

# Bay Spray

NEWSLETTER OF THE SPRING BAY  
BOAT CLUB



## AUGUST 2020

*SBBC activities are being planned for the coming season. Keep your eye on our website and our Facebook page for more information.*

*SBBC website: [springbayboatclub.com.au](http://springbayboatclub.com.au)*

*Facebook: search springbayboatclub*

Coming Events:

AGM Sept 26

Trophy Presentations Sept 26

Opening Day Sail-past Oct 4

Ray Coope's "Baime" .



## REAR COMMODORE'S REPORT

As you might expect, there is very little to report from the social scene at the Boat Club but plans are progressing to resume under the restrictions of the post-Covid world. The local Chamber of Commerce kindly organized a sanitizing kit for organizations such as ours and our Vice Commodore has done the social distancing calculations.

So, under the most recent restrictions, we are allowed 500 people on site for an out-door gathering, up from 250. Indoor gatherings are limited to 1 person per 2 square meters which means:

32 persons in the old club house, up from 16

29 persons in the west wing, up from 14

Please maintain 1.5 metres social distancing.

Please avoid handshakes and hugging, substitute other salutations.

There is plenty of hand sanitizer and a logbook to register attendees at gatherings so please play by the rules if you are at the club as we are not out of trouble yet.

As things slowly get back to (the new) normal, the Mystery Tour organized by our Commodore for Sunday 2nd August proved a huge success with over 30 attendees and a dozen vehicles involved. We had beautiful weather for our drive to Ross via Lake Leake, then went on to Toombs Lake for a barbecue before tracing back-roads home via Buckland. Congratulations to Penny Hey for her educated guessing of our destination!!

There has also been landscaping going on around the clubhouse. A sub-committee of gardeners, along with a general working bee have done a great deal of tidying up, removal of some trees, re-alignment of the screen and stone wall in the barbecue area and have plans to do more planting along the rear fence and around the toilet block. A wood shed has been erected against the back fence and cabinetmakers, Bale and Bale from Cygnet, have been engaged to build the “office in a cupboard” in the clubhouse. Ray Coope has spent many hours on Sam Salmon’s digger building a dyke and trench above the back fence. This will hopefully divert storm water from entering the club premises which has been so damaging in the past. Sam has generously donated the digger hours. If any members wish to get involved in the landscaping project (or any other), please let me know.

Peter Lee from Eye Spy Signs very kindly identified the club’s rescue boat with hand painted lettering for no charge.

There have been two committee meetings held since the Covid lockdown and our AGM has been set for September 26th so, hopefully, we will be able to have a pretty much normal gathering for that event.

Because we have so many members in common, the local Book Club has used our Clubrooms for several of its recent meetings in order to have more space for physical distancing. They have been most impressed with the facilities and have enjoyed warmth and comfort in a well-appointed building.

Welcome to new members: Grant & Jaye Gaffney, James Payne, Keegan Higgs and Larry Higgs.

**Malcolm Fergusson, Rear Commodore**

## VICE COMMODORE SAIL REPORT

I'm sitting here watching the falling snow in the early twilight, happy that I am neither camping or boating today. The good news is that we are currently allowed to do both within Tasmania. Level 3 restrictions, currently in force in Tasmania, allow SBBC to conduct a full program of sailing and other events unless the Covid 19 situation deteriorates in Tasmania and level 2 or 1 restrictions are reintroduced. In that case events will be cancelled, restricted or rescheduled as the regulations require.

A necessary change is that skippers of vessels participating in official SBBC events will be asked to submit a list of names and contact details for crew on board their vessels. These forms will be stored with the clubhouse guest log and are needed to facilitate contact tracing in the unfortunate event that it is required. Skippers may regard it as prudent to keep these details themselves when making private excursions.

Following the next committee meeting the club will publish the 2020/21 events calendar on the website. The new calendar will largely follow last year's pattern of events. A full season of activity has been planned, the first scheduled boating event is the SBBC opening day on Sunday, October 4.

On the yacht racing scene, we start with a stand-alone twilight race Tuesday, October 6.

**Tim Geard, Vice Commodore Sail**



The club hard stand before it filled with trailable boats.

## **SPRING BAY BOAT CLUB CONTACT PHONE NUMBERS**

Our club as of 12/08/2020 has new telephone contact numbers.

Marina Enquiries 0407 773 830

General Enquiries 0417 303 076

It is proposed callers using above numbers will be directed to the appropriate person within the club.

## **DATES FOR YOUR DIARY**

AGM Sept 26

Trophy Presentations Sept 26

Opening Day Sail-past Oct 4

More information such as times will be provided closer to the dates.

## Vale

### John Horner

John was involved in the formative years of our club.

A keen sailor, he was very involved in all aspects of running the club, on one occasion managing a very successful Crayfish Derby. John's NS14 even made it to Mt Isa when employment beckoned.

Our commodore remembers having a short sail with John, on a day when racing had been called off due to strong winds. John and John decided to test the elements. All went well for 200 metres until the mast failed. Both returned to shore extremely wet.

In the many years since Spring Bay and Mt Isa, John has been a stalwart of Bellerive Yacht Club.

John leaves wife Robyn, daughters Megan and Claire and grandson Toby.

Rest in peace John.



## GETTING CARIBBEAN BLUE HOME TO SYDNEY

By Greg Maddox

With the onset of the corona virus, my friend Terry, who has cruised to Tasmania each summer for the last two decades, found himself in Hobart with no crew to help him get back home to Pittwater, (Sydney). His south-bound crew, Eric, had flown home earlier and no-one from NSW could fly down to Hobart without going through isolation in a hotel.

My circumstances were such that I was contemplating flying to Sydney to meet Ann, (who was flying over from Perth), and so as restrictions began to ease I offered to sail with Terry from Triabunna to Sydney.

We left Triabunna on Saturday 4th July.

Triabunna (10am) to Wineglass Bay (7 hours).

Wineglass Bay (4am) to Eddystone Point (13 hours).

Eddystone Point (2am) to Babel Island (12 hours).

Babel Island (1am) to Bermagui (37 hours).

(We spent an afternoon and all the next day in Bermagui for a break.)

Bermagui (8am) to Broulee (south of Batemans Bay) (7 hours).

Broulee (6am) to Pittwater (north of Sydney) (28 hours)

In this blog the term "sailed" includes sailing, motoring, or both.

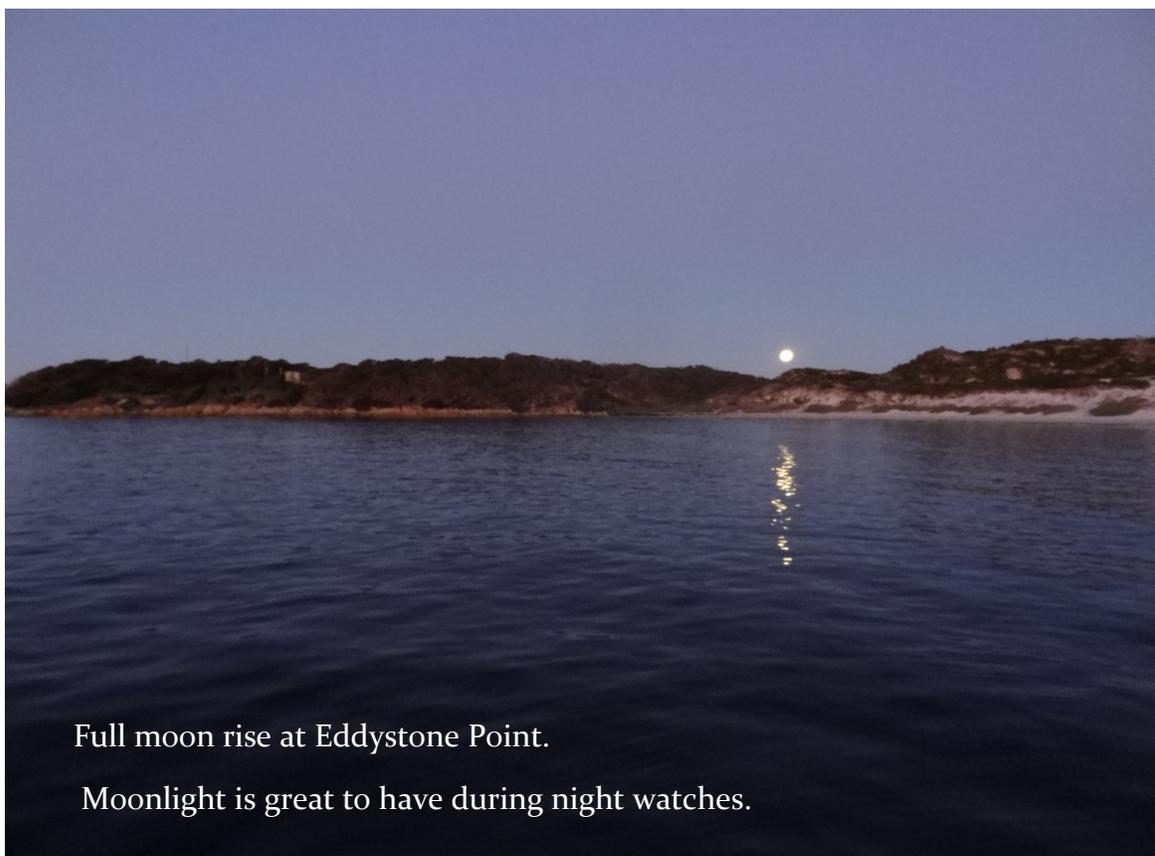


Terry's Moody Eclipse 43

On arriving at Eddystone Point we saw a whale in the anchorage by the beach. All very nice, but not what you want to see when you're passage-making.



With "Polita" at Eddystone Point.



Full moon rise at Eddystone Point.

Moonlight is great to have during night watches.

Approaching Babel Island.

We anchored north-west of the island off the Flinders Island shore at Red Bluff.



Just before Cape Barren Island the autohelm stopped working so I did a bit of hand steering while Terry tracked down a loose wire. I was impressed he quickly knew where to look, and more impressed that head down towards the bilge in Banks Strait in a wind against tide sea hardly fazed him. The Red Bluff anchorage near Babel Island was a bit rolly due the remnants of a NW breeze and tidal currents pushing us beam on to the slop, but overall it was pretty good.



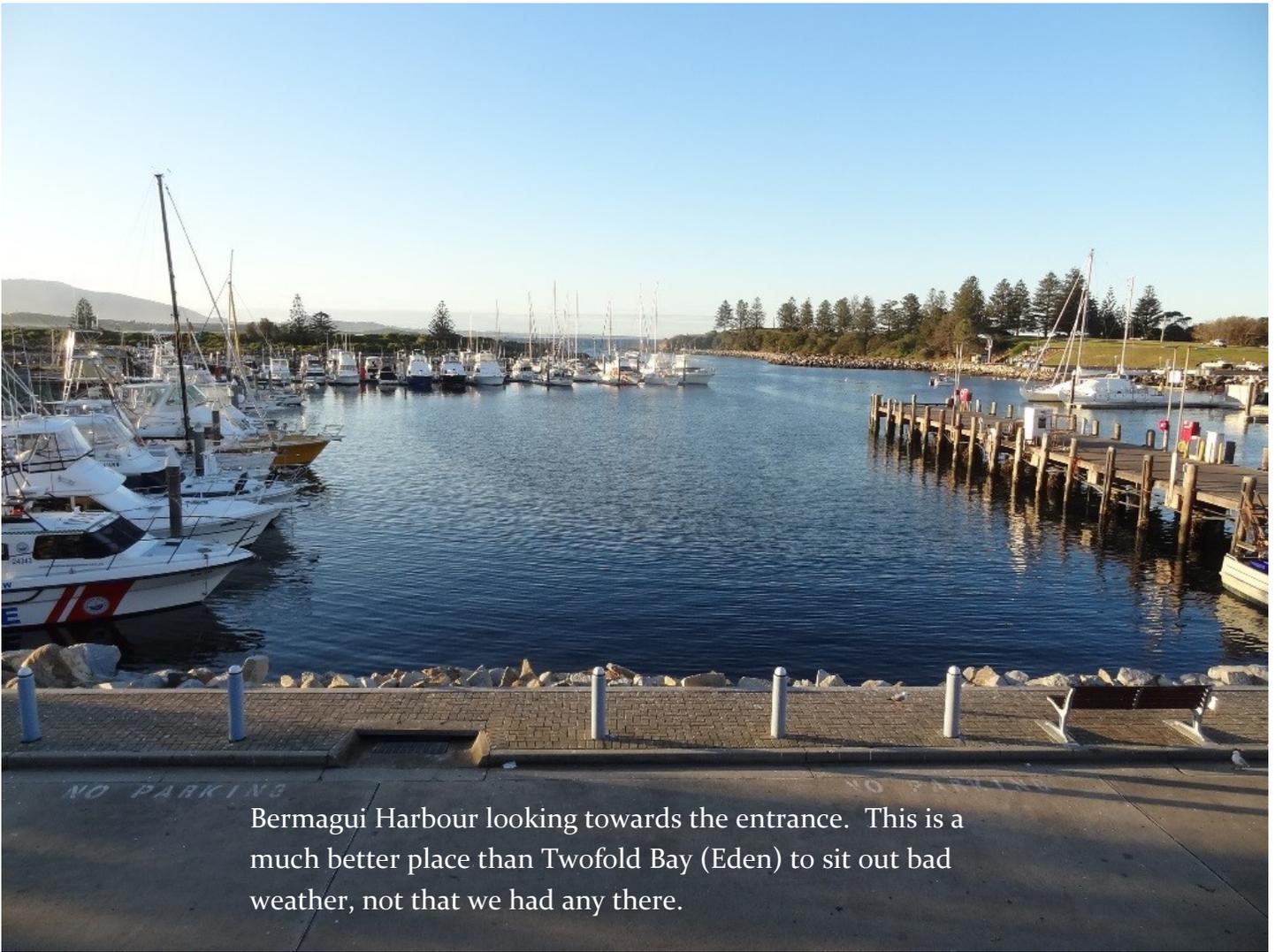
The lads in Bermagui toast getting across the 'strait.

The trip was mostly fairly easy, although I found the going pretty lumpy on leaving Babel Island with a fresh (cold) southerly blowing, but not strong enough to prevent us rolling a bit.

Half way across the strait we were told to change course to avoid seismic research vessels. I didn't know this was still going on in Bass Strait.

Closer to Gabo Island in the dark (10pm) we had to change course 40 degrees to go behind a container ship which turned out to be 278 metres - big and doing twenty-something knots! Bless AIS.

We arrived off Twofold Bay at 6am so elected to continue on to Bermagui which is a much better place to stop anyway.

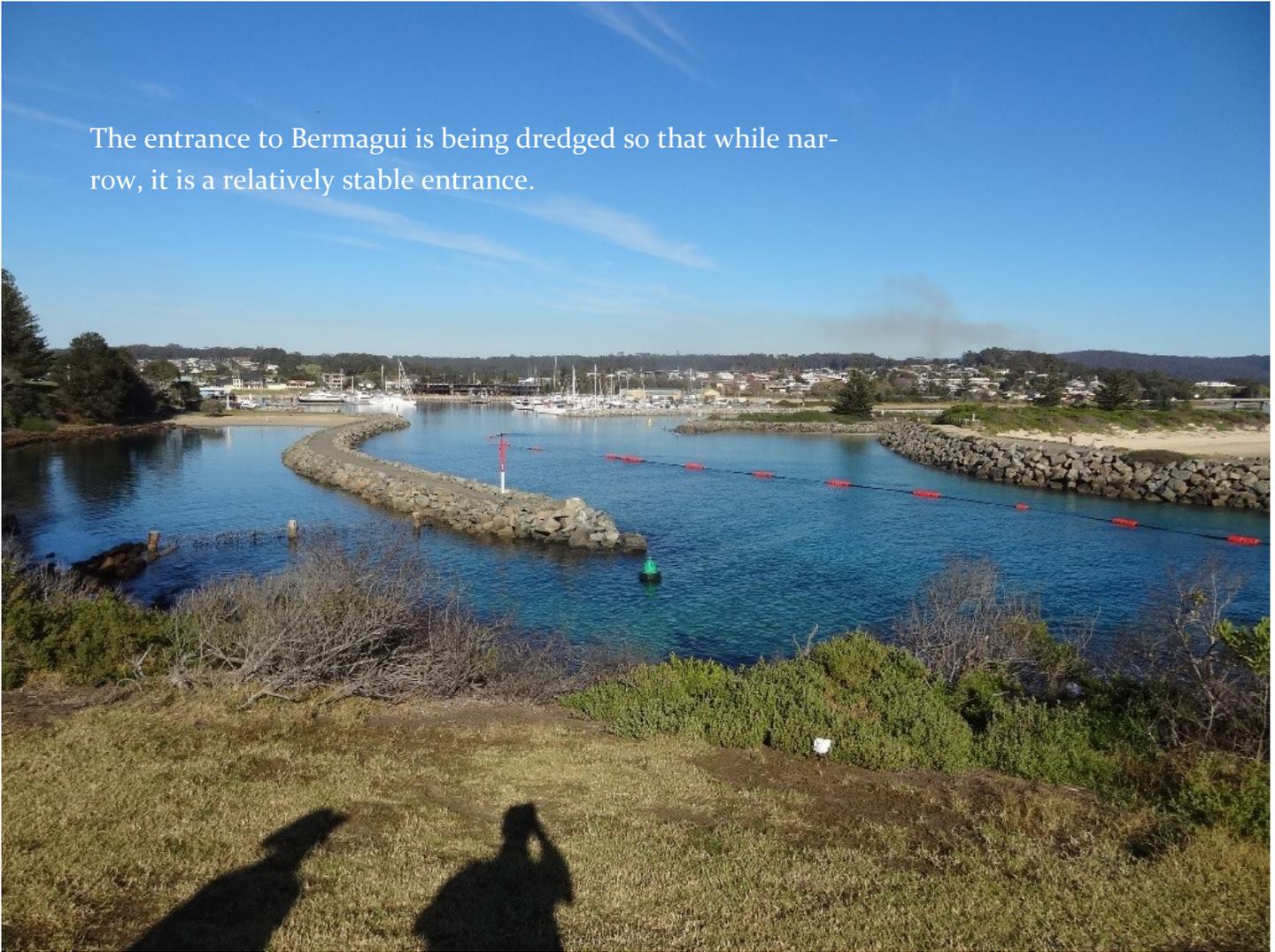


Bermagui Harbour looking towards the entrance. This is a much better place than Twofold Bay (Eden) to sit out bad weather, not that we had any there.

Our lay day there was spent walking and at the pub for lunch and dinner as it turned out. The four guys from Polita also went there for dinner so we had a chat.

On arrival in Bermagui we checked in with Marine Rescue Bermagui and received a phone call from the local police giving us the all clear once we had explained where we had come from. However, on the morning we departed some nobby in the marine rescue told the police we had come from Victoria, the police told the marina manager to not let us leave, and the marina manager rang us to pass on the message. The marina manager was relieved that this Victoria story was BS because we were already well under way. Apparently this bloke in the marine rescue is known to be a bit overly officious.

The entrance to Bermagui is being dredged so that while narrow, it is a relatively stable entrance.



From Bermagui we spent a short day getting to Broulee, just south of Batemans Bay.

Broulee is a great anchorage for anything from the south and with only a slight roll we had a decent sleep.



South of Woolongong. I hate lightning at sea.

In the days before the east coast low there was some fairly unstable weather patterns and with ECLs being notoriously less predictable than most other weather systems we decided to sail straight through from Broulee to Pittwater to ensure we were in port before the east coast low properly developed. Thankfully we encountered only one significant rain cell south of Woolongong and this with no lightning near us.

Jervis Bay is a popular whale watching base and three tour boats were at the Jervis Bay entrance when we passed. Twenty minutes later off Point Perpendicular a whale surfaced less than 100 metres off the aft quarter.

Just south of Botany Bay, (at about 2am), we had to avoid two ships leaving and entering port. It turned out the ship arriving was the same one that we had avoided south of Gabo Island. It must have gone to Melbourne and come back.

Barrenjoey Head, entrance to Broken Bay, Pittwater, The Hawkesbury River and Cowan Creek.



The leg from Woolongong to just south of Broken Bay was in darkness so I missed the spectacle of going past the heads at Sydney, but we rounded Barrenjoey in sunshine and arrived at the Royal Motor Yacht Club on a beautiful morning.

As the east coast low developed over the next few days it became apparent it wasn't going to be quite as bad as it might have, but we were glad to be in Pittwater all the same.

Royal Motor Yacht Club (Broken Bay).



Terry demonstrates his high torque Makita battery drill with winch bit.

Avalon Beach before the east coast low.



The scene was a little different two days later. The waves at the far end of the beach were as big as the big houses on the headland.

