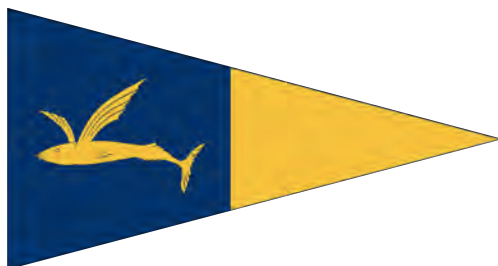




ANAKENA
SYDNEY 6550

Ocean
Cruising
Club



ANAKENA

Trip Report 2019

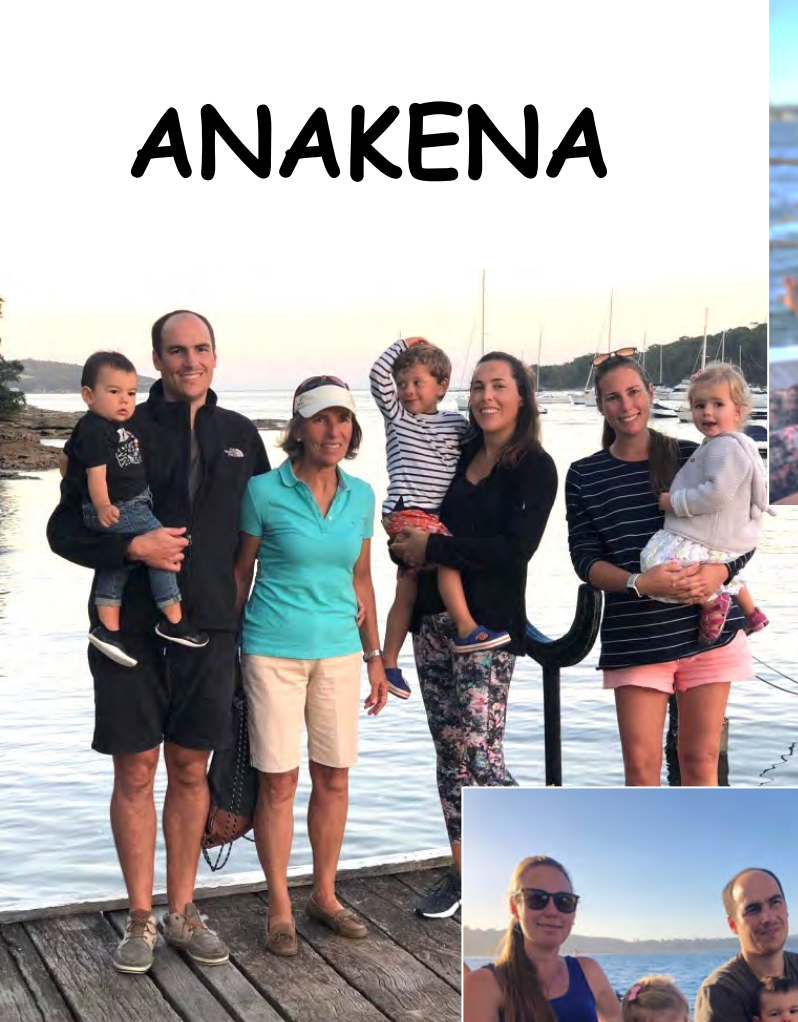
- **Sydney to Southport:** 4 days — Phillip H and Tilby Lidell, Sydney to Southport. Martin H, and John, Sydney To Coffs H.
- **The Down Under Rally:** 22 days – Phillip H., Andre Karemacher, and Frank Rijkers
- **At Coffs Harbour:** 12 days – Phillip H.

This trip was a dream come true in many senses. I was happy with the outcome: - living 38 days on Anakena; doing some great sailing; finally all the planning and getting-ready worked out; the trip north with Martin, John and Tilby was great; the time in Southport with Andre and Frank; the GO EAST Rally and all its learning and participants; the 6 days sailing covering +600nm (+1,200 klm) non-stop in the open blue ocean; and then my time in Coffs Harbour. Each stage was memorable, accomplished with satisfaction and safety.

ANAKENA

Family Sailing Day, in Sydney before our departure:

The 10 person crew : - Blanca, Antonia, Daniel , Andrea, Ignacia, Martin and Max, Beltran Lucia and Baltazar. Wow it was great to have everyone on board.



We motored down Harbour to Rose Bay and back.

The kids enjoyed looking at the ferries, other boats.

There were many young captains each eager to take turns at the wheel.



Boat Preparations:

- Check list – long and never ending!!
- Shopping lists – food, drinks, etc.
- Painting on Boat names and numbers
- New antifouling
- Re-sewing the Canvas for the Bimbi
- Inflating and checking each lifejacket



The preparations were many, specially obtaining all the certificates:

- Australian Boat Registration, Insurance for boat and crew, Rigging Inspection,
- CAT 3 Yachting Australia Safety Certificate, First Aid Certificate, Charts, Flags, etc. etc.
- All this was in addition to having the motor serviced, new alternator, oil filters etc.
- Finally there was the checking of everything else on the boat – electrical, water,
- Sails, anchors, repairing toilet and cleaning holding tanks.
- Restocking the basic food and bottle water supplies.
- More medicine in the First Aid Box

All this was in one week before leaving Sydney!!!! What turned into a benefit was the additional days in Southport where any un-done items were repaired or changed. The big job completed , helped by Andre and Frank , was installing the Idrium Satellite telephone antenna.



Sailing Sydney to Southport, with an overnight stop in Coffs Harbour

Thursday, 25 April: we started our +250nm trip at 7:00pm in the dark from Manly Boatshed, Martin, John and Tilley (a new crew member). We motored for most of the first night against a 11knts NE wind and 2knot south current with only 4.8knts SOG boat speed, it was slow!

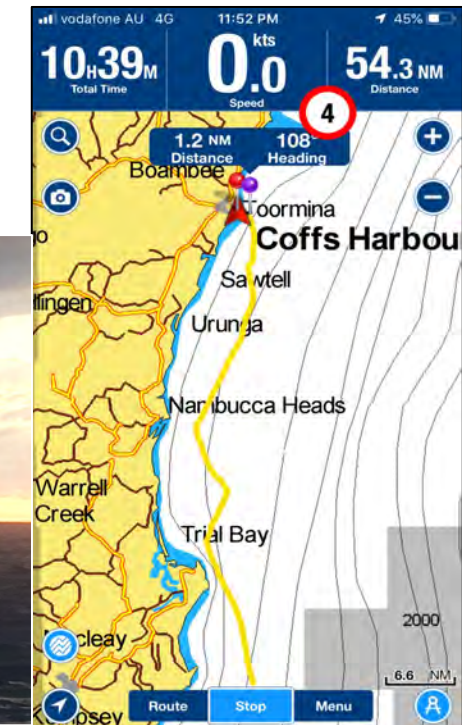
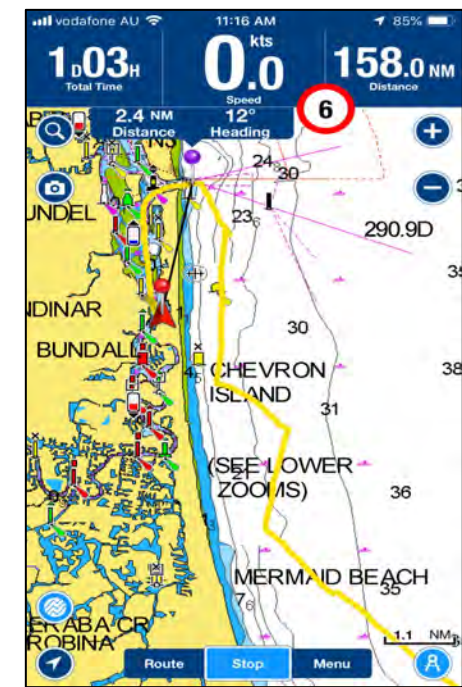
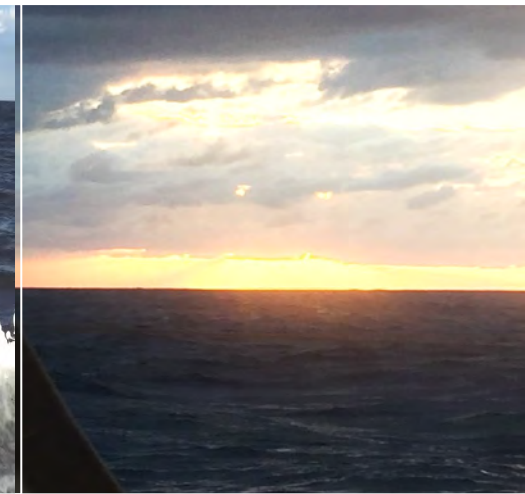
Friday, 26th April, at midday came a very strong southerly +25 knots bringing big waves, we were sailing with no main and small jib, boat was still going too fast 7-9kots, overnight to slow down we put out a drogue off Port Macquarie, it worked with boat speed down to 2-3 knots and we were handing the waves well.

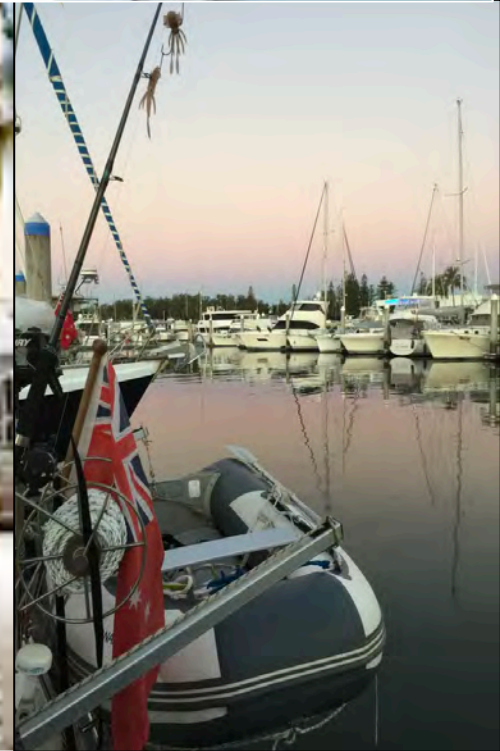
Saturday, 27th April the winds dropped to +15kots in the early morning so we pulled in the drogue and sailed fast with the abating southerly wind. We arrived into Coffs at 17:00, Martin immediately returned to Sydney.

Sunday, 28th April John left early returning to Sydney. Tilley and I departed Coffs at 6am, with no wind so motored most of day and early evening. We both took watches overnight both sleeping in cockpit. Tilley was a really good sailor always keen to keep boat going.

Monday, 29th April early morning came a 25knot southerly wind, we were going at 8-9knots SOG sailing past Tweed Heads and Gold Coast, we arrived Southport at midday. It was a great morning sail.

Tuesday, 30th April, Wednesday 1st May, Thursday 2nd May – were rest days in Southport
Friday 3rd May – Andre and Frank arrived in Southport. We were now a team of 3.





Early morning swimming and coffee at Main Beach Southport

Whilst in Southport, each morning we walked 200 meters from the Yacht Club to Main Beach for a surf and coffee. On morning Andre was heavily dumped in the surf, head first into the sand resulting in a big graze to his head. Coffee and muffins were bought at the PAVILION Surf Club, and then we walked back to sit under the lifeguard tower – 3 old men giving their opinion on the surf, and styles of the board riders.

The Yacht Club was very welcoming to the Rally participants, the restaurant was always a good place to eat, the bathrooms were very nice and the marina with a lot of lovely boats to look at and evaluate.

Andre and Frank did a great job in provisioning the boat with food and drinks, various trips to supermarket. The menu planning was by Andre and many times his cooking ensured we never went hungry. His most famous plate was cooking Corned Beef for 3 hours, which tasted great and lasted a long time.

One morning on the beach a Swedish couple arrived, stripped naked, and went for a swim which caused a problem for the lifeguards. Another time, walking back to the Club I spotted on the ground a \$100 note blowing through the grass, which I quickly grabbed, then Frank spotted another, and then we found another two – it was our lucky day with \$400! \$100 went on a nice dinner in the Yacht Club and Frank bought some lottery tickets (no wins).



Down Under Cruisers Rally GO EAST

GOLD COAST TO NEW CALEDONIA



GO EAST Rally 2019 – an Adventure

First, this was a bucket-list item to participate in an International Sailing Rally. I had been “observing” the Down Under Rally for some time, since we meet with them in Bundaberg/Burnett Heads in October 2016 and then some of their participants in Sydney latter in the year.

After emails with John Hembrow, the DUR Rally organizer, I registered Anakena in the Rally for the 700nm trip. This started a long process to prepare for the trip.

This was a do-able adventure for Anakena with 6-7 days of sailing to NC, then some relaxing cursing around the islands. I read up on the sailing and the places to go whilst there. With the normal 20-25knot trade winds this predicted that it would be a “relative easy sail”. We had tested Anakena with long trips North (2016) and South (2017) of Sydney. Everything worked, we knew it could sail in strong winds, rough seas, guided well by the autopilot and the motor could go for hours with low fuel consumption.

It took over 6 month to prepare, the Check Lists were long and many To-Do items to complete before leaving. But by departure day from Southport, all were complete.

The searching for crew was solved with Andre volunteering and immediately he was able to encourage Frank to come with us, both very good and experienced sailors. As a team of 3 we were complete.

In total there was 28 boats ready to depart form Southport on Friday 17th May, this included - 10 mono-hulls (Anakena was the smallest) , 17 Catamarans, one Trimaran and one (big) motorboat. In the fleet were two boats with 4 small children on each.

Vessel Name	Vessel Master Name	First Mate Name	Names of additional crew	Vessel Description mono catamaran other	Vessel LOA in metres
ALLIKAT II	John Wallace	Pamela Wallace	Allan Grant	45 ft Lightwave catamaran	13.7
ANAKENA	Phillip Hordern	Andres Karemacher	Margaretha Grant Frank Rijkers	Mono 37ft Hanse	11.25
BEAN CRUISIN	Steve Carew	Sharan Carew	Lindsay Trotter Jan Trotter	Catamaran	12
BRAVE	Owen Lewis	Kimberly Lewis	Zeffi Lewis age 11 Tim Laing (adult) Prea Lewis age 9 Chay Lewis age 8 Reef Lewis age 4	Catamaran	14
CATTITUDE 1	Graeme Krsanski	Jess Lange	Dan Mullah	Fountaine Pajot Venezia catamaran	12.1
ESCAPE II	Paul Waterston	Leah Waterston	N/A	Perry 43 Catamaran	13 metres
EUPHORIA 1	Mick Cubis	Jenny Cubis	N/A	Mono	12
HARLECH	John Lupton	John-Michael Lupton	William Lupton	Mono	13.7
JANDAMARRA	John Pool	Bez Martin	Paul Fitzgerald	Mono Beneteau 50	15
KALANI 1	Greg White	Denis Goldsworthy	Stephen White Peter Schydlo	Catamaran	11.9
KNOT AGAIN	Wayne Davies	Michele Brook	John Bregenhoj Jilly Large Mark Siebert	Catamaran	14.5
LA MER	Graham Hopgood	Robyn Hopgood	Neville Mock Owen Shaw Glenn Mew Lee-Anne Mew	Catamaran	13.1
LAYLAH II	Peter Robertson	Karen Robertson	Peter Newhouse	Mono Beneteau 43	13.26
LIBERTY III	Chris Doran	Kevin Doran	Joel Anthill	57 foot Halvorsen motor yacht	18
MIKA	John Kehoe	Gillian Chidgey	Peter LeBreton Barbara LeBreton	Trimaran	12.8
MINT	Troy Forrest	Annette Forrest	Tyson Forrest Shane Morgan	Catamaran	15m
NO REGRETS	Christopher Rose	Joanne Rose	Emma Rose Robert Allen Neil Pascoe	Catamaran - Seawind 1260	12.45
NOVAE	Peter Crookes	Deborah Cordukes	Jim Cormack	FPJ Salina Catamaran	14.3m
OUTNUMBERED	Mark Melvin	Leigh Melvin	Clem Cormack N/A	Mono sail	14.72
SANDY CHEEKS	Craig Symons	Robyn Symons	Marianne Ramaar Dana Robertson Anthony Russell	Sailing Catamaran	12.8
SASKIA	Carol Walsh	Patrick Walsh	Robyn Stewart Karen Stewart	Catamaran	12.6
SEADLER	Eckhard Platen	Cherie Needham	Peter Brown	Catamaran Seawind 1160 Lite	11.6
SONGLINES	John Hembrow	Leanne Hembrow	Darrin Carter Tammy Carter	Ocean 48.8 - Catamaran	15
SORTIE	Neil Williams	Jenni Mack	Hugh (Charlie) McColl Antoine Yersin Isabelle Yersin David Peile Robyn Peile	Bavaria 46 2006 mono	14.4
SPIRIT CHASER	Paul Crosbie	Leonie Crosbie	N/A	Mono	12.95
STERNA	Michael Anderson	Lyn Anderson	N/A	Mono	12.99
SUNRISE II	Russell Stephens	Margaret Hewetson	N/A	50 foot catamaran	15.4
SYMPATICO	Laurie Denton	Len Lavers	Colin Henderson Bruce Williams	MONO HULL - Beneteau Oceanis	17.75M
THREE LITTLE BIRDS 1	Mark Rolle	Vicki Woodrow	Kim Stuart Peter Combe	Lagoon 500 Catamaran	15.54
TOREA VI	Kristopher Fothergill	Shona Fothergill	Roger Hill (adult) Marion Hill (adult) Bella Fothergill - 9yo Finn Fothergill - 8yo Archie Fothergill - 6yo Pippi Fothergill - 4yo	Mono	15.54
TWO DOGS	Chris Petersen	John Dearness	Doug Gunn	Catamaran Leopard 44 (2015)	13.4
VIDA	Guy Hughes	Tamary Hughes	N/A	Mono Hull	15.22 m
WHISP	Robert Swift	Steve Cunningham	N/A	Catamaran	11

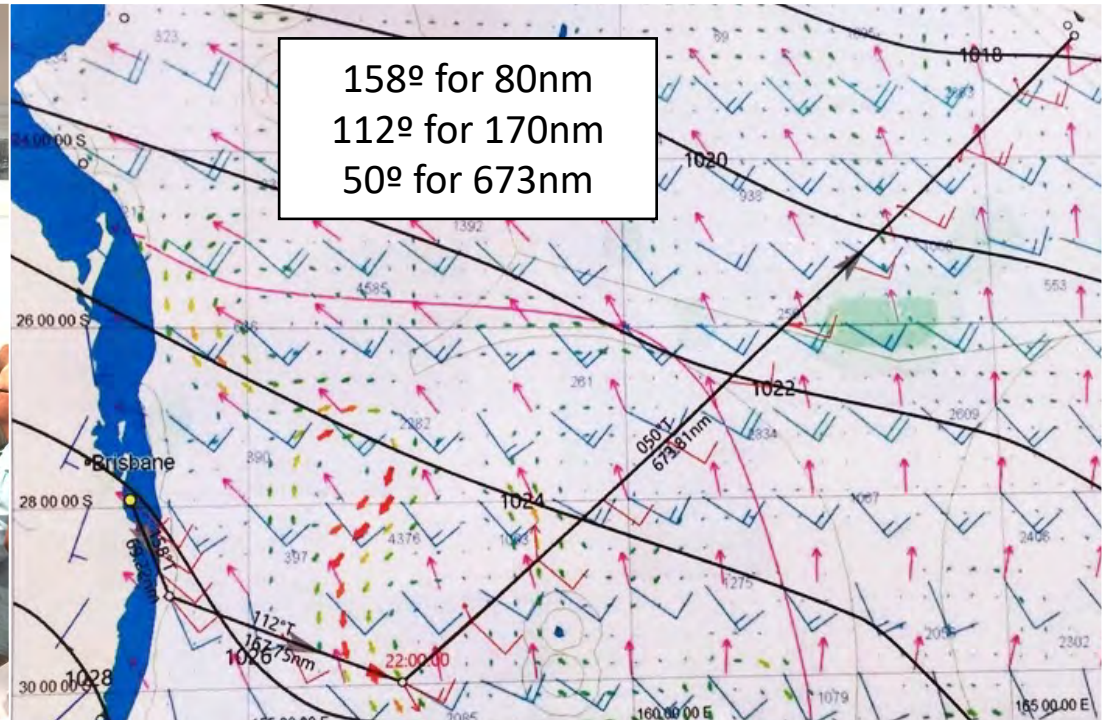
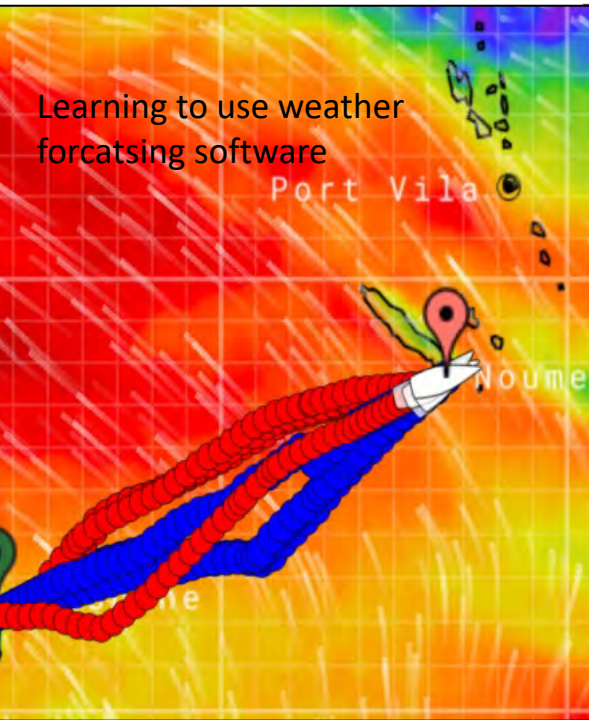
This is the list of Boats registered for the Rally, purple are the monohulls.

Below is a photo of a Rally briefing with Andre and Frank in front row.



Preparing for the Rally:

- We had various meetings with all crews and capitans, we had training sessions for Idrum GO satellite telephones, PredictWind for weather forecasting software which was very complicated to set up but once working and you learnt the procedure it became easier.
- John Hembrow was a really good rally organizer, you could tell he knew his stuff, and was an experienced sailor. He always was timid about issue relating to weather. John came to our boat for about 2 hours just to ensure our Idrum GO satellite and PredictWind was working.
- Unfortunately there was a severe topical storm over Solomon Islands on May 6th our departure date, first time in 10 years this had occurred in May this caused our 12 day delayed departure with considerable tension amongst all boats, we all just wanted to leave but this was a Rally, we needed to listen to the organizers as they were in contact with 2-3 expert sailing weather forecasters.
- This gave us all time to make sure our boats were ready, time to meet and talk with other crews, and time to enjoy Southport – the Beach, the neighbouring restaurants, and shops.
- Finally the weather map came in from MET-BOB (a weather routing expert in New Zealand) the map below shows his recommended course, SE for 2 days 191nm then turn NE for 684nm with an estimated 6 -7 sailing days . There would be no SE Trade winds, but a southerly wind for most of the trip, possible changing to a SE (which did occur). He predicted that it would be a difficult and bumpy sail with waves close together and 1.5-2m high - all the way!
- On Thursday 16th Boarder Force came to Yacht Club and all boats and crew were registered leaving Australia , we all departed the next morning,



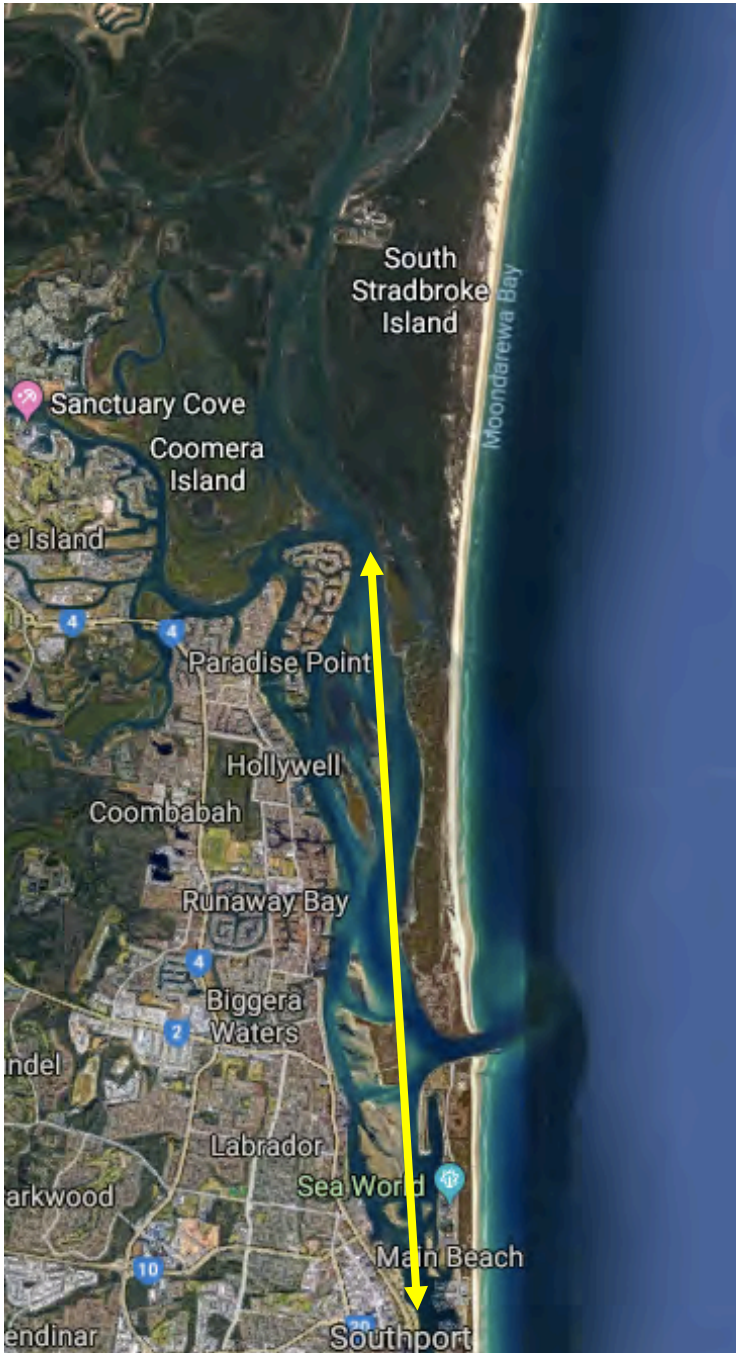
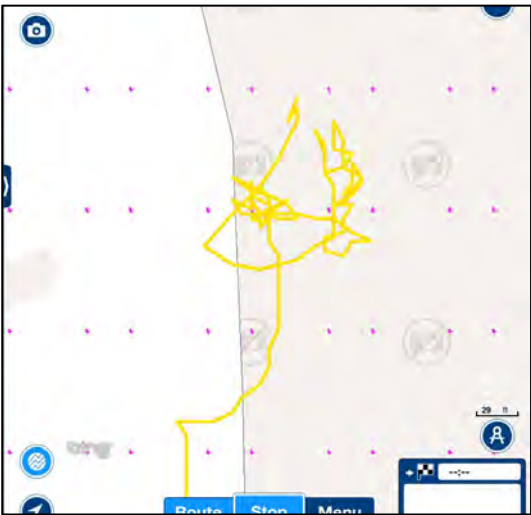
Our 12 days waiting for a weather window - in Southport:

Apart from the early beach in the morning, trips to the Supermarket, what else did we do to occupy our time waiting in Southport:

One day we went sailing out to sea and back, just so Andre and Frank were accustomed to working the boat, sailing and steering. There was a great wind 10-15 knots from the SE. Andre was previously crew on Anakena from Mollobah to Port Macquarie in 2016. Frank was a new crew for Anakena.

Another day we put up and down all the sails, including the storm sails, two Jenekers, (which we never used).

And another we decided to go up river inside South Stradbroke Island, anchor for the night and then return to the Yacht Club. We left after lunch which gave us 3 hours before sunset. We went slower than expected as you need to navigate through the channel markers. Close to sunset we anchored just off the main channel. We had a nice diner, were attacked by mosquitos and had a peaceful night and nice morning breakfast in the sun. Then went to raise anchor, **BUT** it was stuck fast (f!!¿¿''jj) the chain was twisted around some sunken object! We tried ever tactic, even Andre tried diving down in the murky water, we tried trawling to see if we could hook our anchor but only brought up a tangle of old crab pots. The only solution was to cut the chain and loose the anchor. What happened during the night we went around in circles, see anchor watch picture below, what a knot! So back to the Yacht Club and then next day off to buy a new anchor (\$300) and 50m of chain (\$400).



The Start of the Rally - Friday 17th Leaving Southport, 8am together with 28 other boats.

We motored out from the Yacht Club, and motored down towards the Seaway leading out into the ocean. There was a convoy of boats all spirits were high, finally the waiting was over, we were on our way. Unfortunately one boat had motor problems and had to be towed back. Once outside the Seaway we raised the main sail, and motor+sailed 110°-120° into a 10knot wind, not as forecasted. This wind continued all the first day. Our course was to go SE and then turn 40°-50° to Noumea, more about this latter.



The Adventure – Part 1.

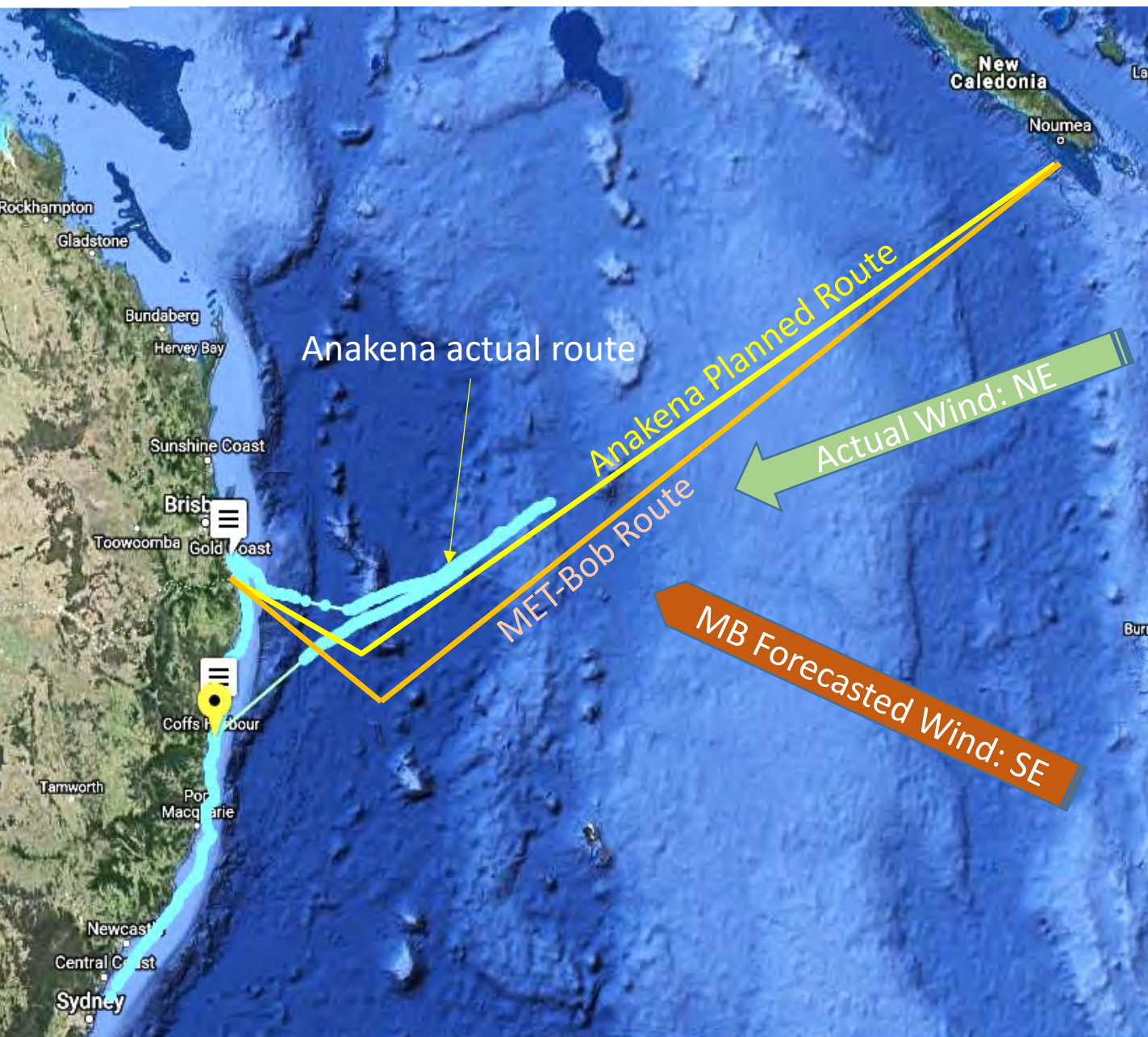
17 April-Friday: We left SYC marina, berth B27, at 7:00 after 20 days (too long- but enjoyable, great club) we joined fleet of 35 Rally boats leaving the Seaway over the sand-bar on a rising tide at 8:10. Once outside up went the main-sail, the wind was SE at 10 knots, seas were less than 1m, we set compass course at 110°-120° degrees, with motor at 2400 revs. and boat speed 6 knots. Our plan is to hold this course for next 24 hours, but if the wind swings more to E we will also change direction. During Friday night we were still going SE and we started our 3 hour watches: 8:00 – 11:00, 11:00 to 2:00, 2:00 to 5:00 with final was 5:00 to 8:00, during the day we had no watches but rested when needed which worked well. At 13:00 hours each day we had to send a position report by Satellite telephone to Northland Radio in NZ who were tracking the entire fleet. The most disturbing in these reports was calculating how much further remained until arriving at Noumea.

18 April – Saturday: In the morning we started to turn more E, trying to maintain a tight sailing angle of about 30°-40° off the wind. Anakena was really sailing well, at good speed, with auto pilot, the crew were relaxed and settling into the routine, with Andre always trimming sails and Frank trying to catch a fish. Unfortunately in afternoon PH was starting to get crook, suprising after so many days living and sailing on boat (possibly combination of food, an issue with tension, too much sitting, too much on Computer and then I reacted badly to the famous tablets. I was not able to do a watch during the night, Andre and Frank took 2 x 3 hour watches during the night, a very gallant effort and many thanks for this. The wind increased and swung more to the NE which implied that we were on a tight course beating into wind. During the night we had 3 reefs and only 30% of headsail. The seas were also increasing with a short wind chop coming 6-7 seconds apart.

19 April - Sunday: The wind continued from the E all night and morning, this increased to 20-25 knots we continued sailing close hauled with a reefed mainsail and reduced genoa. The boat was going 4-6knots but falling-off (bang) very second wave, the sea was very uncomfortable, fortunately the autopilot was working ok. The waves continued to increase and by late afternoon there was a continual bashing into and falling off many waves with a shudder throughout the boat, which for me is an absolute trigger of stress always thinking about breaking something. At sundown there was a discussion relating to my condition, I was concerned as I started with reaching and with stomach cramps plus very sleepy, Andre and Frank were also concerned on my condition, they were feeling the strain, we were 280nm from Southport, still not half-way, we had 550nm to NC, with approx. 5 days more sailing, (arriving Friday/Saturday with customs clearance on Monday), which put pressure on all our time commitments to arrive to Noumea.

We discussed our situation and different alternatives. The captain was not well and we were in uncomfortable sailing conditions – this was meant to be fun, we were not in a race and we wanted to have enjoyable sailing. We resisted making delays or falling off the wind, our decision was to turn 180° at dusk on Monday, after 58 hours from leaving Southport. Thankfully, Andre and Frank supported me, they stepped into the role of running the boat, something I will always appreciate. As Captain, if I was not able to assist in operating the boat, feeling very tense and physically uncomfortable, this put considerable pressure and extra work on the crew. It was no use continuing with “Hoping for the best” and crossing fingers “that nothing will break”. Crew and boat safety is important. I consider we all made the correct decision in view of circumstances. For me it was very emotional to turn around, to cancel my dream and all the time, planning, preparation to get just to this point. I did make a special promise to my self that I would do it again but first I must work on my issue with my mental-stress-anxiety, if I am to continue sailing. (see my Observations at the end of this report)

Sunday night Andre and Frank took turns again to keep the boat moving. I do not remember that night. The distance to Coffs from our return point was about 320nm, which we should complete in 64hours, which we calculated at 3 nights plus 2 ½ days, our ETA would be approx. Wednesday midday. I sent an email via satellite telephone to John informing of our situation and our decision to withdraw from the Rally, he replied saying this was very unfortunate, understood our decision, and wished us a safe return to Coffs. We also made Sat Tele calls to family. We also informed Border Force we would arrive to Coffs midday on Wednesday.



What we did

This is the map from our YB Tracker, every blue dot represents a 4 hour interval.

The map shows our sail from Sydney to Southport along the Coast, with our stop in Coffs Harbour. Then the route from Southport to Noumea, and finally our return to Coffs Harbour.

The orange line is the route proposed by the Met-Bob forecast and the Predict Wind forecast model.

The yellow lines represents our planned route, which was very similar.

The line of blue dots shows that we did cut the corner, but came back onto our proposed track, but this was still north of the track taken by the rest of the fleet, as shown on the following slide.

The actual winds swung more to the NE, which implied to hold the course sailing almost directly into wind and oncoming waves. Not the best for a long distance ocean voyage.

Finally, the map does show the line of blue dots for us returning to Coffs.

The Adventure – Part 2.

20 April - Monday: During Monday morning the boat was moving steady with winds from astern and riding the waves easier. By the morning the wind had dropped to below 10 knots and we were with motor and autopilot, we were all relaxed. I was feeling better, the nausea reduced and I starting to eat some dry food. Monday night we were going West, on course to Coffs – again enjoying the comfortable sailing conditions. We had an early dinner, Andre cooked some Spaghetti Bolognese. We started 3 hour watches, I remember doing the 11pm – 2am watch.

21 April - Tuesday: This was a repeat of Monday, very little wind coming over the stern from the E , we were motoring all day and night – fortunately we had full fuel supplies sufficient for 300nm. Closer to the coast the current going south kept pushing us downwards, so this required correction on our route. Again over night we each did turns with the watches. Again over night we took watches. At least there was a full moon which lit up the sky, Frank was good at pointing out the planets and star constellations. The AIS worked well in spotting cargo ships and fishing boats towing their nets, we had one problem with a fishing boat that kept changing course.

22 April - Wednesday: Morning arrived with another wonderful sunrise. We had motored all night, still no wind. We saw at a distance a pod of whales. It was great to see green land again, South Solitary Lighthouse is a spectacular sight with its white tower. The entrance to the Harbour was easy, with no swell. We arrived into port exactly at midday Wednesday after nearly 48 hours of motor, no wind and no sails, we had 20lts of fuel remaining (sufficient for another 50nm) . This finished 6 days sailing covering +600nm (+1,200 klm). (Despite all Frank's efforts we did not catch any fish on the entire trip, but it always kept him busy.

Border Force was waiting at the Marina to welcome us as we tired up, they checked our passports and registered the boat back into Australia. Fortunately they did not charge us the normal A\$400 for a Bio-security Check as they considered that even though we were out side Australian waters (200nm) we did not stop anywhere.

Following this the Marina Admin. allocated us a permanent berth in the marina. Next was a long hot shower, followed by a nice lunch at Latitude 30 Restaurant next to the Marina. We all went to bed early as there was an early start next morning.

23 April - Thursday: Andre and Frank returned to Sydney on the 6:30 train, we all walked to the train station, I bade them well and thanked them for their tremendous support and paritcipating in my 20 day adventure. Both said they enjoyed the 6 days of sailing and time on the boat in Southport – they both said it was an adventure and learnt a lot.

After the train left I walked back stopping in a cafe for a coffee, read the newspaper and then back to Anakena to start tidying up the boat. I was in no rush to return to Sydney, so took advantage of free time to stay on Anakena.



TRIP REPORT at end of 2019 GO EAST RALLY Part 1 - by John Hebrow – DUR Rally Organizer

During the later half of 2018 and the first half of 2019 38 registrations were received from the owners of vessels who had the intention of sailing from Australia to [New Caledonia](#) with the 2019 [Go East Rally](#).

As is often the case, changes in personal circumstances such as family illnesses, along with crew changes and last minute vessels issues lead to 8 vessels withdrawing from the rally prior to departure.

DELAYED DEPARTURE - As stated in all published information the Down Under Rally and in particular the Go East Rally does not sail to a schedule and the final decision to depart with the rally fleet is always the responsibility of the vessel captain.

The goal departure date of the 6th May saw 30 vessels with over 100 captains and crew ready to depart. Unfortunately, as is sometimes the case the weather was not suitable for the voyage and the waiting game began. As a result of the delay some who were able to continue to tick items off there to do lists. The majority of the participants spent the time getting to know the other rally participants and making visits to theme parks and other Gold Coast attractions. A BBQ, which was well attended, was organized by s.v Sandy Cheeks one and there were a few informal get together at the Southport Yacht club, which were also enjoyed by all who attended. For a few others the delay caused frustration and meant last minute crew changes were required and changes to plans that had been made but all in all the majority were prepared for such an event and happy to wait for a more suitable forecast.

Two vessels, however, did decide to depart prior to the fleet. Unfortunately one of those vessels was dismantled prior to arriving in New Caledonia and the other reported having the traveler torn off the coach house roof.

READY SET SAIL - On Thursday the 16th May officers of The Australia Border Force attended the [Southport Yacht Club](#) at 07:30 am and began the process of issuing outward clearances for the fleet and the 100 plus crew members. The process was completed in a prompt, professional and friendly manner by 10:30am. A rally departure briefing, which included a discussion and advise about the weather forecast and recommended voyage route was held immediately after the outward clearances had been issued and all that was left to do was set sail.

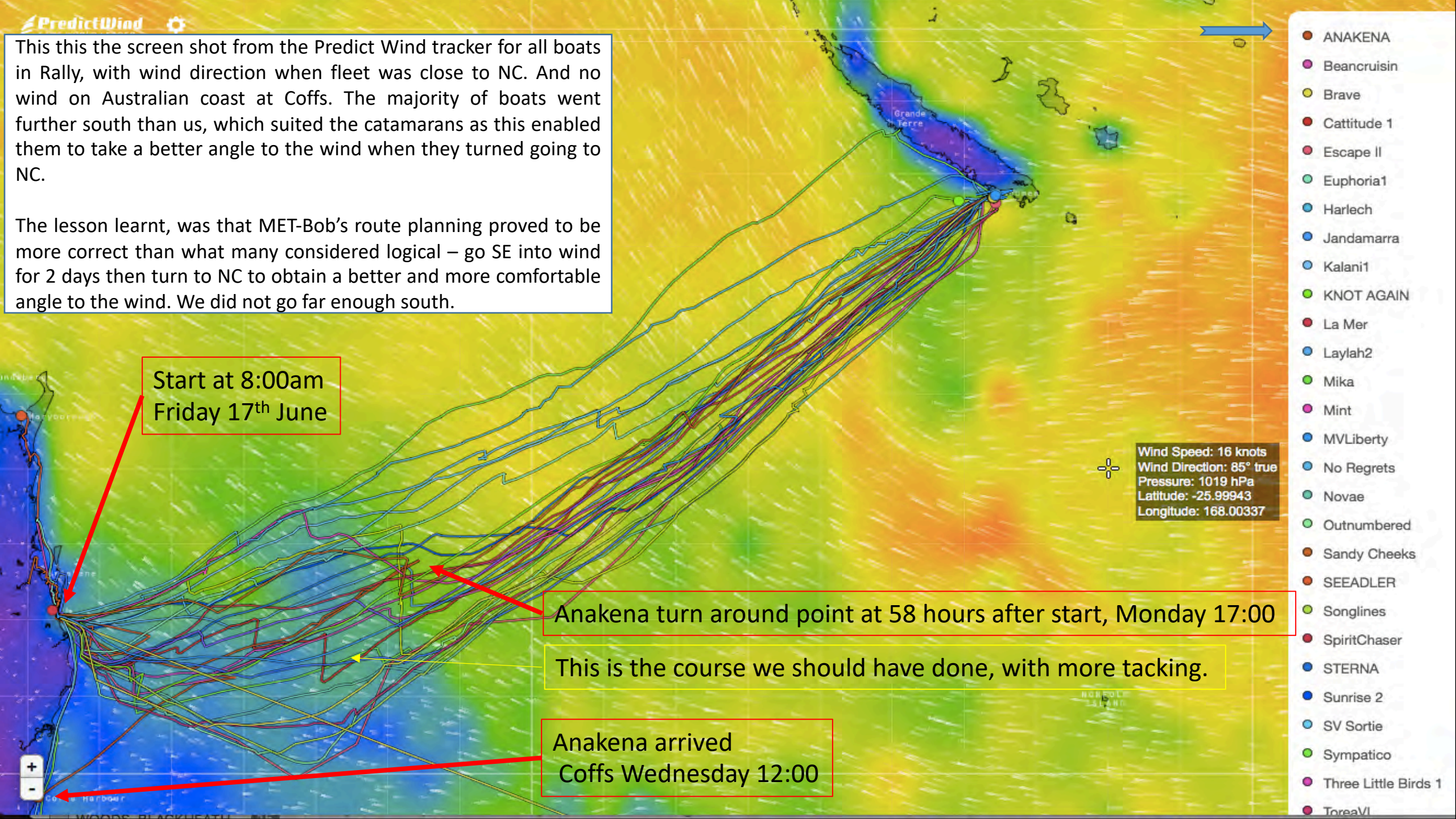
On Friday May 17th, after a 10 day weather delay the remaining 28 vessels departed the Southport Seaway bound for New Caledonia at 08:00 to coincide with the morning high tide.

The forecast for the voyage necessitated that the first leg be to the south to allow for a more comfortable sailing angle later in the voyage. Once again it was up to the captain of the vessel to decide which route to sail and soon after the fleet departed it became apparent that about half the fleet had chosen to ignore the advise to sail south and were instead sailing the rhumbline direct to New Caledonia. The remainder of the fleet heeded the advise of the weather and proceed to the recommended route.

Day two of the voyage saw one vessel return to Southport as the result of a crew member having been injured after falling down the companionway and on day 3 Anakena returned to Coffs Harbour as a result of the captain suffering severe seasickness. The remainder of the fleet arrived in New Caledonia by Friday the 24th May. The majority made the voyage in 5-6 days with the last vessel taking just over 7 days.

This is the screen shot from the Predict Wind tracker for all boats in Rally, with wind direction when fleet was close to NC. And no wind on Australian coast at Coffs. The majority of boats went further south than us, which suited the catamarans as this enabled them to take a better angle to the wind when they turned going to NC.

The lesson learnt, was that MET-Bob's route planning proved to be more correct than what many considered logical – go SE into wind for 2 days then turn to NC to obtain a better and more comfortable angle to the wind. We did not go far enough south.



Start at 8:00am
Friday 17th June

Anakena turn around point at 58 hours after start, Monday 17:00

This is the course we should have done, with more tacking.

Anakena arrived
Coffs Wednesday 12:00

Wind Speed: 16 knots
Wind Direction: 85° true
Pressure: 1019 hPa
Latitude: -25.99943
Longitude: 168.00337

- ANAKENA
- Beancruisin
- Brave
- Cattitude 1
- Escape II
- Euphoria1
- Harlech
- Jandamarra
- Kalani1
- KNOT AGAIN
- La Mer
- Laylah2
- Mika
- Mint
- MVLiberty
- No Regrets
- Novae
- Outnumbered
- Sandy Cheeks
- SEEDLER
- Songlines
- SpiritChaser
- STERNA
- Sunrise 2
- SV Sortie
- Sympatico
- Three Little Birds 1
- ToreaVI

TRIP REPORT at end of 2019 GO EAST RALLY – Part 2 by John Hebrow – DUR Rally Organizer

The passage itself was not ideal and whilst at no time were the conditions dangerous it did make for an uncomfortable voyage. The average wind speed for the voyage was 15-20 knots as predicted. Unfortunately however the wind did not shift into the south for the later part of the voyage as predicted. Dependent upon the route chosen this resulted in a wind angle that varied from 30 – 80 degrees apparent for almost the entire voyage. Whilst the average swell was around 2 meters the sea state was for the most part confused which made for an uncomfortable passage. The occasional squall later in the voyage with winds of up to 30 knots (true) and some rain also kept crews on their toes.

The upside was that a full moon was present which always makes those night watches so much more enjoyable. Interestingly the vessels that followed the recommended route sailed around 950 nautical miles without any significant issues. Those who chose the direct route sailed around 800nm with majority of those boats also reporting no significant issues, however of those who chose the direct route some did sustain damage that included a broken forestay and some structural damage on a catamaran.

So ordeal or adventure?

Before we departed on the voyage my parting words as organiser of the rally to the fleet were to quote [Bob Bitchin](#) who once said: ***“The difference between an adventure and an ordeal is attitude”*** Most of those with whom I spoke that made the voyage with the rally, captains and crew alike, said they considered it to have been an adventure. Some others, mostly crew members, saying it was a mix of both and a few, again mostly crew members, saying it was an ordeal, so I guess that along with attitude, the decisions made before and during the voyage also contributed to the overall experience.

As the rally organiser and someone who sailed on this rally and several more prior to this one I can say that for me and those aboard *Songlines* it was more adventure than ordeal, however it was certainly not the most comfortable of passages we have made.

Ocean travel on small boats and all that goes with it, including the months, and for some years, of investing money, time and resources to fulfil a dream is without doubt an undertaking that most will find challenging at some stage and even questionable at times but in our experience and without exception those who live the dream are rewarded not by just having arrived safely at the destination but more so by the voyage itself, what they have learned along the way and by the people with whom they have shared the experience. Organising and running an event such as the Go East Rally can be a frustrating, challenging and an all consuming task that spans several months every year. It is however also a hugely rewarding thing to do made so by the humbling gratitude that so many of our participants bestow upon us for helping them to achieve a dream.

We would like to take this opportunity to thank those who chose to sail with the 2019 Go East Rally and allow us to help them achieve a dream and ***“make some memories!”***



Some photos of the Marina at Coffs

It is a very nice fishing port. The Co-op has great seafood, wo lovely restaurants and great beaches, supermarket is 300m and many cafes.



After Andre and Frank returned to Sydney this began my 12 days in Coffs Harbour to relax on Anakena in the Marina.

Coffs is a town I really did not know, I was impressed by the size, and the number of people living there permanently. The shopping center was excellent, plus many restaurants. The Yacht Club Restaurant and Latitude 30 were by far the best in town.

I mainly remained around the area of Jetty and Marina as there were all the facilities. The weather was sunny each day, so I went swimming along the beaches. At night I wrote all this on the computer, and worked my way through the DVD collection.

Most interesting was talking with the other Yachties also living on their boats in the marina, some just passing through others more Permanent. One of the boats was still there for our visit in 2015, a boat called Chance, I did not meet again their owners.

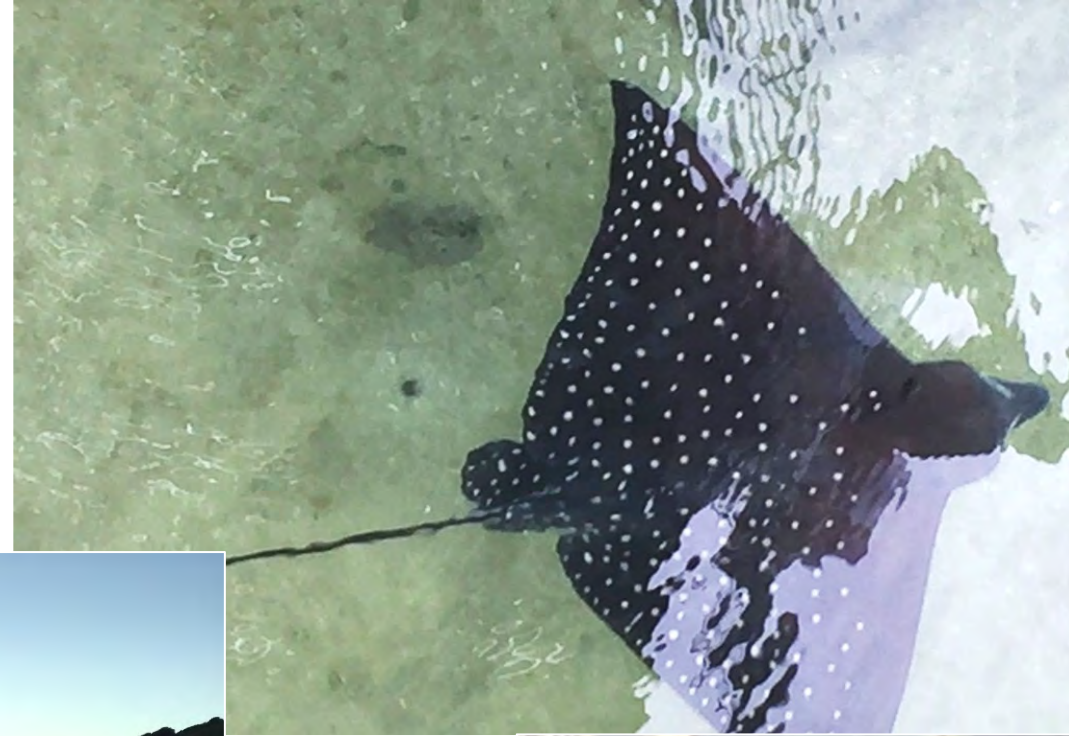
The Fishing Co-op was a great source of fresh fish – I cooked Barramundi, Tuna and Swordfish. Plus I really enjoyed breakfast sitting in the sun in the cockpit listening to the morning ABC news on the radio. Below are examples of my “experimental” cooking – I think I ate well.





More photos of the Marina at Coffs

Inside the Marina is classified as a marine sanctuary with lots of fish and birds. One day there a big octopus moving through the rocks, changing colours as it moved

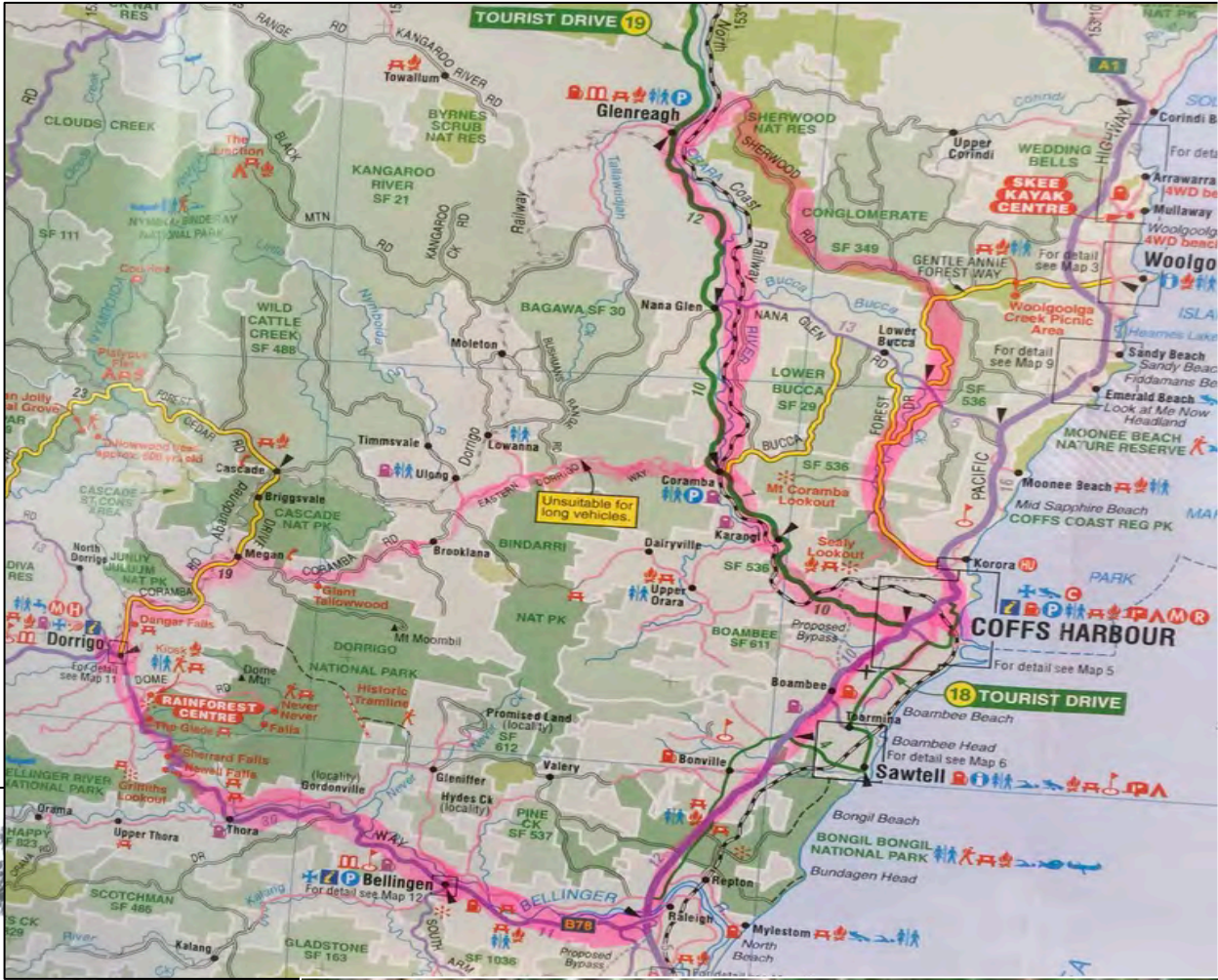


Land Excursions

I rented a car for 3 days, this helped shopping and visiting Bunnings!

I took two trips into the hinterland, visiting the small mountain towns of Bellingen and Dorrigo plus driving through some beautiful farmlands and State forests.

Then on another day to Glenreagh again through the forests. An amazing countryside, the forests are incredible with their tall white straight trunk Blue gums (ideal for telephone poles).



1887 Korffs Harbour

John Korff left Lowestoft in the UK in 1835 for a new life in Australia and set up a shipbuilding company in Sydney.

In 1847, Captain Korff and his crew took shelter from a storm in what is now the Harbour and he and his sons, went ashore. He named it **Korff's**

Harbour. In 1861, Korff's was spelt incorrectly as 'Coffs' in a



Captain John Korff



Time for doing some interior modifications.

The table in the central cabin always made it uncomfortable to sleep on the side bench, it was too narrow.

So off came the table top. I took it to a kitchen cabinet maker in Coffs who cut it in half with their special saw. The result is now there is one side of the table which folds down, making more space for the seating, looks now like a sofa and when necessary the side of the table can fold up to make a full table again. To sleep on the "Sofa" is now very comfortable, almost a full size single bed.

This implies that there are now 3 good sleeping areas on Anakena. Maybe I can make a curtain which goes around this area for more sleeping privacy, similar to the airlines do for their crew.





Sunday June 2nd: 06:29 XPT train Coffs to Sydney Central – 9 hours

I was up at 4:30 to finalize everything on Anakena, cleaning and checking all mooring lines. It was tough to leave my good friend, my home for 38 Days. I had a taxi pick me up at 5:30 for a 10 minute drive to train station, but too much to carry 4 bags a distance of 1 klm.

The train was an experience, I could not remember the last time I took a long distance Train in Australia, but relaxing watching the countryside flash past, but a great service. In Sydney it was then the train and ferry to Manly and then a final walk to Woods Parade. THE ADVENTURE WAS OVER.

Looking back on the entire trip, it was a dream come true in many senses. I was happy on the outcome 38 days living and sailing on Anakena: the planning, the getting-ready, the trip north with Martin, John and Tillby, the time in Southport with Andre and Frank, the Rally and all its learning and participants, the 6 days sailing covering 600nm (1,200 klm) non stop in the open ocean, and then my time in Coffs Harbour. Each stage was memorable, accomplished with satisfaction and safety.

What Next for ANAKENA:

The boat is ready for another major ocean voyage. Noumea is still on the list. Every cruise begins with a dream, and once that takes hold the course is set, until completed.

First, PH to learn how to overcome the build up of stress and the resulting nausea. This project is well advanced after much self analysis, many visits to Dr. Google, and one visit to a psycho for possible hypnosis therapy which works well for situations of severe nausea attacks (Air force/ Navy). There is now a definite program and with a much better understanding why the anxiety builds up after time when sailing.

Option A: - August 2019: Sail Anakena back to Sydney, over 4 days. This will depend on a suitable weather window. There is normally still a lot of southerly winds and short daylight hours. There could be stops in Port Macquarie, Nelson Bay, and Pittwater. This will enable sailing in Sydney over summer and at beginning of 2020. It is only 3-4 days to return to Coffs in April 2020.

Option B: – May 2020: Anakena continues at the marina in Coffs Harbour until May 2020, and then sails from Coffs to Noumea independently, in the correct weather window. Sailing from Coffs does give potentially a better wind angle. The distance is 820nm. We know have all the knowledge, weather forecasting and contacts. With this plan we would not join the Rally, and benefit from picking our own departure time.

Option C: – May 2020: Anakena to sail from Coffs to the Whitsundays. Previously in 2015 we went as far as Gladstone, but there is still a lot more to see in the north.



On every sailing Trip you learn something new, the following are my “take-home” lessons:

Observation 1: The effect of a 12 day delay waiting for the right weather window. What I did not do in my planning, something I should have learnt from our other and now for this trip, is to allow a good “time cushion” or reserve days built into the schedule. Apparently what is recommended is to allow in the schedule 4 times the number of sailing days, therefore if it is a 6 day trip then allow 24 days in total for unexpected events like waiting for a suitable weather window; going slower than expected because of bad weather or reduced wind; compensation for illness or injury; breakdowns at sea; or missed or cancelled flights - these are all part of cruising so plan for them to cause delays.

Observation 2: I read somewhere that military veterans say that combat duty boils down to 90% boredom and 10% sheer terror. That sounds pretty close to offshore sailing – all the intense action can come after a number of days into a trip and “crisis mode” only lasts for 1-2 days. It is nearly impossible to sail across an ocean for 6-7 days without encountering 1-2 days of adverse weather. All the weather forecasting and route planning experts always give a caveat, “the reality may well different form the predictions – wind and waves bigger-stronger, weaker-smaller and/or form other directions etc. etc ”.

Observation 3: Cruising is NOT about a fixed schedules with specific start and finish dates, you must take one-day-at-a-time – a good lesson to learn. Stress, tension, anxiety starts to build because of deadlines. On this trip to meet deadlines became, (without intensions) a stress building concern:

- We had an absolute fixed time to depart Sydney (25th April) and then to arrive in Coffs (Saturday afternoon) and finally into Southport (Monday morning) – due to crew deadlines.
- We then expected the Rally to start on 6th May, as per their schedule. The 12 day delay did cause considerable “dock-side” conversation amongst crew and Rally fleet. Everyone was questioning the reason for delays, a lot of opinions and frustration.
- We had comitments on our crew change over dates in Noumea. In my planning I allowed one week after arrival in Noumea to sail with Andre and Frank, then a 3 day break before Jack arrived on the 23rd. With the delayed departure from Southport and more sailing days resulted in Andre and Frank changing their air tickets from 22nd to 25th May, and implied on arrival them leaving immediately back to OZ without any sailing/realx days in NC. Also my next crew, Jack Dill, was with fixed flights to arrive in Noumea on 23rd May. This created a problem for him because we were not going to be there on time. Fortunately with the return to Coffs, Andre and Frank were back in Sydney to meet their time commitments, and Jack was able to re-route his trip before departing Chile for England.



Observation 4: When we were making the decision to turn back, I think I remember contemplating the following options. However, It is easier to write logically now after the event, but it serves as a reference for decisions in future situations, to evaluate all options before making any decisions, but I do not think my head was able to do this at 5pm on Monday night. We could have had 5 options:

- ☐ Keep on the existing course, heading into wind, 30°-40° degrees off the wind, and banging/shuddering over the steep wind
- ☐ waves, but keeping on course at 3-5 knots, or we could of slowed the boat so it was more in harmony with the waves.
- ☐ Tack 90°, go south and slightly backwards for a period, then latter to tack again back onto our planned route. I now estimate that this would have lengthened the trip by one day.
- ☐ Run off north during the night, to a more comfortable angle to the waves and wind , about 40°-50°. This would imply sacrificing our planned course. Long term this would of put us well to the north of Noumea when arriving to NC, something we were advised not to do.
- ☐ Heaving-to – which implies stopping the boat in mid ocean- this would of give each a good rest but put us behind schedule.
- ☐ Or turning 180° and returning 360nm to Coffs Harbour, this will give us smooth sailing with the wind coming from behind.

Observation 5: My “sickness” lasted approx. 36 hours, and since then I have been investigating how to work on this for next time, to control my stress, nausea and seasickness. Sailing across an ocean can be defined as always being in “constant potential danger” – there is always something to think about, specially when you are the captain. The thoughts go around and around in the mind like a child’s merry-go-around. Soon they start a chain of other thoughts and eventually there is an overload of thinking about theoretical problems-concerns and many possible outcomes. The many “what-if-this” and “what-if-that”, about what could or could not happen in the future. In my case, I began to mentally calculate how must time was left to sail into Noumea, 5nm per hour would be 5 more days, 2 days behind schedule. Noumea changed from a good dream to a mathematical point. Also as a boat builder, I become very concerned about the boat structure, mast, etc. I always question “can it take all the banging and slamming off waves”, “will the auto pilot keep working” etc.

Many captains, sport and adventurers learn how to handle this constant thinking by just focusing entirely on the reality of the present moment not thinking about 5 days forward, they are always in the NOW, moment focusing one nautical mile at a time. Subconsciously the mind reacts to an overload of concerns by preparing itself for a major crisis by sending instructions to different parts of the body. One is to the stomach, another is to increase the speed of breathing and increased heat rate etc. When sailing, the triggers for anxieties can come from many directions, there are many complex decisions, the list is really endless.

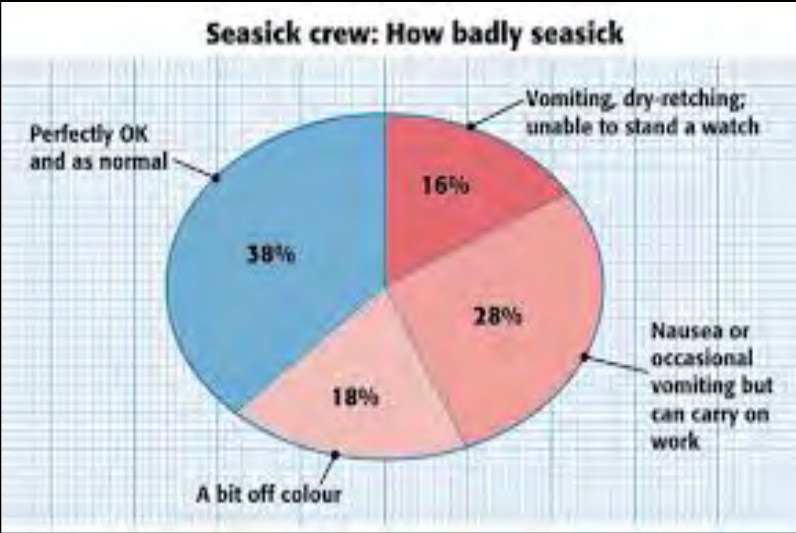
On this most recent trip I had already sailed up from Sydney to Southport +250nm, 15 days living on the water and then +250nm of sailing. I am great sailing in normal conditions (90% of the time) but I do start to tense up when the normal sailing concerns are combined with concerns about breaking things caused by strong winds and building seas, especially when the boat starts banging and shuddering when falling-off the waves. This last concern really triggers my anxiety levels to breaking point resulting in my brain sending erroneous messages to the stomach to prepare for a crisis, but as soon as the triggers subside (change direction, slow the boat down) then the anxiety and nausea declines quickly. I have 100% confidence in the ability of Anakena to sail in all conditions, she is a very strong boat.

How I plan, next trip, to control my anxiety levels:

- **Anxiety crises are all in the mind**, they cause nausea (called seasickness) and they can be controlled without the use of chemicals. As captain my aim must be to focus my mind more on real events that will occur in the next 5nm or 60 minutes and to somehow eliminate the negative “what-if’s” or thinking about long term problems.
- There are many recommendations for stress related sickness not to take sea-sick prevention tablets as they have the reverse effect
- **Need to do something which crates a “Snap out of it”** reaction, refocus and get back in control of situation.
- **Start with Deep Breathing:** – on a single breath count 4 seconds in, 7 seconds hold, 8 seconds out, plus hold your tongue on roof of mouth, count the numbers out loud, visualize each number as the pass. This is a type of meditation, but it is a standard recommendation.
- **Check all anxiety triggers:** Vision, cold/hot, taste, smell, sleepy, physical tired, mentally challenged, feel dirty. Remember too much idle time allows the brain to wander about, result can be anxiety, the solution is to keep focused on doing activities now, in this NOW time slot.
- **Write down your concerns/thoughts** in a “Trip Logbook” – this transfers concerns from the mind onto paper, which then can be investigated and crossed off the list one by one.
- **Tell someone else your anxiety** – have a crew meeting – discuss the list written above, share your concerns, evaluate all alternatives.
- **Read a “Coping Card”** – this is a personal list of instructions prepared in advance to reduce my levels of anxiety – type of Mantra
- **Read a list of positive quotations** written by famous people – sometime the wisdom of others can help in time of crisis.
- **Eat something nourishing each 2 hours** to always have something for the stomach to digest – no greasy-rich food. Drink lots, some with electrolytes, no coffee, beer or wine! Better to have something in the tummy even if it does not stay long.

In my investigating I came across the following novel ideas:

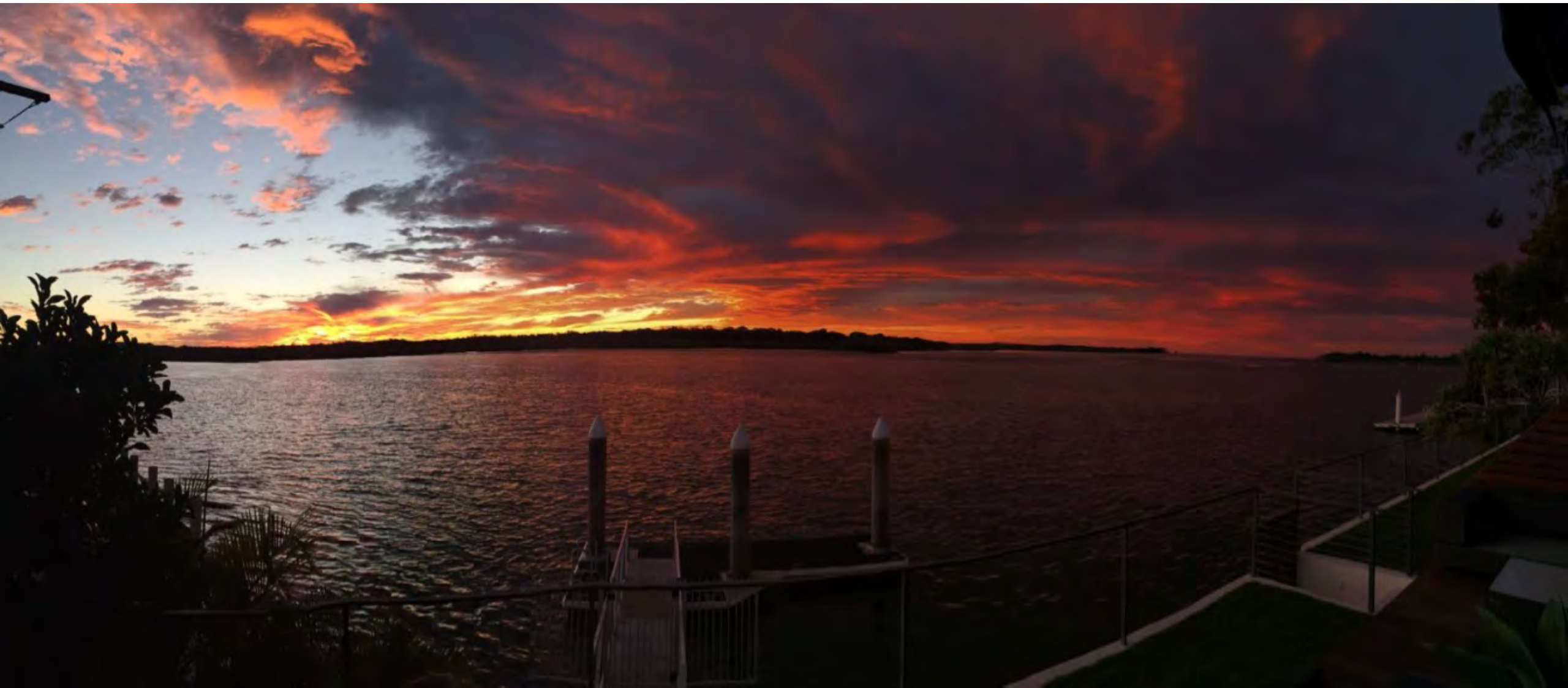
- Insert one ear plug (right for left handed people) this reverts to mono hearing, not stereo. This encourages the brain to use the eyes for information not the ear balance.
- Always sit or stand (steering boat) facing forwards on lower side of deck,
- Listen to music while sailing (the song “Moby Dick” by 48h is a good one) and have a crew member to take notes on the weather and the boat's performance.



Observation 6: This is copied from a book “**The Mental Aspect of Cruising**”, written in 2018 by **Carolyn Shearlock**, an experienced sailor. She starts by saying that no one solution is perfect for everyone. Most end up doing bits of the items written below.

- **Slow down.** Literally stop for a few days, and then plan fewer miles per day and more lay days. Give things time to soak in, and more time to do the “everyday” chores that haven’t yet become routine: getting fuel, water and groceries; checking the weather; planning the route; taking care of maintenance or repairs at a more leisurely pace. Get some down time. Sleep.
- **Don’t judge your pace by others.** If there are more experienced cruisers in your marina or traveling along the same general route as you, it’s easy to try to keep up with them. Don’t. They can probably do most boat chores in half the time it takes you, simply because they’ve done them so many times. You’re still learning. Everything will get faster and easier. But it’s not going to happen overnight.
- **Recognize that weather has a profound impact on your life.** On the water, weather plays so much larger role than on land. And it’s hard for us Type-A’s to realize that we’re not in control. We want to be able to make plans and have them work out. Realizing that this won’t always happen — it won’t even happen a majority of the time — reduces the stress considerably. But yeah, it’s far more easily said than done.
- **Don’t try to plan too far ahead.** This goes along with Mother Nature being in charge. Planning a few days in advance is great, as is having a general plan for where you’re heading. And it’s great to look ahead to anchorages and marinas and think about where you want to stop. But making specific plans for more than a day or two is just going to be frustrating as weather forecasts simply won’t be accurate that far out. It’s hard to switch to a “go with the flow” attitude, yet essential.
- **Enjoy where you are.** Focus and enjoy where you are. Believe me, if the goal is simply to get somewhere, there are far easier ways to get there than by sailboat or trawler. The trip itself has to be the goal.
- **Remember: it’s an adventure.** Things aren’t going to all go smoothly. It’s not a vacation; it’s a lifestyle. Keep expectations in check and be sure everyone aboard has a sense of humor. Support the others on the boat. Let everyone have some areas of competency; don’t constantly take over because you can do something faster or more easily and equally, don’t make someone else do all the work and take all the responsibility. Applaud when things go well. Stay calm when they don’t. The goal is to enjoy the trip.
- **More training.** You may realize that there are areas where you just don’t know what you’re doing. Always there are specific questions you need to ask someone. Always be prepared to learn more from your own experiences and those of others.
- **Discuss.** Figure out ways to make whatever is bothering you less frustrating — probably by some combination of the things discussed here. So many times, just voicing things out loud and acknowledging their existence makes it easier to deal with them. And sometimes, just realizing that other people feel the same way at times makes you realize that you’re doing okay.





The next trip is already in the planning stage, just waiting for the idea to mature