

Sail Away

MARCH 2019

To be a thriving place where people of all ages and abilities come to discover the joy of sailing.

What's On!

Monday, 25th MARCH

10.00am – 1.00pm Wodonga Senior Secondary
Sailing Intro – Group 2

Wednesday 27th

10.00am – 11.00pm Wodonga Senior Secondary
Sailing Intro – Group 1

Saturday, 30th

9.00am – 1.00pm Start Racing – Dinghy – 4/5
9.00am – 1.00pm Tackers 3 – 4/5
1.30pm – 5.30pm Tackers 2 – 4/5
1.30pm – 5.30pm Start Sailing 1 & 2 Package –
Dinghy – 4/5
1.30pm – 5.30pm Start Sailing 2 – Dinghy – 3/4

Sunday, 31st

9.00am Club Championship Racing – Race 11.
Briefing at 8.00am.
1.30pm – 5.30pm Tackers 1 – 4/5

Monday, 1st and Tuesday, 2nd APRIL

9.30am, Monday – Victory Lutheran College –
Start Sailing 1 – starts
4.00pm, Tuesday – finishes

Saturday, 6th

9.00am – 1.00pm Start Racing – Dinghy – 5/5
9.00am – 1.00pm Tackers 3 – 5/5
1.30pm – 5.30pm Tackers 2 – 5/5

**Extended calendar later in this edition. Please
see the Schedule of Courses for the remainder
of the season on AWYC website [here](#)**

Save the Date
End of Season Function
Saturday 18th May
Commercial Club, Albury

Watch out for booking details in the Club's
Weekly E-Update 'What's On'

From the Helm

Terry Kerr - Commodore

G'day All,

The subject of insurance has been an ongoing conversation for some time however, there is now a case in point for the pro lobby. There was an incident at our Club a few weeks ago that highlighted the need for insurance. You may be aware that there was a very unusual weather event in the Bonegilla/Ebden area in late January. What was most likely a 'microburst' (an intense localised downdraft capable of producing horizontal winds in excess of 100kph) passed through or descended on the Club. This wind shifted and moved a number of boats. There were, to say the least, a number of close calls and unfortunately, one boat was significantly damaged. Although these events are rare, clearly they do happen and often without warning. Insurance might cost a bit each year, but could you afford to replace your boat? More to the point though, have you considered the possibility of having to repair, or even replace, another member's boat if your boat caused the damage?

Where a boat is left out in the open, please consider securing it with ropes or straps to ensure it's secured to its trailer. This would only take a moment but could save a lot of unnecessary embarrassment, let alone a lot of money.

On a totally different matter – the water in our bay has dropped to such a level that it is quite easy for someone to walk from the far side of the bay to our Club. It would therefore be prudent for members to be a little more attentive to the security of their boat and equipment.

The Committee has set 18 May as the date for this year's End of Season Function. This date is a little

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View this newsletter in colour on our website: www.awyc.org.au



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[instagram.com/alburywodongayachtclub/](https://www.instagram.com/alburywodongayachtclub/)

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later than other years as the season is ending later and is quickly followed by the Easter break. The Committee has also decided to hold the Function at the Commercial Club to return the support shown to our Club throughout the year. Booking details will be available in Mary-Anne's Weekly Updates shortly.

Terry Kerr
Commodore

Remember – A smooth sea never made a skilful mariner.

End of Season Function

The End of Season Function this year will be starting at 6:30 pm on 18 May at the Commercial Club.



Please Lock the Lock

Recently the lock on the Club's front gate failed due to moisture infiltrating the inner electronics. One simple means to prevent moisture infiltration is to ensure the lock is always locked. If the gate is to be left open for more than a few minutes, when driving through the gate for example, please ensure the lock is properly locked and not left hanging in the open position.

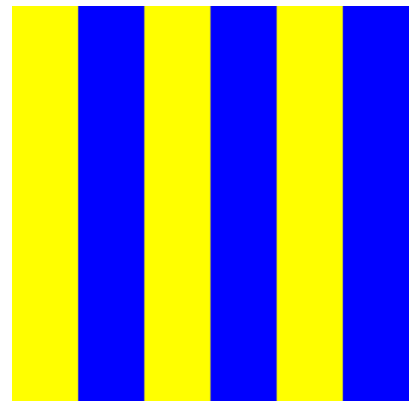
Signal Flags – International Code of Signals

It wasn't until 1857 when the British Board of Trade introduced the first set of code flags that there was a universally understood means for ships to communicate with one another. The British system provided for 18 separate flags which were used to make more than 70,000 messages.

Unfortunately, the code failed during the First World War, sometimes with disastrous results, with too many signals being misread. On one occasion, two warships turned into each other instead of away from each other.

A new code was adopted in 1932, this code was translated in seven languages. This system remained in use until 1964 when the newly formed Intergovernmental Maritime Consultative Organisation introduced the current International Code of Signals.

The International Code of Signals shifted the focus from general communication to safety and was translated into all major languages.



Welcome to Our New Member

The Commodore and members would like to welcome the following new member to the Club:

Tim Hawkins

Webmaster

Thank you to new member Don Arnison for stepping into the position of Webmaster.

Halcyon: Sydney to Hobart 24/1 - 9/2/2019

Tony Harrington – Member Contribution

Halcyon is a 1996 40 foot Pilot sailing boat with twin jib masts, mainsail and an asymmetrical spinnaker, owned by an ex Albury Wodonga Yacht Club member Werner Osewald, who now mostly lives on the boat, often moored near Brisbane. The other crew member was Jurgan Voigtlander, a very experienced sailor with his own touring catamaran business in Brisbane.

24/1: Qantas to Sydney and a \$50 taxi ride with an incredulous (sailing to Hobart? boat under Iron Cove bridge) laughing Chinese Australian driver to a car park up from the Birkenhead ferry terminal under Iron Cove bridge, where Werner was waiting with the tender to take me to Halcyon anchored across the bay. I'll be sleeping on the couch in the quite spacious and stable galley in the central part of the boat.

25/1: Off at 7am on a 100 nautical mile (nm) sail to Jervis Bay. We motored out of Sydney Harbour, with me on helm to get used to the boat for a large part of the trip out, and down the coast a little before putting up the spinnaker in an 8-15 knott (kn) north easterly for a few hours doing a bit over 6kn on average until the breeze climbed to over 15kn when we raised the larger jib (yankee) and third reefed mainsail and averaged over 7kn per hour. After dropping the spinnaker, I realised I had left it too late to take my travel calms and didn't have my sea legs yet. Felt very sick and endured hours of sailing interspersed with four chundering bouts: not an impressive start and very pleased when we eventually anchored. Turning into Jervis Bay about 9pm the wind quickly climbed to 30-35kn and Halcyon accelerated to about 10.5kn heeling over such that the mast nearly hit the water a couple of times. Werner did a superb job helming in such conditions that he expected to abate somewhat as we further entered the bay. They didn't and so we downed the sails before completing the rest of the 10nm journey just motoring to Hare Bay at the northern limit of Jervis Bay where we anchored, sheltering from the north easterly, for the second time at about 10pm, before having a late dinner.

26/1: Relaxing morning, as Werner cleaned the bottom of the boat, until the southerly arrived and we set off as the Australia Day around the bay race started from the nearby Jervis Bay Cruising Yacht Club, only with moored sailboats and a small jetty not suitable for berthing. After hoisting the yankee and double reefed main, I helmed the boat with a couple of tacks and in an 8-20kn southerly over towards Vincentia where we anchored. Many locals

were still enjoying the beach, rocks, sun and water as we had happy hour and for dinner a tasty fresh kilo plus fish Werner landed yesterday.

27/1: The southerly was still blowing and Jurgan was running out of ice cream so we used the tender to motor over to the beach and walked to the local shopping centre. Had another swim in the clear, coolish saltwater before happy hour and a gnocchi meal with a Baileys of Glenrowan shiraz followed by ice cream, topping off a very relaxing day.

28/1: Jurgan cooked a bacon, baked beans, charcoal egg and toast breakfast; went to flip my egg somehow caught it on the bottom of the frying pan before it slithered onto my plate: a successful attempt to get out of further cooking on the trip. Werner put in more mast steps before hoisting the yankee and double reefed main, and I helmed the 5nm sail in about 18kn over to one of five 'Hole in the Wall' national park moorings closer to the southern exit from Jervis Bay to be ready when the southerly finished tomorrow morning.

29/1: Up at 2.40am and motor sailing the 130nm to Eden by 3am, with a yankee in less than 10kn averaging about 7kn. After dawn we hoisted a third reefed main and continued to motor to maintain 7kn until the wind increased to 15kn when we decided to just sail directly downwind in the northerly, with a preventer on the main and a pole used to bat wing the yankee, still averaging about 7kn. During the day we had successfully avoided the small short showers but by 8pm as darkness set in and we approached Eden...there were showers and what a light show! Jurgan's experience and two blue lead in lights saw us find a mooring in Snug Cove by 10pm. After a quick breakfast meal for dinner and introductory game of 'Up the River' we were in bed by midnight, exhausted after a long day on the water.

30/1: A not so quiet start as we were politely ordered off our mooring by a tug boat pushing a long huge metal platform about 6.45am. After anchoring nearby we left for the main visitor wharf and shopping by tender at 10.30am. A bit of shopping before a couple of refreshments at the Eden Fishing Cooperative club (because Jurgan has "a highly efficient body that needs cooling down all the time). A big shop at the Main Street IGA, an easy walk downhill and a tender ride to find that the boat had drifted somewhat but

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away from other boats. After moving to a new anchorage, happy hour, leftovers and more showers, we watched Pulp Fiction to complete the day.

31/1: We moved the boat seeking water and fuel, spotting The Endeavour and Larsen, a clipper, at anchor taking a break on their way to the wooden boat festival at Hobart. We were ordered off our fuel supplier designated waiting spot on the commercial wharf by a tug boat before a difficult push off berthing in a strengthening southerly at the visitor wharf and being warned that that spot was to be taken by a commercial boat in one hour. The fuel truck could not get through the wharf traffic so we ended up only getting water. What a hassle trying to get fuel in Eden! East Boyd Bay was unavailable to shelter from the southerly as a navy ship was loading missiles (we were told) and flying two red flags to warn ships away, so we settled for nearby Nullica Bay, which provided good shelter though our anchor gave way three times, before Werner lashed another anchor 10 metres from the first anchor, let out an extra 10 metres of chain and really secured the boat.

1-2/2: Off at 10am for a 35 hour or so 210nm sail to Jamieson Bay on Cape Barron Island. A bumpy southerly meant motoring and motor sailing tacking until the easterly arrived about 1pm when we were off Gabo Island. We set the yankee and averaged close to 8kn in 2-3m swell and waves from the east, colliding with smaller secondary swell and waves from the south, as the boat dived down the waves and swirled to the port with the starboard side of the boat getting water over the gunnels, especially when the



Soren Larsen at Eden

stage Jurgen landed squat on me as walking around the boat became increasingly more difficult.

Around 4am Jurgen connected a thudding sound from the bow of the boat with a dislodged anchor, motivating Werner to go forward and secure the anchor which had gnawed a 2mm third of a metre gnash below the deck at the bow of the boat. I became crook again, unlike from Jervis Bay to Eden: perhaps should have taken a phenegan the day before leaving Eden, and began my only night shift just after 5am with over 60nm to go to Flinders Island and northerly winds 12-26kn still with confused north and east swells, waves 2-3m and average boat speed 8kn, with a brief peak of 10.2kn, just using the yankee. Overnight the average was 9kn for a few hours and so by mid afternoon we had arrived at Flinders Island and slowly motoring tried to find a way into Lady Barron township from the east but soon realised how difficult and dangerous it really was in easterly winds. On our way out we rode down and slid on one freak wave estimated to be 6m. We arrived at Jamieson Bay, well sheltered from northerly winds, out of the sea mist about 7.30pm ending a 33.5 hour sail. I had just completed a 30 hour famine fast and had felt much better (had my sea legs) since my 5am shift: the phenegan was working and a turning point for better health reached.

3/2: A 5am motorised start for the Tasmanian mainland with virtually no wind, flat seas and sea mist initially limiting vision to a few hundred metres; planning to reach Wineglass Bay 105nm away. More pods of dolphins cheered the boat along and a solitary sea lion poked its head up had a quick gawk, gave a few brisk head shakes, before returning to life below the surface. The sea mist cleared, the sun came out, the waters blued and we enjoyed a very picturesque coastline as we mostly motor sailed in 8-15kn of northerly winds. At 3pm or so the 25kn southerly came in early and the 1m southerly swell interacting with the 2m northerly swell produced confused seas continuously

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Endeavour at Eden

wind reached 35kn during the night, making resting or sleeping on the port side couch of the galley near impossible. The starboard side was comfortable resting despite the whale shape one foot water spouts rising from the salt water sink hole wetting my hair, until I realised what was happening and blocked the sink, and having to recover my luggage a few times after it was thrown from the port side when we heeled and lunged to the port. At one

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drenching the boat as we stayed dry in the pilot room maintaining vision via the windscreen wipers. The sea mist added to the drama as we decided to head to the closer relief from the southerly of Bicheno. A couple of hours later as we prepared to anchor at Bicheno, in my haste to retrieve one of the fishing lines, I securely and painfully hooked myself with one of the triple barbs (1mm thick and 4cm long) entering the very fleshy skin below my thumb on the inside of my hand by about 2cm and then exiting with the barb just showing. Thankfully Dr Jurgen angle grinded the brand new hook so I could extract the barb and relieve the pain. After anchoring at 5pm we celebrated our 80nm sail, the surgeon's skills, Monti's birthday (Werner's brother) and an interesting sailing day with a couple of dark and stormies.

4/2: Off at 7am headed past Wineglass Bay to Maria Island 55nm away, arriving at 5pm without a working starter motor by sailing to our anchor spot in Shoal Bay, with 10 other mainly sailing vessels. We had motor sailed down to the tip of craggy Schouten Island before enjoying a great sail using a full main and yankee across to Maria Island in a 10-18kn south easterly breeze and relatively flat seas. Maria Island has a steep bluff section on its north west side, a quiet cove with a jetty and restored village on its western side, farmland and a more than 800' in the clouds peak. It was named by Abel Tasman in 1642, became a penal settlement in 1825, had 500 people living there in 1925 until the cement company went bust in 1930 and is now a visitor permit only national park. Werner spent over three hours looking for the relay box for the starter motor and examining the motor. He found a burnt out bilge pump which was probably the burnt fuse smell emanating from the boat that coincided with and we confused with the forest fire smoke accompanying the 10-18kn front we had enjoyed sailing in. Anyway the motor now worked and he lashed another anchor 10m after our main anchor to secure our anchorage as we had drifted while he was working on the engine.

5/2: After a restful night and muesli breakfast at 7am we headed off the 45nm to Port Arthur and a free MAST mooring. Using only a full main to point higher and avoid tacking in south east winds we mainly motor sailed averaging 6kn until the wind got up to 17kn and the waves to over 2m as we approached the cathedral green hue bluffs of the "Hole in the Wall" and Tasman island in fairly gloomy conditions: a short but stunning sail until we found the Port Arthur entrance and motored to our mooring by 5pm.

6/2: Off at 7am to the Prince of Wales marina (\$120 berthing fee for the week) 40nm away after a photo shoot at a rising sun Port Arthur. We motored out of the bay and past the spectacular cliffs of Cape Raoul before the north westerly picked up to around 20kn and we sailed with full main and yankee close hauled heeled over racing a catamaran (not to their knowledge), with Tony helming and Werner constantly adjusting the sails, averaging about 7kn across a relatively flat Storm Bay and up the very wide Derwent until Tasman bridge, a really great sail. Arriving at the marina at 2pm with many hands to assist us berth, before a celebratory drink and a real hot shower: it was somewhat strange to be back in civilisation and for the sail to be over.

7/2: Another tasty snack, eggs and baked beans courtesy of Werner yet again. A clean up, lunch, a 2 hour \$10 car hire from the marina prompted a quick drive by downtown Hobart, a huge Woolworths shop and replenishing of supplies for the next crew. A chance to catch up on sleep later.

8/2: Off at 10am and motoring towards the Tasman bridge and Constitution Dock to check out the wooden boat festival sail past. Up to 35kn gusts and about noon as the Endeavour, Young Endeavour, James Craig, Larsen and about 100 other all shapes and sizes wooden boats gathered a few nautical miles east of Constitution Dock and begin making their way to the dock. There are about the same number of other sailing and stink boats, including a pilot boat and two tug boats, along for the ride so it's quite chaotic motoring but we get many close ups of the festival boats. A few are genuinely sailing showing how solidly they sail and a couple nearly broach in the very gusty conditions. By 2pm most have progressed to Constitution Dock and so we motor back to the marina.



Three old salts arriving Hobart

9/2: I Bid adieu to Werner and Jurgen, who are catching a marina provided bus into town for the boat show, before more cleaning up and a \$60 taxi ride to the airport with an interesting refugee, an Ethiopian

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Taxi driver supporting his wife and child back in Ethiopia. The 6pm train brings me home.

Thanks to Werner for the great opportunity and many thanks to Jurgen and he for their tremendous support, good naturedness, many laughs and profound sailing knowledge and experience.

Halcyon is the best stocked boat (probably in Australia). For example, I was looking for toilet paper while in the toilet and found, amongst other food items, many packets of Jatz biscuits, plastic containers of fruit and tins of baked beans. You could survive in Werner's toilet for weeks but a can opener would come in handy.



Soren Larsen arriving Hobart

Discover Sailing Centre

Leanne Thomson – Discover Sailing Centre Training Principal

I took a few minutes the other day to look at the Tackers photo board and was amazed at the smiling faces I saw. Over the last 8 years that I have been involved with Tackers at AWYC I have seen kids come through the Tackers Program and go on to big things. Some have become members and represented on a national and international level. Some have become part of the instructing team, giving back to our Club and the sport, whilst developing life skills that will help them succeed when they leave school (public speaking, confidence, etc). Others have just sailed and become aware of the sport of sailing (and may hopefully return at a later time).

As well as the Tackers program our Club also runs the Australian Sailing Dinghy Program, Powerboat Program and will soon introduce the Keelboat program. If you are interested in becoming part of the Discover Sailing Team contact me so I can get together a list of those interested in completing an Assistant Instructor course. If I receive enough names Australian Sailing will conduct a course at AWYC over our off-season.

Congratulations to Alex Bejsta who is now an accredited Keelboat Instructor.

The Blue Green Algae created delays to the start of our courses, which impacted registrations. Many participants have delayed courses until next season

as the new dates now cross over with the commencement of winter sports.

We are still running a few weekend courses with Start Racing on Saturday mornings, Start Sailing 1&2 package and Tackers 2 on Saturday afternoons. Start Sailing 2 will join the afternoon class from week 3 (23rd March). A huge thanks to the DSC teams who have volunteered their time so these classes can go ahead.

We have 2 high school groups booked in for Term 1. Terry Caldwell has again offered to be lead Instructor and I am looking for assistants to help him. If you are available mid-week for the following, please let me know so I can add you to the roster.

- Wodonga Senior Secondary College will have 2 groups doing a Sailing Intro on **Monday 25th and Wednesday 27th March.**
- Victory Lutheran College will be completing a Start Sailing 1 Course (with an overnight camp) on **Monday 1st & Tuesday 2nd April.**

Our Australian Sailing annual Centre Audit will be held on Monday the 25th of March. The audit needs to be completed whilst we have a class in progress. This allows Australian Sailing to check we are doing things by the book as well as a safety inspection on our gear.

AWYC 2018/2019 CALENDAR

		AWYC Sailing	Discover Sailing Centre
MARCH			
Monday, 25th Mar 2019	10.00am - 1.00pm		Wodonga Senior Secondary Sailing Intro - Group 1
Wednesday, 27th Mar 2019	10.00am - 1.00pm		Wodonga Senior Secondary Sailing Intro - Group 2
Saturday, 30th Mar 2019	9.00am - 1.00pm		Start Racing - Dinghy - 4/5
	9.00am - 1.00pm		Tackers 3 - 4/5
	1.30pm - 5.30pm		Tackers 2 - 4/5
	1.30pm - 5.30pm		Start Sailing 1 & 2 Package - Dinghy - 4/5
	1.30pm - 5.30pm		Start Sailing 2 - Dinghy - 2/3
Sunday, 31st Mar 2019	9.00am	Club Championship Racing - Race 11. Briefing at 8.00am.	
	1.30pm - 5.30pm		Tackers 1 - 4/5
APRIL			
Monday, 1st April 2019	9.30am	Starts	Victory Lutheran College - Start Sailing 1
Tuesday, 2nd April 2019	4.00pm	Finishes	Victory Lutheran College - Start Sailing 1
Saturday, 6th April 2019	9.00am - 1.00pm		Start Racing - Dinghy - 5/5
	9.00am - 1.00pm		Tackers 3 - 5/5
	1.30pm - 5.30pm		Tackers 2 - 5/5
	1.30pm - 5.30pm		Start Sailing 1 & 2 Package - Dinghy - 5/5
	1.30pm - 5.30pm		Start Sailing 2 - Dinghy - 3/3
Sunday, 7th April 2019	9.00am	Club Championship Racing - Race 12. Briefing at 8.00am.	
	1.30pm - 5.30pm		Tackers 1 - 5/5
Sunday, 14th April 2019	9.00am	Lightning Sprint Series OR Resail of Club Championships. Briefing at 8.00am.	
MAY			
Saturday, 18th May 2019	6.30pm	End of Season Function at Commercial Club Albury - details to be advised.	



Congratulations AWYC member Laura Thomson on winning the Norske Skog Young Achiever of the Year Award

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A full list of Committee & other Contacts is available on our website

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