

Hello Members,

Welcome to the April edition of the CYC Newsletter!

This month we have many interesting stories to share from our members. In particular, the first instalment of Hew Mills' logbook from his time on the *Endeavour* (obviously not on Cook's original ship... he's not that old!). It makes for a very interesting read. Even better, his full 2011 journal will be spread over the next few editions of the newsletter, so be sure to follow along each month.

We also have the next instalment from our cruising contributors, Shari & Gary, on SV Matilda, getting us up to date on their travels, the latest of which involved transiting the Panama Canal!

This month we have plenty of sailing to look forward to. We have Tackers and Greenfleet beginning again this term after what seems like a very long break to wait out the wet season. We also have a two-day race to look forward to in the Commodore's Cup. If you would like to crew, please post on our club FaceBook page to let skippers know.

Finally, it is with great sadness we say farewell to our club administrator, Margie. Margie has been the backbone of the club for many years now and without her going above and beyond her duties, we wouldn't have a functioning club today. We wish Margie all the best for her future endeavours and thank her for all her hard work. We are currently busy looking for applicants to fill Margie's mighty big shoes, so if you are aware of the perfect person, please let us know.

As always, thank you to all of this month's contributors, and if you would like to contribute, please send anything you'd like to share to: secretary@cairnsyachtclub.com.au

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Reminder: Tackers & Green Fleet to re-commence this term.

Term 2 Junior Sailing commences on April 21 & 22.

Tackers on Friday afternoon 4pm-6pm for 7-12 year olds.

Green Fleet on Saturdays 10am-12noon for 13-17 year olds .

Please use these links to register:

Tackers 1: <https://www.revolutionise.com.au/cairnsyc/events/175292/>

Tackers 2: <https://www.revolutionise.com.au/cairnsyc/events/175294/>

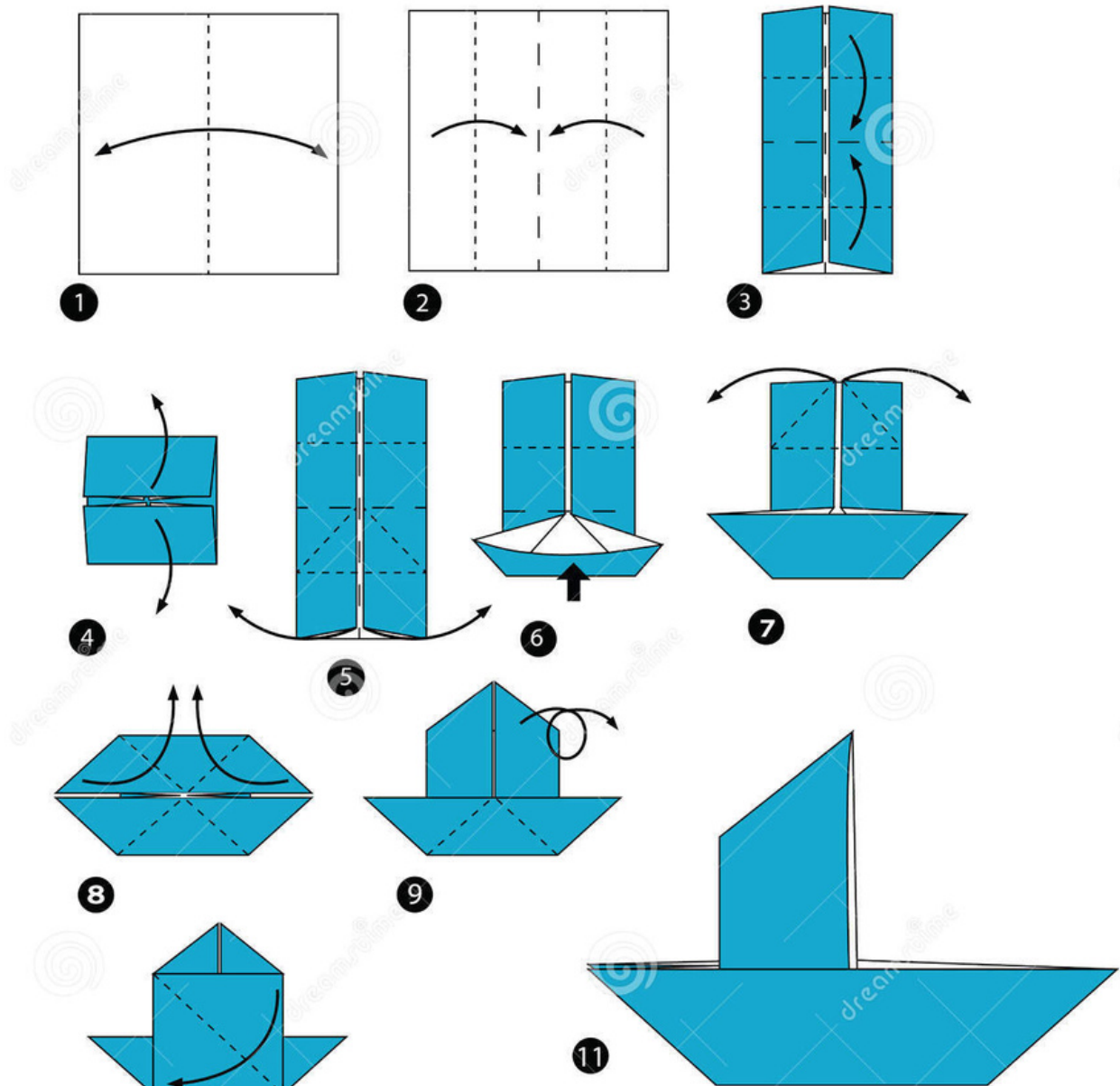
Green Fleet <https://www.revolutionise.com.au/cairnsyc/events/175297/>

Contact for more info: **admin@cairnsyachtclub.com.au**





Origami Sailing Boat



Fun Fact!

A group of young students at Tottenham UTC built a real origami boat. Using hundreds of feet of paper, this boat was nearly 12' long and could actually support the weight of an adult when it set sail in the water.



To Panama in a Hop, Skip, and a Jump: from the Med to the Caribbean

"Following the light of the sun, we left the Old World."

Christopher Columbus

Our article on Matilda last month was about Greece and currently we are in the Galapagos. In an attempt to bring our adventures up to date this story will cover the highlights of our journey from Turkey through the Mediterranean to Gibraltar, the Atlantic crossing, the Caribbean and through the Panama Canal. Whew, have we really done all that in the last year? There have been many challenges since Greece and we have learned so much about the different cruising areas we have encountered.

The main focus of the time in Turkey was on yacht upgrades to get Matilda ready for blue water ocean crossings. All the rigging was replaced, a staysail added, the dinghy davit/solar arch was replaced and strengthened and the internal lighting was replaced with LED to save power. This all took some juggling as it was high season and everyone was flat out. After the major projects were completed we explored the Turkish coastline, which had more complete Greek and Roman ruins than in Greece. The most interesting one was Knidos which was a 2,000 old port with Greek ruins on the hillsides surrounding it.

Due to EU visa constraints, our time was limited going back through Greece, Italy and over to Gibraltar however we really enjoyed getting a flavour of what sailing in the Mediterranean is like and were grateful for the opportunity to experience all the different cultures. We were lucky to be able to go through the Corinthian Canal on our way back through Greece as it had been closed due to a landslide. It was open for two months for recreational small boats only and then would be closed again until the next summer. There was a traffic light that turned green to signal us to start through and then a man standing in a box near it shouted "go, go, go motor at 5 knots" so away we went with high limestone cliffs raising up on either side. It was amazing to think of all the different ships that must have passed through there over the thousands of years.

From Kefalonia Island on the west side of Greece, we set sail on an overnight passage to Italy. We had strong winds on the port quarter across the Aegean sea that pushed us around the bottom boot and toe of Italy and up through the Sicily channel. In the channel area a thunderstorm came through and we had a brush with lightning when a bolt hit very close to the boat and took out our autopilot. So it was hand steering from there until we could find somewhere to repair it. There were no good anchorages in the channel so we stayed at a family run marina that only had room for four boats and they also ran the pizza restaurant there. When we tried to book for dinner they seemed shocked at a 7pm request and said "In Italy the chefs don't start work until 8pm. We usually start with a Camparinha cocktail before that." So as the saying goes, when in Rome... The cocktails were served to us at lounge chairs just a few steps away from where Matilda was docked so this quickly became our favourite Med marina.



The next leg was along the top of Sicily and over to the east coast of Sardinia where again we hit another big thunderstorm system which we tried to outrun but did not succeed. It gave Matilda a nice fresh water wash down. Along the eastern coast of Sardinia we were lucky with an offshore breeze so the seas were calm and the scenery spectacular with vertical cliffs and high, rolling green mountains with occasional wide, white sandy beaches. In Olbia, a town with a quaint old quarter, Nick from CYC who was regular crew on Volare came to crew with us for a week. He lives in London now and we had an enjoyed reminiscing about good times and good friends made sailing with the Cairns Yacht Club over the years. As we sailed up the coast with Nick we saw some huge black sails in the distance and soon learned we had happened across a Rolex Maxi Regatta in Porto Cervo. It was amazing to watch thirty plus Maxi's and J Boats match racing different courses all carrying crew of over thirty and dropping huge spinnakers as they rounded bouys in front of us.

We were running out of visa time in the EU so we had to make miles to Gibraltar which being part of England is not in the EU-thanks to Brexit. We had been watching the weather for weeks as to get west in the Med is usually against the wind so when we saw a weather window for running with the wind, we were off. With a few stops in along the Spanish coast we made it through to Gibraltar. It was a milestone to arrive at "the rock" and it was an impressive sight from the distance and even more so when we were in the marina at the base of it. Gibraltar was a hub to get boat parts sent to so it was three weeks of boat upgrades before our first ocean passage. Gary fitted a Hydorvane self-steering windvane, a hydro generator, replaced the original GPS and installed a new watermaker. Matilda was now ocean passage ready and we just hoped the Orcas would not decide to eat our rudder for lunch. The yachts on each side of us at the marina had been attacked by the whales in the last six months and suffered major damage and lengthy repairs.

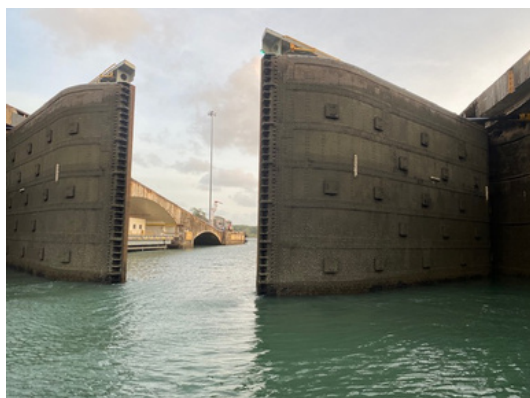


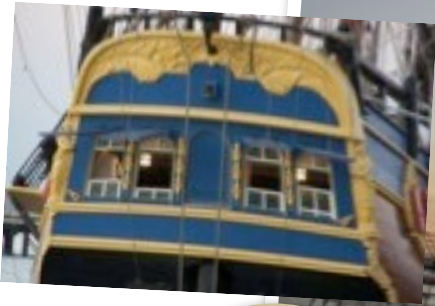
We crossed the Gibraltar Strait in early morning to catch the best tide and just like that we were along the coast of Africa. After an interesting stop in Rabat, Morocco we headed down the coast to the Canary Islands with glassy seas so it was several hundred miles with the iron sails. These Spanish islands are a popular "fly and flop" destination for British tourists so they were a good last provisioning stop before working our way across the Atlantic. It was fun to leave from Port San Sebastian, which was where Christopher Columbus departed in 1492. With fresh trade winds we flew down to the Cape Verde Islands which are the last stop before an Atlantic crossing. The atmosphere in the friendly marina was similar to an Australian race week regatta. Everyone is living aboard and there is a hive of activity as all the yachts do final maintenance and provisioning for crossing the Atlantic. There were boats flagged from many European countries, all escaping the coming winter.

After months of preparation and watching the weather we felt as ready as we would ever be (can you ever feel really ready for your first 2,000 nm ocean crossing?) and left on December 7th for the Caribbean. We blew our horn as we left and had many toots of reply as the yachts still in the marina wished us good luck. The first four days it was a glass out and we motored to be in a good position for when the wind finally filled in. Gary took the opportunity to fish and he caught at least one a day in the calm seas because as the wind, waves and swell increased it was too difficult to slow down to catch anything while under sail. It was true trade wind sailing with the sails set to goose wing for days on end. The only difference was reefing them down at night and back out again during the day. The wind varied from 10-20 knots and we sailed a heading of 270 degrees for seventeen days. I did the sunset to midnight watch and Gary midnight to sunrise. There was not much traffic however, one night there was a fishing boat not on AIS so it reinforced the need to keep a lookout at all times. After weeks looking at of hues of blue it was exciting to see birds and butterflies appear so we knew land was close. We arrived on Christmas Eve on a little island in Guadeloupe that had been recommended to us in Cape Verde. We couldn't believe it because it was so similar to Fitzroy Island with a walk to a fort (instead of a lighthouse), a BBQ area and moorings to pick up. We thought how funny we had travelled around the world to be at "Fitzroy" for Christmas and we had a message from Sarah and John on Ruby Soho who were at Fitzroy Island at the same time.

We spent a few months in the Caribbean which was interesting to experience the difference from one island to the next depending on if they were French, English or independent countries. Again, the focus was on yacht upgrades as this would be the best chandleries and yacht services until New Zealand. The Atlantic crossing was a good shake down before sailing the Pacific, which is three times the distance. How did I not realise just how big the Pacific Ocean is? We sailed a 5 day passage to Aruba and then a 6 day passage to Panama as the focus was on getting through the Panama Canal sometime in March to have a long cyclone free season in the Pacific.

The first step to going through the canal is the boat has to be measured by a Panama Canal official. So we rushed to get the measurement done and then it was a matter of hurry up and wait as we were given a transit date of three weeks later. I told our agent we were flexible and happy to take an earlier spot if someone dropped out and luckily we managed a week earlier because of that. On March 23rd we were up at 4am to accept our pilot/advisor on board at 4:45 so the lead up to the first lock was in the dark motoring through the maze of container ships moored in the bay ready for their turn. It was amazing to see how fast the lock filled up to take Matilda up three steps to the middle lake and then down three locks to the Pacific. We were in the lock with a container ship and we rafted up to a catamaran in the middle with another yacht on the other side. Lines were thrown to line handlers who walked along holding the lines as we motored forward through to the next lock. It was so exciting when the final lock gates opened up to welcome Matilda to the Pacific Ocean – "our backyard", as Gary likes to say.





Endeavour Journal

A voyage of discovery - Darwin to Broome

A voyage of discovery? Well, yes, but not like Captain Cook, charting new shores, claiming lands for King and country. My fascination is more to do with how the people that set out into an unknown world, managed their 18th century "spaceship", how they would have felt and what they had to do to survive in a potentially hostile environment. They were self-contained and very much alone, no communication and definitely no rescue. They had to keep the whole ship together physically, the ropes and timber. They had to keep the ship together in terms of management of the fellow souls on board. 90 people had to be fed and kept healthy in body and mind each day for three years.

Here is my little story from what started as emails sent (only one), then emails to be sent. It was quickly apparent that our expectation of regular communication would be the first step back in time.

9:30pm Tuesday Aug 16, 2011.

Departed Darwin harbour about 7pm local time on the high tide. Couldn't send a text as I was on watch and had to haul ropes etc. We are heading to an anchorage near the outer reaches of Darwin harbour, north of the city and on the southern side of the Beagle Gulf. The idea is to lie at anchor till daylight after which the S-E Trade Winds should pick up and propel us westward. We have had a very busy day. On board at 9am with an eclectic mix of adventurers aged from 75 to 30 I suppose. Not too many salty "buffs" with beards and tattoos as I imagined, and several have sailed square riggers before but mostly all are with little sailing experience.



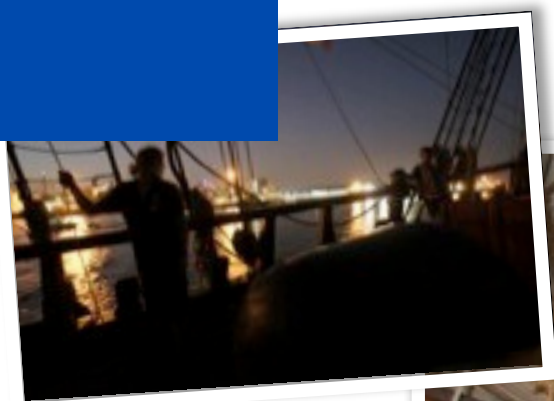
We were quickly organised in to groups of 14 called "watches". There are three watches each having a muster station at each mast and consequently named after each mast, "fore mast", "main mast" and "mizzen mast". Each watch is on duty for four hours and off for eight. So, we have just come off watch and will be back on at 4am (good thing the dog has had me in training). We received intensive training in rope handling, wearing using harnesses and steering the ship. We even climbed to the platform above the main sail or "top" which is a bit tricky as the very top bit, the futtock shrouds, slope outward and you have to hang on like a monkey. Alec would love it! It looked a bit challenging from below but once climbing up one had to concentrate on what you are doing and, of course there is someone just behind you so you can't think about how high it is. Once up, everyone seemed relieved and, in fact, I think everyone on our watch made it. Pretty good effort for the first day but a lot more exhausting than I imagined. (nervous energy consumed I think). We left the wharf on the high tide, farewelled by a pipe band and quite a gathering of local folks. It must have looked quite impressive ghosting out under the lights of the wharf. As we cleared the opening, the ship let off a cannon with a deafening boom and a magnificent orange flash. It was impressive for us and would have looked fantastic from the wharf.

Due to the confines of the harbour and a breeze from an unfavorable direction, we headed out with the two hidden Caterpillar diesels pushing the ships 550 tonnes of timber and rope into the night. Complete darkness is on deck. No torches and no camera flashes allowed so that the crew's night vision is not destroyed. With another person of our watch, I stood bow watch for an hour, looking out for other boats in front of us as we made our way out between the green and red channel markers. The man on the helm (the big spoked wheel) cannot see a thing because of the three masts and forest of rigging in front of him so, the bow watch is his eyes. It's really quite magic to be in complete darkness and amazing what you really can see.

Endeavour Adventures

By Hew Mills

P.9



Toward the end of the watch, several dolphins leapt ahead of the blunt bow then disappeared into the blackness. Now I have to go and try out my hammock. They are hung on the 18th century deck from the beams in the ceiling. Mine is above a table so I hope getting in and out will be manageable. We are all assembled this fashion, a bit like sardines strung from the ceiling. I am assuming that everyone swings in unison as the ship rolls so you don't crash into your neighbour.

2:30pm Aug 17

The night in the hammock was a bit better than camping, but not much. It felt as if I didn't sleep at all, but I must have, I felt quite fresh for the next watch starting at 4am. We had anchored at about midnight to, once again, wait for the tide. With tides of seven meters it runs quite strongly and often faster than this ship even with a fair wind. Alas, morning broke to almost calm. Sails were set but they hung rather limply. Unfortunately the engines had to be started to get us out to sea a bit further to hopefully beat the next incoming tide and catch the sea breeze in the afternoon which would blow us westward.

The Endeavour only sails with the wind coming from behind, as do most square rigged ships, so we have to put up with the 20th century assistance. Even so it's very slow. The engines are euphemistically known as the "iron staysail". Next watch is at 4pm and is a "dog" watch which it is only 2 hours, or half the normal 4 hour watch. These two short watches mean that the watches rotate so that you are not on duty the same time every day. The cycle repeats itself every seven days.

To be continued in the next edition...



SHESAILS at CYC – Launch 20th April at 6pm

We are very excited to announce that a SheSails program will be coming to CYC. The sub-committee of Anne Delmas, Tracy Benson and James Wighton will help launch it. The inaugural SheSails event will be on 20th April at 6-8pm at the Boat Shed. 6-7pm is to share the SheSails program objectives and hear feedback and brainstorm ideas to help shape what the program could look like at CYC. We will have a short survey to gauge what people are interested in and ideas for events. CYC and Non-CYC people who are interested in sailing are invited and for those who want to stay on to celebrate the launch with a social drink, we will be there until 8pm.



QLD NACRA State Championship report

By Rob Lattimore



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With everything packed up, me and Lars hit the road on Thursday morning to head down to Townsville for the Queensland NACRA State Championship. We arrived mid-afternoon with club grounds full of crew busy rigging their boats and checking settings. As the sun dropped it was time to head down to the sponsors venue, Longboard, for a social evening and the best chicken wings you can get. Showing their long-term involvement in sailing, there was a photo on the wall from the F18 days which included me and many of the old Ellis Beach F18 sailors.

Friday: Race Day 1

With the first start not before 1300hrs we had plenty of time to tinker before hitting the water. The target race length was 45 mins doing 3 laps of a windward - leeward course with a gate at the bottom.

Race 1: Wind was around 12-13 knots just west of north. We had an average mid fleet start but picked a few shifts up the first beat and rounded the top mark first. We held the lead for the first lap and a half but finished with a second, behind a very fast Jason Bennett. A bankable result to start the regatta.

Race 2: Wind had dropped a bit and become more shifty & puffy while clocking right on average. This made it marginal trapezing and saw us on and off the wire heading upwind. Again it was some very tight racing with us pulling off a 3rd. The committee pulled the pin on racing for the day as the breeze was increasingly unstable. Back to the beach for a debrief over a few frosty beverages and BBQ dinner put on by one of the event sponsors. Before everyone headed off to watch the Cowboys vs Dolphins NRL game.

Saturday: Race day 2

More light northerlies were the order of the day. First race not before 1000hrs meant an earlier start.



QLD NACRA State Championship report

By Rob Lattimore



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Race 3:

8-10 Knots from the north. We had a decent start and had a very close race with Jason all the way around the course. As we approached the top mark for the last time, Jason was just in front coming on port and tacking around the mark. We were coming in on starboard just behind, bearing away and maintaining the apparent wind which helped us on to a nice little wave managing to roll over the top and take the lead which we defended until the finish. Race win!

Race 4:

Breeze had dropped a little. We had decided we wanted the left and were happy to start at the pin in clear air. There was an incident at the boat end and collision 30sec out from the start but nothing that stopped anyone racing. Nailed the line with speed and got a cracking start only to drop the mainsheet 200m out dunking us both in the water. We recovered quickly, but were now getting buried in dirty air and forcing us to tack off, pushing us to the unfavoured side of the course and putting us well down the order. Over the next 2 laps we worked our way back into second place. As we were approaching the gate at the end of the second lap, 1st place Jason had miscounted the number of laps and headed to the finish handing us the lead which we then held until the finish. Race win.



Race 5:

Still light and shifty, the right looked a little better this time. We were slow pulling the trigger and were immediately in dirty air. We tacked off and headed to the right where we were planning on going anyway. It was definitely the wrong call ending up last around the top mark with a lot of work to do. We managed to work our way back to fourth over the first 2 laps with more drama heading into the last lap. There was a lot of confusion about the change of course for the next leg with the leaders Jason being told "shortened course" by the media boats soon realising it was change of course so again rejoining the race just in front of us. Going into the last downwind, Oliver was in the lead with a bit of a gap back to Luke and Jason just in front of us. 500m out from the finish you could have passed a jug of beer between the 3 of us. With Luke and Jason starting to get into a luffing match we decided to gybe off and get clear. This worked a treat and allowed us to take second place. We were sent in for a late lunch break after this. The breeze continued to die off and racing was called off for the day. This left us and Jason both on 9 points with us leading on countback. There was a protest heard by a national jury about the change of course incident but would ultimately not be upheld despite some blame lying with the race committee. All to play for on day 3.

QLD NACRA State Championship report

By Rob Lattimore



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Sunday: Race Day 3

Wind hand changed 180 degrees to a solid puffy southerly coming off the land. First start not before 1100hrs.

Race 6:

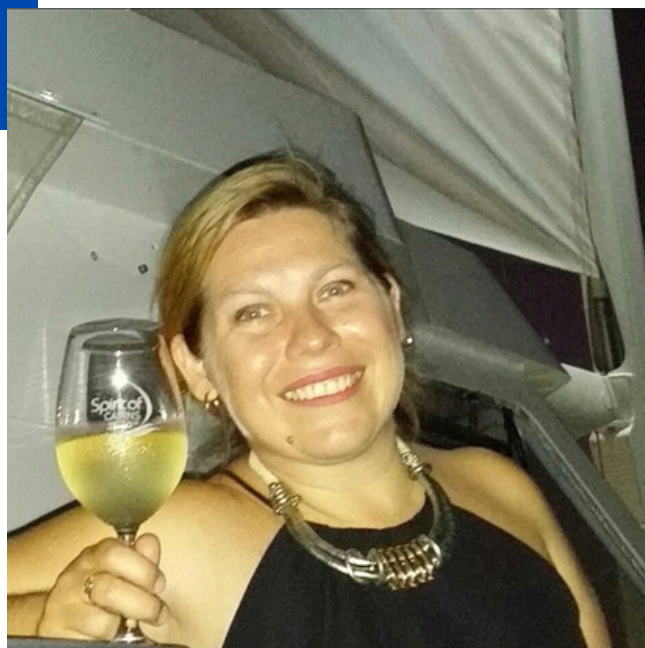
Another shocking start but had worked our way back through the fleet and was in a very solid second with a big gap to Jason in front and behind to third as we approached the top mark for the final time. We caught a great puff on port, running almost straight down the course. This soon faded and left us in a massive hole while we watched everyone sail around the outside of us, very frustrating! We finished 5th in a rapidly dropping breeze.

Race 7:

Was very light with almost no time on trapeze. We had a bit of a tacking duel with Jason up the first beat before splitting and ending up in 4th. We had worked our way into second down the run in a rapidly dropping light breeze. Jason had parked up just short of the finish in no wind. We were carrying a bit of momentum down as we came into a very small westerly puff which had us back hard on the breeze and Jason having to tack for the finish. With 10cm between us and a few shouts for room we couldn't quite squeeze in and had to settle for second as the race finished at the bottom gate. With it becoming a complete glass out, racing was called off and all the boats were towed back to the beach.



It was a fantastic regatta in a great spot. The Nacra 5.8 fleet is full of great sailors in NQ, which makes the racing super close and competitive. The class is also good fun off the water, with some great social nights. Bang for buck, you can't beat NACRA racing in QLD. Big congratulations to Lars, my crew and nephew, as it was his first big regatta and he did a great job. Really looking forward to the next regatta up at Tinaroo, hopefully we can go one better!



Member of CYC since?

Our family only recently became members of the club, but I have been affiliated with the club since the early 80's when my family moved to Cairns from Townsville.

How did your sailing journey begin?

I grew up sailing, mum and dad had a trailer sailer and my first outing was at 6 weeks old. As a kid, I sailed my sabot at the club and didn't really get back into sailing until my (now) husband and I bare-boated around the Whitsundays a few times on holidays and then a couple of years ago we bought our own trailer sailer. You can find us at the Boatshed on Saturday's helping out with Green Fleet which our son is now involved in.

What do you like most about sailing?

I like everything about sailing! Except when I haven't been out in a while.

What is something we might not know about you?

I really like being creative and have tried my hand at various crafts over the years (many boxes of unfinished objects in storage 😬).

What is your one wish for the club?

I'd like to see the club have a viable future and the membership and volunteer group grow to support the club.



HAPPY

BIRTHDAY

Nathan Christensen

Amelie Coll

Matthew Desmond

Beth Dunlea

Jenny Dunlea

Leanne Dunlea

Sam Edgerton

John Foley

David Lane

Allana Oates

Simon Overton

Malcoml Richardson

Kristina Rozitis

David Ormsby





UPCOMING EVENTS

Events	Date	Time
Tackers & Green Fleet	21st/22nd April	4pm & 10am
Commodore's Cup	22-23 April	TBC
Ellis Beach Race	7th May	TBC

ELLIS BEACH IS BACK!!!

SAVE THE DATES

- FEB 25-26 : Ellis opening weekend
- MAR 26 : Club Racing
- MAY 7 : Club Racing
- JUNE 24-25 : Annual Ellis Beach Regatta
- AUG 6 : Club Racing
- OCT 15 : Club Racing
- NOV 12 : Club Racing
- DEC 16-17 : CYC Xmas Party & Club Racing


Cairns Yacht Club

Our Fabulous Sponsors!



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Thank you!

A massive thank you to our past & present sponsors for their amazing support! Where possible, please return the favour by utilising their services.



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