

"Next Time" - A cruise from Sydney to Adelaide

Bob and Gill Hogarth

From discussions around Adelaide on cruising, it is easy to form the impression that lots of South Australian sailors are put off cruising Australia's east coast either by the long and difficult passage to reach a suitable start point or the hassle and cost of shipping a boat there and back. We recently sailed our boat, 'Elios,' from Sydney to Adelaide and found, somewhat to our surprise, that the intervening stretch of coastline does not always experience gales and high seas, has excellent stopping places and that, with time and care, transiting it is probably within the capabilities of most of us.

We had kept 'Elios' on Pittwater, just north of Sydney, for two and a half years including a three-month cruise to the Whitsundays and back. We wanted her in Adelaide early in 2005 and decided to sail home. Being a mature crew of two with limited experience, we were a little apprehensive at traversing such notorious waters on our own. In retrospect the passage was easy and enjoyable. Here are some highlights - what we enjoyed, our mistakes and, above all what we will do next time.

Our first mistake came early: we bypassed Port Jackson! Although we had made several visits to Sydney's harbour while 'Elios' was in Pittwater, we had not explored her many reaches. Mindful of reaching home in the allotted time and keen not to fall behind the clock early, I resisted Gill's calls for a week or so exploring. I now read of people spending months cruising this wonderful waterway, and, yet again, wish I had heeded her pleas! Port Jackson warrants much more than a cursory look. Next time!

With that decision uneasily behind us, we headed south into persistent, but moderate, southerly winds. Hard on the wind, progress was hard-won but there were plenty of appealing ports. That is our excuse for stopping six times - yes six times! -between Pittwater and Eden: at Manly, Port Hacking, Wollongong, Crookhaven, Bateman's Bay and Bermagui. All were interesting, secure and easy to access. The day sails were short and it all made for a relaxed week. Marinas stopped at Port Hacking and we were happy either to be rafted up to fishing boats or anchored. We found the bars at Crookhaven, Bateman's Bay and Bermagui easy to negotiate and the fishing crews and harbourmasters at Wollongong, Bermagui and Eden helpful and accommodating. Visits with friends at Crookhaven, Bateman's Bay and Eden enriched those stops.

Soon after Crookhaven we passed Jervis Bay and were impressed by the soaring cliffs with quaint names. However, with deep water right up to those spectacular, vertical cliffs, a heavy south easterly swell, unabated

by shallows, rebounded viciously to produce the most uncomfortable and confused seas of the entire trip. Next time, unless we plan to go into Jervis Bay, we'll give the area a very wide berth.

Eden, where we spent a week or so, was a delightful stop. We anchored alternately off the town jetty and on the southern side of Twofold Bay in a pretty spot behind a naval facility; each anchorage proving very good in appropriate winds. We even left the boat a couple of times to visit friends living nearby.

Eden to Refuge Bay on Wilson's Promontory was to be, for us, a long leg, and we wanted a benign weather outlook for two or three days. Soon after we arrived in Eden the forecast seemed pretty good and we set off. A stiff southerly made for a bash south but we anticipated a comfortable reach when we turned west. At Gabo Island we grabbed a few hours' sleep and the next morning, instead of that comfortable reach, we were faced with a strengthening south-westerly. As I hoisted the mainsail I noticed the winching got much easier just as the last few wrinkles were coming out of the luff. The



Bob rafted up among the fishing fleet

main halyard had let go and I had jammed the halyard firmly in the masthead sheave! We used the lighter and unproven topping lift as a halyard but, wanting to be ready for whatever Bass Strait offered up, thought it wise to reclaim the original halyard. We motored to the lee of Gabo Island hoping to anchor and climb the mast but, finding no shelter from the south-east swell, decided to return to Eden. The next day we easily climbed the mast and reclaimed the halyard but by now our weather window had gone. We waited three days before making a comfortable two-day passage past Bass Strait's huge oil rigs to beautiful Refuge Cove.

At Refuge Cove we climbed nearby hills on well prepared tracks, found spectacular views over Wilson's Promontory and enjoyed what we thought was a justifiable rest. We now felt firmly in cruising mode; it takes us about a week and an overnight passage. Our next stop was to be San

Cont. P31..

Member Profile : Jemma Moody

It seems fitting to start the new look SQ Member's Profile section with one of the Squadron's young sailors, Jemma Moody.

Jemma is the 2005/06 Captain of the Juniors. Like RSAYS activities in general, the Juniors have a mix of serious sailing, fun races and social events and Jemma enjoys them all.

Jemma tells us her story:

'I've been sailing for six years, starting with the Squadron Juniors along with my brother Patrick. I started in Holdies and then got into international Cadets but as soon as the Pacers arrived, I was into them. I like the social side of the Juniors because there is a lot of fun and I have some really good friends. Besides sailing, we go out bowling and ice skating or just hang around the Juniors Room. We sail fun races and Competitions. It's all very friendly, as we've all done junior sailing together for some time. Mum got involved too and became active on the Juniors Committee and then she got her Rescue Boat License. So now she's out there in the rescue boat helping with the races. Mum and dad's trailer sailer used to be the start boat, but now *Citrus*, the junior's rescue boat, is dedicated this. As Captain, I organise social events and write a newsletter. Besides the Fun Races we have a season Competition in the Pacers and 125's. Ashleigh Emery was Junior Champion last year and I think she'll do it again this season.



We all really look forward to the Barmera camp once a year. We compete for the prestigious Krusty Cup, which is actually a very large baked bean can on top of a drink can attached to a plastic bowl. Everyone joins in; the Ausail kids too and we are all very keen to win it!

We stay in dorms and cabins on Lake Bonney and do lots of fun things. We usually go to a rec centre for roller blading and squash and to Monash playground.

I am doing Year 12 this year and I want to travel before taking on Uni studies and am intending to work as an Au Pair in England for a year (if anyone wants a babysitter, I need the experience!). I don't think that I will carry on with sailing next year as I will be away. I study French and love it and have been to France twice, once on a school trip and once on exchange, so I might go there again. I want to go everywhere! Maybe I will come back to sailing later.'

Jemma's parents Helen and Phil Moody have moved from trailer sailers and now have a Cole 35 keel boat, "Magic Beach" in the Squadron pool. 



Jemma and the 05-06 Aussail team juniors

North Haven Marine & Fuel Supplies

* **Fuel Offer** *

4 cents per litre discount off the pump price of fuel when you buy \$200 of any chandlery items.

(valid for 3 months from date of purchase)

* Conditions apply

- Over 4000 items now in stock
- Members still get 10% chandlery discount
- We will match or better any genuine quote
- Large range of second hand items

Open 7 Days

Ring Bruce or Dave on 8341 9122

Shop 1/23 ALEXA ROAD, NORTH HAVEN 5018

"Next Time" - A cruise from Sydney to Adelaide

.....cont. from P29

Remo near Phillip Island where our son, Simon, and daughter-in-law, Kate, live. San Remo experiences strong tidal flows and, to arrive at high tide, we left Refuge Cove in the late afternoon. We rounded "The Prom" – quite the most striking coastal landform either of us had ever seen – at dusk and set course for San Remo. Around 2 a.m. we ran over a cray-pot and, with some difficulty, cut it free. How on earth can one see small, moss-stained white floats in a sea of whitecaps by night? Despite the short delay we arrived at high tide, where Simon quickly cleared the remaining craypot floats and we refuelled. By then the tide was ebbing quickly and this caused some excitement as we cast off. It demonstrated an old yardstick I had learned: a knot of current has the same impact on a boat as does fifteen knots of wind. With the engine racing we slowly regained control of 'Ellos', picked up one of three excellent 'courtesy' moorings provided by the Victorian Government and spent a happy few days with Simon and Kate on Phillip Island.

Between San Remo and Adelaide we made only one stop – at Portland. Conditions were light and, with occasional help from the motor, we made a comfortable passage.

Portland is a most appealing town, with its interesting history well displayed and everything a sailor might need. We arrived at night (which we have now done on each of our three visits) and found it easy to find a snug anchorage in the dark. Port Fairy had been our preferred destination but the blackness of the night and an unknown entry made Portland the more attractive option. Another next time!

Now very mindful of the craypots along the coast of South Australia's south-east we chose the course recommended on the chart (there had been no such recommendation on any of the charts of the Victorian coast) and gave Port McDonnell and Robe a wide berth as we headed for Kangaroo Island. We intended to spend a day or two on the Island but a threatening weather forecast gave us the choice of continuing to Adelaide or sheltering on the Island for several days. We chose the former and were comfortably on the Squadron's pontoon some four weeks after leaving Pittwater.

Our main observations from the experience are:

The coast from Adelaide to Sydney (and on to Brisbane) is not as daunting for a small crew as we had imagined. The SA and Victorian coasts present a tolerable challenge but have good ports and the NSW south coast offers many cruiser-friendly stops. NSW's barred rivers are, from our dozen or so crossings, manageable if one follows the rules¹. Next time we'll stop and explore more. 

Commencing next Issue.....

"Chandlers Locker"

Economic advertising for small businesses that think big

* Commencing with the June issue of Squadron Quarterly *

Business Card sized advertising

90mm W X 50mm H

No artwork required

simply provide us with your business card

or

Supply your own artwork to us

Four issues per year for \$250

(Includes GST)

Spot Colour Available

(Additional \$44.00 per issue)

Give Members the opportunity to support your business



Contact Annette in the office on 8341 8600 or Email: rsays@squadron.asn.au

"Next Time" - A cruise from Sydney to Adelaide

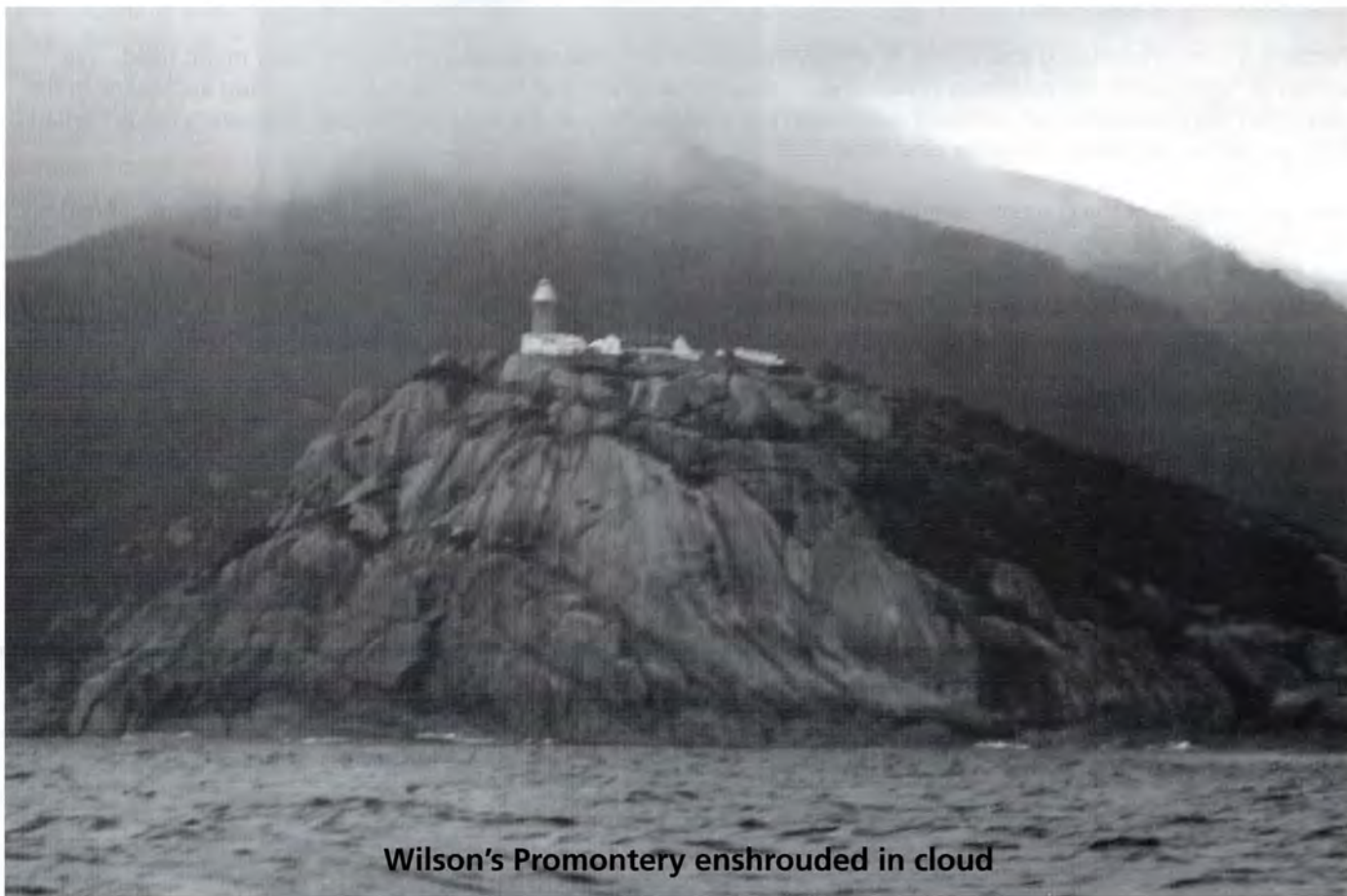
Bass Strait seems to offer weather windows to offset, to some degree, its reputation. To use them calls for planning, patience and the time to exercise that patience. The special 'oil rigs' forecast is indispensable and is transmitted by volunteer stations, at least, at Eden and Port Albert. We were reminded that a forecast is not a guarantee by a very shaken delivery crew at San Remo that was surprised by squalls of 60 knots, which were not forecast, in Bass Strait. Next time we'll again listen and wait.

Time is always a factor. Pressed for time one can

persuade oneself to do things one will later regret; or one can regret not doing things because of a potential lack of time. Either way you lose! 'Next times' are always further away than one imagines so a lesson we keep re-learning, is 'do it now, don't rely on a next time.' ✂

(Footnotes)

¹ The guide we relied on for navigating river entrances in NSW was Alan Lucas "Cruising the NSW Coast" Alan Lucas Cruising Guides & Halbooks Publishing, Avalon 2000, particularly pages 110 -13.



Wilson's Promontory enshrouded in cloud

We used the motor about 60% of our passage time – this seems to be our average - to maintain planned speeds. For this a good fuel range was helpful, given that refuelling small yachts is not mainstream business along this stretch of coast. We took on fuel at Eden and San Remo but neither was really necessary as we arrived home with nearly $\frac{3}{4}$ of a tank. At Eden, having failed to ambush the fuel truck as it refuelled a fishing boat, we had to carry jerry-cans and at San Remo we needed to align slack water and the fisherman's co-operative's opening hours. Next time we will refuel either at Portland, Port Fairy, San Remo or, if we must, Eden.

If a metal fitting can let go, it probably will and not at a time of one's choosing. Having reserve halyards, of similar strength to the primary ones is a comfort and, at times, a necessity. We've now installed a stout topping lift ready for next time!

Rather than trying to avoid craypots, next time we'll avoid crayfishing areas, particularly by night. One needs local advice to be able to do this as not all crayfishing areas are identified on charts or in the Pilot.

Overall we now think the coast from Sydney to Adelaide is well within the capabilities of a small crew, given a cautious approach and adequate time. We hope to confirm this in 2007.