

RMYC Port Hacking Sailing Division - December Newsletter

Hello Sailing members,

Please find below our December edition of the RMYC Sailing Division Newsletter.

THE RMYC PORT HACKING SAILING NEWSLETTER

DECEMBER 2024

RMYC-Port Hacking SAILING



Editor- Alistair Rowe, Sailing Captain

Intro

Welcome to our second newsletter, and welcome back to the following boats that have cruised and or raced in Queensland over the winter.

Yknot – David Newton and Graham Amey's return was delayed after clearing a rope wrapped around the prop in Gladstone, an oil spill in the bilge required a return to Mooloolaba for an engine oil top up.

Achtung Baby- Lisa Jude and Andrew Dankers made it up to Magnetic Island, in their new boat a Bavaria 40 over 5 months.

Etre Jeune – Richard Stock in Hanse 445, sailed largely single handed getting as far north as Port Douglas for 8 months. On its return leg the boat had a birthday in Bundaberg, with Richard completing an antifoul himself and completing repairs to the bow thruster and managed to find a local business to re galvanise anchor and chain. I was fortunate to sail with Richard on the trip from Bundaberg to Mooloolaba.

Amazing Grace – Bruce Munro's Dufour 385 which provided a cruising report in our October newsletter.

marri nuwi – myself and Alison's Elan E4, we cruised Southern Queensland, thanks to those who attended last month's presentation night

Further updates on Port Hacking Cruising are available on the WhatsApp group, let myself or Pete Corbett know if you would like to join.

Newsletter Articles

Many of the boats in the club have interesting histories, last month we had an article on Hayden Skelton's boat Crest; winner of the Winter Afternoon Jelly Beans series. In this edition is an article on Thara, Jon Bell's timber boat project which he is working on in Huskisson. Jon a past president of the wooden boat association previously ran the Woronora Boatshed whilst building an Edwardian style rowing boat, Jon sails with me on marri nuwi.



Sadly, last month we lost Jim Lupton (Luppo), a remembrance service was well attended at Bass and Flinders Cruises Pavillion, special thanks to Ginny for her devoted care, and her great oration on the day. An article by Mike Wolf on Luppoo's service to the Sailing Division is included in this edition.

Racing was severely affected by an extreme weather event on Sunday 1st December, Hayden Denford a retired Qantas pilot who sails on Majella has written up an article titled "Microburst, Downburst an Aviators and Sailors nightmare" which sheds some light on the rare event. Similar conditions affected the RMYCPH fleet racing in the Harbour series in Bate Bay, with their race being abandoned. Hopefully Majella's owners David and Mary Cartmer will be back racing soon.



Racing Update

Wednesday Twilight and Sunday Summer series sailing is underway. Information (start times, results) on each series is available on the RMYC PH website as follows;

[Summer Twilights](#) - Sponsored by [Macquart Marine](#)

[Short Haul Series](#) - Sponsored by [Ian Short Sails](#)

and [Foreshore](#)

[Painting](#)

[Short Ocean Series](#) - Sponsored by [AXS2](#)



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Thanks to Peter Corbett and the crew of Tobruk for setting the Wednesday buoys, and Tim Dodds for photos of each race, available on the Web under 'Gallery'

Upcoming events-

Novice Skippers race- Australia Day- see link on web for details

"URM maxi yacht Hobart race experiences" talk by Bryce Edwards – February 2025

La Perouse Lunch – February 2025; contact Peter Corbett (0402 330 330) for details

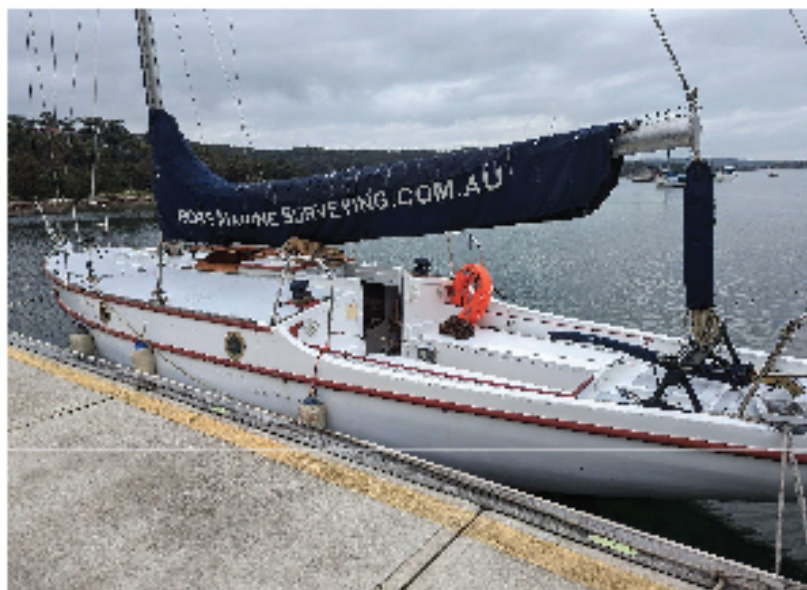


Thara – A wooden boat refit by Jon Bell

Series: RMYCPH Members' Boats

Boat: Thara MH82

Thara's hull was built in 1948 by George Riddell somewhere near The Spit to an Alan Payne design (possibly Payne's first ocean-capable timber boat) and fitted out by Arthur Prigge who (he or his family) sailed it until 2009 with the Middle Harbour Yacht Club and the Sydney Amateur Sailing Club.



The boat is 10.5m long (34ft), narrow beamed at just over 2m, draws 1.6m and weighs 6 tons with a 13m aluminium mast, Bermudian rigged.

Construction is very robust with double-spaced frames, diagonal strapping and substantial floors. A cabin full of skite plates attests to a competitive performance and this was continued by Rob Landis for another 14 years, still with the SASC, along with an extensive (and expensive!) maintenance programme.

On taking over custodianship of Thara, Jon was very aware that while previous renovations had extended Thara's serviceable life, they had by no means made her impervious to old age. Her first year on the Port Hacking was spent mainly in keeping her afloat and working out a repair programme.

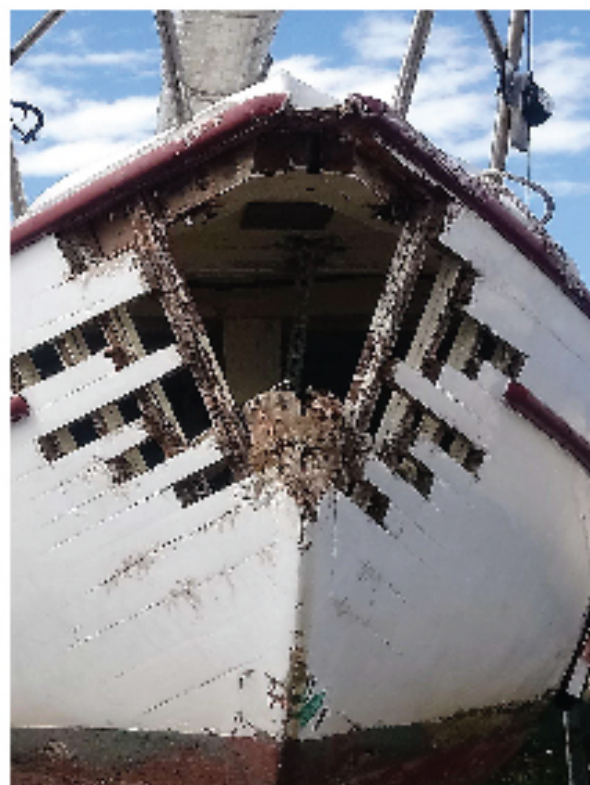




This resulted in Thara being sailed to Sydney to remove the mast and crane her out onto a truck, thence to a boat storage yard at Huskisson where the investigation could be continued more thoroughly without the time and cost pressure of a dockyard hardstand. The stem has been removed and the hull soda-blasted to expose any damaged timbers, loose fasteners and facilitate re-caulking to stop (or at least, reduce) the inevitable leakage.

....

Jon is camping one or two nights a week at Woollamia to work on the project and this is unfortunately impacting time on the water with marri nuwi but it will all be done by Christmas 2022?



Vale - James John Lupton (Luppo) – Skipper of Rhumbline

16 September 1945 - 16 November 2024

Many PHS sailors, both past and present, attended the wake for Jim Lupton held in Sans Souci on Monday 2nd December and took the opportunity to share and enjoy the many stories and reminiscences about Jim, his sailing, his music, his endless repertoire of anecdotes and his love of fun.

After completing his apprenticeship at his fathers engineering business, Jim Studied Naval Architecture and went on to work at Garden Island Naval Dockyard, rising through the ranks to Chief of Ship maintenance. Jim was a very longtime member of RMYC PH, PHSailing and previously the Sailing Division dating back to the days of the Port Hacking Ocean Yacht Club PHOYC. It cannot be confirmed how many years back Jim first participated in club events. Many current members have very long memories but it seems that they all have Jim as an active and enthusiastic member as far back as they can remember. He sailed on many of the club yachts, most recently, before acquiring Rhumbline, with the team on Third Man.



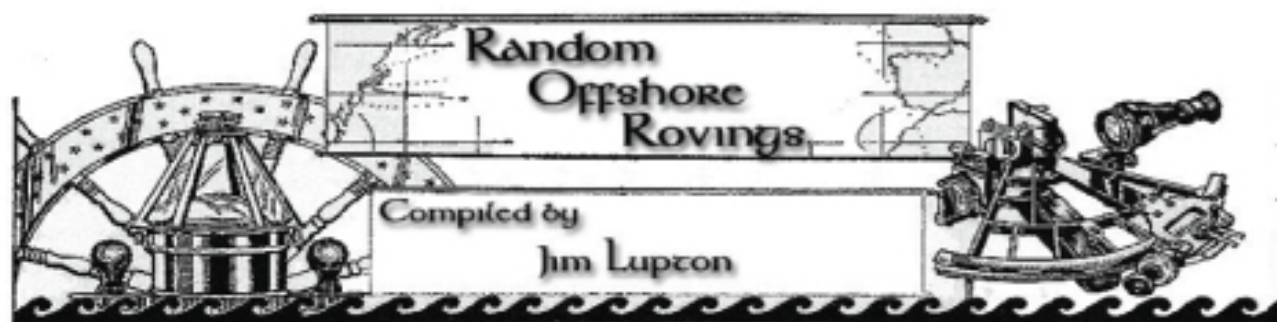
Jim commissioned Rhumbline an Adams 13 around 2003. Jim of course had a detailed input in the customisation of the design drafting a lines plan and buoyancy calculations far more comprehensive than the builder had prepared. Rhumbline was well equipped to cruise the East Coast, with its lifting keel and big rig. With Ian Short providing the sail wardrobe, Jim had many racing successes. The maintenance and on-going steady improvement of Rhumbline has been a continuing source of enjoyment for the last 20 years.

Jim gave great service to the sailing division; being the first Chief Special Regulations Auditor after this role was established in YNSW clubs after the 1998 Hobart reviews and he continued as a yacht auditor to the end. He also served on the sailing committee for over 15 years, he was also a board director of the RMYC PH Club for 3 years, acting as Rear Commodore with responsibility for on-water support and maintenance including safety on the marina, the club boats and the club moorings.



Off the water, Gentleman Jim, will be remembered for his ability to pull his harmonium from his pocket and join any live band on stage, often to their great surprise, and outshine them in his ability to bring a heavy rock style to whatever music they were playing. He was a great musician and storyteller and able to command a stage either alone or with others.

He could be a plain speaker when it was necessary. Below are some extracts from one of his newsletters circa 2002:



*The
spell*

between 'Between the Sheets' has stretched a bit and you all are no doubt well and truly due for another few lines.

Although we are refining the procedures for the 2003 regatta, we want to hear your comments or suggestions for either the 2003 regatta or the remainder of the sailing season or both! Don't keep it to yourself, write to the committee. (They have to answer a letter!)

We have had some good conditions and some trying conditions with our racing in the season's second half. All good character-building stuff. If pressed again, hard enough, I will explain why Third Man flew the 'Q' flag during the approach to Sydney Harbour on race S8, but then again, it may be prudent to let it ride.....

And now, some safety matters;

Again, I urge all skippers to review their radio and safety routines. All crew need to know where all safety equipment is stowed and be familiar and confident in its use.

Get the crew together and conduct an exercise of Man Overboard drill as detailed in the Blue Book, practice rigging the emergency steering, exercise treating a casualty, fitting your safety harness and tether, donning and adjusting your PFD1, read up on the 'huddle' position for survival. Remember that this is the basic stuff we all need to know and be prepared for.

Jim is survived by his wife Virginia (Ginny), three daughters and grandchildren.

Michael Wolf

Skipper of Excentric

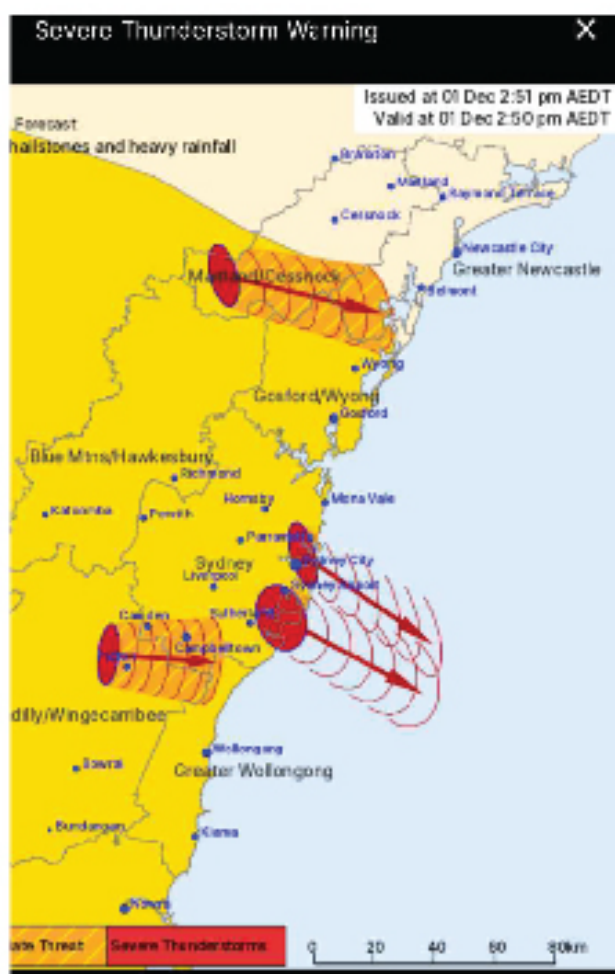
Friend of Jim

Microburst, Downburst an Aviators and Sailors nightmare

Hayden Denford - Majella Crew

On December 1st the BOM (Bureau of Meteorology) issued a Severe Thunderstorm warning at 2:51 pm. Forecast for hailstones and heavy rainfall. The four RMYCPH yachts racing in the Short Ocean Series from Port Hacking to Botany Bay and return could see the darkening skies to the west as they headed to the turning mark off Ramsgate Road in Botany Bay.

With a prevailing NNE wind driving across the bay this gave some confidence that the rising CB's (Cumulus Nimbus thunder storm cells) would be held to their position to the west of the coast.



This turned out not to be the case and the four yachts experienced a localised phenomenon known as Microburst or Downburst.

Aviators are well aware of the catastrophic nature of these weather events and look to avoid these areas where they may occur.

A Microburst event is similar to a thunderstorm event and is formed in the same way as storm cells are formed. That is heavily laden warm moist air rises up through the atmosphere continually gaining altitude and energy, the extent to which the storm cell tops out is dependent upon the ambient temperature that rising air is passing through. In the Tropics the Tropopause normally provides this limit, elsewhere a local Inversion of warmer air will provide the limit.

This massive column of moist air no longer rises and starts to cool and descend rapidly dragging with it more surrounding air, the moisture condenses and large volumes of rain is now present in the column of down rushing air providing a huge energy mass.

The Earth's surface being land or water provides a barrier to the column of air and water forcing the energy mass to

be directed outward in all directions.

At the surface incredibly strong horizontal gusts with accompanied horizontal rain are experienced.

A microburst event can occur within 2 to 4 nautical miles, lasting for up to 15 minutes with the most intense weather in the first 5 minutes, wind speeds up to 270kph can be generated.

On the day the yachts experienced incredibly strong winds (45-50kts) coming from different directions relevant to their individual positions, this is due to the 360 Deg nature of the downburst wind at sea level.

Before the event it was noted that several aircraft were taxiing to take off to the North on the North/South runway. As they headed to the South along the taxiway their Weather Radar's would have painted an ugly picture of Intense Magenta indicating massive amounts of moving moisture. The aircraft held in position until the storm cells passed.

During the event local visibility dropped to zero providing yet another challenge to all yacht Captains and their crews battling to get some form of control of their vessels.

Majella had just gybed around the Botany Bay mark with Main and Headsail still released to get around the buoy. At that precise moment the microburst fury unleashed with the high strength wind now coming directly from the North taking advantage of the slack sails and blowing the yacht till the starboard gunnel was flooded and cabin windows were now partially below water.

The foredeck hand held tight to the now high side port rail after just getting the Kite Bag secured to the foul weather wires. The Captain also pinned to the stern corner of the cockpit struggled with a now useless tiller trying to gain some control over the yachts disposition. Amid cracking Lightning and huge thunder claps Majella was being pushed to the South with most of the starboard rail at water level.

"We have to get the sails down !!" both a command and response from the crew able to hear each other in the cockpit.

Normal furling of the headsail by hand was not possible, way too much force in the flogging sail to overcome, within seconds the furling line was around a free winch and the headsail slowly made its way forward around the forestay.

A bump and slide was felt as the keel found a sand bar. Simultaneous calls were made "Is the engine running Start the engine ". With some engine thrust available the Captain was able to steer Majella toward the North so the main could be dropped. The main came to the deck as horizontal rain and wind still made any movement on deck dangerous.

Any spare sheet with enough length was grabbed and wrapped around main sail and boom as quickly as possible. Visibility was still zero and then another bump and drag on the keel was felt.

The Captain tried to get a position from the compass which itself was unstable and hard to see. Any where North of where we had rounded the mark should be toward the runways and deeper water.

Finally, a Port channel marker came into view along with the pine trees near Brighton. The rain eased, the wind dropped the clouds lifted.

Time to take stock and find out where we were.

Post event it was discovered that Majella had sustained some forceful damage to the mast. Around the main halyard entry point into the mast were two sizeable bulges or creases, when viewed from the forestay the mast had noticeable kink to starboard side from where the mast exits the top deck to the area where the creases were now evident

Additionally data from Race Logger showed Majella had been pushed broadside for around 1.2 Nm to the south during the microburst. The sandy shoals to the north of Towra had been where the keel had found bottom.

Hayden Denford

Majella Crew.

Airbus A330 Captain Retired.

Sailing Division contributes to the Glen McGrath Pink fundraiser

We provided 2 vouchers for the silent auction for a couple each to sail in the Wednesday Twilights, I can report that both couples had a fun time aboard marri nuwi and Tobruk and will be keen to bid at next years auction. It was good to see the Sailing Division well represented at the lunch, with Breast cancer affecting 1 in 7, many attendees had personal stories to share.



Thanks again to team Tobruk and always nice to receive appreciation as in the letter below.



Dear Alistair,

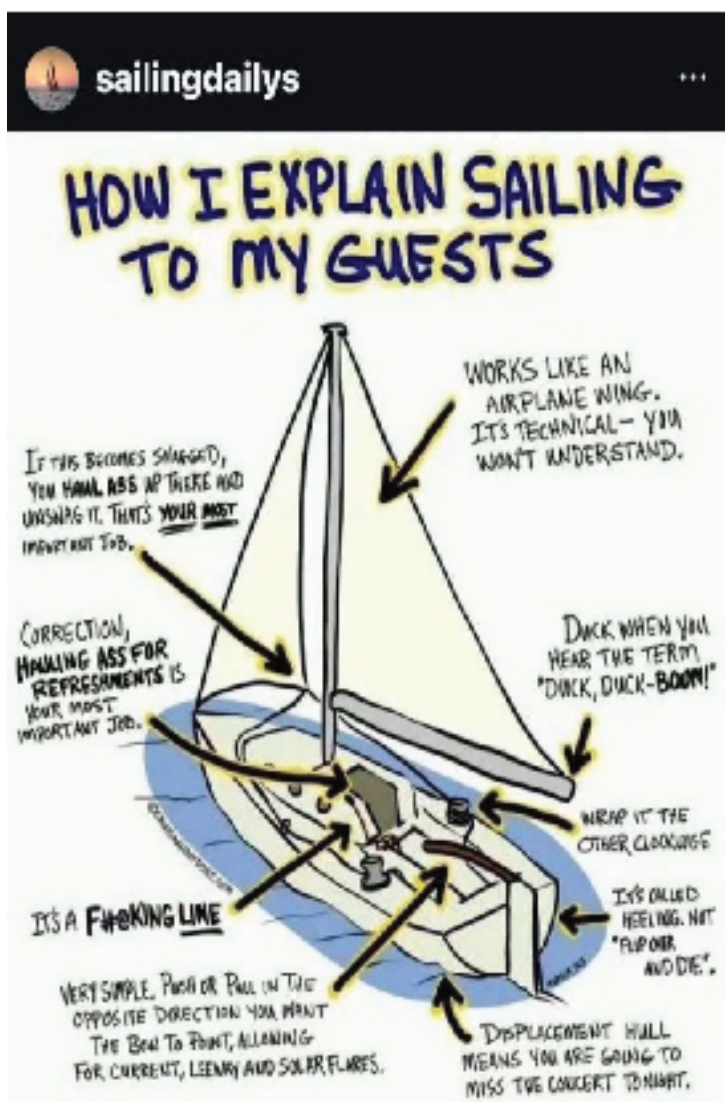
We would like to extend our heartfelt thanks for the generous contribution by the Sailing Division to the recent Pink Lunch at the Royal Motor Yacht Club Port Hacking (RMYCPH). Your donation played a pivotal role in the success of our fundraising efforts, enabling us to raise an incredible \$9,200 for the McGrath Foundation.

For & on behalf of the Board of Directors

Liam Rogers

General Manager





Sailing knowledge corner- Ross Kilpatrick

Yours in Sailing

Alistair Rowe - Sailing Captain