

Anchorage in SA: Heading West ...

CAPE DONNINGTON AND PT LINCOLN
Cape Donnington, four miles north of MacLaren Point, is the southern entrance to Pt Lincoln. Donnington Reef lies one third of a mile north-east of the Cape. It has a small islet on its southern end and under water rocks extend a quarter of a mile northward of the islet with a least depth of two metres over them. The passage between Cape Donnington and the islet is deep and clear.

A description of Pt Lincoln is beyond the scope of these notes. It is sufficient to point out that between them, Spalding Cove and the bay at the southern end of Boston Island, locally known as

Rotten Bay, provide shelter from all directions.

Vessels proceeding to Pt Lincoln township should give Fanny Point, the south-west point of Boston Is, a berth of about two hundred metres to clear a shallow reef which extends south of the point.

The southern end of Boston Bay gives shelter from southerly and westerly winds. Access to the main shopping centre of Pt Lincoln is easy from the Town Jetty; the westernmost jetty of the town.

Lincoln Cove Marina is situated in Porter Bay south-east of the town. SQ

HELSAL II and Dangerous Reef

Most members who competed in the last Lincoln Race know that HELSAL II had a "brush" with Dangerous Reef at about 0415 hrs on Saturday morning. Whilst the damage was minimal, owner Keith Flint explains the incident and the lessons learnt from the experience.

At the time that we struck the reef, we seemed to be so well clear of the light that we thought we may have collided with a partly submerged container. Thankfully we sailed clear with only a fractional drop in speed for a few seconds. Apart from the blow to our reputation for being a cautious crew, fortunately only minor damage was sustained to the very bottom leading edge of the fin keel and this has been repaired in the last few days.

However, the lessons to be learnt from this are worthwhile repeating for the benefit of all.

Firstly, Dangerous Reef is aptly named and it covers a much larger area than it appears to show on the chart.

Secondly, care should be taken in laying off a course from Reef Head to Dangerous:—

- (a) to allow ample room to clear the rocks SE of Dangerous noting that they are shown as "breaking heavily", and

- (b) to take into account that submerged pinnacles of rocks extend further eastwards than one is inclined to believe.

Over the years yachts and fishing vessels have hit Dangerous Reef and other skippers in the recent race have told me that they were on a "collision course" for it but being in daylight they were able to take "avoiding action".

One should also take into account that an ebbing tide may have quite an effect on one's course as the tidal flow is deflected around what is after all a very considerable obstruction.

The area bounded roughly by Taylor and Thistle Islands and Dangerous Reef can be pretty dicey at the best of times and always should be treated with the greatest of respect.

SQ

Preventing Collisions at Sea

In December 91 in the interests of marine safety, the Australian Maritime Safety Authority issued Safety Education Article 65 titled "Responsibilities of Merchant Ships and Small Craft to Avoid Close Quarters Situations". The following is the text of this article.

INTRODUCTION

Reports of close quarters situations between merchant vessels and pleasure craft or fishing boats are becoming more common. Collisions have taken place involving damage or loss of boats and in some instances, loss of life. The incidence of these occurrences is cause for concern to the maritime industry as well as to the small craft community. SEA 32 (See and be Seen) and SEA 54 (Small Craft, Large Vessels, and the Collision Regulations) which are still current are particularly relevant to this subject.

which all vessels must observe, it is clearly laid down which vessel is to "give way" and which is to "stand on". There must, however, also be sensible limitations to these rules. Just as it is recognised as unreasonable for a fishing vessel, hampered by its nets or lines, to be able to give way to an unimpeded vessel, it is also impractical to expect a large vessel to give way to a small vessel when the ship is confined in a narrow channel or restricted in some other form by its draught or inability to manoeuvre.

SIGHTING

One of the major difficulties faced by merchant ships is identifying, and ascertaining the intentions of small craft.

INTERPRETING THE REGULATIONS

Under the International Regulations for Preventing Collisions at Sea 1972 (COLREGS)



Don't take risks