

Jeddas of Yaringa

19th May 2006

Talk by Ossie

Ossie has agreed to talk to us on Sunday June 4th about his more recent yacht designs, the Wizard of Oz and the Grebe. These are developments of the skipjack sharpie yachts similar to the ones that used sail power to harvest clams in Chesapeake Bay over a hundred years ago. Anyone who has read Michener's historical novel simply called 'Chesapeake' will know about these boats. The tentative plan at this stage is to meet Ossie at Yaringa at 4 pm, then to accompany him to his boats while he points out their design features. One feature of these boats is that they are fast under power, up to 14 kts in the case of the Wizard, but they also sail well. After we have looked at the boats we will have a barbecue evening meal in the building near the Yaringa office. Following that, Stefan has kindly made the restaurant available for tea and coffee and informal conversations with Ossie.

As has happened in the past, this will be a family affair, but as you are aware pets are not allowed. The barbecue will be BYO food, but please let me know if you will be attending, as some catering for the restaurant is involved. Either reply to this email or phone me on 94343280.

Next Sail Outing

The next outing will be a weekend sail to Newhaven and return. If we make good time, we will be able to sail under the San Remo Bridge before sailing into the Newhaven Yacht Squadron marina. On Saturday night we plan to walk over the bridge to a fish and chip shop at San Remo for the evening meal, and after that we will have coffee at a local café or bar. The dates tentatively set are Saturday and Sunday 17th and 18th June, as the tides are good for this trip on that weekend. Please put the date in your diary and I will contact you closer to the time to confirm numbers, so berths at the Marina can be arranged.

Report on Around French Island sail

The Around French Island sail was a great success in spite of light to very light winds on both days, and a few showers as we sailed up the North Arm on our return on Sunday. Two Jeddas, Slowhand and Sadarar, left Yaringa at about 11am on the Saturday and met up with Ann and Max Ritter sailing Kestrel Bay at the Warneet Dolphin at 12 noon. On the way to Warneet Dolphin we saw Ossie and a couple of young friends in his new small yacht Grebe anchored near the tide mark just east of the Watson's Inlet channel. We sailed over and said hello. The Grebe is very recognisable because of its sail rig, which comprises a small jib and a junk main sail similar to the sail on the Aloura. Ossie wished us good sailing.

There was a light southerly wind and an incoming tide, and we managed to achieve about 4 kts for the first hour. After passing Joes Island on the north side the wind died and we continued on a course due east (79° magnetic) under motor power

passing over the Hump at about 2 pm. The tide was very high at just over 3 metres at Stony Point, and as we passed over the hump about a mile off French Island there was more than 1.5m showing on the depth sounder. There was no need to sail a channel route so we continued due east. The first real indication you get that you are on track is the line of boat sheds that come into view along the shoreline at Lang Lang foreshore. Once we saw these we changed course straight for the sand quarry which is visible in the low hills above The Gurdies. This track takes you straight to Jam Jerrup point, which is almost opposite Spit Point

After rounding Spit Point a light SE wind sprang up and we were able to sail towards Pelican Island. We took the course between Pelican Island and Snapper Rock, keeping a little closer to the rock than the island. As it was still only a couple of hours into the ebb tide, we were assured of plenty of water there. About 200 metres past Pelican Island there is a sand or mud bar caused by the constriction of the tidal flow by the protrusion of Settlement Point, Pelican Island, Snapper Rock and the closeness of French Island. Also, the wind had freshened to about 10 kts from the SE and with a fast outgoing tide, there was a stretch of about 100 metres where the water surface was very muddy and turbulent. There was a lot of large seaweed floating near the surface of the water, and Sadarar's rudder and propeller became badly tangled with weed. The wind then strengthened to about 12 to 15 kts and we were able to sail directly to Rhyll inlet without tacking. As we approached Rhyll Inlet Kestrel Bay took Sadarar into tow as Sadarar's propeller was seriously fouled with weed. Somehow we managed to get all three boats anchored safely in the inlet, then Max on Kestrel Bay ferried all sailors to shore at Rhyll for a very nice and reasonably priced evening meal at the Foreshore Bar and Restaurant.

Overnight, the tide washed the weed off Sadarar's propeller, and after breakfast aboard, we sailed towards Cowes with a light east wind. Kestrel Bay and Slowhand anchored about 100m off the pier and Sadarar ferried the others to the pier. On the South side of the pier extension there are ladders which allow you to gain access to the pier at all levels of tide. After coffee and brunch at the cafe at the Cowes pier, the wind moved slightly south east but did not freshen as forecast. There were dark clouds forming further up the bay and we decided to motor sail in the hope that we would get home before rain set in or a storm arrived. With motors on idle and all sail set and with an incoming tide we managed six knots over the ground most of the way. This got us from Cowes back to Yaringa in just over two hours, not bad under the circumstances. For the last half-hour there was light rain but not enough to inconvenience anyone. Let's face it, there were no other yachts on the water and with the auto tiller set to sail the boats due north there was no need to get out of the cabin except for an occasional look around!

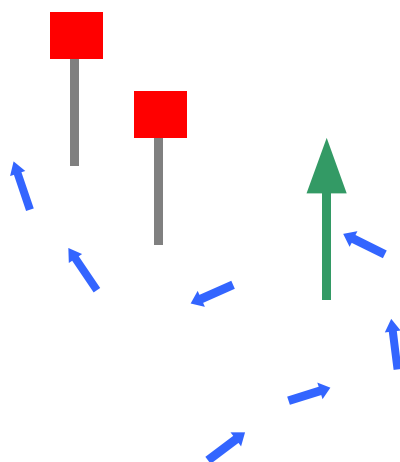
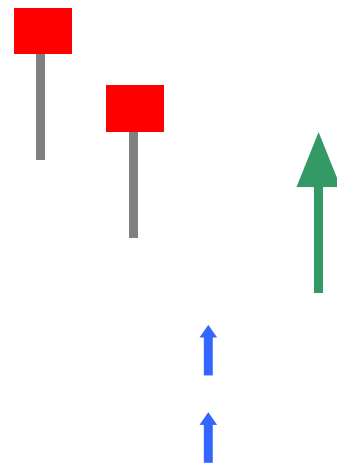
The official photographer took several photos, but a battery failure on a first-generation digital camera meant that all the photos were lost. We saw seals on both sides of French Island, a very long flight of perhaps over a hundred mutton birds and a few penguins. A thoroughly enjoyable weekend was had by all.

Sail to Tankerton and Return

Eight Jeddas - can you believe it! Not all from Yaringa, as Max Ritter on Kestrel Bay from Cannons Creek joined in the sail on Saturday 13th May. Another Jemma only made it to the concrete work area at Yaringa. Oh, and I forgot to mention that four of the Jeddas were in the Yaringa boat sales yard. Never mind, we had three Jeddas on the water, and although the tide was against us on the way to Tankerton and on the return, we had a good sail. There was a short shower for about five minutes as we started sailing and a rain squall that lasted about half an hour as we turned around to return, but apart from that, the weather was fine; cool, cloudy and a ten knot westerly to speed us both ways. Some images are attached.

Navigation Quiz

Imagine you are sailing towards the San Remo Bridge from the direction of Pelican Island, that is, you are sailing south. Your course is indicated on the diagram to the right by blue arrows. In the distance you can see three markers through binoculars. You are confident that you are on a correct course because, if you continue, the starboard marker will be on your right and the port markers on your left. Right? But wait!! The starboard and port markers are to be interpreted as if you are entering Westernport from the San Remo Bridge and sailing north.



If you are travelling on an outgoing or southerly course, the starboard marker must be on your left (port) side as you sail towards the bridge and the port markers must be on your right (starboard) side. The course you should take is shown on the diagram to the left. This is not an impractical exercise - it is exactly how the markers appear as you sail south from Pelican Island towards the San Remo Bridge.