

Yaringa Mariners Club

Cruising Division

Newsletter 19th November 2009

Report of Day Sail Sunday 15th November

The wind forecast for the day was promising, with light to moderate winds mainly from the south. At Yaringa there were four boats from the cruising group, Mudlark with Mac and Brian on board, Raconteur with Martin and Pam, Hero with Jim as skipper (a new member to the group) and Spindrift, a Jedda, with Howard and Tony. The wind was light and from the SW as we left the marina, and because it was near the top of the tide we were able to sail straight over the mud flats at the end on the Yaringa channel and directly towards Eagle Rock.

There is a simple indication of whether or not you can sail over these mud flats. If the sloping foot ramp connecting the keyed entrance to the marina day berths area to the day berth pontoons is horizontal, boats with a draft of less than 1.5 metres can sail directly from the end of the Yaringa channel to Eagle Rock. If the ramp is sloping slightly downwards boats with a draft of less than 1.2 metres can sail directly over the mud flats. If your boat is in between these drafts, you need to know that actual height of the tide. If you want to try it some time, make sure the tide is rising.

Not long after we found the deeper water past the mud banks the wind died completely. We decided to have lunch at anchor, and three of the boats rafted up to Mudlark which was at anchor in about 3 metres of water. Mudlark has an electric anchor windlass and you can bet that this will be in use a lot as boats of the cruising group raft up for lunch on the water.



Mac, Bill and Jim (from Hero)
on Mudlark



Martin and Pam on Raconteur
about the join the raft

After lunch the wind slowly built from the south, initially about 5 kts but eventually reaching 10 to 12 kts. We tacked down North Arm as far as the submarine, and then turned around for a down-wind run back to Yaringa. Another great day on the water.

A few other somewhat similar images are on PhotoBucket on the web. To see them hold down the CTRL key and click on this link <http://s838.photobucket.com/albums/zz310/howkinns>

Weekend Sail

The weekend of Saturday and Sunday 28th and 29th November has good tide times for a weekend sail to Rhyll and return. The high tide at Yaringa on Saturday morning is at about 9 am, and the high tide at Rhyll is at about 9:30 pm. On Sunday morning the high tide at Rhyll is at about 9:30 am and the high tide at Yaringa is at about 11 pm. The tidal heights are favourable too, with the high tide at Rhyll on Sunday morning a little higher than the high tide on Saturday evening. This means that if you beach your boat a little after high tide on Saturday night you can be sure that it will float off on the high tide Sunday morning.

It is a little difficult to forecast the weather ten days in the future, but one USA forecasting service predicts, for Somerville, a light easterly on Saturday 28th and a light north easterly on Sunday 29th. If the forecast closer to the weekend is similar to this, a good weekend will be promised. A final check on the forecast will be made next week and the result emailed to all members.

At this stage if you are a possible starter for this weekend, please let me know by reply email. A reply at this stage will not be taken as a commitment but will give me some idea of what mooring and other accommodation arrangements need to be made at Rhyll.

Running Aground

Haven't run aground yet? Must be a real newbie. Everyone runs aground in Western Port. Question is, what do you do when you run aground? Imagine that you run aground on a mud bank near the north shore of French Island at or near low tide and there is a fresh northerly wind. As the tide comes in, and it will appear to do so ever so slowly, your boat will tend to float free then the north wind will push you further onto the mud and closer to French Island. You wait for the tide to come in a bit more, and the boat starts to float free and the same sequence of events happens again. What to do?

The trick here is to use your anchor to stop the boat from being blown further onto the mud bank. It will take some time, possibly one or two hours, but when the anchor holds you will find the boat floating and able to be motored off the mud bank, provided you have a competent crew who can manage the weighing of the anchor while you are motoring.

A word of warning here. If you decide to leave the boat and walk the anchor out ten metres or so, make sure you have a plan in case you get swallowed up by mud. Many a sailor has found him/herself up to the waist in what gave the initial appearance of sand. If you're not sure, don't leave the boat - just wait an extra half hour or so. Either way, use your radio to let Coastguard Western Port, Yaringa Marina or another sailor know of your predicament.