

## CRUISING TO PORT LINCOLN

People cruise to Port Lincoln for many reasons - the interesting and picturesque places to visit, the good fishing, the hospitality provided by the Port Lincoln Yacht Club.... They don't because they haven't been there before, haven't the time, don't have a crew, live there already....

The Cruise to Port Lincoln showed that these need not be reasons for missing out on the joys of cruising the waters of southern Spencer Gulf. Participants in the event included those who had not previously cruised beyond Stansbury, a single-handed skipper, people from Port Lincoln, and some with only limited time available to make the trip.

The idea for the event arose following the Cruising Division of the Two Gulf Rally which indicated to the Cruising Committee that there was room for this style of event on the cruising calendar. However one aspect was paramount - cruising people preferred to "do their own thing" rather than be "organised". Hence a style for the cruise evolved which provided minimum rules and instructions while maintaining maximum flexibility for those taking part.

The event allowed the fifteen participants to leave from their home port (wherever it may be, including Port Lincoln) at a time convenient to them, and cruise to Port Lincoln via a route selected by them. Arrival at Port Lincoln was the only criteria set - not before, but as close as possible to 2 pm on Saturday, 21st February. This was in contrast to the Lincoln Race, where entrants all started at a set time, travelled a pre-determined route, but arrived individually.

During the days preceding the 21st February, cruising vessels were seen ghosting westward along the north coast of Kangaroo Island under spinnaker, lying quietly at anchor in Pondolowie Bay with fishing

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lines over the side, rounding Cape Spencer at 3 am..... Such is cruising!

The flexibility of this event is also illustrated by the location of vessels on the morning of "finish day" - in Port Lincoln Harbor, Spalding Cove, still on the way to Port Lincoln after having anchored at Whaler's Bay on Thistle Island overnight. Others were still cruising, obviously deciding that the pleasant weather / good fishing / idyllic anchorage / ?? warranted giving Port Lincoln "a miss" after all.

As 2 pm neared, eight vessels jostled for position near the finish line at the end of the main Port Lincoln jetty. Racing skippers would probably have been flying protest flags by this time, but cruising has different rules and, so long as safety was not compromised it was "anything goes"!

Finishing times for vessels were -

|                   |         |         |
|-------------------|---------|---------|
| HARMONY           | 2.00.08 | (First) |
| CHAMPAGNE CHARLIE | 2.00.52 |         |
| THOR FINN         | 2.01.02 |         |
| KAMATU            | 2.01.59 |         |
| GOANNA            | 2.02.55 |         |
| ROUSEABOUT        | 2.03.30 |         |
| AIRBORNE          | 2.04.32 |         |
| NO FIXED ADDRESS  | 2.09.57 |         |

Members of the Port Lincoln Yacht Club provided the "Cheer Squad" and fired the 5 minute and finishing guns for the event which added to the atmosphere for those "finishing". All were then welcomed at the Town Jetty with a bag of "goodies" provided by the various sponsors of the Lincoln Week Regatta.

Commodore Butterfield presented the prize for being first over the line to Alan Smith of HARMONY at the Lincoln Race Presentation Ceremony. He also

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presented each skipper with a bulkhead mount as a memento of the cruise. Prizes and mounts were donated by the RSAYS.

Further activities had been organised as part of the cruise for the following Tuesday - a Rally from Spalding Cove to the Banks Group. However true to cruising people, some decided to leave for the Group earlier, others travelled to Spalding Cove but were unable to go to the Group. Since flexibility was the main criterion of the cruise this posed no problem - an enjoyable barbecue spontaneously occurred on the beach at Spalding Cove on Monday night with the crews of about ten vessels participating.

Since this event was a "first try" for the Cruising Committee, they would appreciate any comments from those who took part, or other interested members, about any aspect of it. For example, would it be beneficial to know or meet other participants prior to departure? Are predetermined radio skeds warranted? Do you want to travel in a flotilla? Should there indeed be such an event in 1988??

This event would not have been possible without the support of the RSAYS and the Port Lincoln Yacht Club - sincere thanks to both clubs for assisting in its conduct.

The wonderful hospitality afforded participants on their arrival in Port Lincoln was appreciated and ensured that those who "Cruised to Port Lincoln" in 1987 are looking forward to repeating the exercise in 1988.

KAYE CHASE

## MELBOURNE TO OSAKA DOUBLE HANDED RACE

Two Squadron vessels, BOHEMIAN and CITY OF ADELAIDE (formerly DOUBLE GEE) have nominated for the 1987 Yamaha Osaka Cup, Melbourne to Osaka Double Handed Yacht Race starting on 21st March 87.

The race has been planned by Melbourne's sister port and city, the City of Osaka, and is being organised by the Nippon Ocean Racing Club (NORC) in co-operation with the Sandringham Yacht Club, the Slocum Society and Osaka Port Promotion Association. The event will commemorate the 120th Anniversary of the Port of Osaka opening to foreign vessels and the completion of the new Hokka Marina.

NORC was founded in 1950 and has been dedicated to ocean racing with the adoption of the English regulations of the Royal Ocean Racing Club thus standardizing international rating and safety requirements. NORC has organised 3 previous single handed trans Pacific races and the World Quarter Ton Championships. The club has a membership of some 3200 offshore competitors and enthusiasts.

The route (5500 NM) will take competitors from 37°50'S to 34°N. During the race the predominant weather patterns will change dramatically. All vessels will pass through two major trade wind belts, the SE and NE Trades. Between these belts is the Doldrums. The race has been scheduled outside of the cyclone and typhoon season. It will be necessary for the boats to plan their routes making best use of ocean currents and trade winds, also having regard for demanding navigable passages through many islands, reefs and other charted obstacles.

BOHEMIAN, a Carter 37, is a masthead sloop built in 1974 to represent WA in the Southern Cross Cup Series. She will be skippered by her owner, Tim Edkins with Rob Harrison as crew.