

Yaringa Mariners Club

Cruising Division

Newsletter 23 June 2009

Report of Work Day on the Concrete

What a surprise turn-up! Ten skippers and their boats either on the hard doing maintenance or out on the water trying to find more than five knots of wind. The three who decided to sail compared the wind forecast for the weekend, which was 15 to 25 kts on Saturday and 10 to 15 kts on Sunday with the actuality which was less than 5 kts average both days

The usual “regulars” were there: Tony (Sadarar), Kevin (Rongo) Clive (Slow Hand) Mal (Skye) Martin and Pam (Raconteur) Ian and Sue (Cinnamon Stick) and Howard (Spindrift), but there were some faces we haven’t seen for some time too. Gerry Nymyer with Sunrise a Boomerang 6.3, Kenton Lillecrap with Silk Department, a Nolex 25 and Tim Newman with Maggie, a Jedda. Those of you who know who owns what make of boat will recognise five Jeddas among the list.

One member, call him “Bill”, had an interesting time on the way to Yaringa. Bill had taken a plastic jerry-can of old petrol back from Yaringa planning to empty it into his car’s petrol tank and purchase some fresh petrol for the boat motor. When Bill arrived at the petrol station he emptied the petrol into his car’s tank, then refilled the jerry-can with fresh petrol and drove on the Yaringa. Can you spot the omission? Yes, Bill had driven off without paying for the petrol. Service station phoned police with registered number of car, wife got an urgent call from police, Bill got a mobile phone call from wife, service station operator received delayed payment, red faces all round.

2009 is a stellar year for Whittlely boat owners as Ossie Whittlely, whose company Kestral Boats made several hundred yachts and who is a well know identity at Yaringa, turns eighty in July this year. As well as large numbers of 18’ Kestral yachts, which are all swing bilge keelers, Ossie made the 22’ Jedda yacht, the 23’ Aloura and the 30’ Aroona. We plan to celebrate Ossie’s birthday with him at a barbecue in early August. More details later.

Next Day Sail

The next day sail is planned for Sunday 5th July. High tide at Yaringa is at about 11:30 and we plan to leave Yaringa at 11am. Destination for the day will be determined later and will depend on the wind strength and direction. The low tide will be at about 4:30pm and with the short span of daylight hours we probably won’t go too far.

Next Weekend Sail

The weekend of 18th and 19th July has been chosen for a sail to Rhyll and return. The high tide at Yaringa will be at about 8:30 on Saturday 18th. If we leave Yaringa about 10:30 we should be able to sail into Tortoise Head Cove for lunch at anchor about 1:30pm, then proceed to Rhyll possibly via Gardner's Channel and Blake's Channel, arriving at Rhyll late afternoon. We could either tie our boats to the Rhyll pier or anchor close by, then go ashore for an evening meal. After the meal, we could return to the boats and either anchor in deep water for the night or anchor the boats near the sand between the Rhyll pier and the floating jetty next to the launching ramp. This area is well lit. The high tide at 9am on Sunday morning will be about the same height as the high tide at 9pm Saturday night, so if those skippers who want their boats to dry out overnight will be able to anchor in about half a metre of water on Saturday night, in the knowledge that their boats will float off on Sunday morning.

The return trip will include a lunch at Cowes, either on the boats or ashore. The low tide on Sunday is at 2:20pm, so we will need to leave Cowes about 1pm to ensure that we arrive back at Yaringa before dark.

Using the Tidal Flows

We who sail the shoal and tidal waters of Western Port know to plan our sailing activities to take advantage of the tides. Sainsbury's, the up-market London supermarket, also knows about the tides in the river Thames. In 2007 they undertook trial food deliveries by barge on the Thames. Sainsbury's worked in conjunction with the Port of London Authority in a trial delivering food from their distribution centre to Sainsbury's stores in London by using river tides which can flow at up to five knots.

Once food is despatched by Sainsbury's distribution centre in South East London, the day's delivery for the store would be shipped on the Thames by barge, rather than by road, arriving in close proximity to, say, the west London store. If rolled out to other stores in the same area, this could save 350,000 road kilometres every year.

The trial hoped to establish that the use of river tides was commercially viable, environmentally sustainable and reduce congestion on busy London roads. In recent years, the Thames has been used to move heavy, bulk goods like building materials. Sainsbury's trial was a first, as it tested the potential of the upper river for moving time-sensitive goods. As water freight doesn't face traffic build up, the trial actually showed that freight moves faster on the river than on central London's roads. Sainsbury's was happy to use the free energy of the river as the tide helps propel the vessel. They would feel at home on Western Port!