



OCT  
2018

# The Dolphin



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## OPENING DAY HIGHLIGHTS

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## Hastings Yacht Club

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## LATEST PHOTOS



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# COMMODORE'S REPORT

LEON ALEXANDER

Hasn't there been some early magic weather this year.

The last month has been very hectic with the club spirit shining through. Both the Working Bee and the Opening Day were well attended and the club looked great. Thank you to all those members who helped at these events or had to apologise.

Sharon and Danny, with all the family crew on Event Horizon, gracefully joined the fleet for the sail past. Congratulations to all our yachts in the sailpast with Siren taking the best dressed whilst being pursued by a shark at the stern, followed by Lady Kay in classic mode with a notable large Red ensign off a stern flagstaff.

Our speaker, Mr Jeff Weir, Dolphin Research Institute, created a lot of interest in the Westernport environment and I did note many members discussing issues with Jeff. I expect that most of our members would not have been fully aware of the uniqueness of Westernport in the world. We tend to concentrate on what is happening in the narrow band between the water surface and perhaps 10 meters above. There is a whole world of fascination from the sea bed, to mangroves to the migratory birds.

Our Social group members once again excelled with both these events. You will be hearing more about events in the near future as we develop the social calendar, but please set aside 8th December for the Christmas party. We are also expecting to run a BBQ event on the beach at Sandy Point, 19th January. We have not at this time had any volunteers for Social Secretary so we are working on managing events in a different fashion to previous years. If you would like to be involved in the Social group arranging events please contact me.

Josie "commissioned" Mark Halton to construct a table for the cake in the form of the original Dolphin structure. For newer members the "Dolphin" was the name given to the lead mark (No 1 FIW 5s) of the Hastings channel and featured for many years on the front page of the Dolphin newsletter. It's brilliant so check it out.

Following the acceptance of the Hastings Foreshore Precinct Plan as presented at Council in June, Martin Jones and Malcolm Edwards are continuing to negotiate with DEWLP and Council to unify our leases. Be patient, final action may still be a while.

Peter Campbell is following up on members to ensure that the club is manned with an Officer of the Day (OOD) over the weekends. The duties are not onerous and all members are expected to be involved. The only two events that members are expected to be involved with are the working bee and the OOD.

It is also important that members get out there and enjoy sailing and club membership. The warm season is upon us and we should look forward to some keen racing, great cruising and good socialising. Oh, and perhaps re-look at the brilliant surroundings of Westernport. We have it all.

Cheers, Leon



# SAILABILITY 2018 -2019

KEVIN BAENSCH

Our Sailability season is about to start on October 11th and continues through to 4th April 2019 as per the dates below. Once again we would like to thank and welcome back all our dedicated volunteer's.

However, we would like to see others volunteer's that have the time to join us. As usual, after our clients have left, there will be a free B.B.Q. lunch prepared by volunteers, where we just sit around for a chat and enjoy each others company.

Volunteers are needed to help with the B.B.Q.

Please call Kevin on 0418340733 for further details.

These sessions start from 0900hrs and usually finish about 1300hrs.

2018 2019

Thursday 11th October

Thursday 25th October

Thursday 8th November

Thursday 22nd November

Thursday 6th December

Thursday 20th December

Thursday 24th January

Thursday 7th February

Thursday 7th March

Thursday 21st March

Thursday 4th April



The tides are not looking good this season; let's hope the weather will be!

LOOKING FORWARD TO A GOOD SEASON. KEVIN.

## ROSTERS & OFFICER OF THE DAY

Welcome to the Rosters Report.

This is the place where the Duty Roster used to sit. 'OOD Duty' (Officer of the Day Duty) has been a Club arrangement since the time of our founding fathers, the one annual duty required of each Family and Senior member.

Then again, in the time of our founding mothers and fathers there were only about 75 members and a few social occasions each year, when everyone pitched in and got stuff done. At 75 members OOD Duty was about once a year.

Times change, the Club has grown. And Privacy is upon us. Along with email.

Now members will only attend OOD duty about once every 18 months, while various other devoted members will on a regular basis help slip boats, cook barbeques, repair stuff, sit on crash boats and count other boats crossing finish lines etc etc.

As most Clubs expect members to assist with at least one annual duty changes are being made to the way duties are rostered and recognised by the Club. OOD, required under the Club Constitution, will still be the primary annual duty, but recognition for other help given may mean that a member will not be asked to be OOD every year.

## ROLE OF THE DUTY OFFICER

Between 9:30 am and 4:30 pm you will be the HYC rep who welcomes any visitors or possible new members to the Club. Assistance may include answering questions about membership, racing and yard space. If in doubt send them to a committee member. Raise the flags (Club and Aussie) in the morning, lower when you leave, write the weather report on the blackboard. Lastly, wear the OOD Officer sign around your neck.

It's only once a year. Flag instructions are in the Radio Room.

## DUTY MAN

To simplify the roster process, while allowing members to volunteer for extra duties, and organise their own swaps etc, DutyMan software is being trialled over the next few months.

DutyMan, a small club software package, allows the Roster person to notify members of their duty, and send them a reminder, and also allows the member to notify other members of the need for a swap. As the process runs through a central server it is quick, easy and private. Members required to do duty will be sent an email telling them that they have been added to the DutyMan system and inviting them to log on and learn more about the system.

The Welcome email will contain a link to DutyMan and will also provide your initial login password. The password may be changed at any time. Those members without email addresses or who prefer not to use the DutyMan system will need to tell me (email [lastcall.peter@gmail.com](mailto:lastcall.peter@gmail.com) or notify the Secretary Martin) and I will continue to advise them by phone or letter the date on which they are rostered for duty.

About 15 members have already been identified as having done enough other stuff around the Club to be exempted from OOD Duty. These members will still be sent a DutyMan email and may volunteer for other duties if they wish.



## CHILD SAFE AT HYC

Hastings Yacht Club is a Child Safe Organisation.

With the 2019 season getting underway, and in particular sail training and Sailability, this is a reminder of our club culture and our obligations as club members.

The Club has developed its Child Safe Policy, its Code of Conduct and processes for what to do if an allegation of child abuse is made. These documents are available on the club's website. It is the responsibility of all members to understand and make themselves familiar with them.

The Code of Conduct aims to protect children and reduce any opportunities for abuse or harm to occur. This means that the club's culture is to acknowledge and be conscious at all times that the safety of children is continuous and ongoing.

Our policy also recognises cultural differences in the community and supports a zero-tolerance approach to discrimination.

The club promotes understanding and acceptance of diversity, including disability. If you have any issues or concerns or would like more information please talk to me on 0418 422 099.

Kenton Lillecrapp - Child Safe Officer

# LOST & FOUND SAILS

Many unnamed sails were located in the Shed on Working Bee day!

Please see below photos and descriptions of sails which have so far gone unclaimed.  
Sails not claimed by end October will be disposed at the discretion of the committee.

If this is a sail you might be interested in if it remains unclaimed, please send an EOI to the Secretary.  
While we discourage sail storage at the Club, if you wish to store a sail there, you need to send the completed the storage form to Sarah.

## SAIL 1

Dimensions: Leech 9.2m, Foot 3.9m Luff 10.1m  
Identifying Marks: Black boomerang on the sail  
Description: #3, with a damaged bolt rope, reasonable condition, red sail bag



## SAIL 2

Dimensions: Leech 11.4m, Foot 5.9m Luff 14.0m  
Identifying Marks: none  
Description: Hanked, hi-cut foresail, hanks corroded but sail in reasonable condition, Orange sail bag



## SAIL 3

Dimensions: Leech 8m, Foot 4m Luff 8m  
Identifying Marks: Spinnaker # H73, Yellow and White, Ian Short Sailmaker, Taren Point.  
Description: Blue sail bag.



## SAIL 4

Dimensions: Leech 3.7m, Foot 1.8 m Luff 4.1m  
Identifying Marks: Halsey sail  
Description: Blue/red Ullman Sails sail bag. Sail in excellent condition



**SAIL 5**

Dimensions: Leech 4.2m, Foot 2.2m Luff 5.2m  
 Identifying Marks: Nil  
 Description: Main sail – Good condition



**SAIL 6**

Dimensions: Leech 3.5m, Foot 1.6m Luff 3.8m  
 Identifying Marks: Hooper Racing Sails  
 Description: Has Hifield lever attached – luff tensioner – no sail bag



**SAIL 7**

Dimensions: Leech 7.7m, Foot 2.3m Luff 8.3m  
 Identifying Marks: Keith Brown Sailmaker, Ryde NSW Sail no 304 with some kind of class symbol, 27  
 Description: Excellent condition, burgundy bag with an orange floor



**SAIL 8**

Dimensions: Leech 10.2m, Foot 3.1m Luff 10.8m  
 Identifying Marks: Sail no MH31  
 Description: Heavy duty sail with a single reef system, possibly a main, most slugs missing, excellent condition, no bag



**SAIL 9**

Dimensions: Leech 6.2m, Foot 2.4m Luff 6.7m      Identifying Marks: Melges Sails, Zenda Wis.      Description: Good condition, no bag



June 2018

# Sailing Sardinia & Corsica

Kenton & Anne Lillecrapp (Noelex 25 "Silk Department")

Martin & Denise Jones (Noelex 25 "Grasshopper")

Hugh & Meredith Bucknall

On a beautiful warm Saturday morning in June we all arrived at Marina di Olbia at the town of Olbia on the north east coast of Sardinia to pick up our charter yacht, a beautiful, almost new Jeanneau 479 called "Verdi". The afternoon was spent buying supplies, running through the boat's equipment checklist and receiving a formal briefing from the charter operator's staff. We planned to spend two weeks sailing part of the north east and northern coasts of Sardinia, crossing to southern Corsica, sailing a short way up the east coast of Corsica, then a few days around the Sardinian islands called the La Maddalena Group and finally back down the Sardinian coast to Olbia.

Sunday morning we left the harbour and motored and sailed north in light winds and beautiful sunny weather. Early afternoon we anchored in a beautiful, but very busy Carla Liscia Ruia where we ended up spending the night. The bay is only about an hour's motoring south of the millionaire's playground of Porto Cervo and so we were surrounded by a lot of very expensive cruisers and in particular huge, fast RIBs with multiple big engines. Just out for a Sunday picnic. The nice thing though is that the culture here is that they all up anchor and go home at about 5.00pm rather than staying for the night.

The next day was a good sail up the coast with navigator Martin keeping a sharp eye out for the many rocks, islands and dangers in these waters. We spent the night in another Costa Smeralda marina, Poltu Quatu on the north coast. These places are interesting. Mostly built in the 70's and 80's, they are really property plays with each marina being the focal point of a big apartment development and supporting shops and restaurants. Of course the marina is full of the biggest cruisers imaginable with professional crews polishing the chrome and gelcoat away.

We set off the next day in a light north easterly for Bonifacio on the south coast of Corsica, passing to the south of the La Maddalena Group and then out into the open for the 10 mile crossing. The wind, which had been about 10 knots gradually increased to 20 knots and above. This was probably our best sail of the entire two weeks. Halfway across an enormous black yacht sailed rapidly towards us from the direction of Bonifacio, passing very close at a huge speed. Every bit of the yacht, including sails and the crew uniforms was black. We saw it again that evening in Bonifacio. Its name was "Black Sails" and it must have been 140 feet long and very, very sleek. Next to it was the huge all black mothership cruiser, longer again and called "Black Legend". In between was another small all black yacht, probably only about 100 feet, also called "Black Legend".

Bonifacio is an ancient harbour. Long and narrow and about 2 km long with most of the marina berths at the inner end. The entrance is spectacular with very high chalky cliffs opening with an entrance only about 100 metres wide. On the clifftop facing the sea on the outside and the harbour on the inside is the old fortified town and castle itself.

By this time the wind was approaching 25 knots and we were glad to motor into the harbour. Unfortunately so were many others and we found ourselves in a queue of about 15 boats all trying to go very slow and maintain station in the swirling gusty wind. Thank heavens for the bow thruster. Boats were all calling the marina on the radio but the marina was ignoring them. Luckily, before we left Australia I had booked a berth in the marina, the only time I had ever done this, and Communications Officer Denise was able to get the marina on the phone and even converse in French. They sent a RIB straight down to us and we followed it right to our berth in the very best spot in the town. By late afternoon there was not another berth left in the harbour. Good decision to book.



Once we were backed in and securely tied up, Martin went below and discovered that his shoes, which he had left on the floor on one side were somewhat wet. It didn't take us long to lift a floorboard and find that there was salty water right up to the floorboards. The bilge pump soon dealt with that, but it partly filled again overnight. We phoned the charter operator manager back at the Olbia base and he arranged someone to come down from the Corsica base to fix the problem while we spent the day sightseeing around the old town on the clifftop. Apparently a badly tightened clamp on a skin fitting hose. And this was after the initial briefing where we were told that we would not need the bilge pump as "this is a dry boat".

After two nights in Bonifacio we headed off in light winds for our sail up the east coast. But first we had to transit the Passage de la Piantarella. The Piantarella was a ship that sank here about a hundred years ago. The passage is about four miles long, very narrow, in places less than 3 metres deep and surrounded by rocks and small islands. About half way there is a dog leg and a west cardinal mark. This is the only navigation mark. Navigation has to be spot on.

I didn't like this at all, and would have gone the long way south and right around the Lavezzi group of islands, but the pilot book says it can be done and I knew that friends of ours had gone this way a couple of years ago and even done it under sail. We went very slowly, with navigator Martin watching both chart and chart plotter and Anne calling out depths. All went well. It was not until our return to Australia that I talked to our friend and he said "No, we didn't go through there. I was talking about another passage near Olbia. I took one look at that passage and decided I didn't want to go anywhere near it! We went the long way around to the south."

We spent a very windy night at anchor in a small, nearly circular bay called Golfe de Rodinara and then on to the harbour at Porto Vecchio. We had dinner that night at a wonderful restaurant called L'Antigu in the old town with its narrow streets high up above the marina. With the weather coming up and the forecast not looking good we decided to spend another day in the marina. For breakfast we bought croissants from the bakery, then cakes for morning tea and then walked up to the old town for crepes. So nice to have French food after 4 weeks of Italian.

It was cool and cloudy when we set off in the morning sailing in a light easterly wind, destination Isola Razoli, one of the northern islands in the La Maddalena Group. We entered the inlet called Carla Lunga around middle of the day and found a spot to anchor in about 6 metres amongst the other yachts. This Carla is very pretty, fairly narrow and has rocks all around and we were concerned that most boats were a little too close to each other. With the weather threatening we changed position early evening just to be sure that we would not swing against the rocks in a wind change. All good. We woke to a lovely sunny morning with all boats peacefully at anchor and nobody bumping into anything.

The weather looked particularly threatening for the next afternoon and night, with strong northerlies forecast. We sailed down to the north coast of Sardinia and far up into an inlet called Porto Puddu which is very sheltered from the north. We were joined by half a dozen other yachts and we noticed that one of them had trouble setting their anchor, eventually picking up a mooring buoy instead. This should have been a warning. The wind blew strongly all night but we seemed to be OK. I got up about 7.00 am and we looked fine although there was a yacht anchored about 25 metres directly behind us that I had not noticed the night before. I made a cup of coffee and then went up again. We seemed to be closer so I started the motor and brought in about 5 metres of chain. I turned around and we were almost on top of the other yacht. Suddenly it was all hands to fend off and luckily no damage. Thank heavens we had dragged anchor at 7.00 am and not 4.00 am when the wind was gusting through at its strongest. And by the way, it took us another four tries to reset the anchor. Dodgy ground. The pilot book says that Nelson's fleet, a couple of hundred years ago, were anchored a couple of miles away on the other side of the bay, and also had trouble with dragging anchors.

With a strong north easterly right on the nose we motored the short distance to Isola La Maddalena and the old town and harbour of La Maddalena. We were fortunate to be given a berth backed in to the walkway directly in front of the main street. This was a delightful old town and we stayed for two nights.



We motored off on a beautiful morning past the major NATO naval base (now vacated) and then between the islands of Isola San Stefano and Isola Caprera where we anchored in about 5 metres in the large bay called Porto Palma. This bay is the home of an international sailing school and we were entertained for the whole afternoon by hundreds of small sailing dinghies all sailing around us. Many capsizing near us and instructors shouting instructions to the teenage crews.

The next morning we started our return journey, motor sailing in very light winds up the east coast of Isola Caprera to look at the beautiful and busy bay called Carla Coliccio and then heading south to the Sardinian mainland. Here we couldn't resist motoring into Porto Cervo which was set up in the 80's by the Aga Khan. It may be the marina of choice by the millionaire set but we turned around and went on our way feeling a little underwhelmed.

We anchored further south in Carla Razza where we had lunch and the girls had a swim and where we planned to spend the night. However the northerly which was forecast turned into an easterly and the sky turned inky black to the east, so we radioed Marina di Portisco a few miles south for a berth.

We motored down to the marina and no sooner were we inside and tied up than the rain came and for several hours a strong north easterly blew. Good decision to take shelter although we were a little shocked at the price. Being on the Costa Smeralda you expect to pay, but this marina was 126 Euro per night. Double what we had paid anywhere else!

Our last day turned out to be a day of motoring with no wind at all. First past the huge cliffs of Capo Figari and then across to the island of Isola Tavolara, just out of Olbia. This island one huge rock and is absolutely spectacular. It is about 4 miles long and very narrow with high cliffs all around and an overall height of about 560 metres along its entire length. At the mainland end there is a sheltered bay with some sort of resort and we anchored here for our last lunch and swim.

We motored back to the Olbia marina, calling in at the refuelling pier first and then tying up in the marina. Another wonderful charter over.

Kenton Lillecrapp



# OPENING DAY - 6TH OCTOBER 2018





## SAIL TRAINING

HYC's Sail Training Program kicks off this Sunday the 21st of October! Run by Chelsea Edwards over 8 Sundays kids will learn everything from tacking, gybing, capsizing, how to rig and how to tie knots!

HYC recently purchased a fleet of 8 Ozi Opti's which were delivered from QLD by Life Member Glen Cooke! And with no surprise the course was fully booked out within a matter of days!

Many thanks to those members who 'dug deep' and made donations at the bar towards our new boats!

Keep an eye out for all the excitement to be had on the water of a Sunday morning!!



Our new Opti's which came all the way from QLD!



A busy yard on Working Bee Day!

## VALE

*Cliff Carter*

Founding member Cliff Carter passed away Saturday the 13th of October, 2018 at the Bay Age Care, Hastings.

Words from Stewart Carter - "You may remember Dad and my mother Lois were both life and founding members of Hastings Yacht Club. My sister and I are the last remaining Carters who grew up at the club and spent many years sailing in Sabots, Rainbows, Sailfish, through to the keel boat fleet.

Dad build a Yachting World Seahorse, Carina, at the beginning of the 1960s and while flying the HYC flag as Ha 1, was able to win the Queenscliff to Devonport Race. We have found the original race record and photos of the crew and would like to donate these framed memorabilia for the club. While cruising back via Prom, they have the distinction of starting Yacht name painting at Refuge Cove, The Prom. It world now be thought of as vandalism, but it listed the race fleet they beat!

Later on, after Carina can Tarlee, a Yachting World Diamond, then the Carter33, Blue Moves.

Please pass onto some the older generation membership the final passing of Dad, he loved the club."

Our thoughts are with the Carter Family.

## NEW MEMBERS

### Welcome to Hastings Yacht Club!

Andrew Zmichrowski – senior  
 Timothy Stone – social/crew  
 John Bacon – senior  
 Benjamin Pullin – senior  
 Barry Priestley – rejoin social

## WORKING BEE

Many thanks to everyone who turned up today for the working bee.

We had 73 participants registered and about 20 apologies. This is about 50% more people helping this year, so it was a fabulous turnout and a good chance to catch up with everyone ahead of Opening Day.

Al displayed his true organisational capabilities with teams trimming the foliage, usual washing down of rails, slipway, balcony, clean out of the shed, cupboards, sprucing up the Club house, trophies, safety equipment checks on all the boats, a big spring clean of the Whitley and lots more. Several loads of rubbish went to the tip – it is amazing what accumulates in one year.

Participants enjoyed a tasty lunch of pulled pork or beef, salad and roll, under Sarah's hand and Josie at bar, not to mention the others who assisted with nourishment for all the workers.

Thank you everyone who helped out.

# SUMMER SAILING CALENDAR

## SATURDAY - MULTI HULL, KEEL & TRAILABLES

Date	Event	High Tide (Hastings)	Tide Height	Start Time
06-Oct-18	Summer Series Race 1 Commodore's Cup	0911	2.63	900
06-Oct-18	Open Day Sail Past	0911	2.63	1130
20-Oct-18	Summer Series Race 2	0921	2.52	1100
03-Nov-18	Summer Series Race 3	0856	2.75	1100
10-Nov-18	Summer Series Race 4	1542	2.70	1100
17-Nov-18	Flinders Trophy Race	0802	2.71	1000
24-Nov-18	Summer Series Race 5 Lady Helmsman Trophy Race	1412	2.53	1100
08-Dec-18	Summer Series Race 6	1420	2.52	1100
02-Feb-19	Summer Series Race 7 Westernport Challenge	1052	2.46	1100
16-Feb-19	Summer Series Race 8	0857	2.64	1100
02-Mar-19	Summer Series Race 9	0923	2.55	1100
16-Mar-19	Summer Series Race 10	0753	2.71	1100
30-Mar-19	Summer Series Race 11	0811	2.65	1100
13-Apr-19	Bill Tamo Night Race	1858	3.01	1800

## SUNDAY - TRAILABLES & OFF THE BEACH

Date	Event	High Tide (Hastings)	Tide Height	Start Time
07-Oct-18	Summer Series Race 1	1118	2.60	1030
28-Oct-18	Summer Series Race 2	1622	2.74	1500
11-Nov-18	Summer Series Race 3	1622	2.70	1500
25-Nov-18	Summer Series Race 4	1505	2.61	1400
09-Dec-18	Summer Series Race 5	1508	2.55	1400
03-Feb-19	Summer Series Race 6	1154	2.38	1100
10-Feb-19	Summer Series Race 7	1752	2.75	1600
24-Feb-19	Summer Series Race 8	1804	3.11	1600
24-Mar-18	Summer Series Race 9 Summer Series Race 10	1659	3.19	1500
07-Apr-19	Summer Series Race 11 Resail (if required)	1456	2.88	1330

## UPCOMING EVENTS



HASTINGS YACHT CLUB

# *Christmas Dinner*

**Saturday 8th December**  
**7.00 pm for a 7.30 pm start**

**\$40 PP**

**BYO (No bar)**

**Bookings Essential**  
**RSVP Sunday 24th November**



APRIL 2018

# SAILING GOOLWA AND THE COORONG

WRITTEN BY KENTON LILLECRAPP

## Participants:

Kenton and Anne Lillecrapp  
(Noelx 25 - Silk Department)  
Joan Rockliff and Geoff Peplar  
(Noelx 25 - Take It Easy)  
Ron and Ruth Attard  
(Seaway 25 - Scallywag)  
Geoffrey Daniel and Elizabeth Walsh  
(Farr 6000 – Blueprint)



It's a very long time since I last sailed around Goolwa and the Coorong. Around 45 to 50 years I think. We lived in Adelaide then and spent many happy holidays sailing around those waters first on our Cunningham Quickcat and then on our Hartley TS16. My father and I used to sail miles up the Coorong for days on end, staying overnight in little bays and inlets, sometimes fishing and thoroughly enjoying the isolation. There was no GPS then and we never used maps or charts. Nor did we have mobile phone or radio contact. Navigation marks were few and far between.

This time we were well equipped and well briefed. Good charts, pilot books, information from the people at Goolwa Regatta Yacht Club, GPS, radios, phones and plenty of supplies. Our plan was to base ourselves at the Goolwa Regatta Yacht Club, sail up the Coorong over 4 or 5 days, return to Goolwa for resupply and then sail clockwise around Hindmarsh Island and across Lake Alexandrina to Narrung over 4 or 5 days.

Silk Department and Take it Easy travelled together from Melbourne, staying a night on the way at the historic airfield at Nhil. It was rather an expensive trip for Joan and Geoff as the South Australian police had a blitz on people towing boats and caravans without appropriate extension mirrors.

We arrived at Goolwa Regatta Yacht Club around middle of the day on Monday 2nd April, followed not long after by Ron and Ruth Attard in Scallywag and then later Elizabeth and Geoff with Blueprint. We launched boats and tied up in front of the club, chatted with club officials and generally took it easy.

Tuesday was spent getting supplies and water and readying ourselves for an early start. This was important as we had to pass through the Goolwa barrage lock soon after it opened and then motor the six miles to the Murray Mouth in time to pass across it close enough to slack water.

We set off on a fine sunny morning and after passing through the lock accompanied by another Noelx, we reached the Mouth at about 1300. Back when I sailed with my father the mouth was at least 3 metres deep and reasonably narrow. We would often anchor in the middle, fishing for an hour or so. Now it is always shallow and there are two big dredges permanently on station struggling to keep the entrance open. This time we motored across against a strong incoming tide with rudders and keels half up, and even then touching bottom at times. We had been warned at the Club that the river is simply not getting the flows of water that it used to get in the old days and the water levels are down everywhere and that there has been a lot of silting along the Coorong.

We motored past the old shack where Storm Boy was filmed and all the way to Godfreys Landing in the Coorong National Park and backed up to the beach below big sand dunes. Some of the group walked the 1 km across to the ocean beach. Happy hour was on the beach with a glorious setting sun across the wide expanse of water.

The next day's destination was Lousy Jacks, a delightful indentation on the ocean side of the Coorong where my father and I used to stay 50 years ago. Take it Easy and Scallywag sailed in a light southerly while Silk Department and Blueprint motored, concerned about the shallowness of the water and the worry of hitting the coral bommies that abound in this section. We passed hundreds of pelicans wheeling in the sky or standing on sand banks. By mid afternoon we had passed the nearly eight kilometre long Tauwitcherie and Ewe Island Barrages and the water was becoming ever more shallow as we turned right to head about 500 metres across to Lousy Jacks. Silk Department went ahead and with more than 100 metres still to go we were brought to a halt in shallows with the propeller strangled by dense wiry duck weed. With no hope of reaching the shore and with the increasing shallowness the further up the Coorong we went, we made a decision to return a few miles to Gnurling Point. This was disappointing as 50 years ago we had easily sailed many miles further on. Another sign of the lack of water flow in and out of the Coorong was the murky water. My father and I had easily been able to see bommies and shallows ahead, but no longer.

Gnurling Point proved to be too shallow and when Silk Department hit two bommies, we reluctantly moved on to Snake Landing where we anchored for the night.

Friday was fine and sunny with no wind. We motored right back to Godfrey's Landing where we pulled into the beach for lunch. As we approached two big emus trotted down the sand dunes and along the beach in front of us. We waited until about 1400 to ensure sufficient tide for our crossing of the mouth and then motored off. Reaching the mouth there was considerable confusion as the big dredge nearest to us seemed to have its diamonds and balls on the wrong sides directing us through what was clearly the seaward and more dangerous side. We ignored this & proceeded across the 5 or 600 metres of open water once again touching bottom a couple of times.

We reached the lock just before closing time and passed through to the Goolwa side watched by dozens of lazy seals basking in the late afternoon sun on the barrage structure.

Friday night was spent in the relative luxury of the club. Hot showers and a meal in town. Late Saturday morning we headed off again in fine sunny weather and a 12 knot N/E wind, destination Snug Cove near the little settlement of Clayton. This is a tiny, very sheltered inlet also called the Duck's Hospital. There is a small T jetty with three fingers and Noalex 25 "Breakaway" was there to help us come in and moor. We spent that night and all of the next day here in very good shelter with the wind outside blowing 25 knots and more. Temperature was 31deg and we spent the day walking the cliff tops into the village for coffee, swimming and generally lazing.



The forecast for Monday was for 35deg and wind building to 15-20 knots during the day. We headed for the long sail and motor up the Finnis River to Tonkins Landing where we hoped to get a ride to the local winery. After a couple of hours' sail we all dropped sail at the entrance to the Finnis River proper and motored. The river is about 3 metres deep nearly all the way and about 20 metres wide with high solid reed banks on either side. It felt a little like being on the Africa Queen.

The last couple of hundred metres shallowed dramatically and the last 50 metres were once again in the dreaded duck weed. Silk Department got into the jetty first, but the others all had a lot of trouble with propellers choked with this wiry weed and snags and mud gripping rudders and keels. This was nothing compared to the trouble we all had the following morning just leaving this dreaded spot. We wanted to leave very early because of a bad weather forecast and head a long way past Hindmarsh Island into a channel called Holmes Creek, reputed to have a beach and a good place for swimming. Leaving early was a good idea but the duck weed and shallow water had other ideas. I was lucky enough to have a paddle with me, but others had to use planks of wood and whatever they had to very slowly work their way out and back into the deeper water several hundred metres away where we could motor again. From now on, any suggestion of the Finnis River as a cruise destination will be treated by Baysiders as a threat.

By late morning we crossed Clayton Bay just as the first breeze ruffled the water. It would have been so easy to simply turn left into the Duck's Hospital and spend the day tied up at the jetty in perfect shelter. Instead we all decided by radio that we would carry on to Holmes Creek. We all raised sails for what was initially a delightful sail, but within half an hour we were pitching and rolling in the short steep waves with winds of 20 – 25 knots. The waters all through this area are very shallow with depths of only 1.5 to 2 metres and even out in Lake Alexandrina a maximum of 3 metres. By 1100 we entered the wide Holmes Creek and motored right down to the historic Mundoo Station but, finding no nice anchorage, let alone the beach they talked about, we motored back a little way and anchored just off the reeds on the west side near some Tea Trees giving us some shelter from the strong westerly. It was sunny and hot and very windy, but not much fetch. We settled down to lunch and Elizabeth and Daniel went for a swim.

As the afternoon progressed the wind veered slowly around to the SW coming straight down the wide creek and making our positions increasingly untenable. We were bouncing in the short chop and our sterns were swinging into the edge of the reeds. Ron in Scallywag was the first to make a move suggesting that he would motor out to the main channel to check the conditions. Before long we had all up anchored and were following him down the channel and out into the open waters. Take It Easy soon raised their mainsail and Silk Department and Blueprint sailed under headsails alone, destination the Duck's Hospital where we tied up just before Happy Hour.

The next morning we were confronted with a weather forecast of 36deg and very strong winds, so over a cup of coffee in the village we decided to spend another day tied up in shelter, swimming and taking it easy. With that decision our vision of sailing across Lake Alexandrina to Narrung evaporated away as it would have been far too rough and we were now out of time.

Thursday was our last day. The weather was fine and windy but the forecast for the next few days was for very strong winds and heavy rain. At 0900 we cast off for Goolwa and motored all the way downstream into a strong headwind, arriving at the club in the middle of the day. We retrieved boats and spent the rest of the day de-rigging and doing all the packing up. A final dinner at the Goolwa Hotel that night just about wrapped things up.

It was a great 10 day cruise in mostly fine sunny weather, but unfortunately a little too much wind during the second leg of the cruise. It was great to relive my experiences from 50 years ago and interesting to see just how much the Mouth and the Coorong had changed over those years, mostly because of the decrease in water flow as a result of excess water usage activities upstream.

For those interested in cruising this very interesting area, the charts and publications used were:

“South Australia Lower Murray Small Boat Chart”. Scale 1:25000 Department of Marine and Harbours.  
(Available from the GRYC)

“South Australia’s Waters – an atlas & guide”. Boating Industry Assoc of SA.

“Murray River Pilot”. Baker – Reschke. (This is out of print).

“Cruising from Goolwa” and “Cruising from Goolwa – Supplement No. 2”. David Brook.  
(May be available at Marina Hindmarsh Island)

“Murray River Access – Mannum to Murray Mouth”. Spatial Vision \$7.95.

Kenton Lillecrapp - “Silk Department”



# TIDES TIMES

OCTOBER				NOVEMBER				DECEMBER				JANUARY				FEBRUARY																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																												
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