

Commodore's Report

The Club has had another successful Christmas / New Year season with about thirty boats at the wharf during early January dropping to about twenty at the end of January.

Generally Members and Guests were relaxed and happy, and kept the Club and surrounds clean and in good condition, which is an achievement considering how many people were in residence. It was good to see so many children at the Club again this year.

As is normally the case there was the tireless group of Members who worked non-stop to keep the Club functioning – from mooring boats to running the bar, from arranging for supplies to removing the rubbish, and everything else that happens behind the scenes. To all those Members who were involved I extend my personal thank you.

The New Year's Eve Spit Roast this year attracted seventy-four for dinner, and as usual the meal was excellent. The weather this year was also so much better than the forty degrees we had the year before.

New Year's Day Prawn and Oyster Luncheon was attended by about one hundred and twenty Members and Guests for another pleasant day. This represented the most people to attend in my memory. The delicious seafood was once again supplied by Whites Fisheries of St Leonards.

Both these functions were financially successful for the Club, returning a modest profit to the Club coffers.

Again there was that faithful band of volunteers who set up and decorated the dining room for New Year's Eve, the Members that plated the seafood early on New Year's morning and then the group that turned it back into the Club's dining room at the end of the day. Thank you all for your efforts.

Early in January the Club ran the Ross Farrow cruise to Blairgowrie, where six yachts stayed overnight. Many thanks to the BYS Commodore Mike Trumble and the Squadron's staff who went out of their way to make our stay enjoyable. On Sunday three boats, including my own, stopped at Sorrento Sailing and Couta Boat Club, where we had lunch in their dining room. All who attended were very impressed with the meal and level of service. The other three boats cruised back to QCYC at their leisure. I must add that the weather was superb, with little breeze to get us there, but a very pleasant sea breeze to allow a reach home to QCYC.

Blairgowrie Yacht Squadron had a return visit to QCYC in the middle of January with about eight boats arriving in rather fresh conditions, which obviously discouraged some of their members. The visitors appeared grateful for a cold drink in our bar and the use of our facilities to cook their lunch before making their return trip later in the day.

The fourth annual cruise to Westernport and surrounds commenced on the 17th of January with a planned departure of 0100 hours to get through the heads at slack water and then to Flinders in time for lunch. I'm pleased to report that both were achieved and that this ended up being another very successful cruise. Elsewhere in this Newsletter there is a further report on that cruise.

Two things become apparent when you take part in a QCYC Cruise. Firstly, there is a very open and honest interchange that takes part between the participating cruisers, and strong bonds and friendships are forged from these exchanges, which in turn has a very positive impact on our Club.

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Secondly, our Honorary Cruise Director Darryl Morrison puts an enormous amount of time and effort into planning these cruises and providing the participants with comprehensive documentation and experience.

A small presentation was made to Honorary Cruise Director at the Boat House Restaurant, where the group had dinner on the Wednesday night at Yaringa, to thank him for his efforts. Thank you, Darryl.



It seems that there isn't much of a break between one busy season at the Club and the next. In the next few weeks at we will see the Labour Day long weekend, the return of the Bass Strait Cruise to QCYC, the HMAS Goorangai Memorial Race to QCYC and the Easter break.

Easter is normally a very busy time at the Club with a lot of boats and people. If I can just remind Members that a little bit of flexibility will help us all to get the job done as best we can. Remember that it is a self-help club, and that you do have some responsibilities whilst you are there.

The Notice of Race, Entry and Sailing Instructions for the Goorangai are included elsewhere in this Newsletter.

Once again, thank you all for your on going support. I look forward to seeing many of you at the Club over the next six weeks, and, although it's a little premature, a safe Easter, especially if you're on the road.

Michael Bowe

Commodore

Honorary Secretary Report

This month a reminder from our behind the scenes membership & boat registration department. Are you aware that when you change boats you must fill in a new registration form with boat details, insurance details etc in order for your new boat to be included in the QCYC boat register? A timely reminder at this time of year as we all prepare for our annual boat upgrade ☺.

The boat registration form is the second last page of -
www.qcyc.org.au/Download/QCYCApplication.pdf

Naomi Wilbraham

Honorary Secretary



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Coming Events

Thursday 1st January 2009	Prawn and Oyster Luncheon
Sat 4th April	HMAS Goorangai
Fri 10th – Mon 13th April	Easter
Sat 11th April	Peter Timms Memorial Race
Sun 12th April	Easter Egg Hunt
Sun 12th April	Coles Channel Picnic

Members' Corner

This section enables Members to share any information on cruising activities. Email your cruising highlights or tips to Yewcrags@bigpond.com.

This months tip – Don't sail where the birds are walking.

The Basics of Flag Etiquette or How I could get it so wrong?

I recently had cause to think about my use of flags as a visitor entering foreign ports and the ease of insulting my potential hosts by failing to fly the correct flags in the correct positions.

In truth correct flag etiquette is a simple means to show courtesy to others and is rarely more than that. Nevertheless, it is preferable as a visitor and as a yacht club to adhere to the accepted practices. The following guidelines have been prepared to help QCYC members understand the basics of flag etiquette

National flags:

It is customary to fly the national flag from 0800 hrs until sunset on all days that weather permits and especially on national and state holidays. Exception: ensigns (or other national flags) are not flown by a boat in a race; this signals to other boats that you are racing.

On Remembrance Day (11 November) Flags should be flown at the peak from 8.00am to 10.30am, at half-mast from 10.30am to 11.03am, and at the peak again from 11.03am until sunset. When flown at half-mast, the flag should be first hoisted to the peak for a moment and then lowered to half-mast. The flag should be again raised before it is lowered for the day.

The flag should be kept in good repair and treated with respect when raising and lowering.

The national flag is always flown at the place of honour. Where there are multiple flagpoles ashore, fly the national flag on the left-hand of two flagpoles facing the observer and where there are three or more flagpoles fly the national flag as near as possible to the centre. Boats today fly the national flag or the red ensign from the stern, which provides the best visibility, but it can also be flown from 2/3rd of the way up the leech of the aftermost sail. The concept that the most aft position rather than the highest position corresponds to the most honoured position, derives from the time when the command quarters of ships were at the rear. When flown from the stern, it should be on a staff that is sufficiently long and angled (30 to 45 degrees). No flag except for the vessel's national flag should ever fly from the stern of your vessel. This is considered a place of honour for the vessel's national flag and no other.

Club Burgees:

The burgee is the symbol of the skipper's yacht club and where relevant, flag officer status. It is flown day or night when the persons entitled to them are onboard but should not be left flying when these people are absent. In particular they should not be left up while the boat lies unoccupied at the wharf for long periods.



To assist the officer of the day in distinguishing between members and potential visitors arriving at the club wharf, members' boats should always display the QCYC burgee as they approach. Ideally club burgees are flown from a small staff above the masthead, this site is occupied on most modern yachts by an array of radio antennas, lights and wind instruments so usually flying from the masthead is impractical. The correct alternative is to fly the club burgee from a halyard at the end of the lowest starboard spreader.

The starboard rigging is by convention the accepted position of honour for the flying of courtesy flags such as the host countries flag when you visit a foreign port.

Private Signals

A Private signal flag refers to a small custom designed flag identifying the owner and flown only when the owner is in command. The private signal flag is also flown from the starboard spreader either below the club burgee or alone.

Courtesy Flags

Now let's enter foreign waters:

As a gesture of courtesy, cruisers should fly a foreign nation's flag when they enter and operate in its waters. However, do not fly a courtesy flag until your vessel is properly cleared by customs and immigration. So, until clearance is complete, fly the yellow International Code Flag Q (quarantine) from the starboard spreader. It signals to customs and immigration that you request a clearance. Take it down and replace it with a courtesy flag after formalities are complete.

Courtesy flags are often but not always an ensign version of the relevant national flag and it's worthwhile checking with flag manufacturers that you have the correct one. The courtesy ensigns are also flown from the starboard spreader. So the hoist to the starboard spreader will often contain a number of flags.

The order of the flags on the hoist shows the relative precedence you attach to them. So in foreign waters you should never fly anything above or outboard of the flag (or ensign) of that country. Next in order should be state flag, club burgee and then burgees of any other yacht clubs to which persons on board may belong. I assume that the yellow Q quarantine flag would be last and a reminder that if it is flying, then the foreign national flag will not be.

Dressing Ship:

For special occasions, dress the yacht with a collection of International Code signal flags. Dress the ship from 8:00AM until nightfall. Hoist the ensign at the stern. Bend on flags and pennants from the stem to the masthead and from the masthead to the stern using the sequence: two flags, one pennant, two flags, one pennant and so on and in the order from forward: AB2, UJ1, KE3, GH6, IV5, FL4, DM7, PO Third repeater, RN First repeater, ST zero, CX9, WQ8 and ZY Second repeater.

Finally

If a powerboat has a mast with spreaders, the courtesy flag is flown at the starboard spreader as with single masted yachts. On a mastless power boat, the courtesy flag replaces any flag that is normally flown at the bow. On a two-masted powerboat the courtesy flag displaces any flag normally flown on the forward spreader. On a sailboat with more than one mast, the courtesy flag is similarly flown from the starboard spreader of the forward mast.

I have endeavoured to produce a consensus from a range of sources including Chapman's Piloting. The 'rules' recommended above are meant only as a guide to members and not as an authoritative account. I will be pleased to receive any corrections or suggestions for a revised version.

Ken Gayler

Vice Commodore

Westernport Cruise Report

The annual Westernport (or Restaurant, as it is affectionately known) Cruise was held from January 17th this year, with boats making their way to QCYC. Ten boats and about thirty people took part.

The Honorary Cruise Director kindly agreed to take me on as crew on Tiercel, and together with David Seath we had a reasonably gentle sail / motor sail / motor to the Club. There, all the participants attended the pre-cruise briefing, where each crew introduced themselves and gave a little background of their experiences, and the scene was set for another enjoyable cruise.

Dinner at the Club that night for some dragged on for too long considering the planned departure time of 0100hrs, destination Flinders. It was a very orderly departure in not much breeze from QCYC out into the night, then through the heads, into a reasonably lumpy Bass Strait. Our Cruise Director Captain assessed the situation as lumpy but no white caps, not much breeze, a good forecast, and thus we were away.

Once outside it was interesting to note the most effective navigation lights. Those with masthead LED lights were by far the most visible, due to the intensity of the light. Those with deck level navigation lights came and went according to the swell.

We were the first through the heads, motor sailing, but it didn't take long for a few of the bigger boats to overtake us and leave us in their wake. It wasn't long before the loom of Cape Schank Light was visible, confirming our destination. The Sun was up by the time we reached the Schank, which was good because it had been a long and reasonably cold night. During the night we had experienced a couple of interesting moments when the engine died, giving all the signs of lack of fuel. Darryl diagnosed the problem and found that the seawater intake filter was full of weed, probably from our beloved Swan Bay. Once cleared, we were under way with no further problems.



By mid morning the fleet was securely at anchor just off Flinders, and for those that neglected having any sleep the previous night it would have been a good time to try and catch up. This did not happen in all cases.

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All crews were ferried off their boats by Flinders Yacht Club's inflatables and delivered to the Flinders pier, from where we walked the short distance down the beach to the Yacht Club, for drinks nibbles and lunch.



Peter Dawson, Commodore of the Flinders Yacht Club, had sailed to QCYC the day before to accompany us on this leg of the cruise. As has been the case in previous years, he made us feel very welcome and the Flinders provided an excellent lunch and refreshments for the intrepid group.

The crews were made up of people with many ocean miles to some that have had very limited experience outside the Bay. This is what these cruises are about - providing a safe environment in which people with limited experience can learn and grow. It was good to see some come

back for another go after a couple of years, with much more confidence and ability. Everyone should think about taking part in the one of these cruises, if you're thinking you may be ready to spread your wings a bit.

The forecast for the next few days was for hot weather – remember those forty-degree days? - so it was thought best to up anchor after lunch and make our way to Hastings Marina, in case the wind turned to the north. By early evening the fleet was securely moored in Hastings Marina. The downside was that arriving a day early after the Marina Office had closed meant that we were captive inside the locked gates. No problems, we were cruisers, and self-sufficient. Anyway after the delicious lunch at Flinders there was not much thought of food, or drink, but sleep was definitely in the forefront of some.



Monday the 19th of January dawned, and it promised to be hot. The fleet had a relaxing day, involved in individual activities around Hastings and the Marina. That night we met for dinner at the Hastings Marina Restaurant, and again had a delicious meal that flowed from the dining room to the outdoor area for a relaxed evening of fun and frivolity, interspersed with some serious discussion.



Tuesday morning, the second in Hastings, saw the Marina Coffee Shop being the central point of interest, with most crews visiting either for a cup of coffee or a serve of bacon and eggs. Some staying for a short time, and others lingering a little. Tuesday was very hot, and it was a great relief to meet in the Hastings Pub for Lunch in air-conditioned comfort for another delicious meal. Dinner that night was on the boat, if anyone wanted anything, and much visiting between boats was noted well into the night.

We departed Hastings early Wednesday afternoon, to meet the tide, bound for Yaringa Harbour. It was low tide when we arrived, which meant that both sides of the channel had dried, giving the impression from sea that there was no navigable water. Rounding the corner it became obvious that there was a channel of sorts, but from the look of it there could have been a foot or less of water in it. It turned out that there was about 1.8m at low water, and apart from a few places where we mostly touched the muddy bottom we managed to get into the marina and tie up. At high water there is almost 5m of water in this channel, and the appearance is dramatically different.

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Marina staff had reserved sufficient berths for the fleet at the inshore end of the marina, so the walk to facilities was quite short. I believe that Yaringa is the biggest boat yard south of Sydney, and if you haven't been there it's well worth a drive one weekend and a visit to the Restaurant.

That evening we had dinner in the Restaurant, which again was excellent - both food and wine. Aply assisted by Yves, our Maitre'd, it was probably the best night we'd had. A small presentation was made to Darryl for the time and effort that he'd put in to make this cruise possible. All on the cruise were enthusiastic to thank Darryl and let him know that his efforts were (and are) appreciated. By this time the solidarity of those involved in the cruise was starting to become apparent. We were no longer different groups of people from eight boats who were enjoying dinner. We were a single unified group, and it is one of the things that make this type of activity so important. It is the type of experience that life long friendships are forged from.



Unfortunately, for me it was time to head home and back to reality, as I had commitments back in Melbourne. I left Darryl and Tiercel at Yaringa, and returned with him and Vice Commodore, Ken Gayler, just over a week later in order to bring Tiercel back into Port Phillip and to QCYC, which we successfully did.

Now I know that the fleet stayed on at Yaringa and had a BBQ with some of the Marina staff the following day (Thursday) for lunch, which, was again, enjoyed by all.

Friday, the fleet left Yaringa and headed to Rhyll on Phillip Island, from where it is rumoured the best Fish & Chips in Australia are available. Unfortunately, I understand the wind came up during the evening and it was a rather uncomfortable night for some. From there it was directly back through the Heads into either QCYC or homeports, and another successful and enjoyable cruise was complete.

I put out the challenge to anyone who completed the cruise to write an article with a full account of the remaining days that I missed, for the next Newsletter.

Michael Bowe

Cruiser crew

QCYC Cruising Programme 2009

12th April 2009

Easter Sunday
Coles Channel Picnic Cruise

For more details please contact the Commodore.

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VALE David Crosbie Petley

David Petley passed away on the 8th of December 2008. He was the only remaining Honorary Life Member of our Club, which he joined at the end of 1962, giving him forty-six years of continuous membership.

He held the position of Honorary Treasurer of the Club from the sixth AGM, held on the 28th of October 1968 until retiring at the thirty-fifth AGM, held on the 30th of October 1997, a total of twenty-nine years - A remarkable achievement, showing outstanding dedication, tenacity and generosity of spirit. On retirement the then Commodore, David Pollard stated that the Honorary Treasurer “had always shown a very conservative attitude to the job, but always had some funds in reserve for a rainy day”.

He will be sadly missed.

VALE David John Atkinson

David Atkinson passed away suddenly on the 29th of January 2009. David, past Commodore of the Royal Brighton Yacht Club was a relative newcomer to our Club, joining in January 2005, who will be sadly missed.

David is survived by his wife Jill, children Anita, and Andrew and their families.

Gate Operating Times

Gate Operating times for the Swan Island Security Gate **until April 5th** are yet to be confirmed but are expected to be:

Sunday to Friday	0700 - 2000 hours
Saturday and Public Holidays	0700 - 2100 hours

Gate Operating times for the Swan Island Security Gate **from April 6th until May 3rd** are:

Sunday to Friday	0700 - 1900 hours
Saturday and Public Holidays	0700 - 2000 hours

Gate Operating times for the Swan Island Security Gate **from May 3rd until further notice** are:

Sunday to Friday	0700 - 1800 hours
Saturday and Public Holidays	0700 - 1900 hours

