller furl the jib, or use of a dousing line for a hanked-on jib, is useful to be able to quickly

reduce headsail area when required, without having to send crew forward, particularly for a boat without lifelines.

Motoring

At least two boats experienced motor problems, in our case due to plug fouling after days of extended motor sailing at low revs. Spare spark plugs enabled a quick changeover while at anchor, however some periods of motoring at wide throttle may have prevented this and the possibility of it occurring when the motor was necessary for critical manoeuvring.

Two stroke outboards use significantly more fuel than four stroke. This requires carriage of up to twice the amount of fuel, and periodic changeover of tanks or refuelling of the main tank from portable fuel containers. Twice we refuelled on the water when the 20L tank level became low after periods of extended motor sailing. This was dangerous, despite shutting off the motor and closing up the cabin to prevent fume ingress and a possible explosive atmosphere in the event of spillage. We also did not prior radio our intention to the fleet, which created some concern on another boat that saw us stop with heads down in the cockpit. Topping up the tank while ashore before departure, or using interchangeable tanks that did not require decanting fuel, would have been much safer. We also had a fuel leak from a leaking gasket on the tank that required care when handling the full tank, and could not be easily repaired during the trip. Flammable vapour buildup and risk of fire or explosion on board a boat is extremely serious. The tank was also not secured in the cockpit, with risk of loss in event of a knockdown.

Dinghies

I noted that people were pretty consistent in use of lifejackets when rowing/motoring dinghies between boats and ashore, as required by law, and also very sensible after a drink or two at happy hour! A bailer or rag is handy too if like Tony and I you need to row to your boat through choppy waves after a gale has sprung up! Tidal currents can run quite strongly, as we found when anchored in the tidal stream at Lewisham. Swimmers also need to factor this in and not be over-confident of their ability.

Marinas

One of the potentially most hazardous situations was encountered on the first day and night at Margate Marina, still under construction. Heavy vehicle and crane activity was occurring on shore without any separation of pedestrians, although this was remedied the next day with barriers and warning signs erected. That evening, our mooring in the floating marina was exposed to incoming weather from the south east, such that the floating pontoon rose and fell significantly due to wave action, and our dinghy the other side of the pontoon threatened to blow onto our boat. Getting onto the heaving pontoon in thongs with waves breaking over the top, and retrieving the dinghy and safely securing it, was a highly risky undertaking. Other exposed boats in our fleet also required securing. The planned construction of a wave screen should alleviate such future occurrences, but the experience indicates that one must be alert to both ashore and on-water hazards, and that this marina really was ill-prepared for public access.

At Derwent Sailing Squadron, several of our boats were berthed alongside a fixed jetty rather than a floating pontoon, so that at low tide there was a considerable height difference between the bow and the jetty. This necessitated stepping onto the pulpit rail while reaching for the forestay, with risk of slipping and falling into the water, perhaps striking one's head on the way, and without a life jacket.

Depending upon the boat configuration, and agility of the person, this manoeuvre was tricky, particularly after dark or a drink. One boat asked to move to a berth that had a boarding ladder fixed to the jetty, allowing more easily boarding by a less agile crew member.

The above lists the main safety related issues of the cruise. Overall we were fortunate in that there were no serious incidents or accidents, and hopefully this was largely due to an awareness by all of the need to be well-prepared and vigilant, rather than good luck.

I enjoyed the trip including the more challenging situations which we all encountered and addressed. Hopefully we and future participants can learn from our experiences and thereby make similar future cruises even safer and more enjoyable.

Peter Mart

