



Beyond the Bay

**A course designed for budding sailors to
sail the ocean safely with confidence**

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Why we are here

We love the ocean, regardless of whether we are racing or cruising. We love the sense of adventure and the wonder and beauty of nature.

As presenters we are here to share our knowledge.

As participants we want you to not only build your knowledge but more importantly build your confidence. We want you to go beyond the bay.



Who are we?

We are volunteers, we are ocean racers with years of experience offshore, some of us are also RYA SSSC instructors.

There are also numerous others behind the scenes who have contributed to tonight's session and the Beyond the Bay program.

The presenters for tonight will give a brief overview of their experience.



Paul Roberts



Simon Dryden

Who are we?

This is the sixth time we have run this program. Previous participants included a couple who spent a year cruising the East Coast of Australia (Google “SV Time Flies” for their Youtube journal) and a father and son who went on to compete in the Melbourne to Osaka double handed ocean race.

If time, we will get you to briefly introduce yourselves.



Participant profile

Summary of the questionnaire profiles.

Interestingly:

- Over half crew
- Majority are both Cruisers and Racers
- Most 1-5 year experience
- Lots of different club representation
- Only a quarter had done SSSC

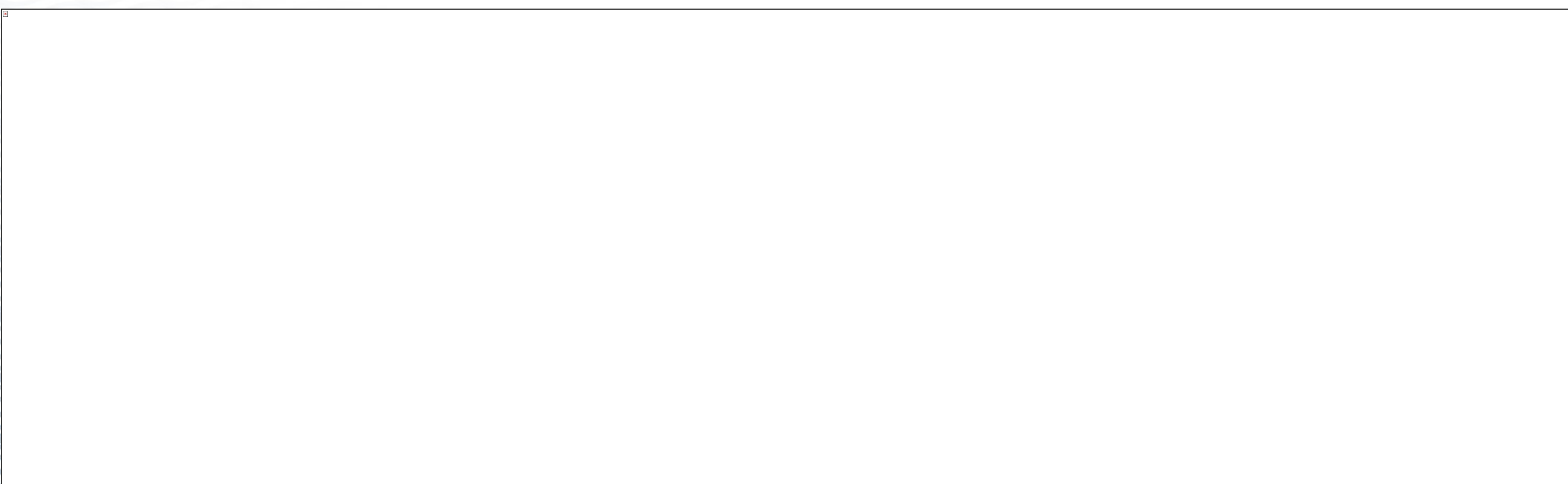
Group Data	Number
Skippers	16
Crew	20
5 year plan	
Racers	6
Cruisers	6
Both	24
Experience	
less than 1 year	7
1-5 years	21
5-10 years	3
10+ years	5

Home club	
HBYC	4
MYC	1
N/A	7
Other	3
QCYC	1
RBYC	4
RMYS	4
RYCV	1
RYCV, HBYC	1
SBSC	1
SYC	8
SYC, RMYS	1

SSSC Status	
SSSC	7
No SSSC	29
Boats	12
Participants	
Female	10
Male	26

The Program consists of

- 5 Workshops (1 online session)
- Practical Navigator course (3 online sessions)
- Weather course (3 online sessions)
- Sea Safety & Survival course (self paced online plus 1 practical session)
- 2 on water events incl 1 at night and 1 in Bass Strait plus invitation to participate in 2 other long bay races (optional)
- We would also encourage you to complete a first aid certificate and a Rip tour at some stage in the future



Date	Event	Venue
21 May 2025	Workshop 1 - Introduction and course overview 6.30-9.30pm	Docklands, In Person
01 June 2025	ORCV Safety and Sea Survival Course	Wesley
12 Jun 2025	Weather Course Session 1	Online
17 Jun 2025	Weather Course Session 2	Online
19 Jun 2025	Weather Course Session 3	Online
15 Jul 2025	Navigation Course - Introduction to Navigation Session 1	Online
17 Jul 2025	Navigation Course - Introduction to Navigation Session 2	Online
22 Jul 2025	Navigation Course - Introduction to Navigation Session 3 Q&A	Online
05 Jul 2025	Winter Series Race - Blairgowrie Passage Race (Optional)	Port Phillip Bay

3 Aug 2025	Workshop 2 - Practical Radio Course	State Sailing Centre Albert Park, In person
13 Aug 2025	Workshop 3 - Skippers session Boat & Equipment. Preparation for overnight and coastal passage	Docklands, In Person
16 Aug 2025	Winter Series Race - Geelong Passage Race (Optional)	Port Phillip Bay
27 Aug 2025	Workshop 4 - Route Planning / Boat Preparation / Crew Preparation & Provisioning for upcoming passage	Online
13 Sep 2025	On Water Event - Overnight Port Phillip Bay Passage	Port Phillip Bay
01 Oct 2025	Workshop 5 - De brief of Overnight Event / Preparation for Bass Strait Coastal Passage / Heads Exit Training	Online
11 Oct 2025	On Water Event - Bass Strait Coastal Passage (with mentors)	Start/ Finish TBC

To graduate

You must substantially complete or get Recognition of Prior Learning for the course elements

You must complete or get Recognition of Prior Experience for the on-water elements, particularly the Bass Strait event



Where do we start?

You are going to need a boat, but what sort of boat?

Comfy & heavy

Stable & slow

Fixer upper

Cheap

Beware: There is no such thing as a cheap boat.

There is also a saying, Fast, Strong, Cheap, choose two

Light & spartan

Fast & twitchy

Brand new

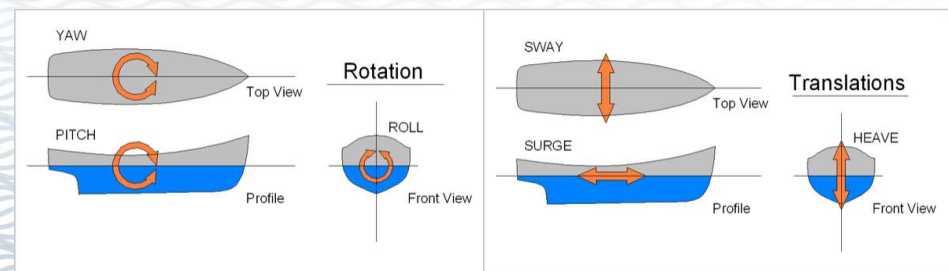
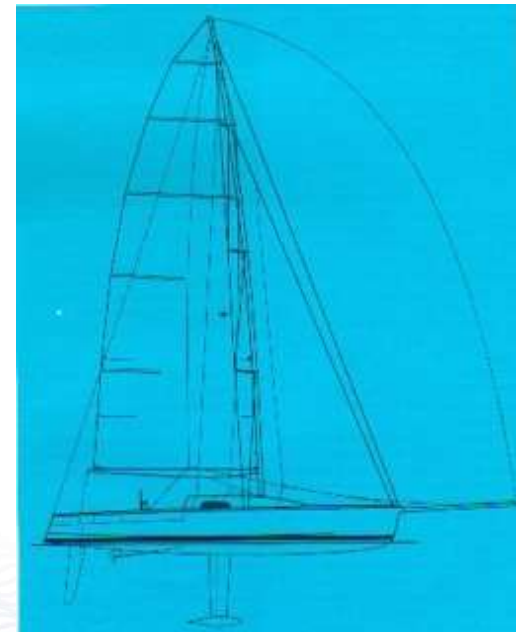
Expensive



All boats behave differently

Each boat has its own characteristics which affect how it behaves in the ocean

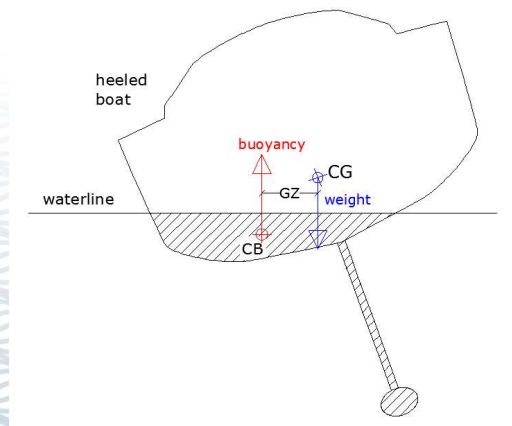
- Momentum (a function of weight and speed, to continue that motion)
- Inertia (resistance to a change in motion)
- Acceleration (and whether that acceleration is transferred to crew)
- Centre of Gyration (usually 2/3 back from bow, the point about which a boat moves)
- Motion – Rotational and Translational



Stability is important

There are stability requirements for ocean racing and competitors must comply with them. For cruisers, it is well worth understanding stability and the effect of changes they may make:

- Hull shape and displacement
- Keel length and weight
- The affect of weight aloft (eg furling sails and davits)
- The affect of conditions (dynamic stability)



Which boat do we choose?

Let's look at some examples, consider each of their:

- Strengths
- Weaknesses
- Ease of handling
- Cost



Blue Water Tracks

Moody 54, 17.1m long, 26t weight
(1.5t/m)

Extremely comfortable, expensive,
near new blue water cruiser which
also competes in ocean races (did
Osaka race double handed race and
several other races such as S2H,
M2H)



Carrera S

Martin 49, 15m long, 11.5t weight
(0.76t/m)

Fast, modern, expensive ocean racer
(has done a number of races such as
S2H, Port Fairy etc)



Lord Jiminy

Class 40, 12m long, 4.5t weight
(0.375t/m)

Popular in Europe, class design yacht
used by many double handed crews.
Competed in Melbourne to Osaka.



Reckless

Dufour 44, 13.7m long, 10.3t weight
(0.75t/m)

Popular cruising yacht also used for racing in typically Performance Handicap events such as Hamilton Island race week. Has also done a number of ORCV races.



Faster Forward

Sydney 38, 11.7m long, 5.5t weight
(0.47t/m)

Classic, one design racing yacht, has
done numerous ocean races around
Australia. Older but proven design.



Pacemaker

Farr 1104, 11m long, 4.8t weight
(0.43t/m)

Older, smaller racing yacht popular
with bay racing. Similar yachts have
ocean races in the past.



Morning Star

S&S 34, 10.4m long, 4.2t weight
(0.40t/m)

Older, classic, trusted but small ocean racing yacht. Has competed in Melbourne to Osaka and many other ocean races such as M2H and S2H. Used by many of the solo around the world adventurers such as Jessie Martin and Jessica Watson.



Summary

Boats	Length	Jib	Main	Spinnaker	Main and Jib	Weight	Per 1 Square Sail	Weight/m
BW TRACKS	17.1	91	81	227	172	28000	162KG	1637
MARTEN 49	15	60	88	244	148	11500	77KG	767
CLASS 40	12	43	74	180	117	4500	39KG	375
DUFOUR 40	13.7	48	51	96	99	10300	104kg	752
SYDNEY 38	11.7	51	39	103	90	5700	63KG	487
FARR 1104	11	33	38	72	71	4800	68KG	436
S&S 34	10.4	35	27	80	62	4200	68KG	404

Length	Jib/main/Spin areas	Weight
m	m ²	Kg

What's next?

You are going to need crew. How many depends on your voyage and your boat.

Roles needed

Skills needed

Experience

Friendships / Relationships

Availability

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Location

Objectives



What is the difference between Sailing in the Bay to Sailing offshore?



Your crew will require the following experience/skills to sail offshore:

- Helming
- Navigation
- Reefing the mainsail
- Multitasking i.e. helping with foredeck, pit etc
- Cooking/Provisioning the Galley
- Radios and communications

Which crew do we choose?

For our first ocean race, let's look at some potential crew and what they might offer:

- Skills
- Experience
- Availability
- Objectives



Meet Neville



You have heard he is available

He loves the ocean, can't get enough of offshore racing

He has done a heap of ocean racing incl double handed and deliveries, he can do every role

Competitive, loves to steer, loves to push the boat, loves to win

Works long hours, has his own business, time poor so cannot assist mid week

Very capable (probably more than most skippers) and never gets seasick

Meet Jill



Your regular crew and a keen sailor, has been sailing for the last five years or so including several Bass Strait crossings and deliveries

Typically does foredeck but also mast and pit. Starting to do more trimming

Recent knee injury so needs to be careful

Would love to own her own boat one day, loves the comradery

Occasionally gets mild seasickness but manages with medication

Works 9 to 5 but available after hours and on weekends

Meet Alex



New to sailing, has sailed in the bay for the last 12 months or so.

Friend of the family

Typically a general hand, helps out with mast and grinding

Really wants to try offshore sailing, would love to do a Sydney to Hobart one day

Unknown whether he gets seasick or not

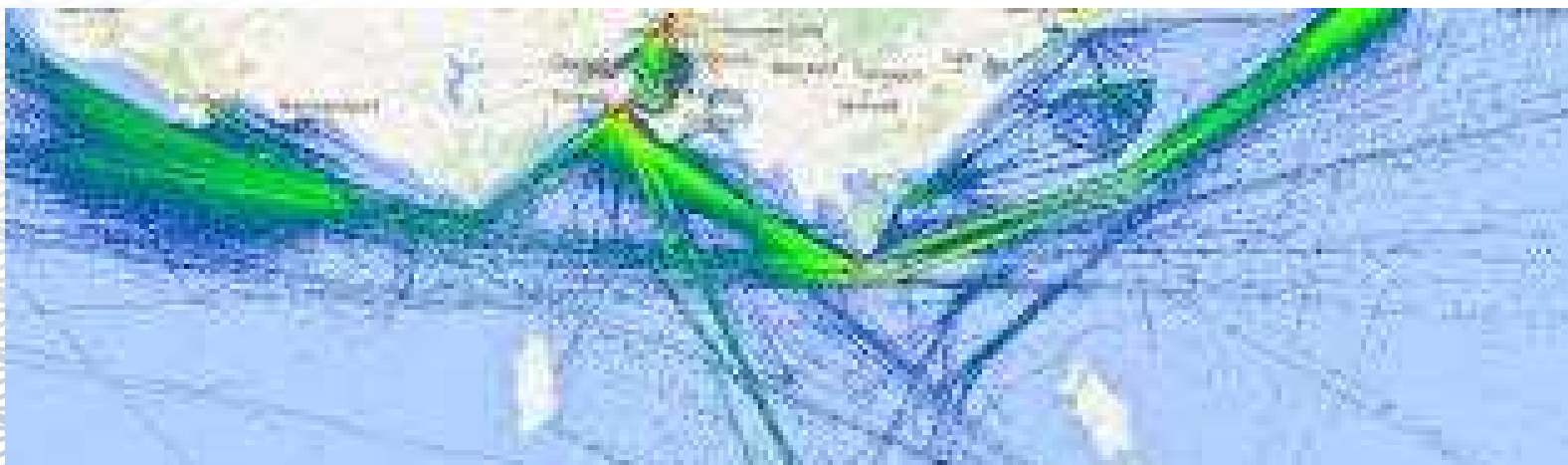
Semi retired so can assist whenever needed

Lessons Learned

Let's consider some recent incidents. What can you learn from them for your plan? What could they have done differently:

- To reduced the likelihood?
- To reduced the consequence?

Note: Links to all of these incidents and more are available from the ORCV web site Safety menu.



Lion-MOB



2011 RORC Morgan Cup race, Man Overboard while working on the bow tethered on (the skipper), 1 person deceased.

Note Yachting Monthly re-enacted the incident testing various scenarios

Key learnings:

- Didn't use short tethers
- Chain of command lacking
- Insufficient training (Stopping the boat and MOB)



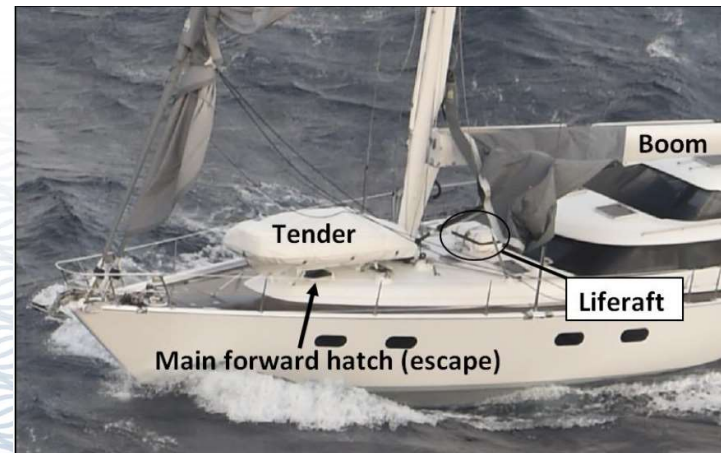
Platino



2016 Auckland to Denarau (Fiji) race, Platino with 5 on board after an extensive refit. Experienced an uncontrolled gybe while under autopilot which then broke preventer and traveller. Subsequent events resulted in 2 people deceased, rig loss and 3 rescued

Key learnings:

- Crew briefing/training lacking
- Preventer setup poor design
- Unmanned helm, no checks on autohelm while at sea
- Not wearing life jackets



LCE Showtime



2020 Return delivery from Hobart, Keel failure and yacht overturned. Crew of 6 rescued. Yacht was sailing in increasingly heavy conditions and keel bolts were compromised prior to failure. Note there was a previous keel collision with an unknown object on a previous race.

Key learnings:

- Signs of keel structure failure during voyage did not alter passage plan
- Building winds and waves did not alter passage plan
- Insufficient PLBs, poor allocation of them, difficult to use
- Manual PFDs allowed safe escape from hull

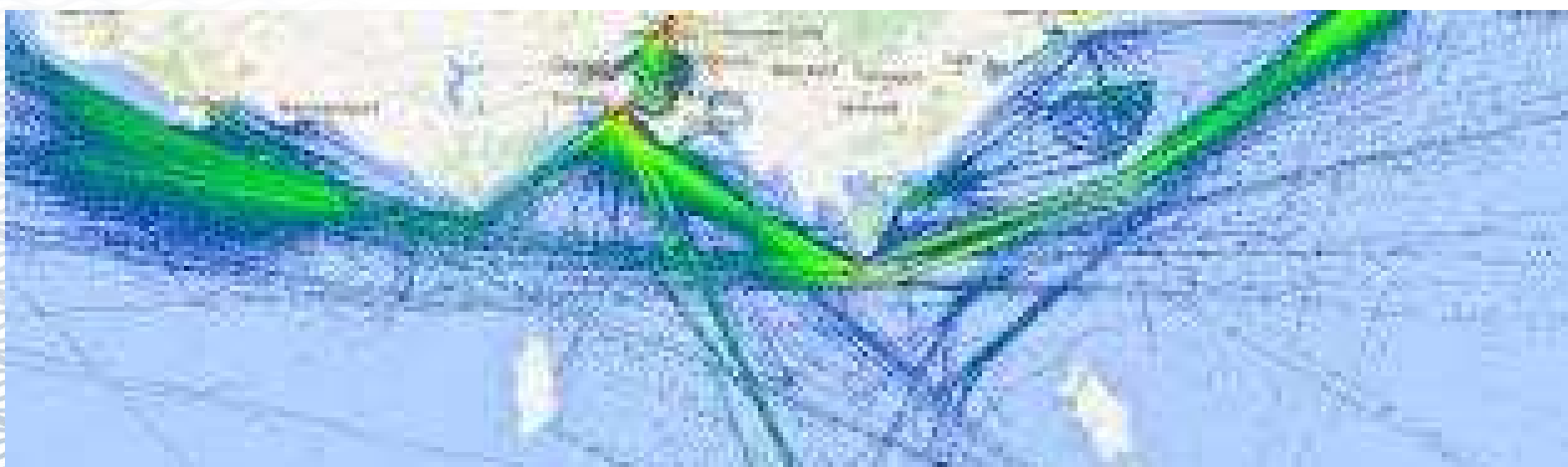


Indicative photo – not LCE Showtime

What did we learn?

There is quite a bit there in terms of learnings, but the key ones are:

- Preparation (boat and crew)
- Briefing and training
- Clear chain of command
- Know your limitations
- Remain focused
- Have contingency plans ready and adapt your plan to conditions



Better planning leads to a safer and more enjoyable trip

Our BTB program will cover in depth planning:

- Navigating
- Understanding Weather
- Boat preparation
- Crew preparation incl training
- Planning a voyage incl provisioning and watch systems
- Practicing planning
- Adapting plans to conditions and circumstances



About Mentoring

Focusing on Skippers, mentors will be experienced skippers who will join BTB boats in the on-water events.

Ask questions and pick their brains, they are there for you. Learn from them, particularly preparation questions. Call them, chat, reach out.

Mentors shouldn't steer, pull ropes or make decisions during these events. They are advisors and will only step in and take over as skipper in a high-risk situation.



What's next?

SSSC (Online self paced plus Sunday 1st June 2025 practical)

Weather Course online session 1-Tuesday 12th June 2025



Foredeck Essentials

Master the foredeck position and you will always have a boat to sail on. Skill up and be confident and you can go places with it .

Next training: eLearning prelearning and Practical Day at SYC Sunday 10th August 2025, 9am – 4pm



KISS ALIVE

The KISS (Keelboat Introduction to Sailing Savvy) is a program developed to provide introductory level information and experience in a supportive team environment to empower aspiring female keelboat sailors to transition from “passengers” to confident active “participants”.



Next Gen: be the legacy

The Ocean Racing Club of Victoria (ORCV) is here to support and empower youths aged 16-25 with an incredible opportunity.

The program consists of three pillars:

- **Introduction to Ocean Racing:** Get started with the basics of ocean racing. We'll take our sailors through the difference between OTB sailing and ocean racing.
- **Keelboat feel:** Creating opportunities to get out on the water feel what it's like to sail on larger and faster boats.
- **Start-line ready:** We want to ensure everyone gets the opportunity to experience this great sport, but also to do it safely and comfortably with the most effective equipment.



Next Gen Ocean Racing Starter Kit

Exclusive to the ORCV and proudly sponsored by Discount Yacht Marine Supplies, this groundbreaking initiative is the first of its kind in Victoria, designed to make ocean racing more accessible and affordable for our youth members while prioritising their safety on the water.

To benefit from this fantastically priced package you must:

- Be aged 25 and under
- Must have a current ORCV youth membership
- Limited to one item of each product per year



**ORCV NEXTGEN
OCEAN STARTER KIT**

 SAFETY LINE RRP \$220	 DECKVEST RRP \$490	 BLADE + KEY RRP \$70
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EXCLUSIVE TO ORCV YOUTH MEMBERS. TERMS & CONDITIONS APPLY.

Thank you

Thanks to everyone who made this session happen including:

Volunteers Paul Roberts, Simon Dryden, Rod Smallman, Justin Brenan, Melissa Warren and of course our fantastic office support Hannah Williams and Annabel O'Connor

A special thanks to our team of Mentors to assist with our BTB boats

Thanks especially to all our participants.



Questions, comments and feedback?

A decorative graphic at the bottom of the slide consisting of multiple layers of light blue, wavy lines that create a sense of depth and movement, resembling ocean waves.