

Anakena



Log Book: Sydney – Tasmania - Sydney

February to March, 2018

Two men, sailing 35 days on a good boat
Phillip Hordern and Jack Dill



Sydney Harbour – Day One



Anakena at Visitor's Wharf – Twofold Bay, EDEN

This was our trip was our second crew and boat: previously we sailed from Sydney to Gladstone in Queensland a distance of 700nm over 5 weeks. However, this new trip was considerable more ambitious:

- a.) only two crew,
- b.) with some very long distances to travel between ports,
- c.) to cross twice Bass Strait overnight, down and back - an intrepid experience.

But we did it, and returned to tell the story.



The map shows our trip Sydney to Tasmania 600nm and then back Tasmania to Sydney again 600nm.

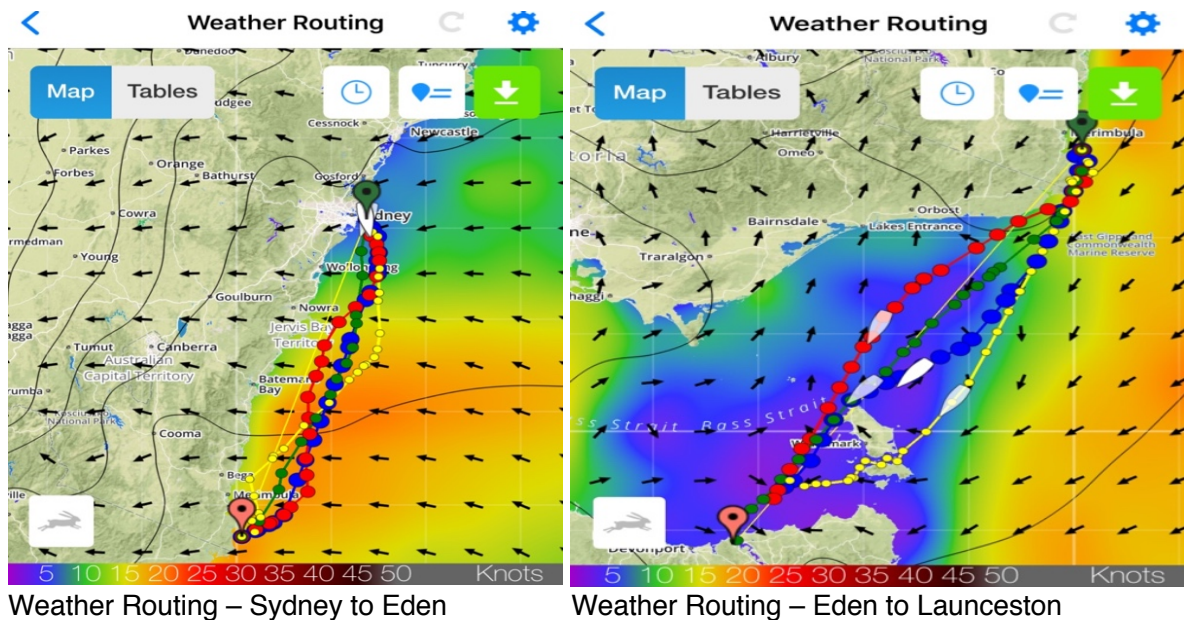
Ports:

- Sydney Harbour - Stores Beach and Bradley's Head
- Jervis Bay - Hole in the Wall
- Batemans Bay – Chain Bay
- Twofold Bay - Eden
- Main Seal Island, Flinders Island
- Georgetown Marina – Tamar River, Tasmania
- Beauty Point, Royal Tamar Yacht Club Marina – Tamar River, Tasmania
- Main Seal Island, Flinders Island
- Settlement Point, Flinders Island
- Royan Bay, Flinders Island
- Twofold Bay - Eden
- Bermagui Marina - Bermagui Harbour
- Jervis Bay - Hole in the Wall
- Sydney Harbour - Fairlight

Weather Forecast:

For long open-crossings they demand an informed judgment of whether it is safe to “go” or better to “stay-put” therefore when planning any sailing trip “*weather-watching*” becomes the master of all activities.

The “*experts*” said that the predominate winds in March are normally (no guarantee) from the NE or SW, but there can be days of no or light winds. The rule is the stronger the NE winds then the stronger will be reciprocated SW winds. The recommendations are to sail south from Eden just after one SW front passes across the mainland, as they are always followed by NW winds, with normally 2-3 days before the next low pressure with SW winds comes along, and the reverse when returning. Below are the weather routing graphs “SYDNEY to EDEN” and “EDEN to LAUNCESTON” which show the best sailing routes and time to leave. These graphs made before we sailed normally they work well in theory, however, our experience was that the weather changed so frequently with changes in wind direction sometimes twice a day, so in the end the software was of little use.



The second navigational consideration when going south is the **EAST COAST SOUTH CURRENT**, flowing at between 1-2 knots south down the coast. This current is a good aid when sailing south, but a big hindrance when we were sailing back north. At one time on our return trip north our SOG (speed over ground) measured by GPS, was 3-4 knots against the current with boat speed over water at 6-7 knots, this made for a very slow trip, the only way to escape was sailing close to the coast.

Currents also caused us some tricky moments on the return trip across Bass Strait. We were 50mn south of Gabo Island where the East Coast Current (flowing south) meets the current flowing through Bass Strait from the west to east. This frequently results in a turbulent sea. Three months after our trip I was informed by two sailors who frequently cross Bass Strait that they had encountered this problem with the meeting of these two currents. However, we did know about this so we had to learn first hand, we did encounter the turbulent seas, exactly in this location – Jack will remember for many years.

We were continually looking at weather forecasts from various sources – Predictwind, Windy, BOMA Combined, they each helped to you know when to go or when to stay in port, in general we found them reliable. Today it is incredible the amount of “reliable” weather information available – you just have to learn to trust and interpret what you receive – and have the patience to wait for the right “weather window” which does at times imply sitting still, and not leaving port, which creates havoc in planning the trip, but this what cruising sailors do.

Highlights:

- **Time on Boat:** 35 days
- **Distance Traveled:** in total 2,250km or 600nm (nautical miles) down and 600nm back, with approx. 50% sailing, 25% “Motor Assisted Sailing” and 25% Motoring
- **Exhilarating downwind sailing:** 3-5 days surfing down 1- 2 meter waves at 7-9 knots. Top log speed on this trip was at 12 knots (Wow!)
- **Uncomfortable upwind sailing:** - we endured 2- 3 days bashing into waves unfortunately these times could not be avoided.
- **Amazing sunsets and sunrises:** many – some amazing sunrises because we often started the day before dawn, and many sunsets – one incredible moment in Eden the sky was “pink”.
- **Amazing dolphin experiences:** – almost every day we were visited by these amazing creatures, at one time we had a pod of over 25 swimming around, in front, next to and under the boat
- **Moments of joy and fun:** – Gin &Tonic at Sundown (but only when in port or anchor), Jack’s creative cooking delivered from our small kitchen, trying to catch fish, meeting different people in ports and on boats and meeting with old friends in Launceston. Drinking box wine(?).
- **Moments of undefinable boredom:** – there are many long hours of steering but filled in with reading novels, route and weather planning, maintenance jobs, fishing and sleeping.
- **Moments of anxiety:** – entering harbors at night – Tamar River, Main Seal Island x 2, Jervis Bay x 2.
- **Moments of panic:** – returning across Bass Strait, 10 hours at night with 30-35 knot westerly wind 170° (blowing from behind across stern, with 2-3meter following seas with the boat travelling at 6-8 knots with only a 20% JIB (Front Sail) was not impossible but still a lot to handle for a crew of 2.
- **Feeling of Isolation:** – crossing Bass Strait, each way overnight, we were isolated, also at Flinders Island there was no one and no communication. Always we checked in with the Coastal Watch operators but sometime their signals were weak. We had the Satellite tracker and internet, this did help a lot.
- **Did we relax?** Yes, each in our own ways.
- **Food:** - we were well fed. Jack controlled the kitchen, never a shortage of food – many great dinners cooked on the small stove, great soups and sandwiches and always a big bowl of fruit and muesli for breakfast.
- **Places to return:** – Flinders Island, Bermagui, Jervis Bay, Tasmania East Coast
- **Broken Gear:** - main sail halyard, but eventually an alternative solution was used with success.
- **New toys:** AIS Transmitter and receiver worked very well. The YB Satellite tracker and blog work well, after we learnt how to use it.



Log Book - Day by Day:

February 19: Monday- Departure: The day finally arrived! All per-passage preparations were completed (food, water, fuel, drinks, etc.) The original schedule was to leave 10am Monday 19th Feb, so we could be in Eden by Thursday to meet on Thursday Martin (my son) and a friend in Eden (air tickets were purchased) so they would sail with across Bass Strait to Launceston, and then fly back from Launceston. But as you will read this all had to be cancelled because of a delay in leaving Sydney, difficult weather patterns.

We finally we left 6 hours late because of a problem with the main halyard. For first time Anakena had a jammed main halyard preventing the mainsail going to top of mast, after a trip to Whitworth's Marine Shop for spare parts and my 5 trips to top of mast all, it was working!!! We spent the night at Stores Beach (inside North Head-Sydney). Jack was back into his kitchen, a place where he dominates and keeps him busy, I could only hope he brought along a new repertoire of recipes.



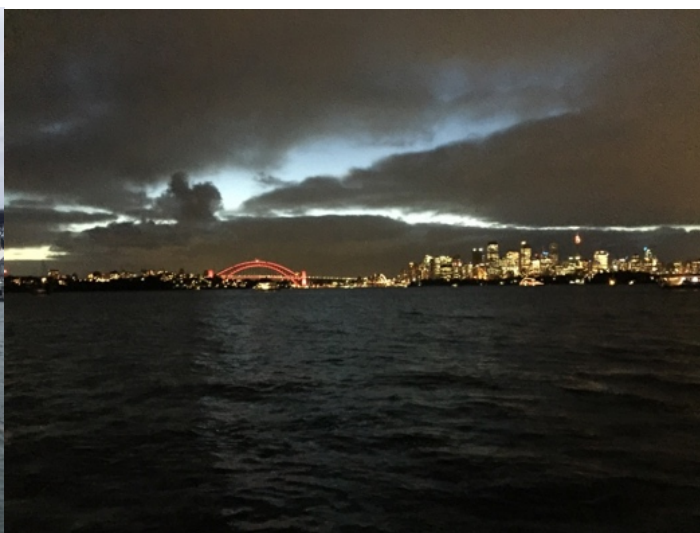
Anakena – on mooring - Fairlight

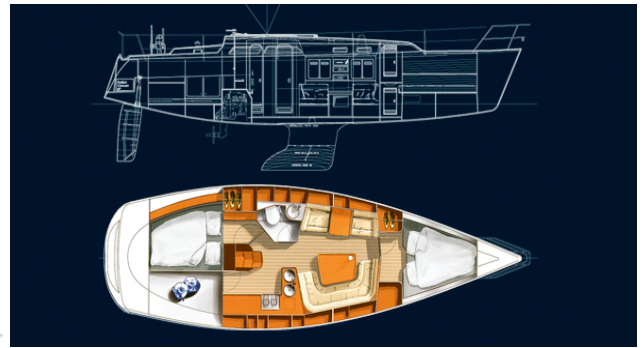
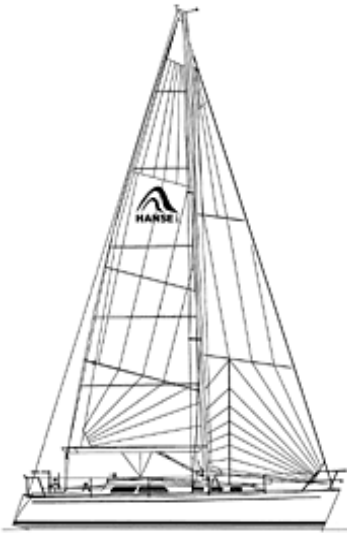


February 20: Tuesday – The weather now created problems, the morning came with strong southerly winds, there was no point in leaving south to sail direct against the wind, we remembered: “*Gentlemen never sail into wind!*”.

The morning was highlighted with continuing problem with the main halyard (read Jack’s Blog below) so it was back to the dock and up the mast to make another repair. After lunch we sailed down the harbour, under the bridge and then back to Bradley’s Head for the night with a terrific view of the city lights, Opera house and bridge directly in front.

Jack’s blog entry: *Final stocking followed by departure but Mainsail could not be raised; it had become jammed between the two rollers at the top of the mast. This is frustrating. New halyard is purchased and after Phillip’s 5th ride up the mast (with Dill in control = danger!) We decide we must now be ready to set sail for Tasmania and so we head for a mooring near the exit of Sydney harbour. Not so fast! We start to raise the main sail and the newly installed halyard comes crashing to the deck - a knot has failed us; better now than when at sea in heavy weather... Back to our start point as we have to go up the mast yet again (boats!) but the "wind and wobble" is greater at the dock than where we had been anchored. Back to where we had been anchored. We make a "test run" around Sydney harbour and anchor not far from the famous bridge and opera house where we have supper (with me cooking, plus a lovely creamy desert and wine) and sleep. Beautiful sight of Sydney and the colours of the bridge and about 6 cruise ships that enter at dawn to leave again at dusk. There is forecasted was a southerly cold front with 30-40 knot winds to pass through on Monday evening so we need to avoid this!!!! Then with winds should abate on a Tuesday to 10-15 SW – which would have been good for us sailing 180° South. So our plan was to leave Tuesday morning.*





February 21: Wednesday - Anakena left **Sydney Harbour** at 7:25am and turned South – the dream, the planning was now a reality. The sea outside Sydney Harbour heads was very choppy with waves moving in all directions, there was still with a 10-15 knot southerly wind. As forecasted, during the day the wind turned to the SSW and sailed with full main and jib, between 6-7 knots, great sailing with good wind the boat was working fine.

As we left Sydney Harbour we “logged-on” with the **Marine Rescue Service**, informing them by VHF radio of our boat name, number of people on board, destination and ETA. On arrival to destination we then would call to “log-off”. This procedure we repeated every time we left and arrived to a port for safety. The operators are varied in their radio experience; all are volunteers. In all our trip we found that the women operators in the Marine Rescue Offices were more engaged and informative than their male counterparts. Anakena has a **Class 3 Safety Certificate** and full insurance for coastal sailing for boat and crew.

Jack's Blog entry: *We had decided on an early start and so at 6:30, after Dill had an early morning plunge and managed to pull a muscle in his back climbing on board before nasty fish came hunting, we were ready to leave our anchorage and head back through Sydney Harbour and out past the point and start our journey - two days late and a schedule to meet (?). We sailed until 9:30 that even and the sailing Gods threw everything at us: no wind, too much wind, heavy swell, big waves and some rain!! After 14 hours we pulled into Jervis Bay and found a public anchorage. We had intended to go on through the night in order to get to Eden but midday Thursday (tomorrow) but our skipper was unwell – stomach cramps/ diarrhea (Dill's cooking was to blame, of course!) and it had been a long and tough first day. Tomorrow will, no doubt, bring fresh winds and fresh challenges.*



We entered **Jervis Bay** at 20:30 and then motored to the southern side of the bay. Great fun arriving in the dark only with a torch, we finally found the “Pink” visitor’s buoy and tied up. The water was flat and the boat settled in for a quite night.

Jack’s Blog entry: *This morning we realised just how tough yesterday had been for us. Phillip had felt really bad all day and ate nothing. We had not done any sailing together for over a year and it showed. Tempers were a little short and the day was long. The wind played tricks on us and as the day wore on it became harder, not easier, to coordinate our actions. It was strange! There were long periods of silence which Phillip as he was feeling sick but I resented and felt somewhat alone. We had to enter Jervis Bay in the dark and find the “public moorings” in the dark, Jack steering and Phillip on the bow with a torch. We were successful in that we found a mooring (there were no other vessels there and none came during the night) and we tied up. Jack was physically and mentally tired and with a bad back ache; Phillip was exhausted and weak but sound enough of mind to give Jack the essential instructions almost always in time for us to do things right if not perfectly right!! We did need only one pass to catch and secure the mooring. After allowing our bodies to relax for a few minutes and for the tension to ease Phillip retired to bed and a much needed sleep, while Jack had two eggs with bread, cheese and a whisky & soda - make that two!! Sleep was easy with the easy movement of the boat.*

February 22: Thursday – Day at **Jervis Bay**. Outside the Bay there was a strong southerly wind blowing +20 knots, so instead of beating south into this we took a day off.

In Jervis Bay we were moored in front of a beach called “**Hole in the Wall**” (see sign below). Very nice with perfect white sand, crystal clear water, lots of small fishes around the boat. We had breakfast muesli, fruit and coffee, then we motored the inflatable dinghy across to the beach, enjoyed a long walk along the beach, latter Jack tried some fishing. We had a relaxing day.

Jervis Bay was sighted by Lieutenant James Cook aboard HMS *Endeavour* on 25 April 1770 (two days after Saint George’s Day) and he named the southern headland Cape St George. In August 1791 Lieutenant Richard Bowen, aboard the convict transport ship *Atlantic*, part of the Third Fleet, sailed into the bay and named it in honour of Admiral John **Jervis**, under whom he had served.

This bay and surrounding land on the southern side is called the Jervis Bay Territory which was surrendered by the state of New South Wales to the Commonwealth Government in 1915 to provide a seaport for the new Federal capital under construction at Canberra, which would be Australia’s only inland capital – the seaport was never built, but it has become a major naval training facility. The construction of nuclear power station was started in the bay but this was stopped following many protests. Some of the land is now called Booderee National Park.





Anakena at mooring Jervis Bay, Australian Navy Ship in background. Jack fishing

Jack's blog entry: *This morning we were met with a glass like sea inside Jervis Bay. We decided on a rest day which was odd, as we had only been out at sea for 14 hours, but we needed it. Phillip improved as the day progressed, my back continued to be sore. We took the dingy across to this wonderful beach and a well earned walk. Lunch was hand made hamburgers with coleslaw. Phillip must be better because he had two hamburgers but no booze... We attempted fishing in the afternoon but we seem to understand less about fishing than writing & publishing Blogs. We lost half our tackle (we should say Jack did!) and Phillip pulled in a couple of small ones we kindly returned to freedom. No fish for supper! The weather looks good for tomorrow but we are already behind schedule and will have to sit out a storm before crossing the Bass Strait to Tasmania.*

For those new to our adventures so far we have done what cruising sailors do.

First, wait for the wind to blow from behind.

Second, set sail and go-with-the wind, then

Third, seek shelter when the wind blows the wrong way – cool.

Our current plan has worked well, using the above “algorithm” is to wait until the wind is blowing in our direction.



Sailing at night with full moon



Dinner after a long Day's Sail

February 23: Friday – At 6:45 am departed **Jervis Bay** again heading compass 180° south, our destination was a place called **Chain Bay** which is a small beach inside the northern side **Bateman's Bay**. Our sail plan was travelling a distance 48nm for 8 hours with ETA at 4pm. We started sailing with light N winds and sun rising under a high cloud layer to the east, as the morning passed winds came from N-NW increasing up to 20 knots these pushed us long in

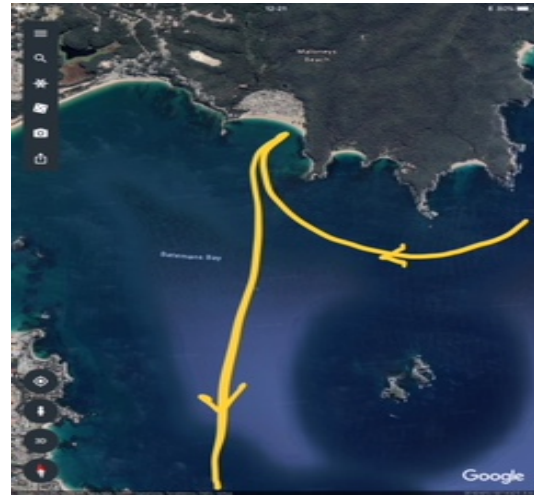
the afternoon at 6-8 knots, we both had great fun surfing and steering down 1-1.5 meter waves occasionally at 8-9 knots, our electronic log recorded a top speed for the afternoon was over 12 knots on one run down a wave – a very incredible speed.

We arrived to **Chain Bay** 2 hours earlier than our ETA. This was a great anchorage easily to locate, beautiful beach but very strong wind short gusts (blasts) of northerly winds coming through the valley. At sundown the winds dropped, kangaroos hopping along the beach and all types of birds chirping, all set for a very peaceful time and hopefully some fishing (for our dinner).

There was an incredible sunset. Very quickly you become “Cloud Connoisseurs”, avid bird and dolphin watchers, readers of the height and direction of waves and swell, watching each day the sun rise and set, plus the moon. We were surrounded by nature and nature controlled our lives – it is an incredible sensation.



Bateman's Bay – anchored at Chain Bay



In and out of Chain Bay

February 24: Saturday - We departed before sunrise at 6:45 am from **Chain Bay**, sailing 180° south with destination to **Twofold Bay** and Eden, giving us a distance 78nm with ETA at 6:45pm with an average speed 7 knots plus the benefit of the current coming down the coast. There was again a fabulous NW wind at 15 to 25 knots, reaching sail (120° off the wind) all the way, again we were surfing down a wave every 30 seconds, this required constant steering as autopilot was not quick to respond to changes in direction.

A southerly squall came in last 30 minutes with rain, whilst entering **Twofold Bay**, this made it difficult to dock at the Visitor's Wharf at **Snug Cove**, so instead we picked up a vacant mooring in the Bay. Both slept very well, after a long and really great day of sailing in the ocean.

***Jack's blog entry:** By 6:45 we were away and there was almost no wind; motor to the rescue!! We had 90 miles to cover to Port Eden and it seemed it would be a very long day. Needless to say the winds got up and little by little we increased our speed across the Tasman Sea. In fact, during the course of the day (12 hours of sailing) the wind increased from a paltry 3.5 knots to a frightening 30 knots with gusts reaching 35knts. We decided to reef the main sail (lower the main sail by about a metre) which reduces the area of sail which can capture wind and launch you forward. We were just going to fast and at 9 knots in a “turbulent sea” we felt we were going fast enough - if not too fast. We took in a second reef, further reducing our sail area. None of this reduced our speed, which we felt very proud of. But, as you know, “pride comes before a fall”. We sailed and surfed our way south and finally arrived in (Port) Eden at 7pm. We grabbed a floating mooring and once we had cleaned up the boat we had a whisky- much needed!!*



According to the local port master, he was proud to say that **Twofold Bay** is the third deepest natural Harbour in the World (needs to be verified?), and at one time this was going to be the site for the National Capital before Canberra. It would have been excellent. The port now has many commercial fishing boats, there is a huge wood-chip stockpile facility (owned by the Japanese) on the southern shore and the Navy has a major wharf, plus they receive many Cruise Ships with one day stopovers (we wondered what their passengers do in Eden, there is not much – only the Whale Museum?). The first recorded visit to the **Twofold Bay** was by George Bass. The diaries of Bass show that he noted the bay when he passed it on his whaleboat voyage to Bass Strait in 1797/8. Bass took shelter in the bay on the return journey in February 1798; and named the place where he sheltered "**Snug Cove**", a name by which the bay is still known.



Snug Cove Visitor's Wharf - Eden



February 25: Sunday - Day at Eden. In the morning after breakfast we moved Anakena from the mooring buoy to the Visitor's Wharf in **Snug Cove**, a tricky maneuver with strong southerly wind coming from behind, after planning a

“BOW-FLIP” docking procedure we did it perfectly – bow-in first to tie onto wharf and then the wind supplied the force to pivot the stern around so it was finally bow into the wind next to the wharf. After securing the boat fore and aft plus two spring lines we went for showers (cold) and coffee followed by walking up the hill into the town for shopping at Coles supermarket and then onto the petrol station for filling containers with diesel. Jack found a nice woman to drive us back (with shopping and fuel to the boat).

At about 20:00 a 50ft racing yacht (no name) arrived from Melbourne with 4 crew, there was no extra room to tie up on the wharf so they tied up (rafted) next to us, the crew were very tired wet and cold. We invited them on board for a beer and very kindly Jack offered to cook them some dinner (Spaghetti with sauce), they ate very happy and many stories of their trip were re-told (15 knots at one time).

Jack's blog entry: *Rest day going well!! Slept in until 8 a.m. and then moved the yacht from our mooring to go alongside the wharf - in a 20 knot wind. Unlike some of our maneuvers we talked about this before execution. We needed to “settle gently” on the wharf between a tug and a fishing boat. Phillip suggested we ease the bow up to the wharf where he will tie us on and I will control speed and direction... Once the bow is secure I will reverse to stop forward movement and then the wind will bring the stern around and “that’s it”. Bit dodgy thinks I, but I say “OK, let’s do it” and do it we did - perfectly!! We were so pleased with ourselves and once tied up correctly it was high fives and smiles. We had breakfast at a port side café; excellent and I didn’t cook it!! Then it was walk to the town centre for Diesel and Supermarket. Nice lady gave us lift back to Anakana. Her son had served us breakfast!!*



Sunset Eden



Jack's blog entry: *What was to be a "film night" turned into a long sailors' chinwag. Another yacht came in and with a lack of space they moored alongside us. Four men in a 50 foot racing yacht and earlier that day they had been traveling at 15-16 knots.= twice to three times the speed that we do! They came on board and drank our whisky (I offered them a warming glass of whisky and I cooked them spaghetti with a tomato sauce). Sailors are like fishermen and as the evening gets later the fish are bigger and the waves larger and the winds stronger. Always interesting to listen to "specialist chatter"!!*

February 26: Monday – The wind was forecasted to blow from a northerly direction hopefully taking us south right round the corner, past **Green Cape Lighthouse**, **Gabo Island** and into **Bass Strait**. Our plan was sail to **Flinders Island** (210 nm distant) for an overnight sail before the next south-west change forecasted to come through on Friday. A long distance is 210nm @ 6 knots this should take 35 hours, so if leaving at 6:30am (sunrise) Monday we should arrive at **Flinders Island** 7pm Tuesday pleasure sailing - out 2 hours and back 2 hours, NE wind 14 knots,

BUT, this was not to be - 5nm off **Green Cape**, as we were passing a place called “**Disaster Bay**” (a number of Clipper sailing ships had run aground in there), we went to hoist main sail and again the new halyard was jammed – I could not believe it, we sat and studied the problem, it was too rocky to go up mast at sea (neither of us are 20 years old –

the mast was moving 2 meters back and forth at the top), there was no protected Bay close, so a very tense and difficult decision was made, to return to Eden.

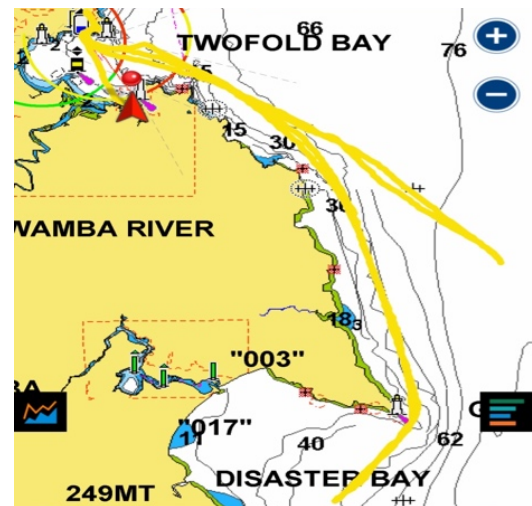
With long faces, we motored all the 3 hours back to Eden. In the quite waters of the bay I went up mast and resolved the problem in 10 minutes by rigging a new external halyard, but by this time it was too late to start again, and we were too demoralized. We had dinner and went to bed early – the conversation was very short, there was a lot of tension between us.

Jack's blog entry: *We were up by 6:40 and said farewell to our neighbors and pushed off on what was to be a 36 hour stretch. We had gone 4 hours through light rain and messy waves but with little wind. Then the wind got up and we agreed to heave up the main sail. It was not to be! The Halyard, (rope used to raise a sail) had come off its roller and was jammed. We sat and discussed options. It meant going up the mast yet again but the sea conditions were not safe enough. We searched maps and charts for a bay to protect us but there was not one anywhere near. Only option was to turn round and head straight back to Eden. So, we had an 8 hour sail but got absolutely no where. Murphy rules!! There was a point at which I felt a fairly high level of frustration for the situation and for Phillip - why does everything have to go wrong? Will we ever make it to Tasmania? Will this be like last time when we spent 8 days waiting on repairs? However, soon let common sense did prevail and realised that coming back to Eden was the only option. That didn't remove my frustration at needing to go back!!*

We decided to repeat our excellence of coming alongside the wharf yesterday but that turned into chaos! Firstly, we touched bottom with the keel (my fault - tide was fully out) and then we did gently slip up to the wharf where Phillip tied on. The wind pushed us in the opposite direction and so finally we had to use ropes and pull ourselves parallel. Then planning the visit to the top of the mast. This went well and we now have two good halyards installed for the main sail. It was by now too late to head south and so we will spend a second night here in Eden. An odd day but, once again, good for learning and for making good decisions. We complement each other. Now for the film we did not get to see yesterday.



Green Cape Lighthouse – First passing



Tracks in and around Eden

Why did we return to EDEN? First a boat is a machine, things break and you must live with it. Second, in the “Sydney to Hobart Yacht Race Rules” there is MANDATORY COMPLIANCE REPORT for each yacht when they pass **Green Cape** before entering into **Bass Strait**, if this applies to them it must also apply for us!

“Rule 41.1 On approaching 370 15' South a boat shall assess whether:

- (a) its HF Radio is fully operational and fit for purpose – yes...**Anakena had a Satellite Tracker,**
- (b) the required number of life-rafts are on board – yes...**Anakena had a 6 man raft for 2 people,**
- (c) its engine and batteries are operational – yes... **the motor on Anakena was functioning and with +200nm of fuel,**
- (d) the boat – but...**Anakena was not able to raise a mainsail this was a critical problem and reason for any boat to return to port,** and its crew are in a satisfactory condition to continue – yes...**Philip and Jack were fine and**

*(e) the skipper has comprehensively considered the most current weather forecasts and considers that the boat and crew are fully prepared for the conditions forecast. **Yes, correct all weather possibilities were considered** – plus we logged on with Marine Rescue.*

February 27: Tuesday: in Eden - The truth is that sailing is uncertain, unstable and unpredictable, the wind changes and there are always gear failures (although in the entire trip the halyard problem was the only failure). Today was a tough day, we needed to make decisions, there were a number of contributing factors but I was in doubt that as if we we could cross **Bass Strait**. With only two crew each must at times be captain and crew, without waiting for approval from the other and the off-duty crew must have absolute confidence in the other.

However, we had 3 more weeks and we were going to do what we came to do – go sailing. We researched the two-three-day forecast, and again the winds were not suitable for sailing across **Bass Strait** for the next 2 days. There were to come strong SW and W winds, exactly opposite to what we desired. We needed a good 24-36-hour N to NE winds for the majority of our trip. We were planning to sail over +200nm, and then back over very tough and difficult water.

***Jack's blog entry:** Why does sailing fascinate? Long shifts, bumpy to downright violent, you use (endlessly) little muscles you never knew you had and then they ache most terribly, every time you move around the yacht when at sea you hit (or bump into) a hard o sharp corner, you bang your head, you stub your toes and even (Yes!) get tossed across the cabin or cockpit, cooking is dangerous unless you are moored or in a harbour, pouring boiling water into a mug becomes a real test of patience and coordination. It is painful, tiring and at times a bit frightening. Working "on deck" when going flat out is difficult and often painful. And yet, when you are ten miles off the coast, alone in the cockpit and 30 knots of wind at your back you say to yourself "there is nowhere I would rather be at this moment". It is just you, the wind, the instruments and the wheel and you need to be fully concentrated but at the same time your mind can wander in a thousand different directions. Despite the "drama" there is a purity of "peace and harmony"; total freedom.! You also feel the sheer force of the sea and the power of the wind driving you forward. You know a serious mistake could be a "real problem" but then adrenaline is a very potent drug! Yesterday we "jibed" at least six times in strong winds and got it absolutely right each time; very satisfying!! Does that mean we are any good? No, not really, but Phillip knows his stuff and, by and large, I do as I am told. I am competent at the most!*

So rather than do nothing in Eden, today we went for a "day sail" – testing out the mainsail, testing out ourselves, doing something! We sailed 2 hours out from Eden and then 2 hours back, boat went perfect in a 10-15 knot NW wind. Very enjoyable, fast sailing on a reaching tack (wind 90-120° abeam).

We came back to a mooring in Eden rather than tying up again at Wharf. We had an enjoyable dinner and then a movie (Choirboys- a good film).





Lunch



Another Warship

February 28: Wednesday - Another Day in Eden! – The forecast was for strong southerly storm to start at 10:00pm tonight with 30-40knot winds. Again there was no favorable weather window for crossing **Bass Strait**.

In the morning we gently climbed down into the inflatable across to the Visitor's Wharf in **Snug Cove**, coffee in the Wharf Restaurant, showers, worked on computers and then went to the Fisherman's Club for lunch very nice but full of old retirees – we were the youngest by 20 years! Jack had a long massage for his sore back which continued from the first day in Sydney. Then some shopping and returned to the boat.

Considering the strong S wind forecast our plan was to move in afternoon across **Twofold Bay** to the southern, protected from the wind side of the Bay at a place called **East Boyd Town**, this took one hour to sail across the bay, passing in front of a Naval Ship. Here we picked up a visitor's buoy so we were well secured for the night.

As forecasted the storm came with strong south west winds at 20:00. We were together with 6 other yachts in the same Bay, each sheltering from the wind. There was a Navy Destroyer close by at their wharf filling up with ammunitions (shells and rockets –is Australia going to War?).

***Jack's blog entry:** Wednesday was a day ashore in Eden, shower, coffee, shopping and fuel. We had lunch at Eden Fisherman's Club - together with all other "oldies", they were busy playing cards and losing their money on the slot machines. We returned to Boat in the dinghy full of bits. At 6pm we crossed the bay to East Boyd Town to find a protected Anchorage from the coming southerly storm, we are in behind the Naval Wharf together with 6 other boats. A great sunset, and the storm arrived at 8pm - full blast.*

March 1: Thursday – In the morning we took inflatable to the beach, went for walk to Boyd Tower, 3klm there and back. The Tower was built by Boyd entirely with sandstone blocks 3mx3mx1m each transported from Sydney). [Side Note: **Benjamin Boyd** (21 August 1801 – 15 October 1851) he was a Scottish-born Australian pioneer and entrepreneur, and briefly, a politician. Boyd became one of the largest landholders and grazers of the Colony of New South Wales with all his properties close to Eden, he was involved also in Whaling, fishing and coastal steamers; he eventually had financial difficulties because of his diverse businesses and becoming bankrupt.]

We also walked around **EDROM LODGE** (a huge estate house now owned by government for meetings and group accommodations etc.) which in the 1840s was the base for Benjamin Boyd's activities in Eden. Another night on boat – more episodes of the CROWN.



Ben Boyd Tower



Edrom Lodge

Thursday morning is sunny and still windy, the forecast is for the winds to abate in the afternoon. Our plan is to utilize the good weather window forecasted for next 2 days to cross **Bass Strait** to west **Flinders Island** and then sailing onto Tamar River on Saturday.

***Jack's blog entry:** All this brings me to the highest possible level of admiration for those early mariners who ventured into uncharted waters with just unbelievable bravery, very poor maps (if any at all) and instruments and a crew that - by and large - didn't want to be there. They were driven by the thought of discovery, riches and glory. Most died... We will take no risks (if possible) and we will get there when we arrive!! Our fishing skills are still terrible and likely to remain so!! Now for a quiet afternoon of reading and then a film. Oh, and I will have to cook supper - FISH, but bought locally!! Tomorrow we will start out early and it will be non stop across Bass Strait to Tasmania; we hope to do this in 36 hours. I bought some Red Bull for the night shifts!! You may not hear from us for a while.*

March 2: Friday – Finally, we departed Eden at 6:30am heading south for **Flinders Island**, a distance of 210nm - 36 hours at 6 knots. Wind SW at 12 knots, we were sailing well, very enjoyable. We passed **Green Cape** at 8:45am. Passed **Gabo Island** at 1:40pm, then continued only with motor as wind disappeared and the seas were flat – it was going to be a long night of motoring.

***Jack's blog entry:** Thursday morning is sunny and still windy, the forecast is for the winds to abate in the afternoon. Our plan is to utilize the good weather window forecasted for next 3 days to cross over to northern Tasmania - overnight/day sail to Flinders Island and then into Tamar River on Saturday.*

Considerable care is always needed when sailing in **Bass Strait** as it is a treacherous stretch of shallow water, with lots of currents, AND it is a major shipping route, for cargo vessels moving at 20 – 30 knots within 15 minutes they can come over the horizon and can pass very close. We passed many cargo ships, one BIG cargo ship came very close, it was - “can we cross in front in time or must we divert our course = OK more boat speed – QUICK!!!” We made it in front with about 2 nm distance but at sea at night distances and velocities are hard to estimate.

During the night we took 2-3 hour shifts (watches), which provided a great time to enjoy the night sky, with full moon, to look at the stars, listen to the sound of water and music from i-phone.

We were now sailing in the so called “*Terrible Roaring 40s Latitudes*” but it was without the roar! Below is a photo of **Green Cape** lighthouse and next to is **Gabo Island** the southern most tip of mainland Australia.



Green Cape – Second passing



Gabo Island Lighthouse – bottom of Mainland OZ.

March 3: Saturday – Morning came with a beautiful sunrise came at 6:45 in a cloudless sky, with the full moon setting in the east, no land in sight. We were 54nm from the top of **Flinders Island** but we could see the outline of the two large **Outer Sister Islands**.

We had motored all night, W wind under 10 knots which at times was really boring with just hour and hour on the helm steering the boat towards the black horizon, but then again it is beautiful the solitude with the boat/wind/waves/moving, almost hypnotizing, or as they say this is your “*alone time*” which is part meditation caused by the movement of the boat over the water, wind in the sails, feeling of the boat, the movement of the wheel, checking the path in front and all the instruments – there is a lot to keep busy, 3-4-5 hours on the wheel goes past without notice.

Jack’s blog entry: *We finally left Eden on the south east coast of Australia and headed out into **Bass Strait**, which separates Australia from Tasmania. We “motor sailed for 40 hours non stop until we passed the Outer and Inner Sister Islands and anchored in Peacock Bay behind (SW of) Prime Seal Island. Here we spent 24 hours hiding from a storm! These are smaller Islands off the northern coast of Flinders Island. All very sparsely populated and little navigated. We had the privilege of a full moon and on the 4th the moon was full and at dawn on the 5th we witnessed the setting moon and rising sun; memorable.*

*I (JD) am reading a book I have had for many years; have started at least twice before but now am half way through the 450 pages of small type... **Fatal Shore** by Robert Hughes, a fascinating and very disturbing account of the colonisation and convict population (Transportation) of Australia and Tasmania. It is also a social history of Britain in the late 18th and early 19th centuries, which is when Transportation was at its peak (1797 – 1814). Horrific accounts of the treatment of convicts as young as NINE years old; the reasons for their transportation varied from 7 years for stealing a loaf of bread to 14 years for stealing with violence; men, women and children... In Tasmania the English moved all Aborigines to a place called Settlement Point – where all but a handful died, mostly of disease and “loss of freedom”.*

We arrived to **Main Prime Seal Island** (west side of **Flinders island**) at 8:45pm, after 38 hours, mostly with motor, the final 3 hours under sail with NW wind at 20knots which was a great sail. There were a lot of current along the west coast of **Flinders Island** generating big whirlpools.



Goodbye Sun – see you tomorrow



Approaching Seal Island

We picked up a strong visitor's buoy at **Peacock Bay**. **Main Prime Seal Island** is west of **Flinders Island**. The mooring was on the eastern side of island offering protection from any strong winds from the W. This was needed as strong W winds were forecasted to arrive during the night. The SW storm did arrive with a big bang at 10pm. This blew over the top of the low island, directly at full strength onto us, the island did offer protection from waves which was good, but gave little protection from the 35knot SW wind! The storm blew strong all night the boat rocked around. We put 4 thick ropes onto the mooring buoy, I did not want to break loose.

According to the Wikipedia: – this island is famous for “*breeding short-tailed shearwater and sooty oystercatcher. White-bellied sea-eagles have nested on the island. Reptiles include the tiger snake, metallic skink and three-lined skink. Cats, house mice and Indian peafowl have been introduced.*”

Further research located the following: - *Roberts Real Estate, acting under instructions from Prime Seal Island Pty Ltd offer for sale by expressions of interest, the Crown Leasehold of Prime Seal Island (permitted purpose - sheep grazing). Prime Seal island has a total land area of approximately 1,220 hectares (3,000 acres) with a lease term of 20 years, renewed 1st October 2010 and is situated approximately 21km north-west of Flinders Island (co-ordinates 40o 04 S, 147o 45 E) in eastern Bass Strait. The property is offered with all livestock, plant and equipment including airstrip, fencing, living quarters, shearing shed, bunk house, Stress GD 736 boat with 90hp Honda outboard, tractors, motorbikes, generators, bulldozer, wool press, white goods, tools and sundries. Prime Seal Island presents an opportunity to purchase one of the few remaining Crown Leases available, with a safe boat anchorage, beautiful beaches, abundant birdlife and excellent fishing, with peaceful and scenic surroundings only the Islands of Bass Strait can offer.*



Main Seal Island – near Flinders Island



We were moored in front of shed

March 4: Sunday - We were forced to have a “weather induced rest day” – we stayed anchored all day, “house bound” inside cabin, reading, eating, watching DVDs, and boat cleaning. The wind blew all day SW at 25-35 knots (with very strong gusts) exactly from the direction we next wanted to go. The bow of the boat was directly into the wind, we rocked and rolled and blew around all day. Jack suffered a bout of “Cabin Fever”, I suggested go for a walk around the deck, but it was too windy! The task was how to occupy yourself all day without internet!

Jack's blog entry: *The cabin on our boat is about 3 by 2 meters. When you are busy sailing that is plenty of room but when you are at anchor or moored up waiting for the right weather it can prove to be very small. Yes, you can be on deck or down in the cabin but you can also get on each other's nerves. I annoy Phillip and he annoys me; neither intentionally - well, almost never intentionally!! Small gestures, a look, the wrong word, ignoring a comment or question, a sigh or exclamation... you are waiting for action and the inaction of just waiting is sometimes difficult to handle. We have been at Eden for 4 days and aside for a very to the small town and a walk, it is sleep, read and wait for the next sunset or meal... We are good friends and respect each other but that is not always enough. Any of you who have climbed mountains or been on an expedition (even the longest expedition of all - marriage!) will understand this. Sometimes it can be a very petty issue and impossible to explain!!*

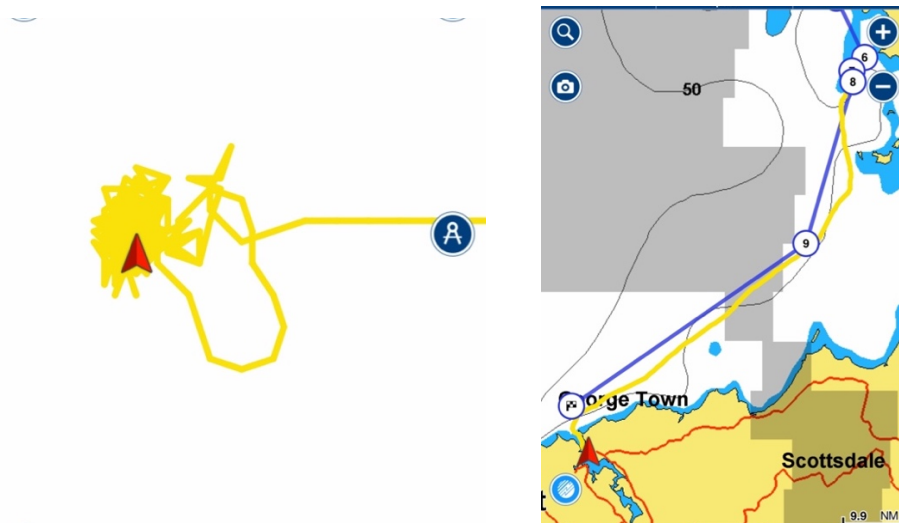


Our 12volt Electric Shock Therapy for Jack's "Cabin Fever"

With time to think and write, these thoughts brought me to Shackleton and his "failed" expedition (1914 - 1916) and the escape from the ice flows of Antarctica to Elephant Island. Here he left all but himself and five others to "go for help". Much has been written about Shackleton's extraordinary management skills and ability to achieve extraordinary, almost unbelievable results, such as his crossing from Elephant Island to South Georgia; an epic achievement. However, I have always wanted to know more about the 24 (?) men who were left on Elephant Island with also no expectation of rescue. How did THEY survive the agony of waiting and waiting knowing that Shackleton had about a 2% chance of finding South Georgia where, if he arrived, he needed to get to Argentina or Chile and mount a rescue? How did they, over several months, maintain discipline, order, a sense of team, the vital tolerance of others which is so lacking in our societies. As we know, Shackleton was successful and rescued his men in a Chilean vessel called Yelcho; not a man was lost. On Elephant Island there must have existed an attitude of respect and a belief in the need for "space", not so much physical as there was none, but emotional. To survive for months as a group when the chance of rescue is so minimal must be recognized as an achievement equal to Shackleton's extraordinary feat of rescue. So, what are the characteristics of a team that can live "incarcerated" (for Elephant Island was their jail) and "under sentence of death" (for the probability of death was far greater than that of life) and not to lose a single man! Was it faith in Shackleton? Was it faith in God? Or was it simply a belief in each other, plus The Boss and God?

One thing to mention at this time is the new electric toilet on Anakena. This was newly installed since our first trip. To change from a hand pump on the toilet (20 times per flush) to an electric pump/macerator was really nice and easy, but a little noisy. It worked very well the entire trip, it was never blocked and the macerator chopped up everything into the smallest parts. Sorry but this was worth writing.

March 5: Monday - The wind continued very strong all night, the photo below shows our movements gyrating around the buoy in the wind, from arrival the yellow line on the right, looking for the buoy and then the concentrated yellow lines in the middle until mid morning. In the morning it was S at 15-20 knots, we decided to leave, not another day sitting in the same place. We departed at 7:30am still very windy with chop wind waves. As the morning advanced the wind dropped to 10-15 knots from the NW, we had full main and headsail. Tamar River and Launceston here we come!



Boat movement recorded on “Anchor Watch” Trip – Seal Island to Tamar river

Jack’s blog entry: From Prime Seal Island we came south west parallel to Flinders Island and late at night on Monday 5th we came up the Tamar River. Yesterday and today have been truly beautiful. The river is wide and very tidal. The bird life is quite magnificent and the next 2 days will be dedicated to birding; we will float up the River Tamar towards the town of Launceston and will use the dingy to get close to the reeds and marshes. As mentioned we saw many cargo ships during the night in Bass Strait, we had a AIS radio transmitter now required on all large cargo and fishing boats, indicating their position and direction which is displayed on our chartplotter relative to our position and course. This was a great assistance in identification of where the ships were, their speed and in which direction they were travelling. More important the AIS enabled us to keep well clear of them.

Unfortunately, it was another day of “motor-assisted sailing”, the wind was from the NW below 5-10 knots. We tried a number of times to sail but the wind rose and then dropped, the trip took 10 hours, we were in view of the northern coastline of Tasmania, we also past a number of islands. It was a long day.

We arrived to the entrance to the **Tamar River** at sunset, there was a maze of red and green navigational lights, at times confusing, plus we had a strong in-coming tidal current. At the river entrance the mouth is 3nm wide, it is a huge river, with 40nm of navigable water all the way up to the city of Launceston, with a 3-4 meter rise and fall in the tide and river current of 4 knots at full tidal stream. Caution is always needed.

We motored 5nm inside river to the 3rd oldest settled town in Australia – **George Town**, we tied up at a berth in the marina on the southern side of the bay (old and not recommended) for the night, it was very quite we slept well very different from the previous two nights at **Main Seal Island**.

We were low on fuel but sufficient to continue the next day. **George Town** was named for [King George III](#) and was first settled in 1804, we did not go into the town but apparently there are a lot of very old and nice buildings.

Jack’s blog entry: On Monday night when we reached the Tamar River on the north coast of Tasmania. Very beautiful here and we are recovering well... Recovering from what? A lack of wind, far too much wind, minimal wind – you name it. Everything except “just the right strength of wind coming from the right direction”! This is entirely normal in sailing, I am assured.



Entrance to Tamar River

March 6: Tuesday – In the morning we motored further up-river to **Beauty Point** and to a marina berth at the **Tamar Yacht Club** (very nice marina and facilities, club was founded in 1878). We had hot showers and went to local Pub for lunch. The Pub manager lent us his car so we could go to fill our containers with fuel – very friendly, Jack could not believe when I returned to our table with keys to a car – no papers, only good Ozzie friendship. Jack drove there and back.

***Jack's blog entry:** today was for boat cleaning, clothes washing, shaving off of my beard and now I write this sat on the deck of Anakena with G&T at hand. Not a cloud in the sky and sunset in an hour.*



Tamar Yacht Club



March 7: Wednesday – Day at **Tamar Yacht Club** & shopping in **Beaconsfield**. We thumbed a lift with a very friendly man (the local school bus driver in his car) who drove us into town and then we met latter to take us back with our shopping, excellent! This small town was famous for its Gold Mine, and when I was 18 years old I lived here, working for Allstate mining company for 3 months, looking for gold, it was incredible to see the place again, even had coffee in the same restaurant which had changed owners but still very much the same. In the afternoon we took the local bus into Launceston, walked around the city center – very nice and old looking.

***Jack's blog entry:** Today has involved food shopping (we hitch-hiked both ways to & from Beaconsfield and the same delightful man, with cigarette between his lips & driving a battered old Datsun gave us a lift each way!)*

Last night we took the bus into Launceston and had dinner with Alvero Asqui (Chilean), his wife Saskia(Dutch) and their daughter Carolina at their house, both are old friends from Chile, now living in Tasmania. They invited two other Chileans, Stella and Bruce Irwin (brother and sister), and it turned out that they both knew many of our friends back in Chile. It was excellent having a home cooked meal. Later Alvero drove us back to the boat 40klm distant, very appreciated.



Tamar River



Alvero & Saskia

March 8: Thursday – To return to **Flinders Island** we needed a westerly wind, but today there was a strong northerly wind (which we needed on the way down!!!), so to occupy ourselves for a day we left the Yacht Club and motored up stream 8nm as far as the Batman Bridge, had lunch in a lovely bay. We went in the inflatable for bird watching, Jack took hundreds of photos, which highlighted in stalking up on a flock of Black Swans. We then returned to **Georgetown Marina** for the night ready for a quick exit the next morning. When traveling on this river must wait until the tide is going in your direction as the current can go at 4-5 knots – luckily in the morning there was an incoming tide and after 6pm an outgoing tide. We were very amused to read the various accounts of who was Batman – Mr. Google writes that he was a nice man others say he was terrible – as one account says he apparently was “very active” in slaughtering many Aborigines on his properties and abused many women, but also a hero because he was the so-called founder of Melbourne.

On route up the river we passed many vineyards as this is the prime location for Tasmanian White wine (sold very expensive in the local shops) we tried one from Brown Brothers which was a delightful change from our normal “Box” Wine.





Batman Bridge across Tamar River



Black Swans



Yellow line shows our track up the Tamar River

Jack's blog entry: After two days and two nights in the very beautiful Tamar River and visiting the town of Launceston, we spent last night again at the public wharf at George Town. We messed up our entry a bit due to poor communication and errors by the helmsman - me!

The main business on the Tamar River seems to be wood chips (we saw 3 big plants) and mining. Phillip worked for the mining company in Beaconsfield for a few months when he was 18. It is now closed but Phillip says this has nothing to do with the work he performed!! He had to roam the "jungle" looking for samples and checking old mines for gold.

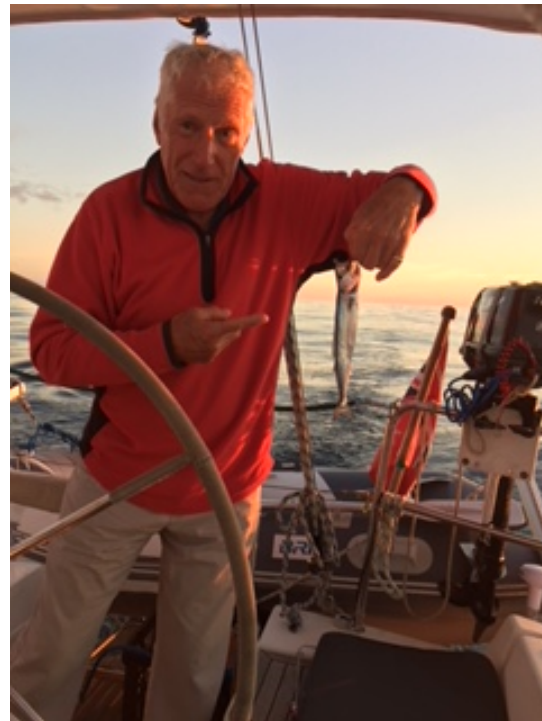
Highlight of my day yesterday was find a "family" of Black Swans. We got fairly close and I was able to take some great photographs. Highlight of Phillip's day - my poached salmon for supper!!! (it was good).

March 9: Friday – Our track today was sailing from **George Town**, leaving the **Tamar River** and then onto **Flinders Island**, a distance of 80nm =16 hours, possibly we could have to motor all way = 32lbs. fuel. We need to calculate as we had 250nm to Eden, so fuel needed to be used cautiously.

We departed **George Town** at 7am, motored out of river with outgoing current, we made a direct line to **Peacock Bay** at **Main Seal Island** (this is same place as where anchored on the way down, we knew there was to be a strong NW wind to arrive during the night which would make the anchorage open to the wind, but we also knew there was a strong visitors anchorage buoy which would make it safe). During the day we had SW wind (good) which enabled us to sail well. In the afternoon we had NW light wind (bad). Then last 2 hours with no wind.

On route we were joined by many dolphins swimming next to and in the bow wave of the boat, Jack caught one fish (to small to eat – returned to ocean!) and one Mutton Bird (unfortunately) which was quickly released and happily flew away with a very sore beak.

We arrived to **Prime Seal Island** (in the dark) at 9:45pm and luckily we knew the location of the visitor's mooring but it was still difficult to find the mooring in the dark, plus there was starting the NW wind blowing direct onto us, it was going to be a very rocky night caused by the wind waves and wind in the rigging – again 4 mooring lines for security.



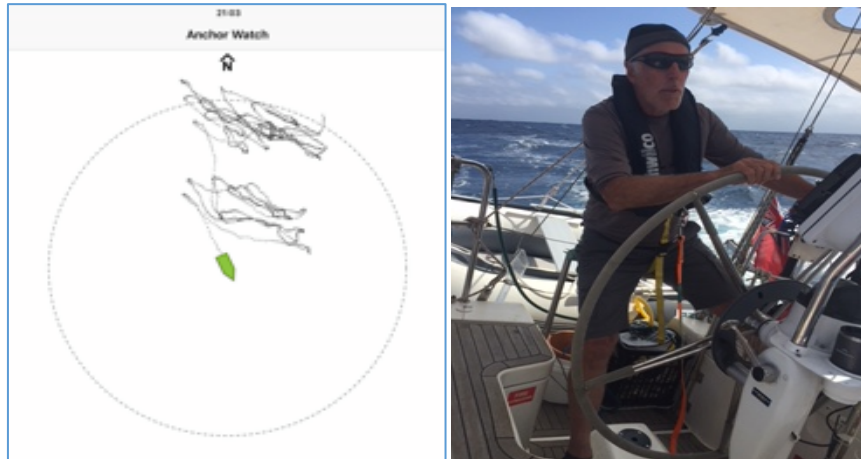
Jack catching a Mutton Bird on our fishing line – not intentional

March 10: Saturday – In the morning there continued the 20 knot NW wind, some campers were next to the farmhouse/shack, they had arrived by kayak. We had breakfast and left at 10am to cross over to Settlement Point 7.5nm distant, progress was slow direct into wind gusting to 22 knots – bang, bang over the small wind waves.

At 12 noon we hooked onto the visitor's mooring in 2-3 m depth in front of the boat ramp at **Settlement Point**, there were many waves caused by the 18 knots of wind coming across the bay. It was too windy to go ashore, specially with wind blowing us onto a lee shore, we had a beer and lunch. Some history: - In 1833, the last members of the Tasmanian Aboriginal population some 160 people went into exile in **Settlement Point** (Aboriginal name, Wybalenna = blackman's house) hoping to protect themselves from the abuse of the white man (including Mr. Batman) who had already killed most of them living in Tasmania, then in the following years most of them died from disease.

At 3 pm we left heading for a more protected anchorage for night, 8nm north at **Royan Bay**. The NW wind was strong at +20knts, we had a great 2 hours sail reaching at a speed of 8-9 knots across the bay, Jack at the helm, smiling with the thrill of the wind.

Royan Bay “supposedly” is protected from NW winds, this was not correct, it was still very windy, there were 4 other yachts doing the same as us waiting out the night before crossing the Straights. Our anchor did not dig into the sand as there was a lot of weed on the bottom, we dropped and raised 4 times, finally I attached to the anchor rode two lengths of chain, 50 meters in total, and then 30m of rope (scope of 8 times) at about 11 pm the anchor finally dug-in, we both spent the night watching the “Anchor Watch” app. on my iPad to check if again we were drifting – see photo below taken from the AIS screen, you can see how we were going left to right as the wind blew, then a jump to another position and again going left to right, finally the green shows we were drifting again. The night was not restful as we were always ready to jump quickly to again reset anchor, amazing how you can sleep with one eye open! But we were both tired in the morning which was not ideal.



Jack with some “Alone time” at the start of our crossing

March 11: Sunday – Next was the long trip – **Flinders Island** to Eden a distance of 161nm to the other side of the Straights and then another 50nm to Eden. The crossing should take 24 to 28 hours, over night, non-stop, my considering the forecasted winds.

The forecast for Sunday, during the day was for 10-15 knot W winds, then in the evening increasing W winds to 25 – 30 knots, with gusts up to 35 knots. These would be manageable, together we have sailed these winds before, but we did know this time we were in for a tough overnight sail in heavy weather. The decision was leave now or wait 3-4 days until the next W winds, also the forecast for sailing up the coast from Eden to Sydney was only for 3-4 days of favorable winds.



Sunrise Royan Bay

We departed on our long voyage 400nm north back to Sydney at 8am just after sunrise. Lifting the anchor was difficult as it came with an enormous bundle of weed. We sailed out of the bay with light NW wind with motor and sail. In the morning we kept at 7 knots with the flat seas, as our aim was to go quickly to have many miles before the strong winds and waves in the evening. As the morning progressed the winds, as forecasted, increased and turned to W, we were soon with motor off, we were sailing well at 6-8 knots.

It is always great to see the albatrosses skimming with one tip just above the water, never touching. In Bass straight we saw many flocks of Mutton Birds (or Short Tailed Shearwaters). According to Mr. Google for *Mutton Birds*, *there is an estimated global population of 23 million birds. They breed on islands off southern Australia, mainly in Bass Strait and around Tasmania, they are the most abundant seabird species in Australian waters, they weigh around 600 grams in weight, with a metre-long wingspan, they migrate each year flying a 16,000 kilometer trip to the northern hemisphere. The Tasmanian Aboriginal people have hunted and eaten mutton birds for more than 10,000 years, they still have licenses to hunt them, they are still popular to eat. Here is a recipe, the red meat is very tasteful for those interested, one Google recipe for cooking Mutton Birds: - "take 8 Skinned Mutton Birds (meat stripped of fat), 1 Jar of home made tomato relish (made with tomato, onion, salt, curry powder, mustard and heaps of sugar), 2 sliced onions, ¼ cup of Worcester sauce and 1 cup of water. Preheat at 160°C for about 15 mins. Put mutton birds in baking or casserole dish. Spread onion over the top of the birds. Mix homemade relish, Worcester sauce and water together and pour over birds. Put in oven bake on 160C for 90 mins."*



Mutton Birds (Short Tail Shearwaters)

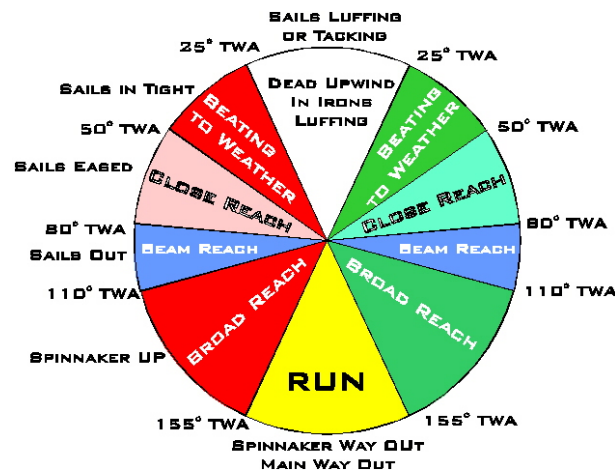


Albatross

With the wind coming from behind to ease the steering, we reefed the main sail as the wind increased, first one reef at 15 knots of wind, then the second at 20 knots and finally no main sail at 25 knots. Above 25 knots our only sail in was the head sail which we also rolled in as the wind increased, the aim was to keep the boat at below 6 knots in the stronger winds. For safety if the winds got over 35 knots I prepared a Drogue (50m of rope with another bigger heavy rope at end and then 5m of chain) to tow behind with the aim to slow down, if needed during the night. I had never done this before so it was a learning experience, also we closed up all the cabin, stored everything that could move

below, put on our full wet weather gear, and we were both tethered-on with lifejackets.

During the afternoon the boat was flying through the water and surfing down the larger waves. We each took turns steering. By 12 mid-night the West wind was gusting to over 30 knots and the waves were 1.5 - 2m high at least we all were going in the same direction. Once the wind exceeds 30 knots with the swell rising occasionally above 2m it starts to get nasty and difficult to keep the boat at a safe speed.



Our course was 155° – between an RUN and Broad Reach

The challenge was steering the boat in the port quarter, between a “Broad Reach” and a “Run”, at 145°-160° off-the-wind, and in the bigger waves not to be pushed up less than 140° off-the-wind to prevent being rolled over by a larger wave. (in the above diagram with our wind strength and waves, obviously we did not have a Spinnaker up!!) The West wind direction was constant which did partly compensate to the unruly waves. In reality, the waves were OK, early in the evening, they were well apart and not steep, caused by deeper water (100-150m) as exists in the middle of the Straight. This was to change during the early morning as we returned to the shallow water (50-75m deep) closer to the mainland where the wave height did increase, and the waves became steeper, possible also caused by an adverse current E to W.

The boat performed very well in these rough waves/windy conditions. It is a tough able-to-go-any-where boat. The rules for heavy weather sailing: “Reduce sail. Slow down. Use the sails only give you the power to steer and control your boat in the waves. Run before the storm with the stern toward the waves, perhaps towing a drogue to slow the boat and the boat must be manually steered non-stop!” As mentioned, we only had 20% of the head sail open to keep the bow into the wind, the main-sail was fully down and tried up. I resisted putting out the Drogue as it takes a lot to steer a boat in this way and also it is almost impossible to haul back onto the boat.

Jack’s blog entry: *On the morning of Sunday 11th we started our journey back across Bass Strait, which had been so flat and tame when we came South we had to motor all the way. Today we set off north with confidence and a forecast of “fair winds and moderate waves”. The day started extremely well. Good breeze and full sails hoisted. 24 hours later everything had changed and we only had a small, almost bikini sized front (head) sail flying but still we were moving at 6 knots (no motor) and the waves were 3 metres high – both wind and waves coming from behind us (stern). It was frightening and the night was long, very long; 11 hours of slipping and sliding all over the place and being able to see – nothing!! Dawn brought new hope but then the winds picked up even more and the waves grew higher (twice waves came over us) but we carried on – there was no Plan B!! It should be said that the yacht, Anakena, behaved extremely well and the crew is pretty damned pleased with itself!*

March 12: Monday – During the early hours of the morning (3-6am) the wind continued at the same strength averaging 30 knots and gusts up to 35 knots, which were manageable, but the wave height increased, the wave fronts were steep possibly this indicated that there was a current working against us. This made the steering a constant challenge as each wave has tremendous power to push the boat around. It was like we were constantly jumping on a trampoline, bouncing all over the place. We were helped by the full moon which illuminated the sky and the white water.

We had the AIS on which informed them of us of approaching cargo ships but on this night we did not encounter any.

As the night advanced, you could hear behind a few waves starting to break, with a noise similar to the roar of a big truck coming from behind and when you look you see just a wall of tumbling white water, representing thousands of tons of tumbling water passing by. According to the chartplotter record, during the night we averaged about 5 knots and had one moment about 3am, we were moving at +11 knots, which must have been surfing down a big wave ...oh my God, this is far too-fast = possible danger of either being “pitch-poled-nose-diving” into the wave trough, or being “popped” when a breaking wave fills the cockpit with water. Our boat speed was coming from the windage created by the boat hull, Bimbi, dodger and mast.

We had the helmsman ALWAYS secured with a safety harness so not to tumble or be washed overboard. To physically steer the boat in these difficult conditions which takes concentration to predict the boat's movement with each passing “*up-over-the-top of the wave crest-then-back-down-into-the-trough*” over and over, this requires physical energy turning the wheel back and forwards - quickly 2-3-4 times per minute combined with bracing your body not to fall over. The aim when steering is to anticipate the movement of the boat as soon as it starts to change direction, and to avoid making big changes to the steering to keep it away from the curl of a wave as this could quickly “broach- roll over sideways”.

We were in a tough situation with only two crew, a third person would have helped share the work load, every danger apparent in the day doubles in intensity at night. The “experts” say: “*in a storm the boat is sturdier than the crew*”. We both like steering in rough weather it makes you really feel you are alive – physically and mentally you are at real survival mode. Jack is good in rough windy weather (he sings to himself!) he was a pillar of strength, he did his 2 hours and then said he wanted to continue which resulted in 4 hours with no break, a time he will long remember with many dinner time stories. Frankly, as Skipper, I was really nervous (mentally going through all possible scenarios) resulting in nausea (yes even the toughest sailors can be sea-sick in rough weather – I should not have sat inside the closed up cabin at the end of my last watch).

At about 6am, we had a one big cross breaking wave, a “*Greybeard*” as the old sailors called them, with white water coming in over the stern, the boat rolled to 45°-50° some water filled the cockpit. Fortunately, the boat quickly righted itself (preparing for the next wave) and the water drained quickly from the cockpit. Jack was all wet, still standing, shaken, but still holding onto the wheel. In these situations, the boat is designed to round up and then turn back to its original direction as the power of the wave passes. I quickly jumped out of the cabin to see what had happened - my relief was to see Jack still standing behind the wheel. Following this I took over the steering and Jack went down for a long and restful sleep whilst I steered through the morning. Anakana once again proved she is a go-anywhere-boat, there was no physical damage, and we as its masters were now tougher and wiser.

As the dawn came you could see the faint outline of the Australian mainland still about 30nm distant, and “thankfully” the wind and steep waves started to diminish. We had sailed from Flinders Island 161nm in 24 hours we still had 50nm (about 10 hours against the current), remaining to arrive into Eden. We had passed through the storm.

Jack re-appeared with two big bowls of muesli with fruit plus hot tea at 11am (our standard breakfast when at sea), which we both enjoyed in the cockpit talking and smiling (now) about our experiences the night before. The wind was dropping the waves flattening and our nerves were returning to normal. We passed **Gabo Island** at 1pm with full foresail and mainsail and then when passing **Green Cape** at 4pm with no wind and a flat sea. We had sails and motor going at 7 knots, we just wanted to finish this leg of the trip.

We arrived **Twofold Bay**, and **Snug Cove Eden** at about 8pm (in the dark as usual). We picked up a vacant morning in the Bay and both ate and then slept. The photo taken from the satellite tracker which shows our route down and back to Tasmania, and a stock photo image of stormy ocean waves (as possibly seen by us during the night).



Tracker route Eden–Tasmania-Eden



The wild sea

Jack's blog entry: *A very small and motley crew we made when we pulled into Eden (sounds so romantic!) very late on Monday evening – safe but not as sound as we would like to have been... Hugs were in order.*

In hindsight: Strong winds are always accompanied by heavy seas, we should have been more prepared (discussed previously all possible scenarios) to deal with turbulent waves, especially considering we were crossing the notorious Bass Strait at night with +30 knot winds. We experienced the worst waves exactly 50nm south of Gabo Island where many sailors have previously encountered turbulent seas when the South flowing East Coast current meets with the East flowing current coming across Bass Strait. Steering the boat with the wind and waves coming from behind was the challenge. The big danger was if one of us had an accident then we would have been in a crisis with only 2 crew. We should have rigorously kept to our 2 hour watches with no double shifts as this is when tiredness comes and physical accidents can happen. The boat performed well in the conditions.

March 13: Tuesday – In Eden, in the morning we moved across to Visitor's Wharf, paid our \$20 port landing fee for one night, we had a BIG breakfast again in our Wharf Restaurant (see photo), showers, tidy up boat, shopping. We bought some local fish and raw prawns from the fish shop in the port, which Jack cooked into a lovely dinner in the evening – a master chef in a tiny kitchen.

Jack's blog entry: *Tuesday (13th) we had a much needed rest day in Eden which involved showers and shaves and other pleasures not easy to have on a 37-foot yacht! Also a massive breakfast at the local restaurant. We realized we had not eaten a meal for 36 hours!*



Breakfast – again in Eden



Eden Visitor's Wharf – second visit



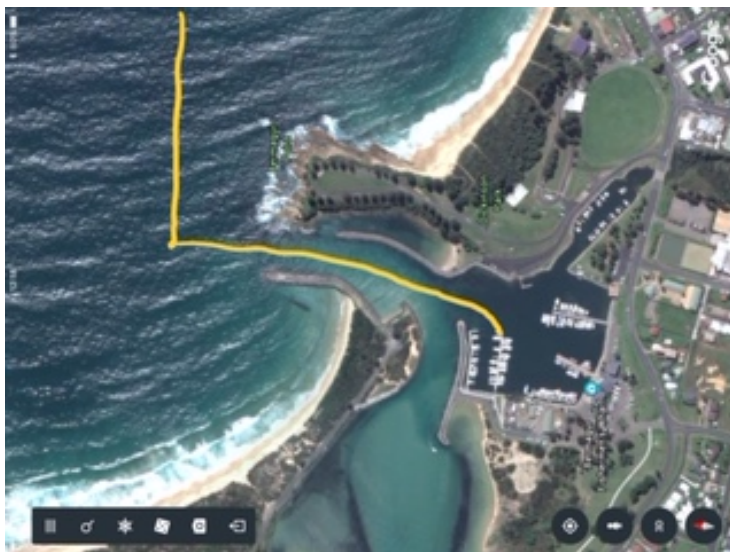
Dinner - Fish and Prawns

March 14: Wednesday – We departed Eden at 6:40am planned destination **Batemans Bay**, we motored in the morning which was the calm before, as forecasted, the wind increase blowing from the north. By midday we were beating head into 25knot N-NE wind and choppy waves, very slow and uncomfortable – “*Gentlemen do not sail into wind*” was definitely forgotten, it was with the bow going BANG, BANG and BANG into the oncoming wind and waves, we had sails and motor to help push us through the oncoming waves!

***Jack's blog entry:** We had the simple plan of sailing (motoring actually) North to Bateman's Bay and the journey began at 7 a.m. In the morning Phillip was sitting at the helm with the auto pilot on and we both read our books. This all changed when, once again, the wind suddenly picked up and the waves grew in size only this time they were breaking over the bow and sometimes over the entire yacht! We decide on Bermagui instead of Bateman's because we simply could go no further and it was “dark and dangerous”. Tension grew as I was steering. Orders we to be followed exactly... A very tricky access to the harbour through a narrow cannal with breakers all around. We made it and Gs&T were again (!!!) served in celebration!! Bermagui is a major Centre for deep sea and sport fishing- Marlin. We, however, have yet to catch anything serious; nothing to boast about.*

After a lot of radio contact with Eden Marine Rescue Radio Station, they assured us we could enter **Bermagui Harbour** even considering the strong NE winds. This was a port only 30nm distant. Fortunately, during the late afternoon, the wind gradually decreased to less than 10knots and the waves flattened. We arrived at the port entrance at 6:30 just on sunset with no wind and an almost flat sea.

The **Bermagui Harbour** entrance channel (really a river entrance) is very only 30 meters wide with rocks on one side, so Jack steering needed considerable care to keep in the middle of the channel, then to follow the channel markers and listen to my too many instructions (!!!). We tied up to the end of the floating marina just inside the harbour entrance. There were many private game fishing boats present as it was the prime time for catching Marlin, one boat crew was cleaning a huge fish (Marlin) for over an hour.



March 15: Thursday - I called a taxi at 6:30am to take to and back to petrol station to fill 4 fuel containers. The driver was called Andy, a great talker plus he even carried 2 containers along marina to boat. He explained that this year was the best in 20 years for catching Blue Marlin, 80% are catch and release, but if it is your first ever you can keep to make a trophy.

We Left Bermagui Harbour at 7:30am on high tide with no problem exiting the channel, destination **Jervis Bay** a distance of 78nm. The wind was from the SW, we enjoyed a very good day of fast sailing with the wind over the stern. In the afternoon the wind dropped, so the final approach into **Jervis Bay** was with motor and sails crossing over a very choppy sea.



Marina at Bermagui



Planning the route on the chartplotter

Jack's blog entry: We left Bermagui and had a fantastic day of real sailing when both the wind and the waves were near perfect. It was thrilling. We both decided this was the day of sailing you always hope for. Boat well over in the water, wind pushing hard from just off the stern. This went on for 12 hours and then it got dark and, once again, the wind and waves increased and we had a very tense 5 hours pushing for Jervis Bay, arriving there at 1 a.m. Yes, 17 hours of wind and waves and bodies working and straining. A rescue helicopter spent rather too long circling around us – perhaps they new something we did not. Yes, it was a tense and long day of sailing and a difficult entry into the bay and arrive to the mooring buoy. However, Gs&T at 1 a.m. followed by a cooked supper and a short sleep helped but not enough as needed to start off again at 7 a.m. OMG!!

On route, a pod of 25 dolphins appeared. They repeatedly swam in unison the entire length of Anakena first on the port side then a hard 90° turn at the bow to swim on the starboard side. They repeated this strange maneuver time and time again, surfing the bow wave, tails flipping, playing tag, swimming around, under the boat and each other, going off a hundred yards, then turning back charging in again. Sometimes they turn on their sides, looking up at us with one eye or swim with their white bellies facing upwards. Today Jack recognized one dolphin with a chewed-up dorsal fin who had been with us a few hours before. He talks with them to feel a real sense of belonging and friendship between man and animal, both air breathers enjoying being at sea. Usually they are gone in 15 to 20 minutes, off to play somewhere else.



Jack with Dolphins



Approaching Jervis Bay

We arrived to **Jervis Bay** at 11:20pm, Again very difficult coming into the harbour with only the lighthouse on the northern shore and BLACK water and BLACK sky, with navigation only by chart plotter and crossing fingers, a little bit nervy!!!!

It is incredible the power of lighthouse at night, first you see from 30 nm distant the faint 15-30 second pulsating glow of the light, this confirms the direction and distance. Slowly the light comes closer and closer. Finally, you enter the bay with the lighthouse indicating the safe passage into the bay.

We tied up to the same visitor's mooring we had used previously at the "Hole in the Wall" again with difficulty in finding the buoy in the dark. There was one other yacht also there on another buoy, so this did help.

The sailing distance for the day was 84nm in 16 hours at 5:25 knots SOG (the was a 2 knot current against us coming down the coast was against us all the way) but we had a fantastic sail for a time with 20 knots southerly from behind, great surfing the waves - 7 to 8 knots recorded top speed over water was 9 knots.



Helicopter to the rescue



March 16: Friday - In the morning there was no time to relax and sleep – we had only one more night before arriving to Sydney! We left early, again with a S wind, more surfing and fast sailing, however as the day advanced the wind went to the E and then to the NE, but not strong. We motored most of the afternoon and evening. We just wanted to get home. Jack had two major “crashes” one in cockpit and second in cabin, more bruises, more painkillers – it is a challenge to get him home in one piece!

Sailing up the coast was very slow as we were going against the current. Our speed over water was good, but from this we need to subtract 2-3 knots of reverse current. When we were off **Port Hacking** (30nm south of Sydney) we were virtually with no SOG but the boat was moving across water at 6 knots. We were in strong whirlpool of current. To escape we put the motor at 3,000 revs (full), soon we were again making a good northerly progress.

The sight of the lights coming from **Macquarie Lighthouse** and then the **South Head Lighthouse** were very welcoming, and then entering **Sydney Harbour** was a feeling well to remember – we had sailed south to Tasmania and returned.

We arrived Fairlight, Anakena's home mooring at 1am – we opened a bottle of champagne and quickly drank it all – celebrating we were back home again after 2,250klm of sailing. We went to bed at 3pm

***Jack's blog entry:** We were up and away at 7a.m. for our last day of sailing and then suffered the indignity of having no wind. Now this was ghastly because we had had such power and drama the day before and then we finish with a such a whimper. It took us 18.5 hours of motor-sailing and straight motoring to get back to Sydney (what a glorious place!) and we tied up at the Manly Boat Shed at 1:30 a.m. Yes, Champagne and White wine - no food just cheese and biscuits! We went to bed at 3 a.m. and slept through to 9:30.*

Our we pleased with ourselves? In some ways the answer is Yes. We faced seas and challenges we never expected and came through as a team. We struggled and shouted at times but (almost!) never lost our sense of humor. The return leg through Bass Strait was a true challenge and tough. We met interesting people and met our goals. We are in pain but will recover – Phillip will recover from living with me for 35 days!; Jack may recover!! Boats are designed.... so you bump into a “corner”, and therefore I bruise myself almost with every movement, I for one will need long specialist back massage for weeks to come in order to be able to walk normally again...!!

March 17: Saturday – Boat clean up day – Jack cleaned out the refrigerator but there was not much left, we packed our bags and went ashore, went to the apartment had a shower and dressed smartly as we had lunch with Jack's friends in **Manly**, great conversation and it also turned out that they knew my brother James and other of my old school friends, it is a small world. I sat to make a list of repairs and there was only one for the main halyard. To think that we sailed for +4 weeks with no other breakages was important, well at least to the skipper. The motor was time for a service with over 200 hours of use plus to check and change filters, but it was perfect.

The winds today were very strong from the NE, which if we had left out trip north one/two days, we would have had to stop in **Port Kembla**, **Wollongong** or **Port Hacking** (*all nice places*). So we were lucky to come the day before. These winds did cause a significant bush fire, on the coast, just north of Eden where many houses were destroyed. On Monday and until Friday there were strong Southerly winds at 30-40 knots and flooding rain all along the southern coast. We had picked - luckily - the only reasonable weather window to travel back up the coast.



Family dinner Saturday night – Manly

Jack's blog entry: *It's all over! We have made it!! 2,000 kms round trip. Bodies ache like never before and may never recover!! Was it worth it? Absolutely! Would I do it again? Have to think about that!! Tomorrow I fly back to Chile and Phillip stays on here for a week. We will really miss each other....!!*

March 18: Sunday- Jack and I slept in our apartment – really nice being again in a real bed which did not rock around. Jack returned to Chile today, he left at 9.30 on a shuttle bus to the airport.

I went to **Manly Beach** and just lay - exhausted – in the sun with Andrea and Lucia, Martin and Ignacia. I relaxed, my “sailing” responsibilities were over I had my first swim, even though being on the water for the last 35 days. Typical, sailors do not go swimming whilst sailing.



Phillip making sandcastles with Lucia – my form of recovery

Final reflections: it was a great trip, we sailed a lot, covered a lot of miles, in all types of weather. First and foremost, I need to thank Jack for coming all the way from Chile, to again come sailing with me. Without his participation the voyage would not have been possible, this I greatly, greatly appreciate. As with any couple living and working in confined quarters we had our ups and downs, we had at times communication issues but we soon forgot them and just went on sailing. Jack's sore back plagued him throughout the trip, he was brave to continue, but never complained. We both finished still as good friends – two men living on a small boat for 35 days.

Anakena performed very well during the trip in all weather conditions, it certainly is a go-anywhere boat. It was unfortunate the issue with the main-halyard, but everything else worked perfectly. The motor was excellent, all sails, refrigerator, all electronics, bathroom and kitchen, the new racks for fresh food enabled us to buy more and enjoy something fresh every day. The Auto-pilot needs adjusting so it does not disengage when under pressure, it will also help to lower the light intensity on its control panel plus calibrate its compass. AND we need a big spotlight for coming into bays, looking for moorings at night. The motor registered more than 200 hours on the trip which is now time for a

good oil change and servicing.

Next voyage:

Plan A: Anakena to sail south again, there is so much more to see in Tasmania. But next time with a crew of three and hopefully better "*weather windows*" and crew prepared to wait until the right weather window comes along, even if this requires 2-4 days hold-over in the same place. The idea would be sailing down over 4-6 weeks in November-December, leaving the boat in Hobart, then having a break and sail back north on February –March again over 4 weeks.

Plan B: Anakena to sail in the "GO EAST RALLY" www.downunderrally.com in May 2019 leaving from Southport (Brisbane) sailing to New Caledonia. Each year 30-40 boats sail together for 5-7 days, it is a Rally not a race so the ambience is to sail with others, have fun, before leaving, on the way and at the end. The benefit is then to sail around New Caledonia which has some of the best cruising waters in the world. In October is the return Rally "GO WEST RALLY" landing in Bundaberg, again a multitude of boats participate.

For both trips require a crew of 3 to 4, I am now looking for crew.

Before starting the next trip, the skipper and crew will need to agree on the following RULES before setting off:

1. The aim will be to have an enjoyable time sailing and all living together in a confined space.
2. We will only sail in winds less than a top of 30knots. If this requires waiting in a port for a reasonable weather window then this is part of the experience, and does not represent a delay in the "schedule".
3. For overnight passages will only be completed in mild weather or when there are 3 crew.
4. At all times on deck when at sea all crew are to wear lifejackets and tethered to a safety line.
5. For each crew is responsible for preparing their breakfast, making others tea and soup, Lunch and dinner planning, preparation and serving is to rotate between each Crew during the period of the trip – this we did on another boat and it make it a lot of fun.
6. Wine will be drunk only from boxes, no bottles unless in fine restaurants, and the use of plastic kept to a minimum. All garbage returned to shore.
7. The skipper will not shout or yell; instructions will be given clearly; difficult maneuvers discussed in advance; and he will always smile.

Cruising has two pleasures: -

One, is to sail out into the open sea, leaving from a sheltered harbour;

The second, is to sail into a sheltered harbour, coming inside from the open waters;

And both moments are enjoyable.

THE END

