



SHAG ISLET CRUISING YACHT CLUB

## Newsletter 43 – 2,332 “Vice Commodores”

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### Whitsunday Sailing Club (WSC) Welcomes SICYC “Vice Commodores”

Over 100 “Vice Commodores” attended the WSC “Welcome the SICYC Cruisers”



COMMUNITY SUPPORT: Founder of the Shag Inlet Cruising Yacht Club (SICYC) Ken Thackeray (centre) with Whitsunday business sponsors David Peddon, Dinah Dodney and Wal Reintals, Nigel Pemberton, and Sandra Clark and Kevin Warner showed their support at the Whitsunday Sailing Club on Friday night.

## Club reunites for cause

Vice commodores from around the world are starting to descend on the Whitsundays ahead of the Shag Inlet Cruising Yacht Club (SICYC) annual rendezvous from August 22-25.

SICYC founder Ken Thackeray presided over a special meet and greet function held at the Whitsunday Sailing Club (WSC) on Friday night.

Mr Thackeray said this year, WSC had “really got behind” the cruisers and their rendez-

vous, which raises money for the Prostate Cancer Foundation of Australia.

“It’s great that there’s a recognition that cruisers come into the area and contribute to the economy,” he said.

The SICYC was established four years ago on May 15 and has now grown to a club of more than 2300 members from 14 nations. Mr Thackeray described it as “a social network for cruising yachters”.

The annual rendezvous started as a simple get-together at the club’s home location near Shag Inlet in the Whitsundays’ Gloucester Passage. Mr Thackeray said it was never an intention to make money from the event but as it grew this happened and “we just had to do something with it”. The Prostate Cancer Foundation was chosen as a worthy recipient and at last year’s rendezvous more than \$30,000 was raised.

This year, on August 25, the rendezvous fundraiser at the Dingo Beach Hotel will also raise money for the Whitsunday Volunteer Marine Rescue (VMBR) service.

Mr Thackeray said this was a sign of respect for the service that VMBR Whitsunday provided to the cruising community.

To join SICYC or for more information about the rendezvous, visit [www.sicyc.org](http://www.sicyc.org).

[The above is an extract from the Whitsunday Times ...](#)

**Abell Point Marina (APM) joins Mariner Boating Holidays, Cumberland Charter Yachts and Hogs Breath Café Australia as a Major Sponsor of the SICYC Rendezvous**



APM has donated a one month 15mt Multihull berth rental for auction ( value \$2325 ) the proceeds to The Prostate Cancer Foundation of Australia (PCFA) ... plus a cash donation of \$2,675. The donation Totaling \$5,000 in support of PCFA ...

Also a 15 mt Mono Berth rental for one month for auction at the *pirates luncheon* proceeds to the Whitsunday VMR Value of this donation is \$1550

APM has also donated a permanent car parking space for "Shaggy" the SICYC Courtesy Car at Airlie



L to R Richard VC Iririki Island (General Manager), Paul VC Surprise Rock (Owner), Ken, and Luke VC Abell Point Marina

See the Abell Point Marina stand at the "Meet and Greet"

A Note from Owner of Abell Point Marina Paul Darrouzet

The Shag Island 'Vice Commodore' Rendezvous is a fantastic event for the Whitsundays and one that continues to grow from strength to strength.

With the recent purchase of Abell Point Marina, I am committed to working with significant regional events such as the SICYC Rendezvous to drive much needed tourism and economic growth to the region. Furthermore, I think the fundraising support that SICYC provide for Prostate Cancer is an excellent cause and one of the reasons for such a strong growth in the club. Myself and a few Abell Point Marina staff are proud to have joined SICYC as Vice Commodores and will also be supplying some berths for auction at the Rendezvous. I look forward to meeting you all at the Rendezvous and continuing the relationship with the SICYC into the future.

Thanks Paul

**Every week in the life of a Sailor**



## A Story by two “Vice Commodores” up to the challenge !!!!

### Don't tell your wife !!!!



Story by Gary and Libby “Vice Commodores” Ko Lanta (Thailand) and Telaga Harbour (Malaysia)

### When All The Ducks line Up – Trouble Brews

We have owned SV Aquarius, a steel Roberts Offshore 38, since mid-1998 and have lived aboard her ever since. Our dream was to circumnavigate and that indeed was our intention on leaving Darwin as part of the 2006 Sail Indonesia Rally. Like many other cruising yachties, we got stuck in the Malaysian – Thailand – Indonesia cruising grounds for longer than we initially intended. So, after nearly seven years of sailing in South East Asian waters we finally decided that it was time to expand our horizons and seek new adventures. South Africa beckoned, we knew the problems faced with weather by that route, but the alternative of the Red Sea route with the pirate situation was not an option. We spent twelve to eighteen months with our planning and preparation for the crossing of the Indian Ocean. Our start point for the passage was Nongsa Point Marina on Pulau Batam in Indonesia – just opposite Singapore. We departed in July 2012 and made our way south through Indonesia toward our first port of call – Pulau Belitung some 180 nms to the south of Nongsa. However, just 60 nms short of Belitung we caught a late night squall that saw our mainsail shredded and so, heavily disappointed, we turned about and headed back to Nongsa under headsail. The sail was too badly damaged to repair and so we had to have a new main made. We decided that the time was by then too late in the season to attempt the trip that year and we would defer until 2013.

Again, we were meticulous in our planning and preparation for our June 2013 departure. We departed Nongsa on the 1st of June and had a thoroughly uneventful motor-sail to Belitung in very light airs. We enjoyed Belitung for a week or so and then headed down south to the Sunda Strait that separates Java from Sumatra. This was to be our departure point from Indonesia for our crossing of the Indian Ocean. Our first destination was Cocos-Keeling Islands some 600 nms to the SW of the exit from the Sunda Strait.

We left Tanjung Lesung, about mid-way down the Sunda Strait around 0600 with the intention of sailing down to 1st Point Lighthouse located just inside the southern end of the Sunda Strait. We left with no wind and so we motored, very mindful of using precious diesel, but we pressed on. As we neared our intended anchorage we could see a nasty swell from the NW breaking into the anchorage and so we opted to just continue to Cocos from there. Why not, we had to leave sooner or later and the forecasts were good. We had no wind at the time - nor, unusually, did we have any wind for the remainder of the next 36 hours. We did initially have a very strong cross-current that tried to sweep us off to the SE to Christmas Island. We at first didn't realise how strong the current was, but during subsequent plots on the chart we measured it at around 3 knots. On the second day out, Libby had just taken over watch at around 2200, when she called me back on deck to check the weather. There in front of us to the South was a weird cloud formation that was eerily glowing - it had to be a front coming through. Minutes later it smashed into us. Luckily our normal night passage procedure is to have a reef in the sail, this probably in hindsight saved

us, as the wind went from zero to over 30 knots in a heartbeat and continued to rise to 40 knots from the SW. We never again over the next few days had the opportunity to put in another reef. Yes, the wind was from the direction we wanted to travel. The wave height built and built until we were facing up to 8 metre seas on a 3-4 metre Indian Ocean swell. The wave fronts were nearly vertical because the current was still persisting and so, with wind and tide against us, we struggled to make headway. Inside the boat it was chaotic. We were lurching, pitching and rolling almost in the same second of time. Not much was getting loose in the cabin, but Libby and I were both getting bashed and bruised from the violent motion inside the boat. I thought initially that perhaps once the front passed over us that things might calm down a bit - but no, the storm continued and, if anything, got worse. Flying spray drenched everything including us. The huge seas continuously buried Aquarius from the bow back to the cockpit. Libby at one stage got drenched down in the saloon as a wave rushed along the deck, up the cockpit screens and managed to get through the companion way hatch cover. Visibility was down to the next wave crest. We were miserable and

were limited to cold baked beans and water due to the danger involved when trying to light the stove to warm or cook. Even so, every now and then we did manage to boil some water for a hot drink to give us a much needed boost. Libby was feeling a bit sick and I was not really in the frame of mind for feasting. We would change into dry clothing only to be wet within seconds of coming on deck. Wet weather clothing wasn't an option as we were still tropical and would be wet through from sweat. After three days and two nights of the bashing I came on deck to find a very miserable looking crew - we were past enjoying the trip and a decision had to be made - continue or turn back. The boat was starting to break - the outhaul track on the boom had been ripped off, the outhaul slide had been ripped apart, the boom-brake sheet shackle had been smashed. We had lost one life buoy that had been ripped away from its housing. I pondered on it for sometime - this was our dream, this was the reason we initially bought the boat, to sail her around the world. But, we also wanted to enjoy the journey, and we certainly weren't at the time. I knew that down track we faced possibly worse weather as we neared South Africa. I decided to turn back. Just at that moment a huge wave hit us and before I knew it we slid back down the wave almost broaching - I somehow steered out of the mess and, to my surprise, found we had turned onto a reciprocal bearing and were now in fact headed back to the Sunda Strait. Good enough sign from above for me, so I yelled to Libby we were turning back and, while she didn't breathe a sigh of relief, I am certain a smile came back to her face.

We sailed back for a further 2 days, still with no sign of the weather abating. We were constantly battered by cells within the stormy weather - some reaching 40-50 knots and the seas were still as high as ever. I started to worry about the effect of the current streaming out of the Sunda Strait on the huge SW swell and waves. As we closed with the Strait my concern was well founded - the seas became very confused and then we began to corkscrew through the huge waves. Night closed on us as we neared the Strait. We had thought that we might be able to tuck into a little bay just inside the entrance to the Strait but, as we

neared the turn point, two things happened. The first was the appearance of two fishing trawlers that seemed to have some manic quest to stay very close to us and, indeed, constantly attempt to cross our track directly in front of us. We spent sometime dodging and trying evade them to get some sea-room to manoeuvre. Second, when we started the engine to take us into the bay, the engine ran for 30 seconds and died. It refused to run - now we were in trouble. We decided to sail as far up the Strait as we could, and if possible, continue as far north toward Belitung/Batam as possible. We guessed that sludge in our tanks had blocked the engine fuel filters and that we would try to clear them when we were more stable. Once inside the Strait we had the protection offered by Sumatra and the seas died down and we sailed along quite nicely - until the wind died. Then we drifted. The Sunda Straits has a diurnal tide - one high and one low every 24 hours and the tidal current can reach 4 knots in places. We drifted for nearly 3 days up and down the Straits, gradually inching our way to the northern end. The northern end of the Sunda Strait is a very busy area with a lot of shipping going into and out of the Port of Merak. We tried constantly to call for assistance on the VHF radio - we called the Merak Port authorities, ships, anyone and everyone. Only one ship answered and when I told him our problem - silence. Just north of the Port is a cluttered anchorage with tanker and container ships lying at anchor. In the centre of the Strait at the northern end is an island surrounded by reef, isolated exposed rocks and overfalls. We were drifting in the current toward the island. We decided to lash our dinghy to the side of the hull and use the dinghy's engine to propel us through the crowded area. This worked well and we were able to manage about 3 knots with the engine running about half revs. We were very surprised at how economical the engine proved fuel wise. We gained the anchorage area just at last light and thought that within an hour we would be free of the clutches of the Strait and into more open water. No, just as we reached the middle of the anchorage a thunderstorm of enormous proportions descended upon us once again. The winds shrieked around us getting up to 40-50 knots at times, the lightning was almost constant and vivid, the rain was torrential and reduced visibility at times to but a few metres. The lightning suddenly struck a nearby power station and all lights on the nearby shore were blacked out. Now we had ourselves a situation. No reference points on the land which was very close by, the radar blanked out with the driving rain, the wind and very strong current swirling us around at will, and big ships also very, very close by us. Every now and then we would see a stern or stem light on an anchored ship appear out of the rain - again and again we would go into avoidance mode. Ships were still underway and we were worried that we might not see one until it was too late. This went on for an hour or so. Suddenly Libby had enough, she jumped into the dinghy and while still harnessed to the jacklines on board Aquarius, and holding on for grim death, revved the engine out and shouted to me to steer by the compass and head north out of the strait. It worked, we slowly made headway and cleared the Strait about 30 minutes later just as the Thunderstorm petered out. We were still in the clutches of the currents and so opted to continue with the dinghy motor until the tide had turned and we could make some reasonable ground. Every few minutes some sort of flotsam, eg rice bags or other rubbish

would foul the dinghy's propeller and stall the engine. Down into the dinghy we would climb, clear the rubbish, and set off again. A nice little breeze sprang up from the SE and off we sailed. We made about 30 miles all up and were relieved that we were finally clear of Sunda Strait. Now all we needed was the seasonal SE and we could sail all the way North. Again we were foiled. Now we found ourselves in a small box bounded by oil wells and their associated very fragile apparatus to the north east, east and south east. Reefs and small islands were to our west, and we were also in a major shipping lane. Many ships passed us but wouldn't answer our calls. Tugs often appeared at night with tows that weren't lit - they sometimes passed within 50 metres of us and we had no propulsion to avoid them. None would answer calls on the radio. The oil rigs and their tenders wouldn't answer. So we drifted waiting for our breeze. At frequent intervals over the next week squalls would generate and blow down upon us - never from the SE or SW. We hove-to on numerous occasions during squalls in order to slow our downwind progress onto either

reefs or islands. When possible we would try to track through the oilfields - every time it appeared that we might make some distance to the east - the wind would drop out. At one stage we managed to get some signal on our mobile phone and got in touch with our friend Harun on Pulau Belitung. We needed a tow - could he arrange it?? He said he would try. He asked us to reconsider our destination and instead head for Jakarta. At that time we were about 70 miles direct line to Jakarta and this seemed a reasonable idea as we were not making any progress northward to Belitung. Harun said that he had spoken to Batavia Marina in Jakarta and they would see if they could arrange a tow for us. Time continued to march on and finally, late one afternoon, we were again bearing down on a series of reefs some 4 miles away at 1-2 knots. We saw the formation of a squall line and this time we decided to try and make it to the SE and Jakarta. The squall hit with a fury and marked the beginning of a night that continued to pound us with high winds and driving rain. Visibility was down to almost nothing; Libby sat below with the radar on trying to pick out rigs and focussed on the plot on the electronic charts all the while calling headings for me to steer to. It was a wild and crazy night, with high boat speeds in near blackout conditions, through an oil field, with the odd reef thrown in for good measure. Looking out ahead through the cockpit windows all I could see was splattered starred images of yellow and white lights against inky black through the rain pouring down the windows. We didn't sleep that night. The breeze dropped out about 0500 next morning and so did we....totally exhausted and around 30 miles in a straight line from Jakarta. I don't know how many miles we covered that night, most of it was reckoned off the plotter charts with no chance to plot on paper. I remember frequent twists and turns as we blindly snaked our way through the oil fields past rigs and platforms. When dawn came we were to the west of a group of islands and surrounded by small trawlers and long line boats. None would come near us. Around 1000 that morning I managed to again get in touch with Harun and update him on our progress. He told me that he was not having much luck with getting local boats to tow us, but the Harbour Master in Jakarta was prepared to send a tug to tow us and the cost would be \$5,000. Woah, too much and an overkill at that, so we said no to that option. He suggested we try to get a

small local boat to help. As luck would have it, shortly afterwards, a local fishing trawler happened our way. Many had come close before and, no matter how much we waved or called, they ignored us.



The Rescue Boat

This time I grabbed our emergency air horn and let go a few strident blasts. They came over to us and we tried to ask (read beg) for a tow to Jakarta. They couldn't understand. I rang Harun and he negotiated a deal for us to get them to tow us to Jakarta for \$500.00. Ok, we were off, 40 metres stout tow line and about 5 knots behind our rescuers. One hour later we stop - worried looks from the fishing boat - whats wrong?? Much agitation and shaking of heads when we said and pointed toward Jakarta. I rang Harun and asked him to talk to them. They were worried that the Police and Coast Guard would arrest them. We tried to allay their fears as best we could and finally we set off again. I kept our plotter on as I was worried they may try to tow us over too shallow an area for our draft. They held a really accurate course and I began to suspect that in that old wooden boat they had a plotter - I was to later discover that it was the case. Just on dark we approached a huge fish farm area spread over many acres that had thousands upon thousands of bamboo poles driven into the bottom at close intervals to make up fences. Through this area, although up to 7 metres deep, were very narrow access channels. Our rescue boat blithely towed us through these channels in gathering darkness - us with our hearts in our mouths. Approaching the area in Jakarta harbour where the Batavia Marina is sited, I called the marina manager and asked for directions. The directions he gave were not clear and neither us or the fishing boat crew were happy to continue as yet another squall had come up, the water shallowed off alarmingly, and we were all tired. The fishing boat stopped and through hand signals, indicated we were anchoring for the night. They anchored and we hung off their stern by our tow rope. Very, very happy about that decision - first night of safe sleep in days. Next morning up early to find the guys on the fishing boat ready to go. Libby and I had discussed their payment and the problem we had was that we only had about 1.5million Rupiah. They wanted 5million. We had 500 US dollars, but Harun said they probably wouldn't accept it and would want Rupiah. Libby and I were also concerned that we weren't paying them enough as they had missed a whole day of fishing. We decided to give them 700 dollars. Within minutes of appearing on deck they fired up the fishing boat and we were off yet again. The entrance to the marina is quite shallow and need to be taken at half tide or better. The fishing boat stopped near the entrance to the channel and we dropped our anchor - they stayed tied up to us and stated they wanted 10 million. I said no way, they had only asked for 5. The negotiations continued until we got to 7 million or 700 dollars. They said they were happy and so were we. Libby gave them some blocks of chocolate that brought out more smiles and, after one small collision with us that removed part of their gunwhale, they departed with big smiles and waves all round. We decided to jump in the dinghy and do a recon of the marina entrance and

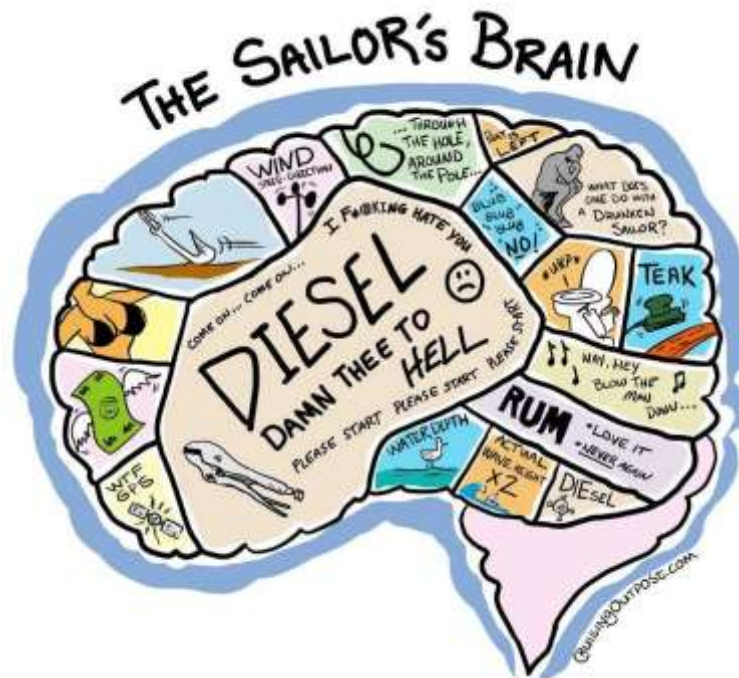
our berth. We met the berth manager, Mr Putu, had a coffee with him, looked at our berth and made plans to go in just on dark. On the way back in the dinghy I decided to check the depth in the berth using our hand held sounder. As I was doing this, the marina workboat appeared and I pointed to

several lines that were tied across the berth and indicated we would be coming in later and needed them removed. Off we went back to the boat - no sooner had we arrived than the workboat appeared ready to tow us in. I couldn't look a gift horse in the mouth and so hussed Libby to get the anchor up while I secured the tow. In we went, a good 2-3 hours before I thought the tide would be right. We saw 00 metres on the depth sounder a few times along the way but the bottom is obviously so silty we didn't bump. At 1400 we were secure in our berth and the nightmare over. We owe a big debt of gratitude to our friend Harun without who, we may still be sitting out is the Thousand Island Group drifting or piled on a reef.

Gary and Libby have now repaired their boat and have settled back into their cruising life ...

Thanks Gary and Lib

### How True is This ????



### Airlie Electronics ( Marine Electronics Specialists) have joined the Sponsors of the Rendezvous

Kenny Nicholl "Vice Commodore" Cape Vidal, owner of Airlie Electronics has recently joined the sponsors of the Rendezvous. Kenny has donated a very handy set of two light weight, hand held, submersible, floating VHF Radios.... These will be added to the raffle prizes ... if you need electrical or electronic work when in Abell Point Marina .. give Kenny a call ... 0417712854... email [admin@airlieelectronics.com.au](mailto:admin@airlieelectronics.com.au)

Thanks Kenny

## **Dennis “Vice Commodore” Key West at Kuda Bandos**



Here we are in our SICYC Polos with our SICYC burgee at Male and Kuda Bandos, Maldives. What an extraordinarily beautiful place to dive and snorkel. All the islands are atolls with nearly vertical coral walls just off the beautiful sand beaches.

## **SICYC World Cruisers meet in Borneo**

**“Vice Commodores” are everywhere !!!**



**A few world cruising Shaggers recently met up in Kota Kinabalu, Sabah, Borneo.**

**James & Lorna Wilding VC London and False Bay South Africa**

**Jenny Rouse & Kerry Nutt VC Pigeon Island**

**Jim & Cheryl Soanes VC Tioman and Redang**

**Charlie & Betty Preen VC Rebak Resort Marina & Phang Nga Bay**

**Unfortunately none of us will be able to make the Rendezvous this year but have a great time and we will see you all next year**

**Cheers Charlie**

## **SICYC Family and Friends BBQ Shingley Beach 2013**

Over 90 “Vice Commodores” attended including 21 new members on the day





**Richie "Singing the SICYC Song"**



**Entertainment by WAHA**



## **Cushions Covers for Prostate Cancer**



**"Vice Commodore" Kristy is making SICYC Cushion covers .... Funds raised go to The Prostate Cancer Foundation of Australia**

**Anyone wanting a cushion cover can contact Kirsty on 0457 416 410 or email her [kawatson11@hotmail.com](mailto:kawatson11@hotmail.com) or check her work out on facebook : KirstysKrafts.**

## The Westies Christmas in July



The Westies "Just Do It"

## The Bottles of Life



## Art Donation for Auction at Rendezvous



Linda "Vice Commodore" Bird Island presented SICYC with an original art piece for auction at the SICYC Rendezvous 2013. This piece features Shag Islet viewed from Montes Reef Resort deck, with the boats of the 2012 on the water..

Absolutely fantastic ... ideal to be mounted on a boat ...

**Thanks so much Linda**

## Happy Birthday Gordon

The paint was still wet on Gordons SICYC membership when he celebrated his 73 birthday at Keppel Bay Marina in the company of 23 "Vice Commodores" none of whom Gordon had known one week earlier. Drinks and cutting of the cake was followed by dinner.



**Gordon "Vice Commodore" Swallow Rock with his Birthday Cake**

### Washing Day on SV Boffin



No undies for Dennis and Helen “Vice Commodores”Dangar Island and Little Wobby  
Just stubbie Coolers  
See a couple of SICYC Coolers there

### SICYC SONG !!!!!



Richie “Vice Commodore” Darling Point  
Has written an SICYC song ..

He has had a little practice and will sing it at the Rendezvous “Meet and Greet”

## SHAG ISLET CRUISING YACHT CLUB SONG

AT THE SHAG ISLET CRUISING YACHT CLUB WE LIKE BOATS  
ANYTHING THAT FLOATS  
LIFE IN THE SUN  
AT THE SHAG ISLET CRUISING YACHT CLUB IT'S  
CONCLUSIVE  
WE'RE NOT EXCLUSIVE  
WELCOME EVERYONE  
TO OUR FUN

CHORUS  
WE'RE JUST SAILING AWAY ON A BEAUTIFUL DAY  
OUT ON THE BEACH  
ALL YOUR TROUBLES ARE OUT OF REACH  
WATCHING THE SUN GOING DOWN.

AT THE SHAG ISLET CRUISING YACHT CLUB WE GET  
TOGETHER  
AND ENJOY THE WEATHER  
IN GOOD COMPANY  
AT THE SHAG ISLET CRUISING YACHT CLUB  
WE HAVE A SHAG  
UPON OUR FLAG  
AND IT'S PLAIN TO SEE

CHORUS  
AT THE SHAG ISLET CRUISING YACHT CLUB WE DONT SEEK  
APPLAUSE  
WE'RE ALL VICE COMMADORES  
WE HELP OUR FRIENDS  
AT THE SHAG ISLET CRUISING YACHT CLUB WE WEAR A BLUE  
SHIRT  
SOMETIMES A GRASS SKIRT  
IT ALL DEPENDS (ON WHERE WE'RE) CHORUS.

I don't think these two have a home!!



Dennis and Lori "Vice Commodores" Key West and Boca Chica  
In the Maldives

## MV Terrigal in Gulnare Inlet



Des and Christine “Vice Commodores” Wynnum Creek and Pt Halloran are BOAT ing (Bringing Out Another Thousand) this cruising season ... the joy of it all !!!

## **The opening of the SICYC “Vice Commodores” Table at the KIOSK at Abell Point Marina.**

The Kiosk will donate \$1 to the Prostate Cancer Foundation of Australia for each cup of coffee purchased during August ... Drop in and say Hi!!!

Thanks David!!!



**We are told that this is a copy of a Letter to Dr Ruth ... From Lorraine "Vice  
Commodore" Ocean Reef Marina**

Dear Dr Ruth  
I'm writing to tell you my  
problem. It seems I have been  
married to a Sex maniac for  
the past 22 years.  
He makes love to me  
regardless of what I am doing  
ironing, washing dishes, sleeping  
etc. I would like to know  
if there is anything you may  
advise me on - Monday  
or 1st - 4th November  
Lorraine  
Hymn

**Well Done Nancy**

Once again a photo taken by Nancy "Vice Commodore" Rangiroa, has featured on the cover of Cruising Helmsman. Great shot of SICYC Boats.....



## Sundowners at Sawmill Beach



Just another bay full of burgees !!!!

## Lunch at Cid Harbour (with Jimmy Buffett)

JB (Alias Jimmy Buffett) is the Poodle 3 from the left ...



**Jan “Vice Commodore” Island Head has had her plumbing fixed!!!**



**A great photo of the SICYC pirate ship Joshua C**



**Joke From Lindsay “Vice Commodore” Bona Bay**

**Two women sat quietly ... minding their own business !!!**

## SICYC Christmas in July Townsville



### **Santa "Just Loving It"**

**Christmas in July was a resounding success with about 40 attending. They had Santa give out presents, and some loved to sit on Santa's knee.**

Lynda "Vice Commodore" Breakwater Marina, would like to thank June and Dave for the wonderful help in organising the night and our helpers, Kirsty and Jenni.

### **It's not a load of Rubbish !!!**

How Lizzy solved her rubbish problem when she is out at sea, as the rubbish is the worst problem when you're out for weeks at a time, she was told about this and has found it very useful, stowing rubbish is always a problem, let alone the smell of it.


She found re- using a 3 litre bottle of milk and washing it out, then I put a little water in it and cut up all plastic, paper, cardboard, and then she takes a wooden stick and compact it, She has had 3 weeks of rubbish in one bottle, any aluminum cans we stand on them to crush them, ( make sure you have shoes on to do this ) or tins they cut the top and bottom and crush them, the tins they usually wash in sea water before we crush them.

She found it so much easier to stow a 3 litre bottle of milk than having 3 bags of rubbish which there is no room for as is, hope this is useful for all our sicyc members.

Thanks Lizzy

## The SICYC Sail Away 2014...

See the **Mariner Boating Holidays** stand at the Rendezvous “Meet and Greet” to get full details



# SICYC 2014 Tahiti Sailaway




13 April to 23 April 2014

Sail in company .....  
Explore on your own

Join Vice Commodores Trevor & Maggie Joyce, Kirribilli and Burns Bay, for the SICYC Tahiti Sailaway.

The Leewards are a prime location for a Tahiti yacht charter, along with the nearby isles of Bora-Bora, Huahine, and Tahaa. What better way to take in this South Pacific paradise than with fellow Shaggers from around the world!

Sailors, non-sailors, singles, couples or full crews welcome



**Tai Chi at the Rendezvous on the beach west  
of Montes Reef Resort at 8.30am Friday 23  
Aug and Saturday 24 Aug....  
Sponsored by Quadrant Marine, Abell Point  
Marina**

**Tai Chi benefits**

Tai Chi is an effective exercise for health and well-being. Tai Chi can help a range of disorders including anxiety, arthritis, fatigue, joint stiffness and stress. Tai Chi can improve posture, flexibility and strength. People of all ages and fitness levels can practice Tai Chi and gain health benefits.

Tai Chi can help to improve a range of disorders, including:

Arthritis

Balance and coordination

Fatigue

Joint stiffness

Muscle tension

Poor posture

Stress.

Circulation and heart disease.

Tai Chi can be easily practiced on board a boat for various reasons such as:-

- 1) you don't need much space
- 2) you don't need any special equipment
- 3) there is no harm of doing damage to your body thus possibly resulting in needing medical attention
- 4) it would help with your balance

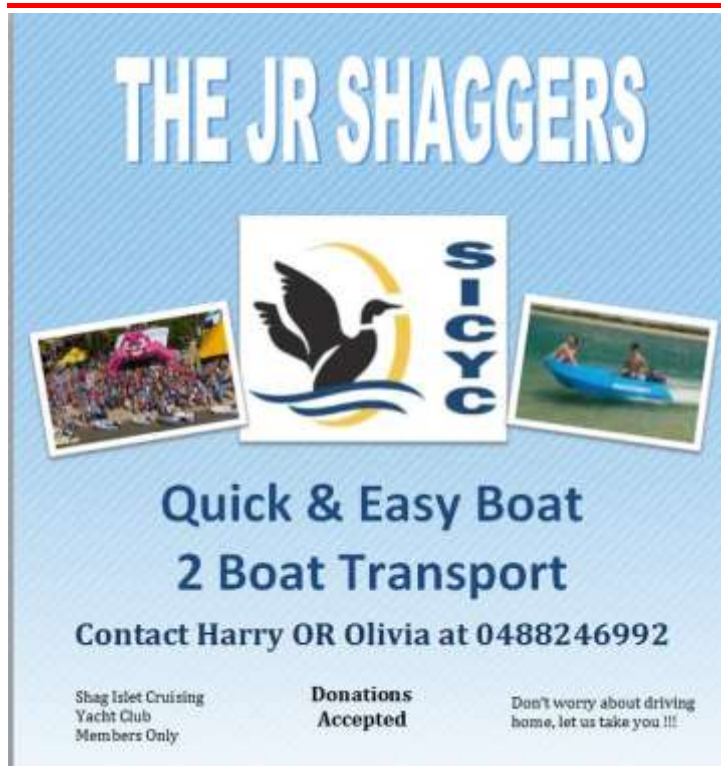
**Thanks Colin and Kerrie .. Quadrant Marine....**

### Ferry service during the Rendezvous

"Vice Commodores Harry and Olivia are running a Ferry service from boat to shore and return .... If you would like to make use of this fantastic service:

**Give them a call on 0488246992**

***DON'T DRINK AND DRIVE***



**THE JR SHAGGERS**

Quick & Easy Boat  
2 Boat Transport

Contact Harry OR Olivia at 0488246992

Shag Islet Cruising  
Yacht Club  
Members Only

Donations  
Accepted

Don't worry about driving  
home, let us take you !!!

Thanks Harry and Olivia

### Sundowners at Thomas Island (northern anchorage)



Perfect Conditions ... no swell ! Would you believe ???

Drinking rum before 10a.m.  
makes you a pirate NOT  
an alcoholic.



### Sundowners at Hogies Airlie Beach



Thanks to Hogies Airlie for supporting the Rendezvous!!!!



After going to the Airlie Beach Markets on Saturday ...Don't forget to drop into Hogs  
Breath Airlie Beach each Sunday for SUNDOWNERS .. from about 5.30pm ... wear your  
SICYC Polos !!!

## Sundowners Cleveland



**SUNDOWNERS at Cleveland (Brisbane ... Queensland) is the longest running weekly SICYC event and attracts between 35 and 55 "Vice Commodores" every Wednesday from 5.30pm at Hogs Breath Café...**

**Well Done Carolyn "Vice Commodore" Cassim Island and Thanks to Hogies Cleveland for supporting the Rendezvous**

**They are a great bunch, if you are in the area ... drop in and say Hi**

## **Capricorn Cruising Yacht Club welcomes "Vice Commodores"**

**The committee and members of the CCYC would be delighted to welcome all members of the SICYC travelling north or south to our club house situated at Rosslyn Bay Yeppoon. Bar hours every day are 12-2 and 4-7. Free wifi is available and on the last Friday of the month a casual Dinner Social is held but bookings on 49336501 are essential. The entrance is walking distance from the marina through a gate beside the Coast Guard. .Many members of CCYC are members of SICYC so call in and and say g day to their friendly caretakers Gail and Mike Lally for a cool drink(or two) at one of the friendliest**

**JOHN 'HADJA' COMMODORE BARREN ISLAND**

## The Hervey Bay Crew “Just Party”

When passing through Hervey Bay ... by land or sea .. drop into the “Boat Club” on a Friday evening and join the local “Vice Commodores” for SUNDOWNERS ..



If you are in the area on Sunday .. They are likely to invite you to their Sunday BBQ

## Say no more...

George “Vice Commodore” Phu Quoc Island sporting an SICYC Red Wine Drinking Bib and Colour Coded (Blue and Yellow) glasses ..



**Just a few more photos of the SICYC Family and Friends BBQ at Shingley Beach!!!!**



**What a Great Day !!!!**

Some Doctors recommend one glass of red wine a day!!!



**Cheers Rhonda and Ken**  
**“Vice Commodores” Caves Cove and Raby Bay**