

A view of Port Hacking looking to the east with Lilli Pilli in the foreground.
Maianbar Shoals and Deeban Spit are evident with Bate Bay in the far background

Cruising Guide to Port Hacking

Last Updated in
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Port Hacking Cruising Group

Destination Summary



01 Sep 2010 (Edited summary)

The greater Sydney region holds some of the best waterways in the world and none better than the creeks and rivers that make up Port Hacking, reports Matthew Smeal.

To have such variety within a small area makes this area unique. Pittwater to the north and moving southwards, Sydney Harbour, Botany Bay and Port Hacking all have their similarities yet are vastly different; offering visiting cruisers plenty of choice.

Botany Bay, with its industry and airport, would never be considered a tranquil cruising ground. Sydney Harbour has some beautiful areas, quite apt for the most beautiful harbour in the world, but it is still a major port in Australia's largest city.

Pittwater is the general 'go to' cruising ground for Sydney sailors and visitors alike, but meanwhile, at the southern end, lies Port Hacking, often referred to as 'Sydney's forgotten waterway', as the locals, will tell you. 'I think it's one of the best waterways on the New South Wales coast,' said Bruce McKay.

'There's clean water, it's sheltered, there's friendly boat owners and, because it's smaller, there's more camaraderie 'everybody knows each other.' There are also plenty of facilities in the area with services at Cronulla Marina and the very sheltered Burraneer Bay Marina and shop.

History
Called 'Deeban' by the local Aboriginal people, Port Hacking was named by Matthew Flinders and George Bass in 1796. They named it after hunter Henry Hacking who told them about the area and the river in particular. Like Pittwater, Port Hacking is also bordered by national park, in this case, the Royal National Park. Similarly, this greatly contributes to the area's charm and appeal as large areas are thankfully, undeveloped.

Port Hacking offers cruisers a fantastic destination: close to amenities and the city, but still with a fabulous waterway to explore. 'Jibbon Beach is a popular north- west facing beach. There are Royal Motor Yacht Club moorings and public moorings but it's mainly an anchorage,' said Bruce McKay. There's also Northwest and Southwest Arm. They are great anchorages with high sides sheltering them from the wind.

And the sailing: Bate Bay is great for sailing, quite safe. It offers some of the best protected coastal sailing along the New South Wales coast with deep water and excellent breezes.
Up in the Broadwater, it's like the Whitsunday's.

Navigation
The area can get a little difficult due to the shifting sandbanks. 'Unfortunately, parts of Port Hacking can be tricky to navigate due to the shallow channels and the reluctance of the authorities to dredge the area,

This currently only effects boats with a draft of two metres or greater, however, once the channels are passed, the remainder of Port Hacking is deep and offers good anchoring.

John Barter, Cruising Master at Royal Motor Yacht Club, agrees: 'Many people have the idea that Port Hacking is quite shallow. The bays are quite deep. The channels are also well marked,' he said.

There are two main clubs in the area: The Royal Motor Yacht Club (RMYC) and Cronulla Sailing Club. They are both involved in cruising and an easy way for cruisers to meet or keep in contact has been developed.

The first is to use the central email address: john.barter@optusnet.com.au. By emailing to this address, you can let others know where you are, what your destination is and ask if others are around.

Port Hacking is a very friendly place; so, don't be surprised if you get quite a few responses from members who regularly log in to see just who is about.

The second method is to use a universal call sign on VHF channel 16. That call sign is, 'Hello Trim, Hello Trim, Hello Trim. This is ...'

Any boat in the area will recognise the call coming from a cruising boat looking for company. It's not mandatory to answer, but if someone does, or if you are answering another's call, once contact is made, switch to channel 73 to discuss details.

In case you're wondering, Trim was Matthew Flinders' cat. Born at sea on board the ship Reliance, Trim was apparently quite capable on a ship and became a favourite companion of Flinders. The Flinders and Bass connection is something that crops up a lot in Port Hacking and the locals are obviously proud to be tied to Australia's colonial heritage.

A final recognition system exists: a yellow flag with a black cat (Trim). Members will often fly this once contact has been made to help in recognition.

The Port Hacking area is home to some of Sydney's best surfing beaches at Cronulla, Wanda, Eloura and Shark Island. The wreck of the SS Tuggerah, further south off Wattamolla Beach, is a popular diving site and the Royal National Park, Australia's oldest National Park and the second such reserve in the world, has amazing views, walks, wildlife and access to wild beaches such as Garrie Beach.

Whale watching is a popular activity of the region with humpback whales making their annual southern migration along the east coast from late September to late November each year.

They can also be seen migrating north from June. While exciting to venture out and see a pod of whales, it must be remembered to keep at least 100m from a whale or 300m if the whale is with calf.

Other whale species regularly spotted off Port Hacking include the Southern Right whale, Pygmy Right whale, Minke whale, Brydes whale and False Killer whale. Sperm whales are occasionally spotted well offshore.

Popular anchorages

Boat Harbour (Outer)
If you're looking for 'the' spots to head to, here is a brief list: Boat Harbour is located on the northern side of Bate Bay which is at the east end of Cronulla Beach. The anchorage at Boat Harbour is west of the Merries Reef and protected from winds from NW through to NE but is exposed to southerlies. It has a sandy bottom and averages 3m in depth. Merries Reef protects boats from a NE to SE swell. It is not, however, recommended as an overnight anchorage. The inner Boat Harbour east of Merries Reef is the site of many fishermen's shacks that were built early last century and passed down the generations. The Cape Bailey walking track can be accessed from Boat Harbour and takes you along the Kurnell peninsula to Captain Cook's Landing Place and Botany Bay National Park.



Wattamolla
Lying an hour's sail to the south, Wattamolla could easily be mistaken for a south sea paradise. Then again, that's precisely what it is; or at least a glimpse of what the area looked like pre-European colonisation. After negotiating the three reefs, Wattamolla (also known as Providential Cove) opens up into a beautiful lagoon complete with waterfall. The Aboriginal meaning of Wattamolla is 'place near running water'.

Bass and Flinders were pushed into the inlet by a violent storm and soon found themselves sheltered in the lagoon, no doubt very happy about their lucky find and the providence that brought them there.

Jibbon Beach
On the south side and near the mouth of Port Hacking lies Jibbon Beach, a popular day and overnight anchorage adjacent to the township of Bundeena. Jibbon Beach is great for snorkelling and the beach is popular.

Audley Weir
There's plenty of water under the keel at Audley itself, however, caution is required when making your way there up the Hacking River. Be careful to stay within the green and red channel markers as there are sandbanks and jagged oyster-encrusted rocks. Particularly between Grays Point and Swallow Rock which can get quite shallow. But there are plenty of points of interest on the way up, especially at high tide when dropping the dinghy in at Muddy Creek makes for a great excursion up its winding route into the heart of the Royal National Park.
Great for bird watching and exploring.

The anchorage is snug but accommodates several boats easily.

Drop the anchor just before the weir at Pool Flats and back towards the shore then run a stern line to shore with the dinghy. Do not attach lines to trees.

There is a floating pontoon at Pool Flats to drop of crew or to land in a dingy.

Audley is the oldest area in the Royal National Park developed for recreational purposes and has been popular for Sydneysiders for over a century. The dance hall, pavilion, boat shed, and ornamental trees offer a step back in time.

The Dance hall and pavilion have been recently upgraded and provide an excellent café with first class seating in a well-equipped information area operated by the National Parks. Or you can sit on well-manicured lawns or use the covered tables provided to watch the rental row boats bob past.

Lady Carrington drive, an early carriageway, also begins at Audley. Closed to motor vehicles, it makes for a nice walk or cycle along the river if you've taken the foldaway bike. So, as you can see there's many ways to enjoy the beautiful surrounds that make up Port Hacking.

There's also northwest and southwest Arm. They are great anchorages with high sides sheltering them from the wind.

Further information

The charts of the area are AUS 198: Botany Bay and Port Hacking and AUS 197: Approaches to Port Jackson and Port Hacking to The Skillion.

Further information can also be obtained from the Royal Motor Yacht Club on 9523 9300 or John Barter on 0418 253 479.

History of Port Hacking, NSW

Tom Thumb II voyage with George Bass

Matthew Flinders undertook his second voyage of expedition with **George Bass** in March 1796, in the second *Tom Thumb*. William Martin also shared this adventure with them. This trip by sailing out of Port Jackson (Sydney Harbour) into the open sea, in their tiny boat, a prospect that would frighten many sailors of today. A current then carried their boat southwards, much further than expected. They ran short of water and their equipment became wet while approaching shore. The encounter with aborigines at **Lake Illawarra** was not without risk, but with some good humour and quick thinking, they escaped from a potentially dangerous situation. While Flinders distracted the men by cutting their hair and beards with his scissors, Bass dried out their wet provisions, including the gun powder. They then headed through the channel to the sea as rapidly as their vessel could carry them.

Upon their return northwards from Lake Illawarra in *Tom Thumb II*, a **violent storm** at night almost destroyed the open boat and its crew of three, but luck permitted them to ride to shelter in one of the few safe places along the rugged coast, **Wattamolla Beach** (Providential Cove). The next day they explored the beach there, and then sailed north to their intended destination, **Port Hacking**, taking soundings at the entrance. *Tom Thumb* arrived back at Port Jackson seven days after leaving.

Flinders mentions his association with George Bass very positively. Together, they formed an impressive exploration team ... (see following)

'In Mr ***George Bass***, surgeon of the *Reliance*, I had the happiness to find a man whose ardour for discovery was not to be repressed by any obstacle, nor deterred by danger; and with this friend a determination was formed of completing the examination of the east coast of New South Wales, by all such opportunities as the duty of the ship and procurable means could admit.' **Matthew Flinders in *Terra Australis***



Bass and Flinders Point, northern side of Port Hacking looking north towards Sydney - the distant cliff is Point Solander.

The area is made up of the **sandstones** that outcrop frequently in the Sydney region. The port, because of its sheltered nature, is protected from the high energy waves that strike the shore along the exposed coastline outside. Thus, while platforms and cliffs are present, they are not as strongly developed as elsewhere along the Sydney coast.

The **sandstone** mass of the coastal area was gently pushed up to form a **plateau** of several hundred metres elevation some millions of years ago. Erosion by a small river carved a gorge into the plateau at this site, cutting down to the lower sea level of the glacial era. As sea level rose after the glacial, the valley became a bay.

In general, the **soils** developed on sandstone are of low fertility. However, they are able to support a considerable variety of native vegetation that has developed upon them.

Port Hacking Cruising Group

Fire and landscape change

An interesting point is the identification of **fire** as one of the processes involved in landform change in sandstone areas of the Sydney Basin. Fire kills grass, exposing soil to removal by rain. Fire passing over an area also heats rock, causing fragments to flake off the surface. Less frequently, but also importantly, tree trunks smoulder on the ground for several days, causing a deeper weakening of the rock below.



Soil and rock on sandstone, exposed after fire

Royal National Park

On the southern side of Port Hacking, next to the village of Bundeena, is the beaches and forested slopes of Royal National Park (see photo below). This national park was the first such protected area in Australia, and only the second such area in the world. In hot, dry periods fire is a risk within the eucalypt forests of the Sydney region.



Port Hacking, looking inland, viewed from northern side

Exploring Port Hacking...

'Was employed in the examination of the port ... The shores of the port are mostly rocky; particularly on the north side; but there is no want of grass or wood ... streams which descend, apparently from the inland mountains, into the uppermost branch ... After sounding the entrance of Port Hacking in going out, and finding 3 1/2 fathoms of water, we steered NE by E for Cape Solander ... '

- Matthew Flinders in *Terra Australis*, 1 Apr 1796

Memorials at Bass and Flinders Point, Port Hacking, NSW



Bass and Flinders memorial

Port Hacking – Name by Mathew Flinders in 1796. First fleet pilot Henry Hacking had told him of rumours of a large river south of Botany Bay. Originally named Port Aiken (alternatively Akin or Aken) after midshipmen John Aicken, First Fleet, who discovered the river. Port Hacking heads were known as 'Port Aiken Heads' in 1780

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About Port Hacking

Port Hacking is often referred to as Sydney's forgotten waterway. This pristine waterway is located in the Sutherland Shire in Sydney's south. Port Hacking is much smaller than Sydney's other major waterways, however it is also credited as being the least polluted. Just five minutes out of any of the ports ramps or marinas and you can be completely surrounded by the Royal National Park, without a hint of civilization in sight.



It is possible to travel across Port Hacking to Bundeena, aboard the Cronulla Ferries vessel "Curronulla" which is the oldest working ferry in Australia. Cronulla Ferries also offer lunch and tea cruises of Port Hacking aboard the "Tom Thumb III". Many of the people who go boating in Port Hacking return time and again to enjoy this magnificent waterway many wonders. There are numerous charter fishing vessels, commercial cruise vessels and diving charter vessels operating out of Port Hacking. Port Hacking and the Coastline of the Royal National Park offer some of the best diving locations in the greater Sydney area. Off the coast of Port Hacking and the Royal National Park there are numerous reefs and wrecks which are a haven for all forms of marine life and the fishermen they attract. Fishing inside the port is only permitted for amateur fishermen. Spear and spear gun fishing are both strictly forbidden inside Port Hacking as it is part of the Royal National Park.



Port Hacking is a majestic waterway, but it is not without its hazards. Large areas of the port are very shallow, and it is highly important that all vessels stay within the marked channels. Many of Port Hacking's notorious sand bars are covered with a rare and protected species of sea grass. This sea grass adds an additional concern for the Coast Guard as we must limit any damage to the grass when freeing wayward vessels from the sandbars. The Coast Line of the Royal National Part and the Kurnell Peninsula are both beautiful, with their high cliffs and hidden inlets, and very dangerous, with numerous reefs and bomboras. Every year numerous lives are lost along this short stretch of coastline, both from people on the coast and in vessels. There are many wrecks along this coast from vessels that didn't survive their voyage.



Port Hacking is best known for the Surf Beaches at Cronulla. The Beaches of Cronulla, North Cronulla, Wanda and Eloura are considered to have some of the best surf in Sydney. These beaches are covered with people in the summer months, both swimmers and surfers. The more adventurous surfers tend to head for places such as Boat Harbour on the Kurnell peninsula, and the aptly named Shark Island. Shark Island is also very popular with divers and fishermen due to the large amount of marine life. The Cronulla Peninsula south of Cronulla Beach is well known as one of the best place for seeing the very rare and endangered Eastern Sea Horse. The Cronulla foreshore is also home to over a dozen different species of sharks and most dangerously of all, the highly poisonous, Blue Ringed Octopus, can be found here in large numbers. However, with the development of anti-venom for the Blue Ringed Octopus deaths from Blue Ring bites has drop to Zero with only a few people being hospitalized for longer than overnight.





In 1994, Port Hacking saw its largest emergency to date, when the Royal National Park and surrounding Areas were engulfed by fire. These fires raged for over two weeks and required the complete evacuation of the Royal National Park including the townships of Bundeena and Maianbar, over 5,000 people in total. As well as the evacuations, fire fighters in the Royal National Park required all support to be done by vessel, as all roads in and out of the park were completely cut-off by fire. The evacuation and support operations were commanded and control by the Botany Bay Water Police and involved at some point every commercial vessel on Port Hacking, and almost 100 private vessels were also involved. All operations were performed in a near flawless manner without a single serious injury or property damage.



Even with extensive use of aircraft and helicopters to water bomb the fire, it was not brought under control until a major sustained change in the wind direction occurred. During these fires not a single house was lost in the townships of Bundeena or Maianbar, and only one fire fighter lost his life when a tree collapsed on his tanker truck during clean-up operations after the fire. The Royal National Park will never recover from the environmental damage caused in these fires. It is expected that wildlife within the park will take over 10 years to return to the numbers prior to these fires. Whilst there is still clear evidence of the fires much of the native flora has re-grown and the park is slowly recovering.

The Story of Trim

Matthew Flinders literally put Australia on the map, but he didn't do it alone — he was helped by a cat called Trim.

Trim was born in 1799 on board HMAS Reliance on Flinders' voyage from the Cape of Good Hope to Botany Bay.

He was an adventurous spirit from the beginning; early on Trim fell overboard and had to swim to the boat and climb up a rope to safety.
Rachel Franks from the State Library of NSW said it was this act of bravery that caught Flinders' attention.

"I think that he always had that determination," she told Sarah Macdonald on ABC Radio's Nightlife.
"I think Matthew quite liked his spirit and I think Trim quite liked [Flinders] as well."
Flinders gave the small black and white cat the name Trim after the butler in Laurence Sterne's book Tristram Shandy.

He described his feline friend as:
"One of the finest animals I ever saw ... [his] robe was a clear jet black, with the exception of his four feet, which seemed to have been dipped in snow, and his under lip, which rivalled them in whiteness. He had also a white star on his breast."
When Flinders undertook a mission to circumnavigate the southern continent in the ship Investigator, Trim was by his side.

Trim was said to be a cheeky cat, who would join the captain at his table and try to swipe food off the forks of others as they ate.

"He only stole food once," Ms Franks said.
"Apparently there was a large piece of mutton that was a bit too tempting and he teamed up with another cat — they didn't get very far."
The adventures of Trim



Listen as Rachel Franks from the State Library of NSW tells the story of Trim on Nightlife.

Trim would not have been the only cat on board Investigator; most ships kept a few cats onboard to catch rats and mice that could cause havoc by eating supplies or gnawing on ropes.

But Trim's personality appears to have been bigger than the other ship cats.
Flinders even wrote a biography for his constant cat companion as well as other tributes and poems.

Shipwrecked and imprisoned
Trim was with Flinders when he was shipwrecked on the Great Barrier Reef.
They were trying to return to England on HMS Porpoise when they ran aground and the crew, including Trim, had to swim to safety on a small island.

Trim was said to have helped keep the stranded men's spirits up while they waited seven weeks for rescue.

Mapping of Australia

The name Australia was made popular by Matthew Flinders, who literally put the entire country on the map.



And this was not to be the last of Trim's adventures; he again took to the high seas with Flinders as they tried to get back to England.

Flinders made a stop at the French colony on Mauritius, needing repairs and supplies to continue. But as France and England were at war, Flinders was detained by the island's governor for six-and-a-half years under house arrest.

Trim stayed with Flinders the whole time — but he was allowed to wander the island.
During one of his outdoor explorations in 1804, the cat failed to return, much to the distress of Flinders.

He believed Trim had been eaten by a hungry slave, but this was never proven.

Flinders wrote about the demise of his friend:

"Thus, perished my faithful intelligent Trim! The sporting, affectionate and useful companion of my voyages for four years.

"Never, my Trim, 'to take thee all in all, shall I see thy like again', but never wilt thou cease to be regretted by all who had the pleasure of knowing thee.

"And for thy affectionate master and friend, he promises thee, if ever he shall have the happiness to enjoy repose in his native country, under a thatched cottage surrounded by half an acre of land, to erect in the most retired corner a monument to perpetuate thy memory and record thy uncommon merits."

Flinders never got a chance to erect a monument to Trim, but four statues now stand as memorials to the adventurous cat — two in England, two in Australia — and his story lives on.

Port Hacking Cruising Group

Cruising contact system

The first three rules of cruising listed latter would suggest that organising dates, destinations and time can only lead to failure. So detailed below is a system to co-ordinate and notify cruising boats in way that they can be informed of others cruising intentions and can easily make contact in an informal manner when on the waters of Port Hacking and beyond.



This communication will take place at two levels:

First Level:

The first is via a central email address john.barter@optusnet.com.au where cruising events will be broadcast to participating members and where members can advertise their intentions to the central email address for broadcast so that the cruising plans of all can be co-ordinated.

Example: Spray may be planning to cruise to Sydney Harbour on a long weekend, so notifies the central email address which broadcasts to all. A response may come in from several boats considering the same destination at the same time.

These boats can then sail in company or locate each other in due course by the second system.

A website will also be established to permanently record the intentions of all participating boats making contact at an individual level as well as being a method to promote organised events.

Site address: http://www.rmycph.com.au/cruising/index.html

Organised events for example may be; The Broadwater Classic, A Cruising fleet to Jervis Bay or other regular events planned for Port Hacking.

The web can also be used to record the travels or destinations of past times and hopefully members will assist by supplying their write-ups with pictures.

Second Level;

The second system provides a means to locate any cruising boat that is in the same location, by using a universal call sign on VHF channel 16. The call procedure is as follows:

Hello Trim, Hello Trim, Hello Trim - This is Spray, Spray, Spray over

If you read the brief history in the introduction you would know that **Trim** was Flinders cat. Any boat (let's say) on the Port will recognise this call as coming from another cruising boat looking for company. It is not mandatory to answer if you want to maintain your privacy, but if you wish to make contact you can reply on channel 16 using your call sign and change to VHF 73 to discuss details.

This system can be used to identify cruising boats in range wherever they may be.

A possible scenario may be; it is a nice summers Sunday and you decide to head to the boat to find a sheltered anchorage for lunch. You have no idea who else may be on the Port so you call Trim on VHF 16. You find there are several other boats with like intension at Darks Bay so you can now enjoy your lunch with the fellowship of others.

To further compliment this system a flag will be issued which has a Yellow background and a black Trim (cat) for you to fly from the lower crosstrees to identify your position on the water and an identifying badge to help new members to meet the older members at meetings of the water.

A Port Hacking Cruising Guide will be available (with the assistance of the cruising members and the onshore meetings) to cruising members or for visiting boats to join into the system.

Clubs, Marinas and Fuel

Royal Motor Yacht Club - Port Hacking



Address:	228 Woolooware South Road, Cronulla 2230
Calling:	VHF Channel 77
Phone:	(02) 9523 9300
Email:	info@rmycph.com.au
Website:	http://www.rmycph.com.au/home/
Location:	Western Shore Gunnamatta Bay
Landing:	Marina
Fuel:	Diesel and Petrol not available
Berthing:	Marina
Moorings:	Yes

Cronulla Sailing Club Ltd



Address:	1 Waratah Street, Cronulla 2230
Calling:	No
Phone:	(02) 9523 6114
Email:	cscmail@optusnet.com.au
Website:	www.cronullasc.yachting.org.au
Location:	Northern Shore Gunnamatta Bay
Landing:	Wharf with limited access
Fuel:	No
Marina:	No
Moorings:	No

Yowie Bay Marina



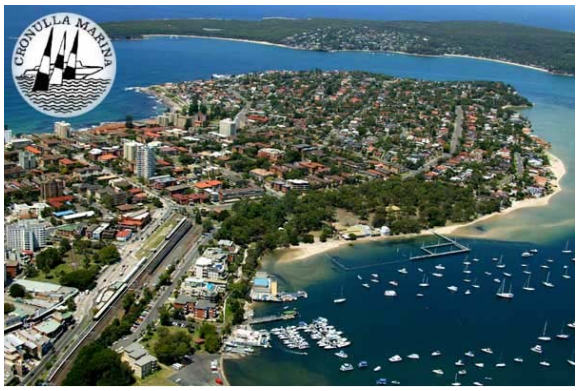
Address:	1 Wonga Road Yowie Bay, NSW 2228
Calling:	No
Phone:	Ph: (02) 9524 3621 Fax: (02) 9524 1310
Website:	http://www.andrewshortmarine.com.au
Location:	Western Shore of Yowie Bay
Landing:	Yowie Bay Marina is by appointment only. For all details or to make an appointment please contact 9524 3621.
Fuel:	No
Marina Berths:	The facility also includes slipways and a number of berths which may be rented.

Port Hacking Open Sailing Club

Address:	226B Attunga Rd Yowie Bay NSW 1490
Calling:	
Phone:	02 9526 1506
Email:	tcolin@optusnet.com.au
Website:	http://www.yachting.org.au/db/clubdisplay.asp?ID=2073&Action=Display
Location:	Western Shore Yowie Bay
Landing:	Wharf
Fuel:	No
Marina Berths:	No
Information:	PHOSC is a family orientated club catering to all grades and ages of dinghy sailor. We have numerous social activities throughout the year!!New members welcome. Major racing classes catered for include MJ's, Flying 11's, NS's, Herons and Sharpies.

Port Hacking Cruising Group

Cronulla Marina



Address: 2 Tonkin St Cronulla 2230
Calling:
Phone: 9544 0888 Mobile: 0419 188 850
Email:
Web: http://cronullamarina.boatpoint.ninemsn.com.au/
Location: Northern Shore Gunnamatta Bay
Landing: Marina
Fuel: Diesel and Petrol
Marina Berths: Yes
Moorings: Yes
Hire boats: 3 metre aluminium dinghies

Dolans Bay Marina Pty Ltd



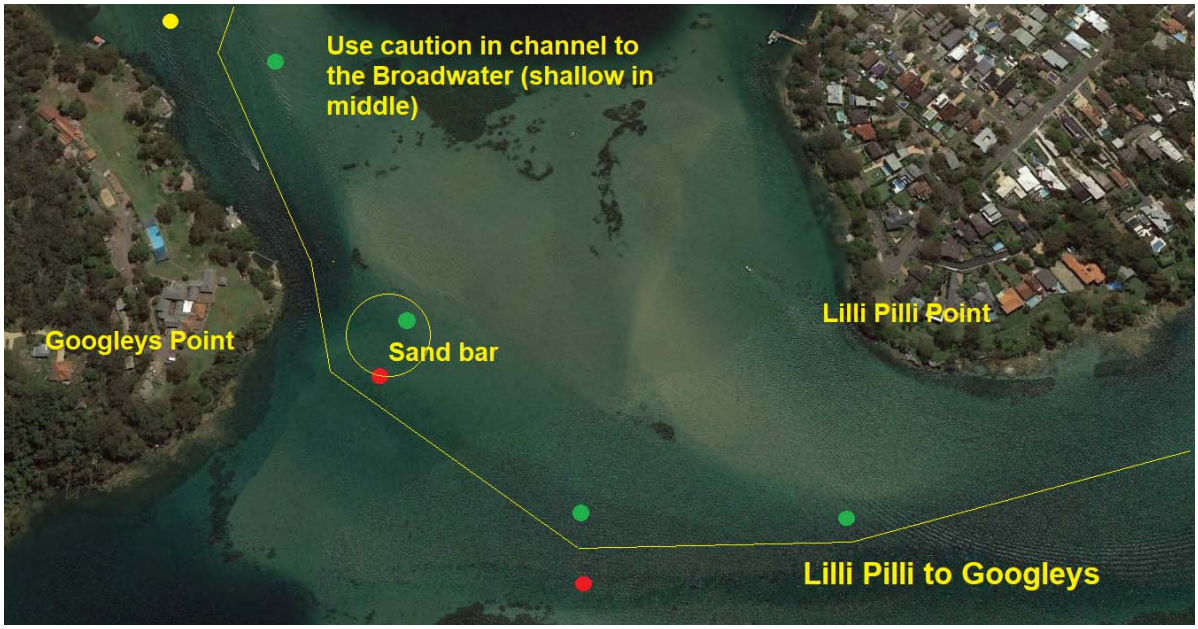
Address: 72 -74 Parthenia St Dolans Bay 2229
Calling:
Phone: **(02) 9526 1070**
Email: lbcronulla@bigpond.com
Website:http://www.leisureboating.com.au/Clubs/Cronulla/Location.asp?SessionID=
Location: Western Shore of Dolans Bay
Landing: Marina
Fuel: NIL
Marina Berths: Yes
Moorings: Yes
Hire boats:

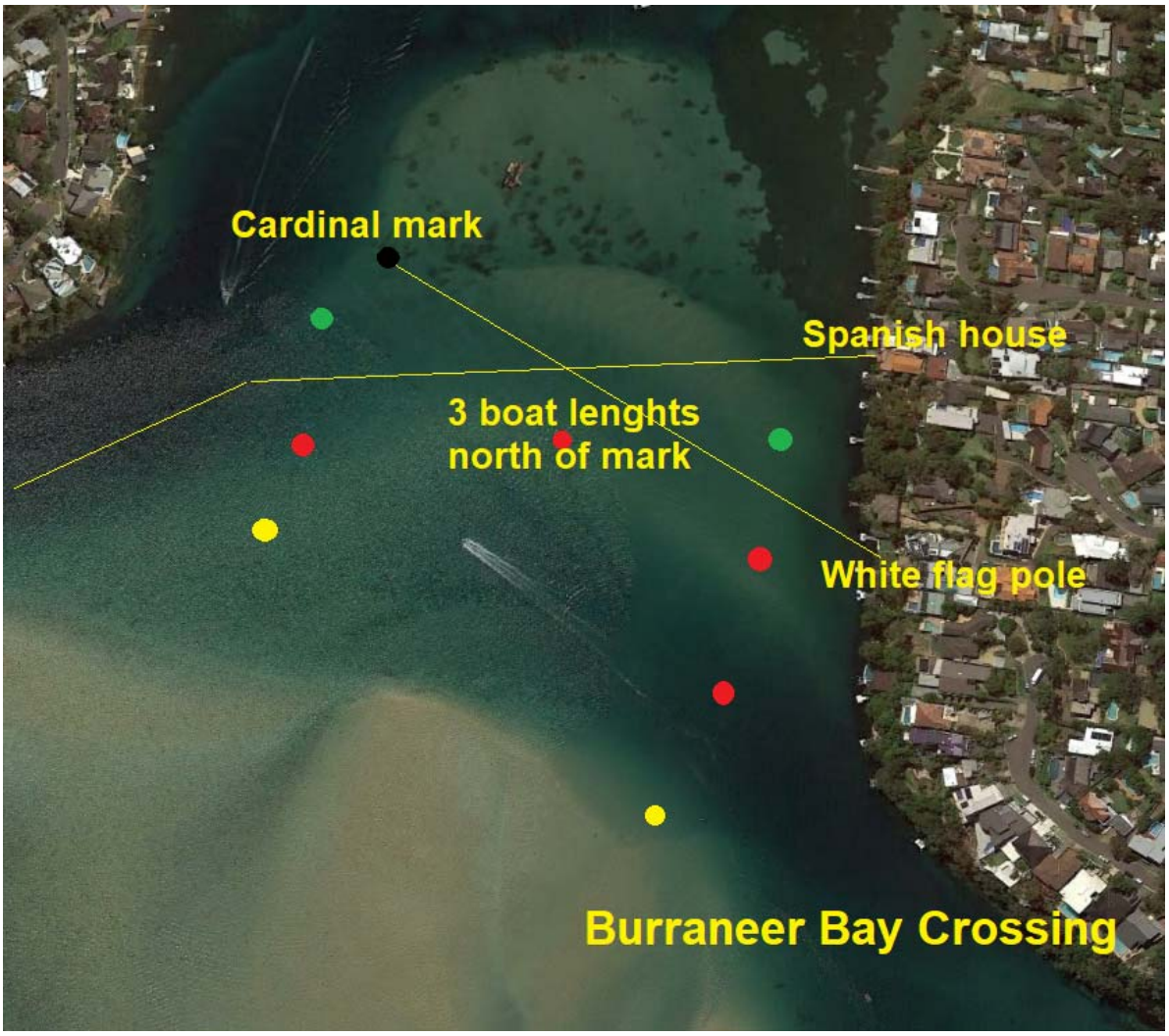
Burraneer Bay Marina

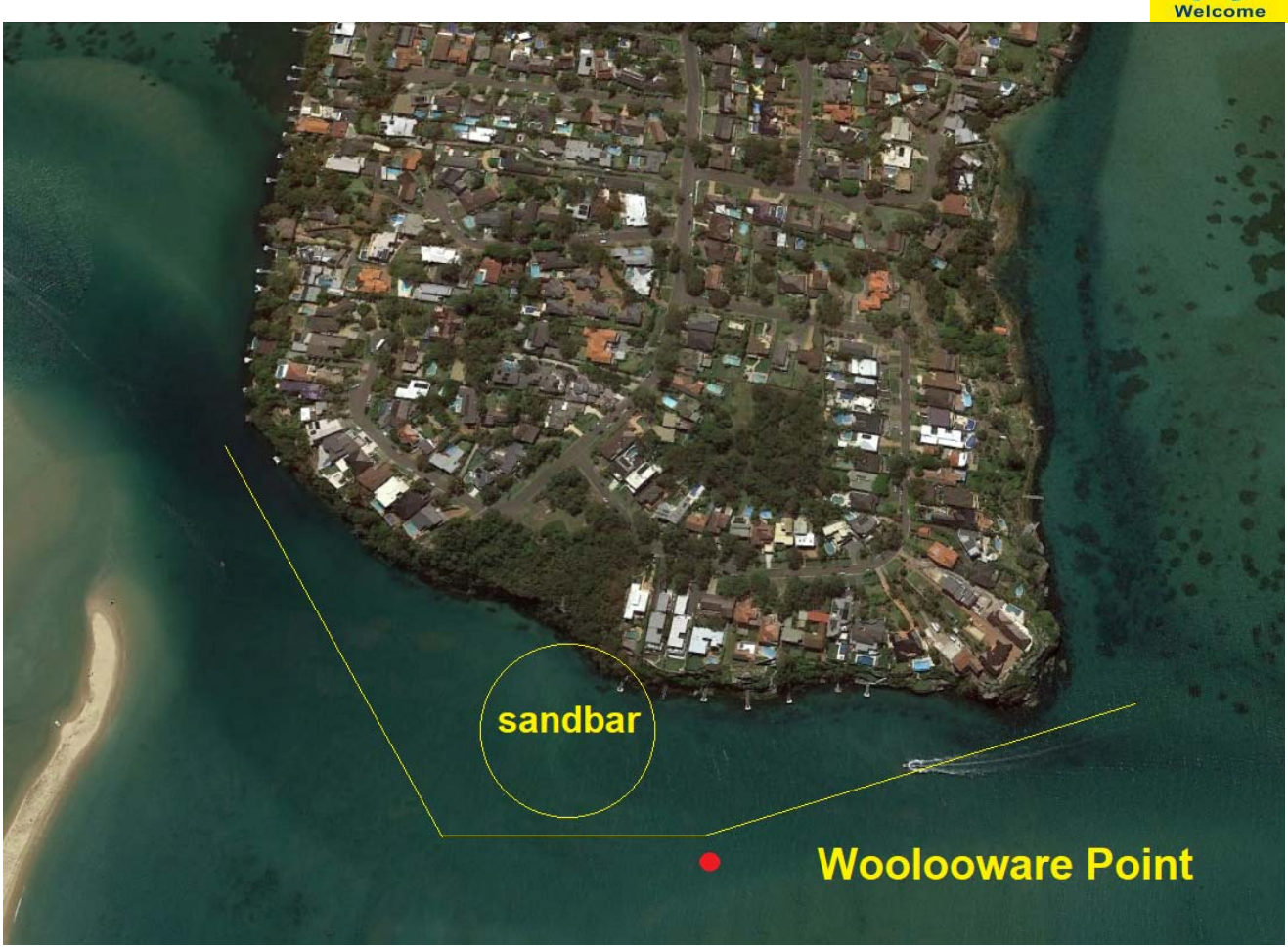


Address: 48 Fernleigh Rd Caringbah 2229
Calling:
Phone: (02) 9523 5250
Email: Erin@burraneerbaymarina.com.au
Website: http://www.burraneerbaymarina.com.au/
Location: Western Shore of Burraneer Bay
Landing: Marina
Fuel: Diesel and Petrol
Marina Berths: Yes
Moorings: Yes
Hire boats:

The Channels of the Port (January 2018)






sandbar
Woolooware Point


Port Hacking and Bate Bay
Waterways

Map of Port Hacking

Radio coverage frequencies repeaters etc

Marine Radio

With the closure of the six *local* Coast Radio Stations, they were replaced by two TVNZ (A) maritime communication stations (licensed by the ACA as Major Coast Stations. These stations operate from Willuna WA and Charleville Qld. (Call sign "RCC Australia"). There is no longer routine or public correspondence available through the maritime communication stations.

Vessels without DSC or Inmarsat equipment will not be able to contact maritime communication stations. The "Major Coast Stations" only monitor DSC - 4MHz & upwards. As of February 1999, DSC (Digital Selective Calling) was introduced to the MROCP & MROVCP certificates. (Marine Radio Operators Certificate & Marine Radio Operators VHF Certificate of Proficiency). Whilst holders of the former certificate RROCP and the earlier 3rd Class Commercial Operators Certificate of Proficiency will continue to be legally qualified even though their radio communications equipment may incorporate DSC facilities. However such persons will need lo additionally qualify for the Marine Satellite Communications Endorsement if operating Inmarsat types A, B or C equipment.

AVCG - Coast Guard Sydney organize 4 Radio courses per year and we could arrange a DSC update to current holders of RROCP if requested.

DSC (Digital Selective Calling)

- Is available only on MF/HF & VHF - not available on 27MIIz.
- Is a brief burst (typically seven seconds on MF/HF, and 0.5 second on VHF) of digitised information transmitted from one station to alert another station or stations, and to provide some basic information.(excluding alert durations).
- Frequencies have been internationally allocated in the MF/HK and VHF marine bands for DSC distress, urgency and safety alerts.
- For routine DSC communication an MMS1 no. (Maritime Mobile Service Identity) is required.
- Steps to transmit a DSC distress Alert and subsequent distress call and message

Select DSC » Initiate DSC » Change to Associated » Transmit Radiotelephony channel Distress Alert radiotelephony channel Distress call & message

MF/HF

- AM (H3E) & SSB (J3E) - 2 to 22 MHz bands - long distant communications.
- 2MHz band uses ground wave, 4 to 22 MHz uses Sky waves ‘Ionosphere’.
- 2182 uses AM all other frequencies SSB.
- Safety service provided by Limited Coast Stations
- Offers communications range of many thousands of miles and worldwide given the correct choice of frequency band
- Disadvantage — subject lo interference from atmospheric conditions, ignition etc, high cost, complex installation & greater operator expertise.
- Radphone has been discontinued.
- DSC available

VHF

- Operates on FM
- Offers line of sight communication - up to 20 klm (10.8 nautical miles) and between vessel and shore of 50 klm (27 nautical miles), possibly significantly greater.
- a safety service provided by Limited Coast Stations operated by Marine Rescue and other organisations.
- Relative inexpensive, highest quality signals, suffering least from interference caused by atmospheric or ignition sources.
- Repeater services available.
- Disadvantage of suffering blind spots behind cliffs, sand hills and heavy vegetation.
- DSC available.
- All operators are reminded that, although VHF apparatus is subject to a CLASS licence the operator must hold at least a MRO VCP. AC A is pursuing the unlicensed.



27 MHz

- A communications range, under favourable conditions, of between 10 & 50 klm (5.4 and 27 nautical miles)
- Safety service provided by limited Coast Stations operated by marine rescue organisations.
- Advantages of being cheap and easy to install; but the disadvantages of being subject to interference from atmospheric and ignition noise (and on occasions, from distant radio stations) and of not providing access to a radiotelephone service.
- Despite the disadvantages, 27 MHz marine equipment is ideal for small vessels which operate inshore and within range of limited coast stations operated by marine rescue organisations.

LOG ON

- Ship station operators are encouraged to provide departure, positional and arrival information to a maritime communication station, coast radio station or limited coast station operated by marine rescue organisations,
- VMR SYDNEY SOUTH maintains a 24 hour radio base in the Old Signal Station at Vaucluse.
- Coast Guard Sydney offers an Associate Membership which records relevant details on computer with an Eagle November Alpha No. (ENA 123) and weather bureau updates 10 minutes to the odd hour- more often as the weather turns foul
- Vessels proceeding up or down the coast are advised to familiarise themselves with the various Volunteer organisations operating the rescue bases as not all are 24hour.

Weather

The Bureau of Meteorology provides automatically generated radiotelephony broadcasts of routine weather forecasts and weather warnings through the maritime communication stations. These frequencies are not monitored and should not be used for routine radiotelephony. Full details are available on the Bureau of meteorology website: www.bom.gov.au/marine

- MF/HF frequencies - 2201 & 4426 khz (automatically transmitted) (0503 & 1703hrs) Warnings 3min past odd hour
- Coastal forecasts 5min to the hour 0130 + 4hourly EST- warnings on the hour. (BOM)
- VHF frequency - 67 @ 0733 & 1733 - severe warnings hourly intervals. 13 (Harbour Control) -usually 3min past the hour
- Coast Guard Sydney relays the Weather Bureaus forecast and local sea conditions -10 minutes to the odd hour from 0500 to 2200 daily on 27.88/86, VHF 16/67.

Medical

In urgent cases, a DSC urgency alert may be used to establish communications with the marine communication station who have formal arrangements with health authorities and will relay medical advice to and from vessels at sea in an emergency. This service is free of charge.

Note

Radio checks or calls of a general nature should be directed to volunteer marine rescue groups or other service providers.
Coast Radio stations are no longer required to constantly monitor 2182 kHz.

Eastern 'Coast Radio Station' call signs-
COAST RADIO CAIRNS
COAST RADIO GLADSTONE
COAST RADIO SYDNEY
COAST RADIO MELBOURNE
COAST RADIO HOBART

Coast Guard Sydney radio tower phone no.9337.5033
Facsimile 9337.5251
Frequencies monitored- 27.88 & 86
VHF-16, 67 and 73
MF/HF- 2182,2524,4125,6215
(Others by arrangement)

Bob Foster
Coast Guard Sydney 9484.7870

Volunteer Marine Rescue – NSW Bases

Marine Rescue Point Danger – ☎: 07 5536 9333 : 0409 249 993 : 07 5536 3825 Rescue vessel
e-email: pointdanger@marinerescuensw.com.au Latitude: 28° 9' 54.155"S Longitude: 153° 33' 3.061"E

Marine Rescue Brunswick – ☎: 02 6685 0148 : 0488 304 343 : 02 6685 0253 Rescue vessel
e-mail: brunswick@marinerescuensw.com.au Latitude: 28° 32' 7.408"S Longitude: 153° 32' 43.315"E

Marine Rescue Byron Bay – ☎: 02 6680 8417 : 0488 288 018 : 02 6685 5121 Radio base only
e-mail: capebyron@marinerescue.com.au Latitude: 28° 38' 6.644"S Longitude: 153° 38' 13.163"E

Marine Rescue Ballina – ☎. 02 6681 4700 : 0437 423 797 : 02 6686 4355 Rescue vessel
e-mail: base.ballina@marinerescuensw.com.au Latitude: 29° 53' 12.17"S Longitude: 153° 15' 59.864"E

Marine Rescue Evans Head – ☎: 02 6682 4888 : 0409 155 622 : 02 6682 5088 Rescue Vessel
e-mail: evanshead@marinerescuensw.com.au Latitude: 29° 6' 54.494"S Longitude: 153° 26' 21.668"E

Marine Rescue Iluka/Yamba – ☎: 02 6646 6311 : 0400 577 982 : 02 6646 6785 Rescue vessel
e-mail: ilukyayamba@marinerescuensw.com.au Latitude: 29° 25' 21.287"S Longitude: 153° 21' 32.081"E

Marine Rescue Wooli – ☎: nil : 0437 423 797 : 02 6649 7090 Rescue vessel
e-mail: wooli@marinerescuensw.com.au Latitude: 29° 53' 12.17"S Longitude: 153° 15' 59.864"E

Marine Rescue Woolgoolga – ☎: 02 6654 1785 : 0417 403 520 : 02 6654 9759 Rescue vessel
e-mail: woolgoolga@marinerescuensw.com.au Latitude: 30° 6' 34.82"S Longitude: 153° 12' 8.616"E

Marine Rescue Coffs Harbour – ☎: 02 6652 3155 : 0435 945 848 : 02 6651 2257 Rescue vessel
e-mail: coffsharbour@marinerescuensw.com.au Latitude: 30° 18' 34.74"S Longitude: 153° 8' 7.323"E

Marine Rescue Nambucca – ☎: 02 6568 4204 : 0427 105 040 : 02 6568 3325 Rescue Vessel
e-mail: nambucca@marinerescuensw.com.au Latitude: 30° 38' 42.361"S Longitude: 153° 0' 22.119"E

Marine Rescue Trial Bay – ☎: 02 6566 5240 : 0488 690 723 : 02 6566 7966 Rescue Vessel
e-mail: trialbay@marinerescuensw.com.au Latitude: 30° 52' 59.847"S Longitude: 153° 2' 29.423"E

Marine Rescue Port Macquarie – ☎: 02 6584 1966 : 0419 999 451 : 02 6583 8211 Rescue Vessel
e-mail: portmacquarie@marinerescuensw.com.au Latitude: 31° 25' 48.493"S Longitude: 152° 55' 14.635"E

Marine Rescue Camden Haven – ☎: 02 6559 7356 : 0412 904 389 : 02 6559 5324 Rescue Vessel
e-mail: camdenhaven@marinerescuensw.com.au Latitude: 31° 38' 54.409"S Longitude: 152° 48' 6.374"E

Marine Rescue Crowdy Harrington – ☎: 02 6556 1564 : 0409 912 590 : 02 6556 1830 R-Vessel
e-mail: crowdyharrington@marinerescuensw.com.au Latitude: 31° 52' 21.717"S Longitude: 152° 41' 28.877"E

Port Hacking Cruising Group



Marine Rescue Forster Tuncurry – ☎: 02 6554 5458 : 0404 846 039 : 02 65545 8040 Vessel
e-mail: base.forstertuncurry@marinerescuensw.com.au Lat: 32° 10' 31.689"S Long: 152° 30' 32.736"E

Marine Rescue Nelson Bay - ☎: 02 4981 3585 : 0407 498 135 : 02 4984 1944 Rescue Vessel
e-mail: nelsonbay@marinerescuensw.com.au Latitude: 32° 42' 37.899"S Longitude: 152° 9' 41.059"E

Marine Rescue Lemon Tree Passage – ☎: 02 4982 4981 : nil : 02 4984 5537 Rescue Vessel
e-mail: lemontreepassage@marinerescuensw.com.au Latitude: 32° 43' 37.203"S Longitude: 152° 1' 45.411"E

Marine Rescue Newcastle – ☎: 02 4927 8237 : 0487 922 670 or 0439 980 995 : 02 4927 8238
e-mail: newcastle@marinerescuensw.com.au Latitude: 32° 56' 9.268"S Longitude: 151° 46' 41.45"E Vessel

Marine Rescue Lake Macquarie – ☎: 02 4971 3498 : 0430 521 510 : 02 4972 1088 Rescue Vessel
e-mail: lakemaquarie@marinerescuensw.com.au Web site: marinerescuelakemaquarie.com.au
Latitude: 33° 5' 17.078"S Longitude: 151° 39' 51.84"E

Marine Rescue Toukley – ☎: 02 4396 5899 : 0414 460 436 : 02 4390 9995 Rescue Vessel
e-mail: toukley@marinerescuensw.com.au Latitude: 33° 15' 33.789"S Longitude: 151° 32' 32.484"E

Marine Rescue Norah Head – ☎: 02 4396 6162 : nil : 02 4396 6124 Rescue Vessel
e-mail: norahhead@marinerescuensw.com.au Latitude: 33° 16' 45.46"S Longitude: 151° 34' 3.738"E

Marine Rescue The Entrance – ☎: 02 4332 3055 : 0488 442 051 : 02 4332 3055 Rescue Vessel
e-mail: theentrance@marinerescuensw.com.au Latitude: 33° 20' 3.358"S Longitude: 151° 30' 12.154"E

Marine Rescue Terrigal – ☎: 02 4384 3606 : 0418 433 747 : 02 4384 2677 Rescue Vessel
e-mail: terrigal@marinerescuensw.com.au Latitude: 33° 26' 50.163"S Longitude: 151° 27' 1.951"E

Marine Rescue Central Coast – ☎: 02 4325 7929 : 0402099042 : 02 4325 1806 Rescue Vessel
e-Mail: centralcoast@marinerescuensw.com.au Latitude: 33° 26' 18.531"S Longitude: 151° 19' 53.753"E

Marine Rescue Hawkesbury ☎: 02 9985 9012 : 0429 499 060 : 02 9985 9132 Rescue Vessel
e-mail: hawkesbury@marinerescuensw.com.au Latitude: 33° 31' 43.706"S Longitude: 151° 12' 5.575"E

Marine Rescue Cottage Point – ☎: 02 9456 3055 : 0412 254 912 : 02 9456 5734 Rescue Vessel
e-mail: cottagepoint@marinerescuensw.com.au Latitude: 33° 36' 55.942"S Longitude: 151° 12' 26.364"E

Marine Rescue Broken Bay – ☎: 02 9999 3554 : 0425? : 02 9997 5849 Rescue Vessel
e-mail: brokenbay@marinerescuensw.com.au Web: marinnerescuebrokenbay.org.au
Latitude: 33° 39' 47.15"S Longitude: 151° 18' 9.38"E

Marine Rescue Terrey Hills – ☎: 02 9450 2468 : 0423 328 377 : 02 9486 3486 Rescue vessel
e-mail: sydney@marinerescuensw.com.au Latitude: 33° 39' 47.15"S Longitude: 151° 13' 20.65"E

Marine Rescue Middle Harbour – ☎: 02 9969 3270 : 0412 018 264 : 02 9969 8346 Rescue Vessel
e-mail: middleharbour@marinerescuensw.com.au Latitude: 33° 48' 20.897"S Longitude: 151° 14' 48.645"E

Marine Rescue South Head (Port Jackson) – ☎02 9337 5033 0408 688 950 02 9337 5251 R-Vessel
e-mail: portjackson@marinerescuensw.com.au Latitude: 33° 51' 22"S Longitude: 151° 09' 47.5"E

Marine Rescue Botany Bay – ☎: 02 9668 9888 : 0419 622 770 : nil Rescue Vessel
e-mail: botanybay@marinerescuensw.com.au

Marine Rescue Solander (Port Hacking) – ☎: 02 9668 9888 : 0418 545 199 : ? Rescue Vessel
e-mail: porthacking@marinerescuensw.com.au Latitude: 34° 03' 44.8"S Longitude: 151° 07' 37.5"E

Marine Rescue Port Kembla – ☎: 02 4274 4455 : 0458 577 819 F: 02 4274 4288 Rescue Vessel
e-mail: portkembla@marinerescuensw.com.au Latitude: 34° 29' 31.328"S Longitude: 150° 55' 0.007"E

Marine Rescue Shellharbour ☎: 02 4297 3999 : 0447 722 667 : 02 4297 3999 Rescue Vessel
e-mail: shellharbour@marinerescuensw.com.au Latitude: 34° 34' 33.614"S Longitude: 150° 52' 15.131"E

Marine Rescue Shoalhaven ☎: 02 4447 4466 : 0488 444 555 : 02 4447 4067 Rescue Vessel
e-mail: shoalhaven@marinerescuensw.com.au Web site: http://www.shoalrescue.com.au
Latitude: 34° 54' 8.204"S Longitude: 150° 46' 3.937"E

Marine Rescue Jervis Bay – ☎: 02 4447 5433 : 0402 079 838 : 02 4443 3887 Rescue Vessel
e-mail: jervisbay@marinerescuensw.com.au Latitude: 35° 2' 17.03"S Longitude: 150° 40' 21"E

Marine Rescue Sussex Inlet – ☎: 02 4441 3555 : 0412 811979 : 02 4441 1444 Rescue Vessel
e-mail: sussexinlet@marinerescuensw.com.au Latitude: 35° 21' 30.41"S Longitude: 35° 21' 30.41"E

Marine Rescue Ulladulla – ☎: 02 4455 3403 : 0414 296 367 : 02 4455 1861 Rescue Vessel
e-mail: ulladulla@marinerescuensw.com.au Latitude: 35° 21' 30.41"S Longitude: 150° 28' 21.39.54"E

Marine Rescue Kioloa – ☎: 02 4457 1109 : 0459 097 849 : 02 4457 1109 Rescue Vessel
e-mail: kioloa@marinerescuensw.com.au Latitude: 35° 33' 50.5"S Longitude: 150° 23' 01.4"E

Marine Rescue Batemans Bay – ☎: 02 4472 3060 : 0488 723 070 : 02 4472 3060 Rescue Vessel
e-mail: batemansbay@marinerescuensw.com.au Latitude: 35° 43' 07.48"S Longitude: 150° 11' 48.09"E

Marine Rescue Tuross - ☎: 02 4473 8111 : 0407 260 231 : 02 4472 8115 Rescue Vessel
e-mail: tuross@marinerescuensw.com.au Latitude: 36° 3' 49"S Longitude: 150° 7' 24"E

Marine Rescue Narooma – ☎: 02 4476 1443 : 0410 094 443 : 02 4476 3228 Rescue Vessel
e-mail: narooma@marinerescuensw.com.au Latitude: 36° 12' 51.14"S Longitude: 150° 8' 8.21"E

Marine Rescue Bermagui – ☎: 02 6493 4506 : 0429 494 100 : 02 6493 4304 Rescue Vessel
e-mail: bermagui@marinerescuensw.com.au Latitude: 36° 25' 31.9"S Longitude: 150° 4' 13.53"E

Marine Rescue Merimbula – ☎: 02 6495 3331 : nil : 6495 3027 Rescue Vessel
e-mail: merimbula@marinerescuensw.com.au Latitude: 36° 53' 18.18"S Longitude: 149° 55' 7.38"E

Marine Rescue Eden – ☎: 02 6496 2167 : 0421 646 535 : 02 6496 3589 Radio Base
e-mail: eden@marinerescuensw.com.au Longitude: 37° 4' 29.96"S Longitude: 149° 54' 50.43"E



Important Telephone Numbers - All Emergencies only Phone 000

WATER POLICE
Sydney Harbour.....9692 5411
Botany Bay.....8566 7566
Broken Bay.....9979 4044
Newcastle.....4902 8230
Port Stephens.....4984 9012
Coffs Harbour.....6652 0257
Port Kembla.....4276 5180
Eden.....6496 0699

PORT EMERGENCIES
Sydney (24 Hours).....9296 4000
Newcastle.....4985 8222
Port Kembla.....4274 4571

WATERWAYS (Boating weather).....13 12 36

WATERWAYS
(Recreational Boating Enquiries).....13 12 56

FISH WATCH
(Reporting illegal activities).....1800 043 536

AUSTRALIAN MARITIME SAFETY AUTHORITY.
Maritime.....1800 641 792
24 Hours emergency numbers
- SAR/ Oil Spills Aviation.....1800 815 257

CUSTOMS WATCH (24 Hours)..... 1 800 061 800

WHALE & SEAL RESCUE (ORRCA) 9415 3333

POISONS INFORMATION CENTRE
(24Hrs) 13 11 26

DIVERS EMERGENCY SERVICES 1800 088 200

MARINE RESCUE STATIONS
Sydney.....9450 2468
Solander (Port Hacking and Botany Bay.....9668 9888
Broken Bay.....9999 3554
Cottage Point 9456 3055
Middle Harbour.....9969 3270
South Head.....9337 5033
Port Kembla.....4274 4455
Hawkesbury 9985 9012

Royal Motor Yacht Club (Port Hacking) 9523 9300
Cronulla Sailing Club.....9523 6144

TELEPHONE WEATHER SERVICES
Sydney Metropolitan Service 1900 926 100
NSW Coastal Waters Service 1900 926 101
Waters Service 1900 969 955
Newcastle and Hunter Service 1900 969 954

TELSTRA DIAL-IT WEATHER SERVICES 1196

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Help Desk (free call).....1800 630 101

GENERAL

Trim: The True Story of a Remarkable Cat

Written by Judith Mackintosh, November 1 2001

MATTHEW Flinders is best known for his remarkable voyages around the shores of Australia. These notes are adapted from his papers and diaries kept in the National Maritime Museum in Greenwich and tell of his faithful and intelligent companion "Trim" on the voyages from 1799 to 1803. "I can never speak of cats without a sentiment of regret for my poor Trim, the favourite of all our ship's company" wrote Matthew Flinders of his beloved cat who had extraordinary qualities.



Trim was born at sea on a ship called *Reliance* somewhere in the Indian Ocean. The ship was on a voyage in 1799 between the Cape of Good Hope and Botany Bay. Even as he played with his brothers and sisters on the deck, Flinders noticed that he was a gentle and kind-hearted kitten and gave him the name of Trim, after a kind-hearted and humble cat owned by his Uncle. Trim grew up to be Matthew Flinders adored and faithful friend.

As Trim was brought up by sailors and spent most of his life at sea, he had skills and tricks like no cat on land ever had. He had no fear of the water and could swim. On the occasions when Trim slipped on the deck and fell overboard a rope would be thrown to him in the water, he would simply take hold of it and run up to the safety of the deck again. It wasn't long before he could run up the gangway steps quicker than any of the crew and always beat his master and the First Lieutenant up any stairs.

Trim was a good-natured cat and great care was taken of him by many of the ships company. He grew to be one of the finest animals ever seen, was huge and black, weighing 10 to 12 pounds and had a large bushy tail. He had four white feet like they had been dipped in snow, a white star on his chest and long and graceful whiskers.

His character was possessed of many admirable qualities including intelligence, good natured ness, independence and strength. He was "designed to be the model and Prince of his race" Matthew Flinders wrote and that "Dick Whittington's cat of which so much is said and written, could not have been compared to Trim."

Trim was a favourite with everyone on board and always shared meals with them, sitting at first with the officers and then with the sailors. He was always seated 15 minutes before meals, would beg for small morsels from everyone and ate with faultless manners. He quietly ate all the food he was offered while sitting at the table but only after others had been served.

Trim excelled at athletics and he was always happy doing the many tricks he had been taught from an early age by the sailors. Trim perfected his favourite, the art of jumping and he could jump very high over the sailors hands. There was much pleasure in another game in which he followed a musket ball hung with twine that would twirl endlessly around the deck directed by the sailors.

Practical seamanship was another of his favourites and when things were busy on the decks, ropes and sails being worked, Trim was always there right in the centre of it all offering his assistance. He even helped those who were doing celestial navigation by being out on the decks at night and keeping a check on all the ships instruments. When there were jobs such as furling

sails and placing the top mast, Trim was always there to assist and if the order was given "away up aloft," he was the one to reach the top first!

In 1800 Trim and Matthew Flinders returned to England onboard the *Reliance*, and visited London. They went on a voyage to the South Seas and in 1801 began the three year journey and circumnavigation of Australia. While on that journey and visiting the Gulf of Carpentaria, Trim had an unfortunate experience because of the tropical weather conditions, he lost a lot of weight and his shiny black coat turned to grey. However much to the joy of all his friends and admirers, once the ship had returned to a cooler climate his shiny black coat returned and he resumed his portly figure once more.

In 1803, Trim embarked on his last voyage with Matthew Flinders aboard the ship *Cumberland*. They were on their way back to England but never arrived, as on August 17th, *Cumberland* became shipwrecked on a coral reef in the Indian Ocean. Matthew Flinders and Trim were both rescued, but became imprisoned on the French island of Mauritius.

Trim did not survive; he went missing after two weeks and was presumed dead.

From prison Matthew Flinders wrote, "Thus perished my faithful intelligent Trim! The sporting, affectionate and useful companion of my voyages during four years.

"Thy affectionate master and friend promises thee, if ever he shall have the happiness to enjoy repose in his native country again, to erect a monument to perpetuate and record thy uncommon merits. This shall be your epitaph:

“To the memory of Trim”.
The best and most illustrious of his Race, the most affectionate of friends, faithful of servants and best of creatures.
He made the Tour of the Globe and a voyage to Australia, which he circumnavigated, and was ever the delight and pleasure of his fellow voyagers.
Returning to Europe in 1803 he was shipwrecked in the great Equinoxial Ocean; this danger escaped, he sought refuge and assistance at the Isle of France, where he was made prisoner, contrary to the laws of Justice, of Humanity, and of French National Faith; and where, alas! He terminated his useful career, by an untimely death, being devoured by the Catophagi of that island.
Many a time I have beheld his little merriments with delight, and his superior intelligence with surprise: Never will his likes be seen again!
Trim was born in the Southern Indian Ocean the Year 1799, and perished as above at the Isle of France in 1804.
Peace be to his shade, and honour to his memory."

If you visit Sydney you can see Trim...
A statue of Trim was erected by public subscription in 1995. It sits on the Mitchell Library window ledge facing Macquarie Street, Sydney. From here Trim is always able to look up at the statue of his master, Matthew Flinders, erected there in 1925?

The Curranulla story



On the twelfth of May 2009 M.V. Curranulla celebrated 70 years on the Cronulla to Bundeena ferry run. She remains the oldest commuter ferry in Australia working a regular timetable.
Curranulla was designed and built by the well-known shipbuilders Morrison and Sinclair of Balmain, Sydney for the Cronulla ferry service owned by Captain Robert Ryall and was purpose built with a 3ft 6ins draft for the shallow and rough water of Port Hacking.
The 56ft timber ferry was constructed using the nail and rove system through Oregon planking and was powered by a 66hp 3-cylinder K3 hand start Kelvin diesel giving a top speed of seven knots.
Curranulla was first commissioned on May 12, 1939 with a private cruise on Port Hacking … selected guests and dignitaries striding onto her decks for the first time. At the time of commissioning she was the largest, fastest and the most modern vessel ever seen on Port Hacking and could complete the crossing from Cronulla to Bundeena in half the time of the older 'well-deck' ferries that had been running since the service first started in 1915.
The Kelvin diesel engine was painted green with many brass fittings polished by her crew daily and could be seen from the main deck through a glass and timber deck-to-deckhead casing. Growing up in Bundeena our family travelled by ferry regularly and on many occasions I watched other Mums and children looking out the windows at the passing shoreline as Dads spent the entire trip watching the Kelvin tick over.

In 1985 the ageing Kelvin was replaced with a 78hp, 5LW Gardner diesel which still gives great reliable service today consuming 4.5 litres of fuel an hour and giving the ferry a top speed of nine knots. Her original rod and chain steering was replaced with hydraulic steering in 1989.


Photo: Jordan Scott collection

Curranulla on Gunnamatta Bay 1981.

Port Hacking Cruising Group

Curranulla still handles a full workload making 13 return trips a day Monday to Friday and 40 trips on Saturday and Sunday for fifty weeks a year… that's 8,500 trips per year. The other two weeks are for maintenance and weather. Having been in service for seventy years that comes to a total of 595,000 trips.
It's a 2km trip making 1,190,000kms in total. Given the equator is 40,025kms, the faithful little Curranulla has circled the globe 29 times … and the Grand old Lady of Port Hacking won't be retiring anytime soon.
Together with her Port Hacking colleague MV Tom Thumb III both ferries run across to Bundeena for the 8am service to carry 200 school children out and both ferries return to Bundeena at 4pm to take them all home again. Then in the mornings at 10.30am Tom Thumb III heads up river on a scheduled scenic cruise to fill in her day.
The Bundeena ferry run is occasionally influenced by heavy weather, wind and big seas to the extent of waves crashing over the landings on Bundeena wharf. Today the service is cancelled in big seas but in the 'old days' the service would run in most conditions.
One occasion, in June 1948, is known as the "The Great Crossing at Bundeena". Curranulla departed Cronulla for Bundeena but the huge seas made it impossible to cross the bay.


Photo: Cronulla Ferries collection
Curranulla *about to be washed onto the rocks in 1986.*

The ferry master was determined to get his passengers home. He turned the ferry around and returned to Cronulla to pick up three rowboats. He towed them behind Curranulla but instead of heading seaward to Bundeena he turned and surfed up river to the township of Maianbar – adjacent to Bundeena.
The passengers were helped into the rowboats and rowed ashore with waves crashing over the ferry and onto the beach. An artist was one of the first to go ashore and recorded the scene in a painting.
In July 1986 Curranulla was enroute from Cronulla to Bundeena in a winter gale and big seas to pick up the 7am commuters, but the huge waves made it virtually impossible to make the crossing.

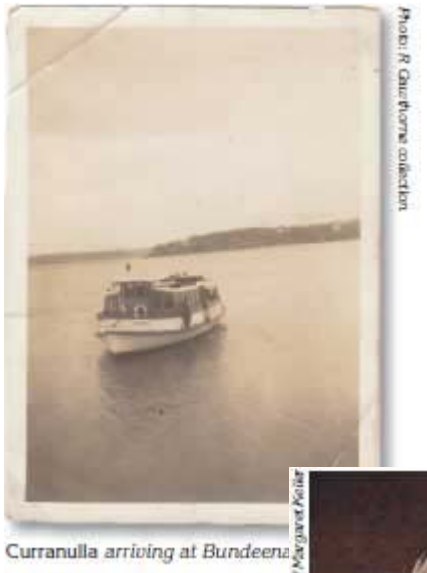


Photo: R Gauthorne collection
Curranulla *arriving at Bundeena*

The ferry turned back for Cronulla and was picked up by a huge roller and washed onto the rocks at Hungry Point. Fortunately the next wave came through and lifted her free. The ferry master beached her at Bull Street wharf in Gunnamatta Bay where a police launch kept her pumped out as she was holed badly.
Current owners, the Rogan family, purchased the service on August 2, 1989. Carl Rogan owner/master has a true passion for timber boats, especially Curranulla. Carl has restored most of her superstructure maintaining her classic original look. He has re-fastened and sister-ribbed all of her planking and keeps a high level of care and maintenance throughout the year.
Two weeks a year for three years Carl restored the main cabin. In 1993 the stern forward to amidships, 1994 the bow aft to amidships and 1995 the deckhead was rebuilt keeping the original 18ins of camber in her deckhead beams.
Prior to restoration work it wasn't an uncommon sight to see passengers sitting inside the main cabin on a wet day with their umbrellas up!


Photo courtesy of Margaret Keier
The Great Crossing at Bundeena June 1948.

Over the past 20 years Curranulla has undergone extensive work under the waterline, fifty percent of her hull planking has been replaced including the garboards. The sponsons on both sides have been replaced, the port side twice due to the nature of the Bundeena wharf and five years ago her shaft log was replaced leaving the wheelhouse as the most original part of the vessel.
Most of the restoration was carried out by two shipwrights – the late Ken Gervens who worked on both ferries for over 40 years and Bruce Gault, for the past 20 years. Bruce is still looking after the ferries today and returns to Curranulla and Tom Thumb III every year at refit.

"Both ferries have many years of service left in them," Bruce said.
For many years the Kelvin and the Gardner's were kept in fine tune by the late Jim Parkinson. In recent times when engines and or a gearbox are due to be exchanged or require general maintenance, Carl takes on this role himself.

I served my time on both ferries Curranulla and Tom Thumb III with Carl and long time ferry master Murray Halgren. I was a full-time ferry master for six years mainly on the Curranulla. I am now a ferry master with Sydney Ferries on the Manly service and love it – but Curranulla is my clear favourite. She has so much character, I was privileged to obtain all my maritime knowledge on such a fine vessel. She is in great shape and handles the adverse weather conditions really well.


Photo by Marilyn Gawthorne

David Fenwick (left) and ferrymaster Rob Gawthorne on the Curranulla at Bundeena wharf.

The old wooden ferries are often a talking point with the passengers. Long-time Bundeena residents and regular ferry users say, "I'm glad some things haven't changed and go for a trip just for old time's sake."
Curranulla is one of the finest examples of a timber ferry from her era and is a real credit to her owners Carl Rogan and family.


Photo: Russell Whelan

Curranulla 2001 working at Bundeena wharf, low tide.


Photo by Margaret Keller

Bundeena wharf in the 1974 storms. Ferries were shut down for over a week.

Many chapters could be written on the Port Hacking ferries … a task I hope to undertake sometime soon. If anyone has any old photos or information that would help in our further research on the Cronulla—Bundeena ferries, please contact Christine at Cronulla Ferries on (02) 9523 2990.


Photo by R Gawthorne

MV Tom Thumb III enroute to Bundeena.

The Tom Thumb does two coffee sightseeing cruises each day
For more information see -http://www.cronullaferries.com.au/

Port Hacking Cruising Group

Eco Cruises on the Port Hacking Explorer II

The Port Hacking River is littered with sandbars from Cronulla through to the Royal National Park and because of this, a large percent of the river is inaccessible to many boats - but not for the Explorer II.
The Port Hacking Explorer II is purpose built for shallow waterways and is able to cruise through the water with a depth of only 50cm, allowing access to places along the Port Hacking such as Muddy Creek, Fisherman's Bay, Winifred Falls and the Audley Weir at low tide.





We travel up river to the Royal National Park where, if you choose to, you can disembark and explore historical Audley. There are many activities to take part in at Audley ranging from bushwalking, bicycle hire for the forest trail, canoe or row boat hire to explore the 5 kilometre fresh water section of the Hacking River. If you prefer to relax and enjoy the tranquil setting, you can pack a picnic lunch and find a spot along the river bank to relax. (drop off only).

Departing at 11:00am, you can order lunch from our onboard menu. All orders are made fresh and picked up along the way. The Port Hacking Explorer II has a well stocked fully licensed bar which enables you to enjoy a chilled glass of wine or an icy cold beer with your lunch.
The Port Hacking Explorer II has onboard restroom facilities.
There is certainly no better way to explore Port Hacking.

Join us for a cruise on the Port Hacking River

We will provide a full commentary onboard including the history of the port and the flora & fauna found in the area whilst you enjoy bottomless cups of tea and coffee with home style biscuits.

- Your Skipper/tour guide will skim by secluded beaches and sandbars such as Deeban Spit on the way to Red Jack's Point and Constens Point giving you the perfect opportunity to photograph Pelicans, Spoonbills, Migratory Waders and other birds in their natural habitat.
- Your skipper/tour guide will call in at the Meadows, Wentworth's Fountain (only accessible by boat) and then on to explore the mangrove forest giving a talk about the ecology of the grey mangroves and all that inhabits the estuary of Muddy Creek.



Cruise to the end of the Hacking River and arrive at the famous Audley Weir, gateway to the Royal National Park, where you can disembark and explore everything historic Audley has to offer. (please inform the booking office when making your booking if you will be disimbarking at Audley)
Alternatively, stay on board for a round trip and see some of Sydney's most magnificent waterfront properties as we cruise back to Cronulla.

Cruise Costs

- $33.00 Adults
- $22.00 Seniors (Australian senior Card holders only)
- $22.00 Children (3 to 12 & under 3 is free)

If you disembark there is a $3.00 park entry fee per person. Tour includes; Afternoon Tea, Commentary & Cruise

Cruise Times

- Cronulla Wharf (departure) 11:00 am
- Lunch pickup 12:00pm
- Historic Audley 1:00 pm
- Cronulla Wharf 2:30 pm
- Times may vary according to unscheduled stops to view flora & fauna along the way.
- Cruises run on a Wednesday, Saturday & Sunday. (Group bookings taken on Monday, Tuesday, Thursday and Fridays)
- A perfect day for families, groups, couples and singles.
- This tour requires a minimum of 10 adults to run.



Bookings Essential

Phone (02) 9544 1400
info@ecocruises.com.au



Our cancellation policy:

Tickets cancelled with more than 24 hours notice, will not incur a cancellation fee. Tickets cancelled without notice will incur a fee equal to each seat booked at the quoted rate.
Thank you for booking with us.
We look forward to welcoming you onboard & showcasing what we believe to be Sydney's most beautiful waterway.

Cronulla Cruises reserves the right to cancel cruises without notice. Prices are subject to change

CONTACT DETAILS

Brad & Liz Cornish are your hosts
Phone (02) 9544 1400
2 Tonkin Street Cronulla Cronulla
POST ADDRESS
Suite 94, 370 Kingsway, Caringbah NSW 2229, Australia

Online Enquiry Form
info@cronullacruises.com.au



Beaufort Wind Scale

The scale was created in 1805 by Irishman Sir Francis Beaufort, a British admiral and hydrographer. At that time naval officers made regular weather observations, but there was no scale and so they could be very subjective - one man's "stiff breeze" might be another's "calm conditions". The initial scale from zero to 12 did not reference wind speed numbers, but related qualitative wind conditions to effects on the sails of a man of war, then the main ship of the Royal Navy, from "just sufficient to give steerage" to "that which no canvas [sails] could withstand." The scale was made a standard for ship's log entries on Royal Navy vessels in the late 1830s.

The scale was adapted to non-naval use from the 1850s, with scale numbers corresponding to cup anemometer rotations. In 1906, with the advent of steam power, the descriptions were changed to how the sea, not the sails, behaved and extended to land observations. Rotations to scale numbers were standardized only in 1923. George Simpson, Director of the UK Meteorological Office, was responsible for this and for the addition of the land-based descriptors.

The measure was slightly altered some decades later to improve its utility for meteorologists.

The Beaufort scale was extended in 1946, when Forces 13 to 17 were added. However, Forces 13 to 17 were intended to apply only to special cases, such as tropical cyclones. Nowadays, the extended scale is only used in Taiwan and mainland China, which are often affected by typhoons.

Wind speed on the 1946 Beaufort scale is defined by the empirical formula:

$v = 0.836\, B^{3/2}$ m/s

Where v is the equivalent wind speed at 10 metres above the surface and B is Beaufort scale number. For example, $B = 9.5$ is related to 24.5 m/s which is equal to the lower limit of "10 Beaufort".

Today, hurricanes are sometimes described as Beaufort scale 12 through 16, very roughly related to the standard Saffir-Simpson Hurricane Scale where Category 1 is equivalent to Beaufort 12. However, the Saffir-Simpson Scale does not match the extended Beaufort numbers above 13. Category 1 tornadoes on the Fujita and TORRO scales also begin roughly at the end of level 12 of the Beaufort scale but are indeed independent scales.

Note that wave heights in the scale are for conditions in the open ocean, not along shore.

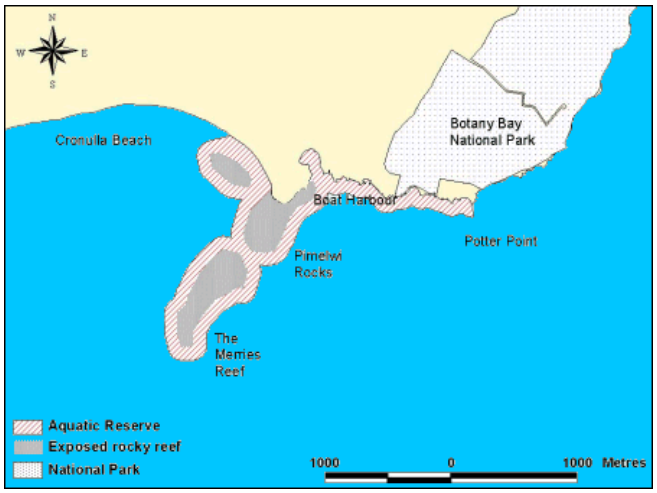
PLEASE NOTE: "Beaufort scale numbers and descriptive terms such as 'near gale', 'strong gale' and 'violent storm' are not normally used in Bureau of Meteorology communications or forecasts".

Beaufort scale number	Descriptive term	Units in km/h	Units in knots	Description on Land	Description at Sea
0	Calm	0	0	Smoke rises vertically	Sea like a mirror.
1-3	Light winds	19 km/h or less	10 knots or less	Wind felt on face; leaves rustle; ordinary vanes moved by wind.	Small wavelets, ripples formed but do not break: A glassy appearance maintained.
4	Moderate winds	20 - 29 km/h	11-16 knots	Raises dust and loose paper; small branches are moved.	Small waves - becoming longer; fairly frequent white horses.
5	Fresh winds	30 - 39 km/h	17-21 knots	Small trees in leaf begin to sway; crested wavelets form on inland waters	Moderate waves, taking a more pronounced long form; many white horses are formed - a chance of some spray
6	Strong winds	40 - 50 km/h	22-27 knots	Large branches in motion; whistling heard in telephone wires; umbrellas used with difficulty.	Large waves begin to form; the white foam crests are more extensive with probably some spray
7	Near gale	51 - 62 km/h	28-33 knots	Whole trees in motion; inconvenience felt when walking against wind.	Sea heaps up and white foam from breaking waves begins to be blown in streaks along direction of wind.
8	Gale	63 - 75 km/h	34-40 knots	Twigs break off trees; progress generally impeded.	Moderately high waves of greater length; edges of crests begin to break into spindrift; foam is blown in well-marked streaks along the direction of the wind.
9	Strong gale	76 - 87 km/h	41-47 knots	Slight structural damage occurs -roofing dislodged; larger branches break off.	High waves; dense streaks of foam; crests of waves begin to topple, tumble and roll over; spray may affect visibility.
10	Storm	88 - 102 km/h	48-55 knots	Seldom experienced inland; trees uprooted; considerable structural damage.	Very high waves with long overhanging crests; the resulting foam in great patches is blown in dense white streaks; the surface of the sea takes on a white appearance; the tumbling of the sea becomes heavy with visibility affected.
11	Violent storm	103 - 117 km/h	56-63 knots	Very rarely experienced - widespread damage	Exceptionally high waves; small and medium sized ships occasionally lost from view behind waves; the sea is completely covered with long white patches of foam; the edges of wave crests are blown into froth.
12+	Hurricane	118 km/h or more	64 knots or more		The air is filled with foam and spray. Sea completely white with driving spray; visibility very seriously affected

Port Hacking Cruising Group

Anchorages

Boat Harbour



Location: Northern side of Bate Bay and west of the Merries reef, about 100 metres offshore.

Protection direction: NW-N-NE to 20 knots

Depth of water: 3 Metres

Anchor: Sandy bottom – keep anchor clear of reef not recommended as an overnight anchorage.

Phone services: Yes

Boat Harbour and the surrounding inter-tidal rock platforms are a significant part of Kurnell's marine environment. In late 2001, NSW Fisheries announced the establishment of a new Boat Harbour Aquatic Reserve. The new Reserve will place restrictions on fishing and bait collecting in areas next to and adjacent to the Merries Reef area. The area contains a variety of habitats including platforms, crevices, rock-pools, boulders and cobbles. Despite the fact that some inter-tidal organisms will be protected, fishing and harvesting of abalone and lobster will still be permitted.

Merries Reef is frequented by a range of birds, including plovers, ruddy turnstone and red-necked stint.

Boat Harbour's is the site of many temporary shacks with no running water or electricity that were built early in the last century, and have been passed down through generations who still use them today. It is also the location of a 4WD park (below) in which use of Holt's private beach is permitted. Many conservation groups see 4WD activity on the Peninsula as incompatible with Kurnell's cultural and natural heritage value especially given that on many parts of the Peninsula, it is responsible for damage to significant vegetation communities. It is also putting limitations on the area's use as a habitat for birds.



Boat Harbour is a very unique spot; from here the Kurnell Peninsula can be accessed on the Cape Bailey walking track. The track passes the Recreation Reserve, Captain Cooks Landing Place which is part of The Botany Bay National Park, along the rugged coast line through Voodoo Point to Potter Point along to the cape Bailey lighthouse.



The track continues on to Long Nose point and the Tabbigah Gap where down a steep cliff is an excellent but dangerous fishing hole. The elements can be tough here when the weather is bad. Indications of this are things like the remnants of a disused fishing shack from the 40's, which still exists steep on the cliff's edge. From Tabbigah the track links it path with Cape Solander where Solander Drive from The National Park ends.

Summary



The anchorage is a pleasant and sheltered destination north of Port Hacking. It offers good protection for winds from NW to NE and Merries reef calms NE to SE swell.
Yachts from Port Hacking will find this an ideal location for a short sail and lunch stop. The area is not frequented by passing power boats so there is little wake, so rafting is possible without too much risk.
Landing on the beach is easy and fishing or walking a practical pastime. However, there can be a fair amount of activity from 4 wheel drive vehicles.

The beaches from Port Hacking to Boat Harbour

Oak Park

The beach is 15 metres long, with the most suitable area for swimming adjacent to the ocean pool. The beach is backed by a foreshore walk, a park and a picnic area. Lifeguards do not patrol the swimming area.

Shelly Beach

The beach is 50 metres long and backed by a foreshore walk and a large park and picnic area. The adjacent ocean pool is the most suitable area for swimming. Lifeguards do not patrol the swimming area.

South Cronulla

The beach is 300 metres long and situated at the southern end of Bate Bay. An ocean pool is located at the northern end of the beach. Swimming is relatively safe, but rips occasionally form at either end of the beach. Lifeguards patrol the beach all year round.

North Cronulla, Elouera and Wanda

Wanda, Elouera and North Cronulla beaches form a 1.5-kilometre stretch of beach towards the southern end of Bate Bay. Swimming can be hazardous, with numerous rips. Lifeguards patrol North Cronulla Beach from October to April

Green Hills

The beach is three kilometers long and situated at the northern end of Bate Bay. The north end of the beach is protected by Merries Reef, with larger waves and rips more prevalent at the southern end. Lifeguards do not patrol the beach.



The fleet at anchor in June 2005 following a Whale Watch

Port Hacking Cruising Group

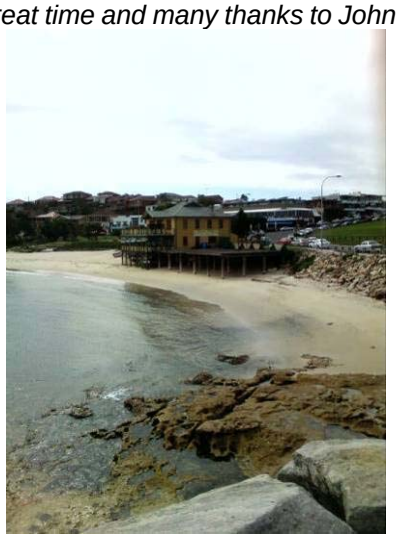
The Boatshed Cafe at La Perouse

A great place for a leisurely sail and lunch. La Perouse is situated on the north western corner of Botany Bay. It is protected in most winds below 20 knots and has a nice sandy beach to land on. The following is an account by Possible Dream of an excursion in 2009;



What a great day Good Friday turned out to be.
Ken and I left home at 10.00am and motor sailed to Botany Bay, the sun was shining and the wind was a quiet 10 knots with wonderful smooth seas.
We arrived in Botany Bay to find Chasseur already on a mooring and Sea Change just dropping anchor.
As we were anchoring Xentric arrived closely followed by L'attitude. We all bided our time until 1.00 o'clock when we all "Rubber Duckied" into the shore. Ken and I towed John and Margaret as they seemed to have forgotten the oars and motor.
We were closely followed by the rest and Rhonda managed to dunk not only herself into the water but her watch and handbag.
We all converged on the Boat Shed and were quickly joined by Kevin and Jeni, David and Dot, and Suzanna and Michaels two boys and a friend.
We were a joyful lot making lots of noise and thoroughly enjoying the food that the Boat Shed served.
At about 4.30 we all headed back to our boats and the land cruising contingency headed for their dry land homes.
We were all now in party mode and John and Margaret invited us all for sundowners on L'attitude. We easily entertained each other together with any other vessel anchored in the same vicinity, with outlandish stories and much laughter.
9.00 found us all ready to retire and peace reigned over the bay once again as we headed back to our own boats.
Saturday dawned with a wonderful Red Sky and no wind and Ken and I motored back to the Port Hacking with the most wonderful calm seas. We had a great time and many thanks to John for once again organising a great event.





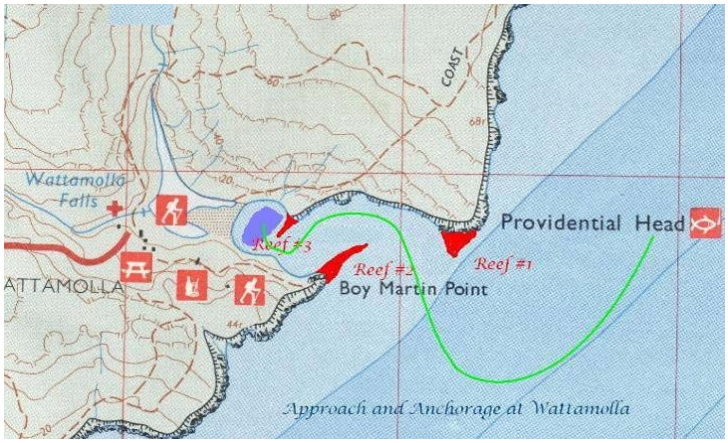


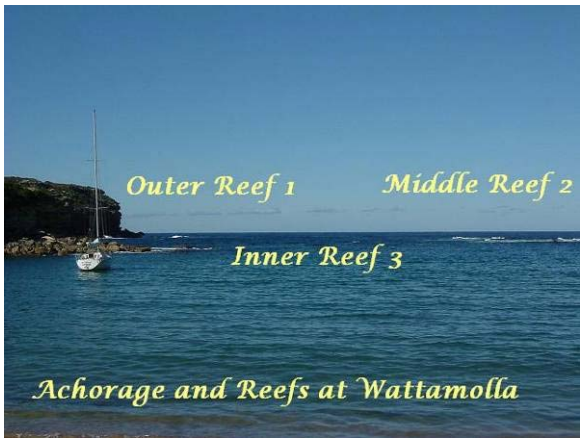






Wattamolla (Providential Cove)





Approach from the SE heading NW to clear reef #1 and stay to seaward of reef #2. The depth is good off the northern cliffs. Run parallel to the cliffs with reef #2 to seaward and continue to the SW shore where a turn can be made around reef #3 to the anchor area marked in blue.

Protection direction

The anchorage is protected from most winds less than 20 knots, but not protected from easterlies and vulnerable to SE/E/NE swell.



Depth of water

Good depth all the way in with sufficient clearance to all reefs and shore lines.

The average depth in the anchoring area is 3 metres.

Anchoring

Best position behind reef #3. If any swell comes through it's advisable to use a stern anchor to hold the bow to the swell.

Description

This inlet as well as having great historical interest is in one of the world's first national parks. It is accessible by road via the Audley weir or by sea.



Approaching Wattamolla from the sea on the right day is a privilege that would not be forgotten. After a short run from Port Hacking the inlet materialises via a gap in the high sandstone cliffs. The entrance is guarded by three reefs and beyond is a beautiful white beach whose backdrop in a high waterfall cascading into the lagoon behind the beach.

The holding is good into sand; however, care must be taken to choose the right weather conditions.

You could imagine yourself to be at an exotic south sea paradise and only one hours sailing from Port Hacking. It is also interesting to imagine how Bass and Flinders must have felt when one moment being fearful for their lives in a violent storm and the next landing in the lagoon.

Mobile Phone services

Nil

Port Hacking Cruising Group

Picture Galley of Wattamolla













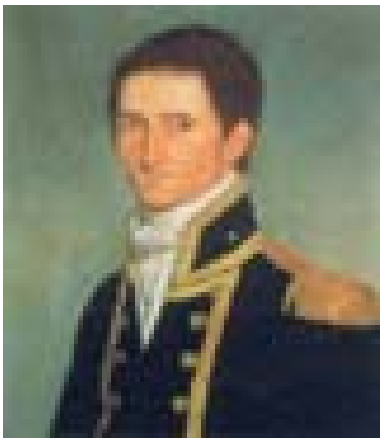
The *Tom Thumb*

Even the greatest of explorers have to start somewhere. George Bass and Matthew Flinders undertook an extraordinary voyage of discovery upon the diminutive *Tom Thumb*. At only 244cm, or 8 feet in length, the *Tom Thumb* was an unlikely surveying vessel. However, in 1795, with the use of this tiny craft Bass and Flinders explored and charted the coastline south of Port Jackson and traveled 20 miles further up the Georges River than any European had previously.



Bass and Flinders upgraded to the *Tom Thumb II*, a vessel barely superior to the original for their second exploratory voyage to the South Coast in 1796. After capsizing and being washed up on a beach the explorers found themselves in the company of Aborigines. The Aborigines were cautious in their dealings with the visitors, however, Flinders persuaded the Aborigines to allow him to shave their beards.

On their return journey the *Tom Thumb II* was caught in a strong storm. The crew was in grave danger, as they were caught between the forbidding cliffs of the (now) Royal National Park and a tumultuous sea. Luckily, as they struggled northwards with the storm they saw a gap in the dark forms of the cliff and took a chance that this was a safe anchorage rather than a dangerous cleft. The explorers soon found themselves in the sheltered anchorage of Wattamolla. In the days after this lucky escape Bass and Flinders mapped and named Port Hacking.



It was achievements such as this that enabled Flinders to raise his reputation as an exemplary surveyor and explorer, and that prompted Sir Joseph Banks to recommend Flinders "for a greater role in exploration."



Wattamolla: Civil Parish of Wattamolla (1835) Aboriginal meaning: ‘place near running water’.

Diving at Wattamolla



The park, the second oldest national park in the World, has magnificent cliffs that run all the way along the coastline except for a couple of beaches and two inlets. One of the inlets is Wattamolla Cove.
This very sheltered bay is located about a third of the way down the coast from Port Hacking. The inlet is about 500 metres deep and 150 metres wide. The northern headland juts out further than the southern headland and is home to a number of very good dive sites. Probably the best of these is the deeper sponge garden site.
To find this site, head south from Port Hacking for about 8.5 kilometres till you are off the centre of Wattamolla Cove. Turn around and head due north towards the water off the northern headland. Aim for GPS mark of 34° 08' 25"S 151° 07' 43"E (note that all my GPS Readings are using AUS66 - if you use any other datum, you will need to convert the reading - see my GPS Page for more details) and drop anchor once the wall comes up from 25 to 26 metres to 20 to 21 metres.
The spot where you are anchored is on the southern wall of the dive site. From here, the reef runs west towards the headland and a little to the east. A good way to dive here is to first head to the east. This has some small gutters and the depth drops from 25 metres to over 27 metres. There are some large rocks off the main wall. The reef then turns north and runs in this direction for perhaps 50 to 75 metres. The reef then turns to the west and the depth comes up gradually to 18 to 20 metres. This is probably as far as you will be able to get, so head south from here. Follow one of the small walls of just head due south. You will come to the wall after about 100 to 125 metres. The sand here is about 22 to 23 metres. Turn left and follow the reef back to the starting point. If you get lost at any time, just head south till you strike the wall and then follow it to the east.



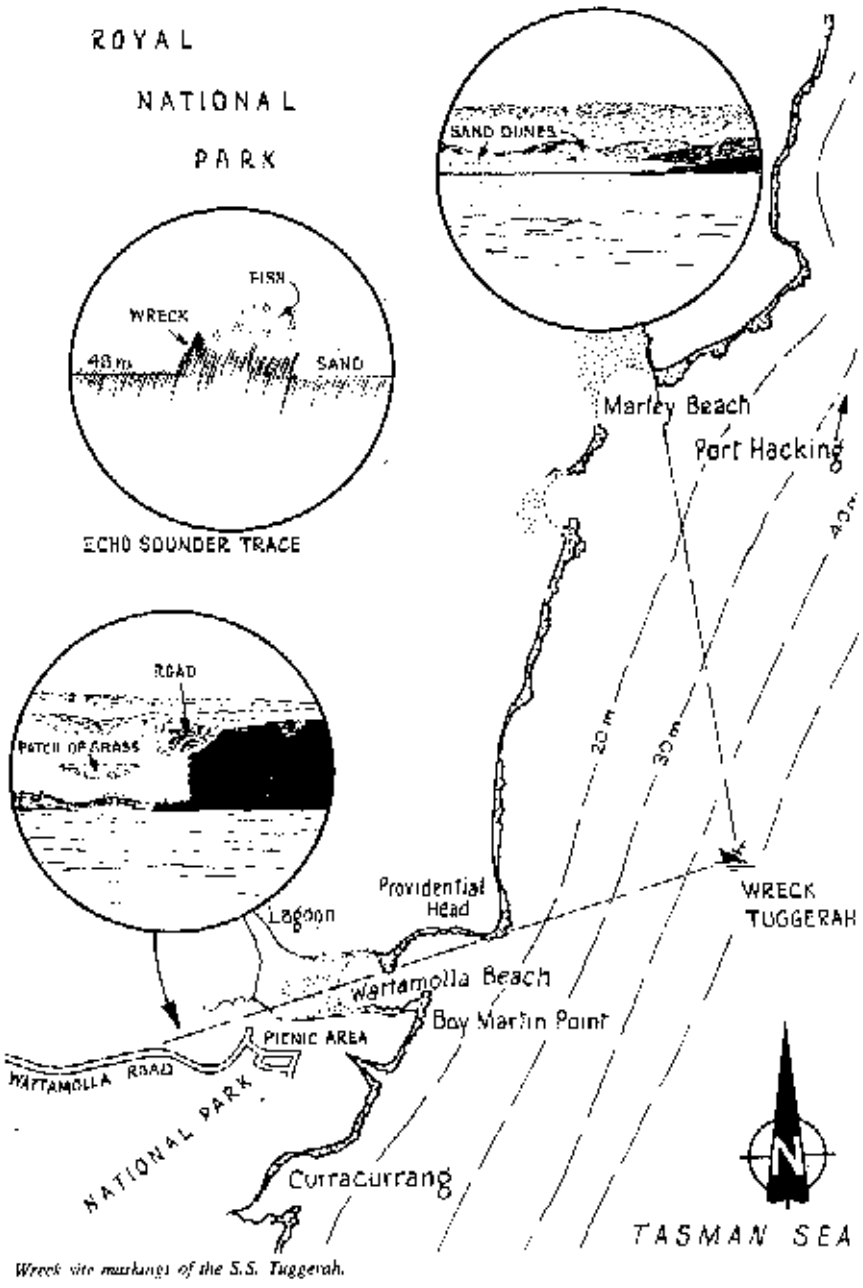
You will have to keep moving to do all the dive as described as you will only get a maximum of about 34 to 36 minutes bottom time before going into decompression. For a first dive here, it may be preferable to only do a in/out dive, that is go one way and come back along the same route.
The fish life can be prolific here. To the east of the anchor spot there are normally thousands of silver sweep and to the west of the anchor dozens of bastard trumpeters. Further west there are thousands of small nannygais in between the rocks just off the reef. The sand edge has sea dragons, serpent eels and rays. There are eagle rays, wobbegongs, Port Jackson sharks, cuttlefish and luderick on the reef top. Keep an eye out for Red Indian fish, they can also be found here. The whole reef is covered in a great mass of sponges, sea squirts, gorgonians, giant jelly ascidians and other fixed marine life.

S.S. TUGGERAH

On the 17th May 1919 a British ship, Tuggerah, a coal collier, sank in very rough seas off Wattamolla, south of Port Hacking with the loss of six lives, they were three crew, the Master, First Mate and Chief Engineer. For many months the Tuggerah had been engaged in the transportation of coal between the mines at Bulli and Sydney. At the time of departure Tuggerah had a slight list to port side and in addition to this both hatch covers were left off. Crew throughout the journey, up until shortly before the time of sinking, were engaged in levelling off coal to try and stabilize the boat, but the list gradually increased to a point where holes were taking in water with nearly every wave. Two and a half hours after leaving port the Tuggerah capsized and sank.

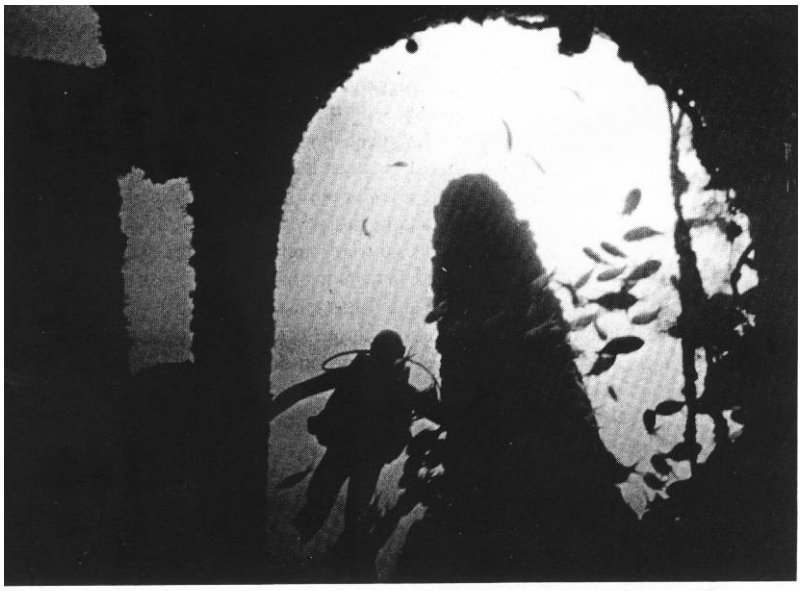
When the vessel left the jetty seas were moderate to rough and coal cargo was well above the coaming so that hatches were not battened down. The vessel had a list to port when leaving. All available seamen were set to trim coal in the holds and this work continued until off Wattamolla, a distance of 26 kilometres from Bulli. At the time No. 1 hold on the fore deck had been trimmed down, hatch covers put on, and tarpaulins were being spread.

When off Wattamolla and three kilometres out at sea the vessel lurched to starboard and shipped a heavy sea on that side. She apparently never recovered. The hatch covers were not on No. 2 hold at the time and crew were spreading the tarpaulin on No. 1 hold, second mate who was then carrying on work with the crew gave orders to clear all boats.



Wreck site markings of the S.S. Tuggerah.

Alex Sillattis, who was at the wheel of the Tuggerah, told his story after rescue. "I was at the wheel as she foundered; when the ship left the jetty at Bulli the Captain ordered me to the wheel. The ship had a list to port when we left. There was some coal still on deck starboard side as it was removed the list increased a little bit more. I was steering a north-east course, and seas were very rough. The course was still the same at the time of the accident. Waves were running just aft of the beam and were coming on deck a little. Just immediately before the accident the ship took a heavy sea over the starboard side. When the first wave hit us, water stopped on deck and caused the ship to list over further, this is when coal shifted below decks. When the second wave washed over us the ship took more water on board and she did not steer. I sang out to the Captain, 'she won't steer any more'. The Captain said, 'hard aport'. I put the helm hard aport, then the third sea came on board. The Captain looked back at No. 2 hatch and said, 'She is gone, that is the end of her. Get the boats out'. I put my head out of the wheel-house to look at the port side hatch combings, the sea was rushing in. That was the



Propeller of the Sydney wreck S.S. Tuggerah.

third wave that hit us. The remaining three waves in succession gradually swallowed the Tuggerah until she was struck by the sixth, the ship disappeared inside the giant sixth wave, then she failed to recover, rolled over and sank while completely submerged under that wave."
Fred Tait, Second Officer on the Tuggerah, records his last few seconds before the Tuggerah sank; "When the ship took heavy seas on deck she did not recover. There was one wave bigger than the rest. I sang out to clear away the boats when I came up onto the bridge deck. The men went to clear away the boats and I followed. Then all of a sudden there were crew in the water struggling all around me, we were hauled on board a life boat and picked up all men we could find and then with great difficulty in heavy seas made for the safe waters of Port Hacking".

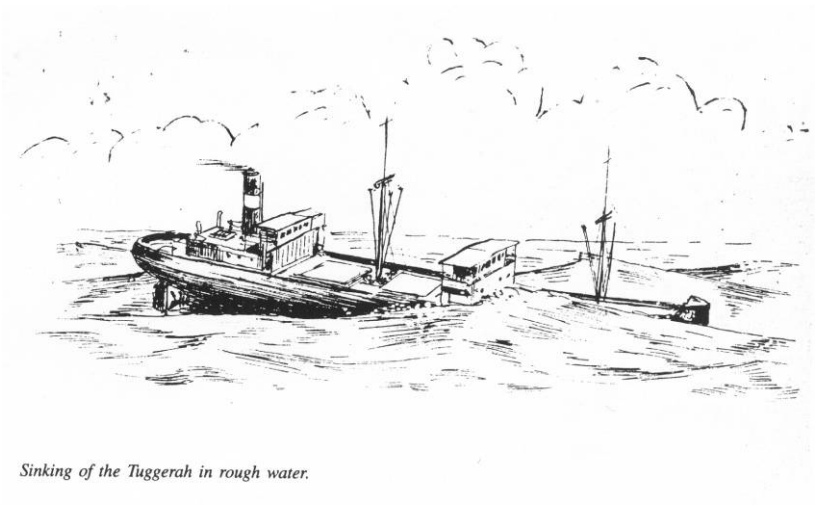
Today the Tuggerah is a popular site for the weekend fisherman and scuba divers, particularly on a good calm Sunday, as many as six small boats can be anchored over the wreck. Nanagui by the millions cover the entire ship, large schools of kingfish continually circle as the diver descends the anchor rope. On a clear day when the visibility is good you can see the entire wreck from about 21 metres down. Once on the bottom a diver is literally surrounded by fish, your buddy may be only 3 metres away, but there is little chance of seeing him. Wobbegongs by the dozens laze about all over the wreck.

The Tuggerah lies upside down in 46 metres of water and after nearly 60 years submersion is half buried, it is not entirely broken up, the propellers are visible and part of the hull is still intact. It's a good wreck to photograph and an interesting one to dive.

Markings for the S.S. Tuggerah: From Port Hacking proceed to the seaward side of Jibbon Bommie and then steer a southerly course parallel to the coast until opposite the northern end of Wattamolla Headland, you should be about three kilometres offshore.

Marks: To your port side facing the mainland is a cliff face that forms the northern end of Wattamolla Bay, just to the front of this cliff face, back a little, can be seen part of a tar road that runs down to Wattamolla Beach, this tar road should be in a position just in front of the cliff face (see map).

Marks: To your starboard side is Marley Beach, the extreme north of this beach where the sand finishes abruptly should line up with a small cliff face almost at waters edge. When these two marks come together you should be directly over the wreck site. A depth sounder is needed and should read approximately 46 metres along the sand until you run over the wreck then reads a rise of about 9 metres on the graph.



Sinking of the Tuggerah in rough water.

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Whale Watching

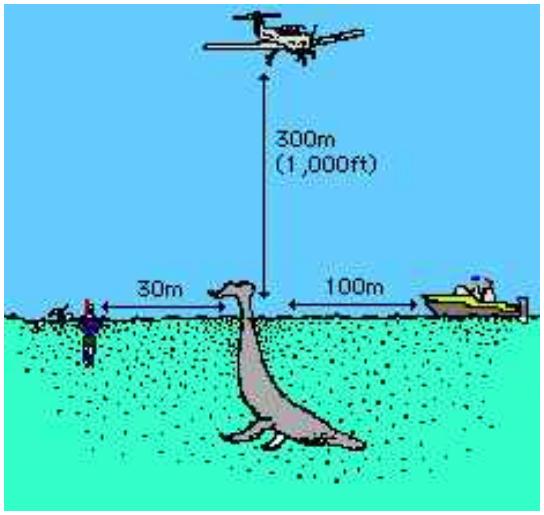
The history of whaling dates back to 1843 where whaling was a major industry for the town of Eden. Whales are no longer at threat, and today we delight in playing host to these majestic creatures. The number of whales to our waters appears to be increasing each year.
From late September to late November each year, Humpback Whales make their annual migration southwards along the east coast of Australia, bound for Antarctica after having spent several months in the warmer waters - some mating or giving birth. Off Port Hacking they are seen migrating north from June.



The Humpback whale has a stocky body with a broad, rounded head and extremely long flippers, which can be up to one third of the animal's total length (up to 16m). There is a series of knobbly protuberances on the head, jaws and flippers, which often have large barnacles growing on their summits. There is a noticeable rounded projection near the tip of the lower jaw, and the posterior margin of the tail flukes is scalloped and may also have barnacles growing along it. The large baleen plates are black, as are the back and sides of the body and sometimes the undersides although it is more usual for the belly to have some white on it. The flippers and underside of the tail flukes are usually mostly white, and the pattern on the flukes has been found to be unique for each individual.



Humpbacks feed on krill and small schooling fish, and when food is concentrated the whale lunges through the patch with its mouth open, or may swim slowly on its side, straining the water.
Each year, estimated 1500-1800 humpback whales migrate 5000km from Antarctic waters where they feed to warmer waters off eastern Australia and beyond where they give birth and mate.
Vessel-based whale watching is popular in NSW. Unlike Hervey Bay in Queensland, where whales are resting with new-born calves, most humpback whales in NSW waters are actively migrating. Any disturbance by vessels has the potential to affect these animals.



Whales require 'personal space', and harassment may severely stress them – possibly causing accidents both for humans and whales if the whales feel threatened. This is especially important in the case of the adults with calves, which may be either resting or suckling.
Research has shown that whales are highly sensitive to engine noises. You should also be aware that during the mating season, males competing for females may engage in rough physical contact.
All whale watching yachts are to keep within the guidelines set down by National Parks. This means that we must not go within 100m of the whale (or 300 if with calf) and do not disturb their migration.

Extract from the log of L'attitude

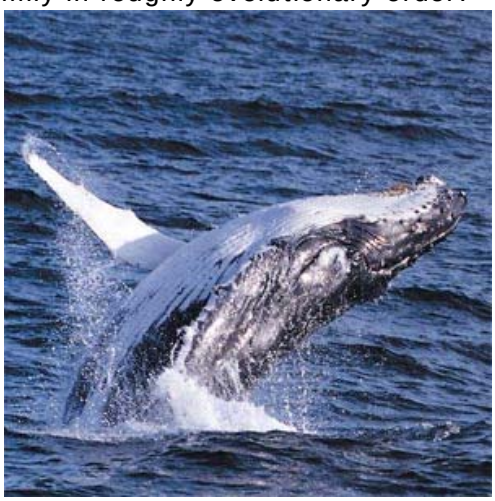


We passed many pods of whale and south of Cook Island were amazed to see a huge pure white humpback whale. We felt that we were probably seeing something quite rare and looked up for whatever we could find on the internet. We succeeded in finding many articles which confirmed our belief an albino whale was rare. We travelled with this whale for about 45 to 60 minutes. From our first sighting about 300 metres in front we passed with the whale 100 metres on our port side. The whale rose out of the water or lay just under the surface. It moved to our starboard side and we managed to take photos. The water went turquoise when the whale lay underneath and when it broke water it was completely white. We were very exited but didn't realised the full significance until Ryan rang Kevin and spoke of a rare white whale that had been shown on Sydney TV as a special treat. We later heard more on the news and bought the morning papers which also featured the rare sighting.

Whale Families

In all there are 13 families of cetaceans containing 76 or more different species of whales. They are divided into two major groups or suborders, each containing one or more smaller family groups. Below is the list of living whales reviewed by suborder and family in roughly evolutionary order:

Suborder	Family
MYSTICETI	Balaenidae - Right Whales
Baleen Whales	Neobalaenidae - Pygmy Right Whale
	Eschrichtiidae - Grey Whale
	Balaenopteridae - Rorquals
ODONTOCETI	
Toothed Whales	Physeteridae - Sperm Whales
	Monodontidae - White Whales
	Ziphiidae - Beaked Whales
	Delphinidae - Dolphins and small
	Phocoenidae - Porpoises
	Platanistidae - River Dolphins
	Iniidae - Amazon River Dolphin
	Lipotidae - Chinese River Dolphin
	Pontoporiidae – Franciscana



Whale Types

Today the Eastern coast of NSW, if not the most fortunate areas in Australia that has a diverse range of whale species to view (in season), which include essentially the Humpback and Southern Right Whales. Other frequent whale species include the Pygmy Right Whale, Minke, Brydes and the False Killer Whale. Over the past three years, pods of up to six endangered blue whales have been documented, studied and photographed, which can grow to a massive 24.5 metres long and have been recorded at 29.4 metres. To a lesser extent the Orca and Sperm whales have both been sighted further out to sea. Normally fishing charters drifting along the continental shelf or fishing boats that assist with whale locations have documented both these whale types.

Methods of Tracking Whales

The method of identification of tracking whales today in the Australian waters can assist in providing great resources for the positive future of these majestic gentle giants of the sea.
Originally whale marking was carried out by measures including a numbered system using stainless steel tubes with conical lead heads. Fired from apparently modified twelve-bore shotguns. Over periods of years, nearly a thousand whales where tagged in Antarctic waters by several nations, similarly only the east and west coasts of Australia. A further 960 in the southwest pacific islands were tracked and intermixing of stocks was assessed.
The combined return visits from all the programs demonstrates very clearly that whales that breed for example on the east coast of Australia, could mix in the feeding areas with those from the west coast and other areas in at least some degree of overlap, but the massive majority returned to the same breeding/calving areas in which they were marked.
Out of those in the Australian area, only two transferred from one major area to another, in this case two from the east tracked westward. There was a significant amount of intermixing recorded and segregation between stocks passing New Zealand as compared to eastern Australia.



Whale watching opportunities offer identification of colour patterns. Photographic tracking of the underside of tail flukes, when the whale dives, have also traced individuality. The colour patterns have proved to be individual so it is now possible to identify and track different animals as they move between different locations. The dorsal fin on the humpback has also been tracked locally with great success. The whalers also in the 1830's onwards identified the Orcas of Twofold Bay with the shape of their large fins.
Now the sound recordings of whale sounds have become more feasible with the development of the necessary technology, they are used as a method monitoring whales. The main result of the sound tracking are the echolocation-type clicks, so well known and documented for the toothed whales, don't exist in the Baleen Whale although there is speculation that certain pulsating signals for several species have a less elaborate, echolocation function.
Typical humpback songs which can include a distinct sequence of different sounds moans, groans, roars and sighs to high pitched squeaks and chirps changing for periods of up to ten minutes. These are often repeated in the entire sequence with the content changing slightly each year with each population's sounds being distinct.

These tranquil songs can be heard on local whale watching vessels which can only be identified as enormous value for future behavioural and migration studies along with the identification of specific stock. Sexing whales in the open ocean is difficult, but to date every singing whale - with one possible exception - has been a male.
As well as these observations a whale watching experience can only be described as being an absolute cherished moment you really feel privileged to experience. I am not sure that anyone really fully understands the fascination man has for whales. I guess everyone has their own special enchantment or kinship for our mammal counterparts. Their sheer awe inspiring size and majestic tranquil beauty, their evolution and the seemingly harsh environment they cope with and in which they live, their physiology, specific senses I am sure evoke particular interest.

Whales Feeding

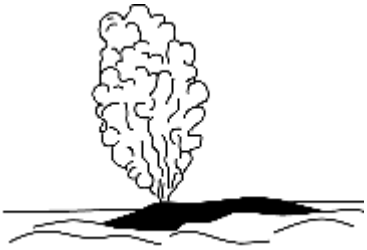
The humpback whales are often seen feeding in co-operative hunting strategies in which shrimp and fish are herded by as many as four to six whales, the humpbacks then take turns diving and lunging upwards, mouths wide open, through their densely packed prey, an activity normally only seen in the Antarctic polar waters.
The fact that these rorquals followed relatively close to the shores of the mainland masses of both Northern and Southern hemispheres made them particularly vulnerable to hunting. In the 1830's the Southern Right Whale was the main quarry because of their slower speed.

Extracts from the NSW Parks and Wildlife Service

Humpback whale

Humpback whales were nearly hunted to extinction. The last whaling station in NSW, at Byron Bay, closed in 1963 because so few whales could be found. Humpback whales are now protected throughout Australia and in NSW are listed as a vulnerable species under the Threatened Species Conservation Act 1995.

What do humpback whales look like?



The humpback whale is one of the most easily recognisable of the large whales. Often the first sign of its presence is its 'blow', a cloud of vapour that it shoots into the air when it breaks the surface to breath.



Humpbacks get their name from the way they arch, or hump, their backs when they begin their dives. They will often roll forward to dive until only the tail sticks out of the water. This is called a fluke-up dive.

Other common actions include:

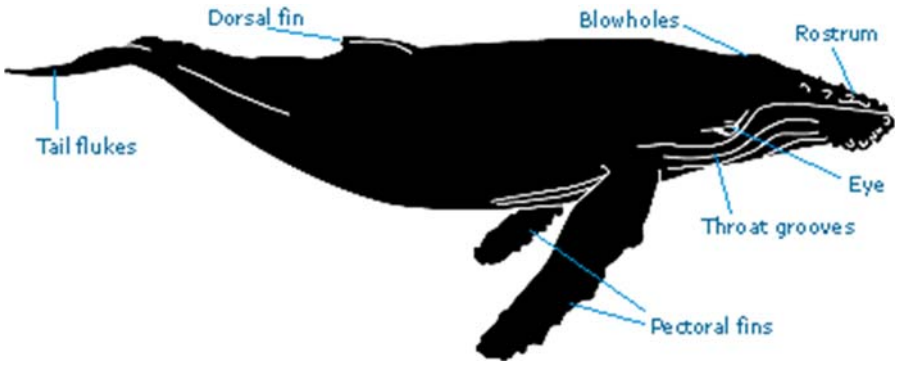
- waving their extraordinarily long pectoral fins
- a leisurely body roll which ends with a splash as their pectoral fin smacks the surface of the water.



Humpback whales can launch themselves out of the water in a spectacular motion called breaching. Seen from any distance, this action is one of the most dramatic and awe-inspiring in the animal kingdom.

The features of a humpback whale are:

- A dark grey or black body, with white patches on its belly, pectoral fins and underside of the tail flukes.
- Long pectoral fins which are almost all white underneath, with bumps on the leading edges. Unlike any other whale, the humpback's flukes and pectoral fins are scalloped or serrated on the trailing edge.
- A slim head, or rostrum, covered with knobs with a distinctive rounded protuberance near the tip of the lower jaw.
- Large numbers of barnacles often covering both the rostrum and pectoral fins.
- A small dorsal fin.



Humpbacks are **baleen whales**. They don't have any teeth, and feed by filtering shrimp-like krill between 270-400 baleen plates which hang from the top jaw.

Humpbacks are also **rorquals**, whales which have distinctive throat grooves. They have up to 35 broad ventral throat grooves, extending at least to their navels.
Their bodies are more robust than those of other rorquals.



Female humpback whales can be up to 16 m long. As with all baleen whales, the male is slightly smaller.

What do they sound like?

Humpback whales are one of the most exuberant of all whale species, and are celebrated for their energetic antics and haunting 'songs'.

During migration, male humpback whales often 'sing'. These 'songs' are a complex sequence of clicks, moans and eerie high-pitched wails that can last for a few moments or an hour. The 'songs' change subtly each year and may be a way of attracting a mate. Different humpback populations have different songs.

When can you see them?

During the hotter months of the year, from November to May, humpback whales feed in the waters of the Antarctic. They then migrate north to their subtropical breeding grounds off the Queensland coast. You can see them off the NSW coast: between May and July, heading north from September to November, on their way back to the Antarctic.

Southern right whale

In the early history of New South Wales, the southern right whale was a mainstay of the colony's export industries. It was called the 'right' whale because it swam slowly, floated when killed, and yielded high quantities of oil and baleen. The whales were plentiful, and ships would stay for a while after bringing convicts to the colony, to let their captains hunt southern rights.

By the 1840s, southern right whales had been hunted out, and the whaling industry had collapsed. Populations of southern rights have been recovering ever since. Today, scientists estimate that there are around 5000 southern right whales in the world.

Southern right whales are protected throughout Australia, and are listed as a threatened species under the NSW Threatened Species Conservation Act.

What do southern right whales look like?

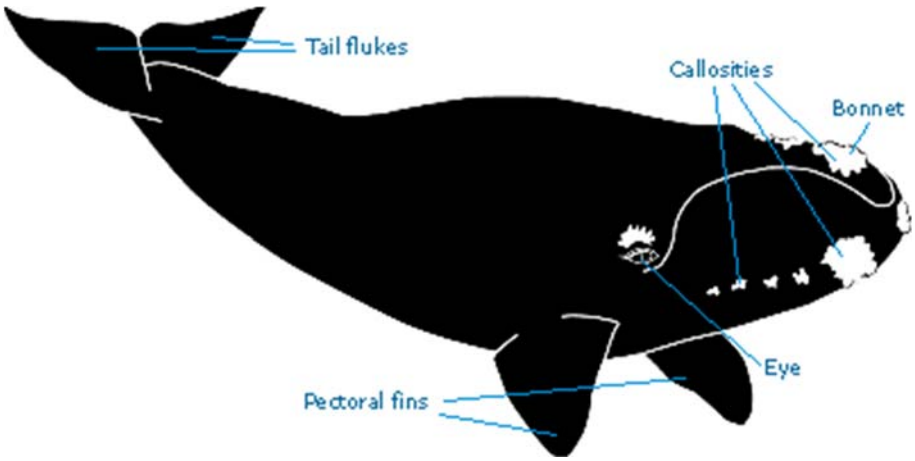
Often, the first sign of a southern right whale's presence is its 'blow', a cloud of vapour blown out when the whale surfaces to breathe. Southern rights have a very distinctive 'V'-shaped blow.

Closer up, you can see southern right whales:

- Rolling forward to dive, until only their tails stick out of the water. This is called a fluke-up dive.
- Raising their heads out of the water to look around. This action is called a spy hop.

Lying near the surface of the water, with one or both of their pectoral fins above the water. Sometimes they will be suckling their young.

The features of a southern right whale are:
Dark skin, with irregular white patches on the throat and belly.
A round body which tapers to a relatively narrow tail stock.
A broad tail, with flukes which form a wide triangle with a notch in the middle.
Large, broad pectoral fins, which have a rectangular shape.
A large, narrow head with a highly arched mouth.
A series of natural growths called callosities on the front of the rostrum or head. The largest of these callosities is called the 'bonnet'. Callosities are also found on the whale's chin, on the sides of the head, on the lower lips, above the eyes, and near the blowholes.



Southern rights are **baleen whales**. They don't have any teeth, and feed by filtering food through 220-260 baleen plates which hang from each side of their upper jaws. The baleen is up to 2.8 m long, and is fringed by long, fine, greyish bristles.
Southern right whales can grow to about 17 m long and weigh up to 100 tonnes. At birth, their length ranges from 4.5 m to 6 m.

Where can you see them?

Southern right whales visit southern Australia during the winter months, and they are increasingly found in NSW waters.

The whales are often seen in very shallow water, including estuaries and bays. They have even been known to swim in the surf zone. During these times, they are not known to strand.

Sometimes you'll even be lucky enough to see mothers and calves together. They may play for a few hours or days in the same location, and it's important not to disturb them at these times. The calf is learning the life skills it will need before it returns to the Antarctic, and the mother can be very protective of her young.

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Jibbon Beach





Protection direction: East to SW

Depth of water: 3 metres close to shore

Moorings: 6 permanent moorings or anchor

Jibbon Point:

Phone services: Yes

Television: Yes

History: Although land on the south side of Port Hacking was first settled in the 1820s, little development took place. Establishment of The National Park preserved most of this area. However, these early grants resulted in the growth of Bundeena and Maianbar.

During the early 1930s there was an increase in settlement in these areas by persons affected economically by the depression. There was a further increase in the years following World War II in establishment of holiday homes and permanent residences.

Bundeena is nestled between the Royal National Park and Port Hacking River. This area, along with many other suburbs in the shire, was a recognized camping ground of the Dharawal people. Large clans of Aboriginal people from adjoining areas such as the Illawarra region and Sydney region would gather here for feasting and ceremonial purposes. Several rock carvings can be found east of the town at the Jibbon beach. (More information on the Dharawal people is coming soon.)



Jibbon Beach



Lavender Royal National Park

Jibbon Point has a semi submerged reef, when the swell is south and large enough, big waves suck up creating a thick deep barrelling wave that almost connects to Jibbon Beach. The beach in summer is very popular, with a reef ledge off the beach offering protected snorkelling. Many boats moor here for solitude and for picnics or to stay overnight. At the western end of the beach is a little beach cut into the rocks from erosion. This spot catches all large North Easterly and Easterly swells. Not more than 20m long the wave is basically a quick takeoff and a wrapping launch pad or a very heavy shore brake. Great fun on a body board, the local kids here can't get enough of being dumped on to the shore.





Dharawal **Engravings**

The bushwalker can walk to Jibbon Point, which is at the end of a one-kilometre beach track from Bundeena.

The appeal of this walk is that it passes some fascinating Aboriginal rock platform carvings. They are quite hard to find as the sign, reading 'Dharawal Engravings', is partially hidden by scrub.

The carvings are located on the cliff walk, some 700 metres from the eastern end of Jibbon Beach.

They depict killer whales, stingrays, turtles, kangaroos and a well-endowed lawgiver, long ago carved by the Dharawal people of the area.

Given that most of the Aborigines had left the area nearly a century ago, and that just across the water the suburbs of modern Sydney can be seen, this is a powerful reminder that, long before Europeans arrived, the Aborigines lived as hunter-gatherers in this area, trading and moving from one freshwater source to another as local resources became temporarily depleted.

They are thought to have lived in groups of 12-18 people which traded with each other.

Archaeologist Les Bursill has suggested that between two and four of these groups lived in what is now Bundeena. They dined on shellfish, fish, wallabies, birds and plants.

Pause for a moment and reflect on a life which was ruled by fishing and catching crustaceans in the shallow rock pools.

Imagine a life where the local Aborigines slept under the gum trees or in the caves, woke with the sunrise and, having caught their meals from seas rich with fish, spent most of the day sitting and talking and enjoying themselves.

It must have been as close to paradise as anyone could reasonably imagine. Indeed, the many engravings, drawings, paintings, stencils, middens, grinding grooves and the remains of bush ovens, which are scattered about the entire area (especially along the shores of South West Arm) are taken as a sign that the Dharawal of this area lived a life of relative comfort and that, before white settlement, they congregated here in comparatively substantial numbers - the figure of 900 for the Port Hacking area has been suggested.

Their artworks depict food sources, creation themes, and birth and Dreaming figures.

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Bundeena - Horderns and Gunyah Beach

Protection direction: East/South east/South/West

Depth of water: 3 metres

Moorings or anchor: Anchor

Picture: Horderns Beach

Phone services: Yes

Television: Yes

Bundeena: Aboriginal meaning; ‘noise like thunder’.



History: The original inhabitants of the area were the Dharawal people who lived here for thousands of years prior to white settlement (see entry in Things to See relating to the Dharawal Engravings for a little more information on the tribe). The village is named after the local Aboriginal place name, said to mean either 'daughter from the hills' or 'noise like thunder' (the latter is presumed to be a reference to the sound of the waves crashing on Horderns Beach).

The first whites known to have entered Port Hacking were English explorers Bass and Flinders, in 1796. The shallowness of the Port and their inability to locate fresh water sources led them to disregard it as a potential site of settlement. It is said that 'rum runners' (producing sly grog for sale in Sydney) used the caves around Cabbage Tree Creek.



The first official settler at what is now Bundeena was Owen Byrne who was granted 400 acres in 1832. Maianbar developed from an 1841 land grant made out to George Newcombe. In 1863 George Simpson was granted 50 acres at Bonnie Vale, adjoining Bundeena. His son, William, built Simpson's Hotel on what is now Simpsons Bay in the 1870s. 1879 saw the declaration of Australia's first (and the world's second) national park to the immediate south of Bundeena.

The wharf at Bundeena, originally known as Yarmouth Wharf, was built in 1890. Some of the construction work involved the utilisation of local quartzite (formed as a result of a volcanic intrusion), which had also been used by the Dharawal. The wharf was the subject of some controversy as it then served no practical purpose and it was built by the NSW Minister of Public Works who had an interest in a real estate company which planned to sell local land. This led to a public backlash and the NSW government was compelled to investigate the misuse of public money. The wharf was rebuilt by the local council in 1920 because the Cronulla-Bundeena ferry had commenced in 1915. The first store in the area did not open until the early 1930s, a public school was not established until 1949 and Bundeena Road was not constructed until the 1950s.

Today Bundeena has a population of around 2500. It offers a small haven of peacefulness within view of the city. It has two playing fields and tennis courts but essentially offers access to some pleasant natural attractions.

Bushwalking around Bundeena and Maianbar.

Outside the local news agency (in Brighton Street), for the price of a gold coin, you can acquire the three Bundeena - Maianbar Heritage Walk brochures which describe, in great detail and with excellent maps, three interesting walks in the area, taking in the local scenery, birdlife, botany and historical sites, such as Scotsman's Hill, the protected freshwater wetland of Yarmouth Swamp, the heritage-listed site at Simpson's Hotel, Simpson's House, the sites of Bundeena's first shop and dairy, Bundeena House, Bundeena Reserve, the old cabins at Bonnie Vale, Deeban Spit, the old finger wharf at Maianbar, Aboriginal middens and old ballast rocks along the Yenabilli Point Fire Trail. Plans are afoot to include Spring Gully in these walks in the future.

Bundeena Reserve
Proclaimed in the 1940s, this area occupies the headland behind the Bundeena ferry waiting shed. There is a sign posted path. Wildlife in the reserve includes echidnas, flying foxes, ringtail possums, brush tail possums, blue-tongued lizards, diamond pythons and red-bellied black snakes.


Gunyah Bay and Beach

Views
The National Park Fire Break, which protects the eastern border of Bundeena from bush fires, runs north-south between Eric St and Beachcomber Ave. At various points it provides views of the Jibbon headland, Sydney, the sand hills of Cronulla, the Kurnell headland and the National Park.

Scotsman's Hill
This hill, named after four Scottish families that once lived here, is situated atop Brighton St. The coastal dune open forest vegetation is dominated by bangalay eucalypts (aka southern mahogany). There are fine views.

Smooth-Barked Apple
Just inside the entrance to the caravan park (in Scarborough St) is an excellent example of a smooth-barked apple (also known as Sydney red gum) which has been heritage-listed.

Yarmouth Swamp
This protected freshwater wetland (situated along a grassed passage at the southern end of Liverpool St) is a well-vegetated area supporting many birds, such as the red-browed fire tail finch, a number of wrens and other small birds, as well as snakes, particularly in summer (beware of the red-bellied black snake). The botany includes reedlands, sedgelands, casuarina, eucalypts and melaleuca. At this time it is only possible to skirt the swamp but there are plans to build a boardwalk across it.

Simpson's House
The oldest surviving building in the area is Simpson's House, built of sandstone in the 1870s for the family who ran a hotel on what is now known as Simpson's Bay. It is located at the end of Crammond Ave (on the other side of the steps which lead down to the beach).

Bundeena House
Just west of the Bundeena ferry terminal (along Horderns Beach) is a fine old weatherboard home built around 1910 on Gunnamatta Bay. It was disassembled in 1956 and transferred, in sections, to its present location via pontoons, then reassembled. Originally a guesthouse and restaurant it is now a meeting place of the Bundeena House Christian Community and is heritage-listed. Photographs survive of the house in transit along the water.

Deeban Spit
This large sand mass, evident at low tide, adjoins Maianbar. It is home to thousands of soldier crabs. A 19th-century coastal track, known as the 'Old Road', extending south to Clifton, once terminated at the end of the spit. It is said cattle once grazed on the vegetation that used to adorn the sand flats. The spit is still home to a range of birds, including terns, black cormorants, white-faced herons, pelicans, ibis, pied oyster catchers, masked plovers, silver gulls, egrets and, in summer, migratory birds such as sand pipers and eastern curlews.

Maianbar
A reserve at the eastern end of Pacific Crescent is a very pleasant spot by the water with birdlife including superb blue wrens, eastern spinebills and New Holland honeyeaters. The nearby headland is known as Constable's Point Reserve. It was named after the state hangman Marmaduke Constable, who purchased 36 acres, including the headland, in 1859.

Fishermans Bay Wharf
One of five original finger wharves built at Maianbar between the 1940s and the 1960s to cope with the shifting sands of Deeban Spit. It is located at the end of Park Road.

There are fine views of Port Hacking and Sydney's CBD from the cleared land (functioning as a bushfire break) which is located a short distance along the walking track which heads off from the end of nearby Newcombe St. This spot is often visited by magpies, crimson rosellas, lorikeets and currawongs.

Yenabilli Point Fire Trail

Along the aforementioned walking trail (heading off from the end of Newcombe St) there is a marker. If you turn right at this point and follow the rough track into the National Park, you will cross a vehicular access road and see a sign indicating the start of the Yenabilli Point Fire Trail, which leads past Aboriginal middens, an old engraving of initials (J.T.) in a rock, the foundations of an old hut and views over Fishermans Bay to Maianbar. At Yenabilli Point the dark shapes in the water to the west are old ballast rocks discarded by ships entering Port Hacking in the late 19th century. They collected both timber, transported down the Hacking River by barge from Audley, and shellgrit used for making lime (for more details on this fire trail see the Bundeena-Maianbar Heritage Trail pamphlet.

Follow your art

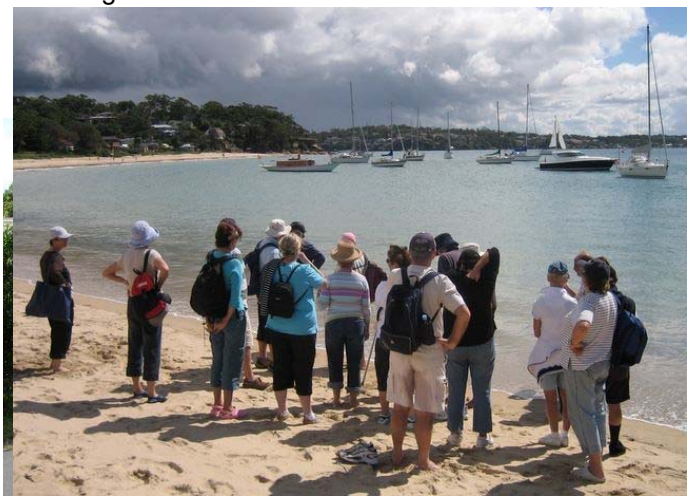
Bundeena-Maianbar is famous as an artists' haven. Don't miss Bundeena Picture Gallery (ph 9527 1318), run by artists Doris Kaminski and Robert Wilson at the top of Brighton St. Meanwhile, every weekend Something at Mary's at 8 Mary Street, Bundeena, has a great range of jewellery, ceramics, quilts and handbags made by local artists (ph 9523 3758). On the first Sunday of each month you can also join the local art trail - check arttrail.com.au for details. "Over the water" at Gymea, the Hazelhurst Regional Gallery (8536 5700) is fast winning a reputation for innovation and excellence.

The Port Hacking cruising group;



At Bonnie Vale during an Easter cruise in 2007. The walk on this occasion started at Horderns Beach and climbed Cabbage tree point via the old steps passing Simpsons House and the remains of the Simpsons Hotel and via Yarmouth Swamp to Club Bundee for refreshments before continuing on the Bundeena RSL for lunch.

Many of the yachts stayed the night at Horderns Beach. It is not the steadiest of anchorages as Boats can roll in the swell that invades the anchorage.



Yachts at anchor in Horderns Bay The Trims crossing Cabbage Tree Point

Virtual Heritage Walk (Three walks available)

Bundeena Loop, Bonnie Vale loop and Maianbar loop

Bundeena Loop

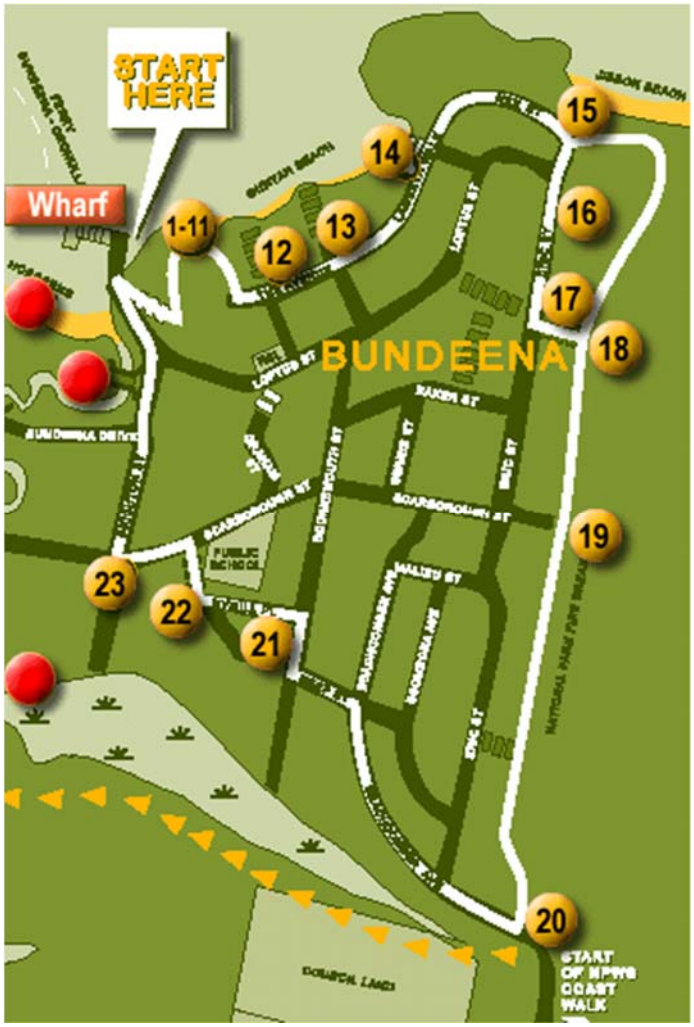
To visit each of the sites click on the numbers on the map. You can start the virtual walk by clicking on Wharf.

To visit additional sites of interest in Bundeena not in the Walk, click on the other dots.

To sample some of the flora and fauna of the Bundeena area, click the photos below







http://www.bundeenamaianbar.org/virtual_walk/Tour.html

Walk Guide

To download an online (pdf) version of the Heritage Walk Guide brochure (Bundeena Loop) enter the link below. The brochure includes a map and commentary on some of the features of the Walk.



http://www.bundeenamaianbar.org/walk_guide/bundeena8.pdf

Fauna you might see on the Walk



Bearded Dragon



Sulphur Crested Cockatoo



Echidna

Flora in the Bundeena area



Chocolate Lilly (*Dampiera Stricta*)



Cluttered scent myrtle (*Darwinia Fascicularis*)



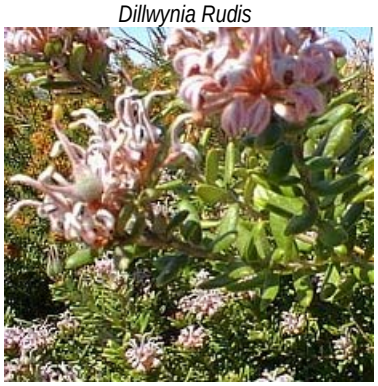
Dillwynia Rudis



Wax Flower *(Eriostemon)*



Flannel Flower *(Actinotus helianthi)*



Grey spider flower *(Grevillea Buxifolia)*

Bundeena has a good range of great cafes and restaurants serving breakfast, lunch and dinner.

The RSL's Salt Bush is open every day for lunch from 12pm. Dishes include tasty Asian delicacies, Lasagne, hamburgers and ribs. Enjoy your lunch overlooking Port Hacking (ph 9527 7850).

Café Manna, Bundeena's healthy café, serves delicious breakfasts, kebabs, salads, gourmet pies, vegetarian meals, great fruit blends and fabulous coffee seven days a week from 9am (ph 9523 9555).

Bundeena's newest café, The Fringe, is serving up a storm with scrumptious breakfasts, wraps, sandwiches and great coffee. Open every day except Wednesdays (ph 9527 3731).

Further up at the hill at the Passionfruit Café you'll be delighted by their famous Bundeena breakfast, big Aussie burgers, fish & chips, gourmet salads, fresh juices and coffee. It is open seven days during summer or five days during winter for eat-in or takeaway (ph 9527 6555).

On Liverpool St at Club Bundee, there's a choice of tasty pizzas available for dinner on Thursdays to Sundays - eat-in or takeaway or delicious Asian cuisine from Friday to Sunday. Children are welcome (ph 9523 7292). The Passionfruit Café also serves pizza and pasta on any night of the week and you can eat in or take away (ph9527 6555).

The Fringe has regular international theme nights throughout the year. Call for details on 9527 3731.

Just opened is Café Manna's new Noodle Bar on Friday, Saturday and Sunday nights from 5.30pm. Here you have a choice of noodles, laksas, dumplings and stir fry. Eat-in or take away (ph 9523 9555).

Dinner at Bundeena RSL's Salt Bush restaurant is open Wednesday to Sunday from 6pm. A great range of dishes are on offer including curries, chicken, fish and steak (ph 9527 7850).

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Port Hacking Cruising Group

Gunnamatta Bay



Protection direction: North through to Southeast.

Depth of water: 9 metres at suggested mooring area.

Picture: Moored boat on the eastern shore.

Phone services: Yes

Television: Yes

Moorings or anchor: RMYC may have spare moorings or a Marina berth. Otherwise boats passing through anchor in the South Eastern end of the bay.

History: **Gunnamatta** – Probably named by Lord Audley when he made the first official survey of Port Hacking and the Hacking River in 1863-64, Aboriginal meaning; a place of beach and sand hills'. The original name for Cronulla.

Amenities

Bundeena Ferry wharfs near Cronulla Marina.

RMYC Port Hacking – Enigma Bistro and Restaurant. Bar, Betting and meeting facilities.

Slipping at RMYC or Cronulla Marina.

Easy access to Cronulla from north end of Bay.

Swimming baths at North East of Bay.

Cronulla railway station at north end of Bay.

ECO tours leave from the ferry wharf at the north end of the bay.

Provisions available within easy walking distance to the north end of the bay.

North and South Cronulla surf beaches are a comfortable walk from the north end of the bay. Dinghies may be left at the Cronulla Sailing Club or on the beach north of the netted swimming area.

Access to boats with a 2m draft at all tides following the marked channels.



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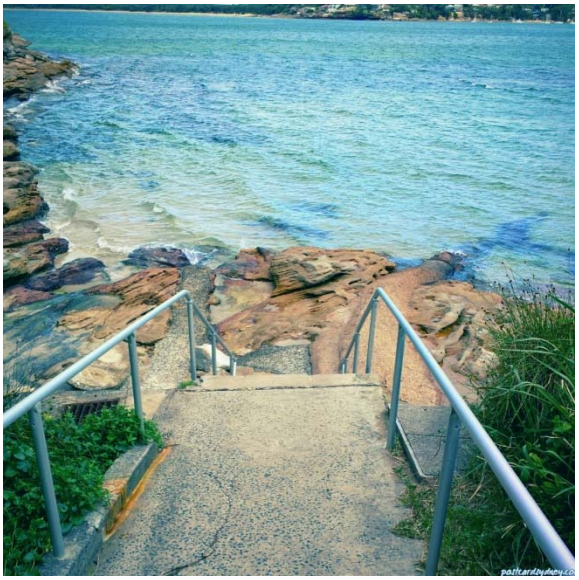
Salmon Haul

Protection direction: North East, North
Depth of water: 3+ metres
Moorings or anchor: Anchor only be aware of submarine cables. Not recommended as an overnight location
Picture: Salmon Haul today without wharf.
Phone services: OK
Television: Possible



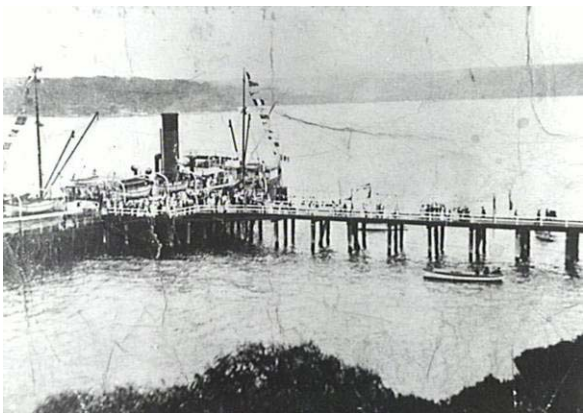
Amenities:

- Toilets - There are some toilets on the Esplanade walking track and at Oak Park nearby.
- Rubbish Bins - There are bins scattered along the Esplanade.
- Food - There's not much close by. You may have to walk or drive to Ewos Parade for food.
- Can I take my dog to Salmon Haul Bay? - Dogs are not permitted on the beach or rocks. Dogs are permitted on leash along the Esplanade / Cronulla Walk.
- Is Salmon Haul Bay Patrolled By Lifeguards? - No, there are no lifeguards at Salmon Haul Bay. Head north to Cronulla Beach for patrolled beach swimming.



History:
Official opening of Cronulla Ocean Wharf at Salmon Haul Reserve Cronulla by Sir Walter Davidson Governor of New South Wales 26th January 1919.









Port Hacking Cruising Group

Wildflowers of Cabbage Tree Creek

Wildflower excursion September 2005 (extract)



Once assembled at the Deeban spit we broke out the champagne and nibbles and heard some of the historical background to the area we were about to enter into. Some of the information was in a handout by the Master and much was contributed by such notable celebrities as; Sir Angus Attenborough , Lord Leyland, Sir David Googley and others. We heard about the origins of the Basin, the grazing lands (described by an old lady from Point Turriell opposite) that originally formed Deeban Spit. An account was given by the grandson of one of the early Shell-gritters, the plans for a Tombolo and the legacy we now share.



The group then proceeded towards the fish hatchery down the Deeban channel and under a bridge which may have been one of the sluice gates for the hatchery, but now carries the water line to Bundeena. A little bit of pulling was required to negotiate the sand to the drop-off into the deep water of the basin.

The morning tea spot was a little behind schedule and the Master was challenge over the need to move on. The Master is used to this kind of



decent and suitably ignored the advice and everybody enjoyed the break until the stragglers caught up. During tea and refreshments introductions were made about the hidden river we were about to navigable water.

and a description was given explore to the head of

ascent on the wildflowers. We had a

So off we set for the final interesting obstacles placed in our way.

wonderful trip with with a little ingenuity; however, the

Most were able to overcome on a number of Trims who may have

Master again had to move goal.

given up before reaching our flat rock about 100 metres beyond

The picnic spot was a large where we left the boats. The site was totally surrounded by the most impressive and profuse wild flower show that you could possible imagine.

The picnic was had in fine style, with most of the party producing rugs; table clothes silver goblets for their wine and the Kalina's even produced a silver candelabra complete with candle. It's nice to see things done in style, and maybe the Master is listened to occasionally.

After lunch Marianne Gibson gave us a description and the full names of the flowers surrounding us. I hope I can include this segment in the guide to Port Hacking.





History

Cabbage-tree Creek.

Between Simpson's Hotel and the Spit a gully runs back from the coast for some miles, and in the defile is Cabbage-tree Creek. This stream, as a runnel, heads in the valley about halfway from the Old Coast and Jibbon roads. At its source the creek is a tiny rill, which grows in width and volume on its way to the sea, and finally expands into a large and deep basin nearly a mile in length and half that measurement in breadth. The lagoon is fringed with groves of exquisite cabbage palms and tree ferns, a beautiful sheet of water amidst lovely surroundings. In the stream an abundant supply of fish is left practically unmolested from year's end to year's end, for the lake is invisible from the estuary, and its whereabouts unknown except to a few of the regular visitors. Its finny denizens include red and black bream, whiting, mullet, and sea perch. A sandy dyke closes the mouth of the lake, and this bar can be crossed by boats only on spring tides. There is not sufficient force behind the imprisoned waters to break through

the unstable barrier and grave a permanent and tidal channel; so the creek basin, with all its enveloping sylvan loveliness, remains for the most part an invisible retreat. Before it is approachable, • except on foot, the existing precarious means of egress and outlet through the natural entrance must be widened and deepened by artificial aid. This, and the removal of an inshore section of the Spit, would be a work of considerable magnitude, involving large expenditure, but opening out a charming spot not far from Port Hacking Heads.

Source: An Official Guide to the National Park first published 1893

All walkers in the National Park should pay particular attention to the park's rich diversity of fauna and flora. The park has six major vegetation regions. Spread throughout the park is substantial pockets of rainforest. Rainforest most commonly occurs in the valleys of the Hacking River and along the coast south of Garie and can be easily identified by the stands of cabbage tree palms, coachwood and sassafras as well as Wonga Wonga vines, wombat berry, settler¹s flax and shiny fan ferns.

Along the beaches, in the sand dunes and on the rocky cliff faces walkers will find hairy spinifex (a typical dune grass designed to withstand the severe southerlies which blow on this coastline) guinea flower, coast rosemary, and, on the back dunes, the ubiquitous coastal tea-tree.

Beyond the rainforest and coastal areas are stands of black butt and Sydney blue gum surrounded by hopbush, blady grass and a twining creeper with dark red flowers called dusky coral-pea. Further from the coast is an area of grassy eucalypt woodland which characterises the slopes of the National Park. This area is notable for its red bloodwood (a gum with a very distinctive urn-shaped gumnut), gnarled and twisted scribbly gums, and the distinctive grass trees with their spear-like flower spikes and their leaves that splay out at the base of the plant like a grass dress.

Other unusual plants in the grassy eucalypt areas include false sarsaparilla (its deep purple flowers add to the colour of the park between August and December), hairy spider flowers and the eggs and bacon shrubs (characterised by yellow flowers with red centres).

At the edges of the plateau there is a feast of wildflowers. The black ash is the dominant tree in this area but bushwalkers marvel at the range of banksias (both the 'Old Man Banksia' and the glorious red 'Heath Banksia') and the paperbark, dwarf apple, shrub oak and Port Jackson mallee.

On the plateau, an area which at first sight seems grim and inhospitable, walkers brush past the mountain devil shrub with its red tubular flowers, cone sticks, drumsticks, the finger hakea with its dense clusters of white flowers and its egg-shaped fruit that splits to release winged seeds, and stands of black she oak.

Walkers who pass the freshwater swamps in the park will see Christmas Bells with their red and yellow flowers (they appear between December-February), needle bush, bottlebrush, pink swamp-heath, coral-heath and paperbark shrub.

Just as the park offers walkers a rich diversity of flora, so it also offers birdwatchers and animal lovers an unusual combination of native and introduced species of fauna. On the coast the ubiquitous silver gull (an aggressive scavenger who will always hang around when you are having a picnic) is everywhere. More rare, but much more interesting, are the white-breasted sea-eagle, the crested tern, the black cormorant and the white-faced heron.

In the forests and woodlands the alert birdwatcher can see wedge-tailed eagles, black-shouldered kites, white-naped honeyeaters, crimson rosellas, pee-wees, red wattle-birds, Sulphur-crested cockatoos, and bronze wings. People who are very lucky, or very patient, can see satin bower-birds and lyrebirds in the rainforests. Around the swamps and lagoons, the azure kingfisher, welcome swallow, New Holland honeyeater and black duck can be observed.

Native mammals in the park include black rats, bush-rats, New Holland mice, a range of gliders, bandicoots, ringtail possums, dunnarts, lizards and goannas. There are also a number of snakes who live in the park. Summer walkers should be sensibly careful as many of them are poisonous. It is unlikely that day visitors will make contact with any of these animals which are either very shy, nocturnal or both.

Snippets of History

The following is quoted from Frank Gridlands 1924 book “The Story of Port Hacking, Cronulla and Sutherland Shire”, published by Angus and Robertson.



Opposite Burraneer Bay on the southern shore of Port Hacking, is a long, bare sand-reef (Deeban Spit), much frequented by picnicking boating parties.

Up on Turriell Point an old lady long past the span of fourscore years sits on her verandah every fine day looking down on this sand-spit. She is the oldest pioneer of Port Hacking left to us. She can tell you how in her younger days this sandy reach was covered with grass, pigeon-berry vine and oak trees - a pasture-ground for cattle, with a stockyard built upon it for mustering the cattle belonging to her family. But a few trees were cut down at one spot, some scrub was removed from another, and gradually the sand-spit reverted to its original barren form. The removal of the timber from the water's edge set the sandbank moving; as a result, the old channel in this quarter was disturbed in its bed, and, like a heavy sleeper whose couch has been dragged from under him, has ever since been restlessly searching for its old or a new bed to stretch its lazy length along. From her eyrie the old lady watches this blind groping of the tidal waterway in search of a permanent resting-place. She would love to be able to put the channel back in its former picturesque and settled surroundings; but she will tell you with a sigh that this would only be possible if man would reconstruct the sand-spits and reclothe them with their natural covering. As it is, her melancholy consolation is that she alone, of all the hundreds who look down daily on the estuary, can close her eyes and see the whole waterway complete in every detail as it appeared before man started to interfere with Nature's scheme.

Writing in 1950, Frank Gridland adds: “In the last twenty-five years, old channels have again silted up and new sandbanks formed in Port Hacking.”



The Bundeena Progress Association has reproduced twelve 1921 photographs of Bundeena people and surrounds in their 1998 calendar. A3 size, with room to write memos next to dates, the calendar makes a wonderful and thought-provoking item for the wall.

Contact Bundeena Progress Association (PO Box 7, Bundeena, 2230) or ring or fax 95233680 for your copy. $15 each plus postage.

Deeban Spit, and the Sand spit

Depending on the tidal conditions, the hundreds of acres of exposed low-tide sand flats west of the Cabbage Tree Creek channel's egress into Port Hacking (behind the sand spit into Burraneer Bay) permit a wonderful, below high-water mark pedestrian experience on Port Hacking that extends from Maianbar in the east to Redjack's Point in the west (navigation channels notwithstanding). The small vegetated island offshore of Constables Point at Maianbar (Deeban Island, for want of a better name) is a dwindling, isolated residue of the Deeban Spit's previously stabilised condition when the now unconsolidated sand mass was more expansively vegetated.



The ‘Deeban Spit' geographically refers to the sand flats and vegetated sandbar emanating from Maianbar, and not the stand-alone ‘sand spit' that today maintains Bonnie Vale beach as a separate entity out into Simpson's Bay. This separated sand spit was once a part of the Deeban Spit, it being the latter's eastern beach extremity on Simpson's Bay. Maps from last century show the changed course of Cabbage Tree Creek's outlet into Port Hacking, this tidal stream once emptying directly into Simpson's Bay closer to the Simpson's Hotel site (now the NPWS ranger's house).

Today's heaped-high sand spit severed from the Deeban shoal's sand mass, is the long-established creation of spoil from dredging (for the construction of a Government fish hatchery in Cabbage Tree Creek in 1900, and from shell-grit mining), and the shifting egress of Cabbage Tree Creek following much reclamation of its original wetland meanders where Bonnie Vale camping ground now is.

“Deeban” is the Tharawal aboriginal name for Port Hacking, and as such the Deeban Spit and little island in its middle maintain both a physical and lingual link with the vicinity's previous natural and social history. The word “Jibbon” shares this heritage, both “Jibbon and “Deeban” being different European spellings for the same Aboriginal name for this place.

From a forthcoming publication, ‘A Flavour called Bundeena' - a heritage study of the communities between South West Arm and Marley Beach



algae alert

Another nail in the Basin

The toxic weed *Caulerpa Taxifolia* takes hold in Port Hacking

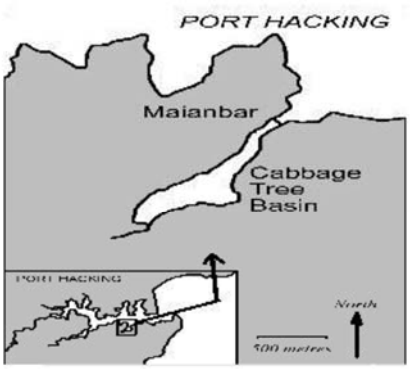
In 1900, the State Government of NSW decided Port Hacking needed a fish hatchery. The reason? People were complaining that there were not as many fish in the waterway as there used to be. The government also thought it should have the fish hatchery because of the serious deficiency of European fish in Port Hacking.

Don't laugh. It's true! A fish hatchery was built at Cabbage Tree Basin – one of the richest natural fish nurseries in Port Hacking. The Department of Fisheries objected to the idea of the fish hatchery because they thought the problems of lack of numbers of fish might have to do with overfishing and lack of understanding of native fish breeding patterns. Anyway, the Department did as it was told and built the hatchery. It dredged out 300,000 tonnes of sand and deposited it "out of the way", realigned the outlet to Cabbage Tree Creek and built locks and runs and all sorts of other impressive structures.

Records show that large numbers of fish were "released" into Port Hacking and its upper tributaries for fourteen years. In the fourteenth year, in one day, all the thousands of penned fish died. Not one fish survived! No one really knows why. Fisheries speculated it had to do with tides, muggy weather and excessive heat. Anyway, the hatchery was dismantled. And, guess what?

The Cabbage Tree Basin has been dying ever since because nothing has been done to stop the ongoing pressures to exploit everything it has to offer. Sand in the Port, mobilised during the dredging for the hatchery, mobilised even now with continued dredging, and from shell-grit mining in the 1920s, is being funnelled into the basin and has covered over 50% of the seagrasses. Seagrasses are essential for fish at various stages of their life cycle. The funnel for the sand is a rip that occurs as the tide comes in at the narrowed mouth of the Basin. The narrowing of the mouth is caused by infill to support a bridge carrying the waterpipe for Bundeena township.

So, there's less seaweed and less saltmarsh (also necessary for birds and marine life) - mostly because of pressure of deer and people trampling over the area—and there's less fish and less biodiversity of fish in the Basin, yet people



still happily fish there and pull out immature and small fish for their troubles.

And, just to add to the troubles of the Basin, there is the threat of *Caulerpa Taxifolia*, an invasive weed which blankets seagrasses, is toxic to fish and was probably introduced from overseas. This weed is already in several bays in Port Hacking. It is mostly spread vegetatively, like when anchors break it off and transport it to another part of the Port. Both National Parks and Wildlife Service and the Fisheries Department are worried about the spread of this weed but so far there's been little on-ground action or control measures.

If you want to read more about the Basin, visit the Centre's website at www.ssec.org.au/hacking If you want to read more about Caulerpa Taxifolia, visit the Fisheries website at www.fisheries.nsw.gov.au.

The Picnic with the Flowers – September 2005








The wildflowers of Cabbage Tree Creek



Banksia Ericifolia (Heath Banksia) background



Thelymitra Ixioides (Dotted Sun Orchard) foreground



Epacris Longiflora (fuchsia Heath)



Bauera Rubioides (River Rose)



Boronia Pinnata (Pinnate Boronia)



Pultenaea Aristata (Spine-leave bush-pea)

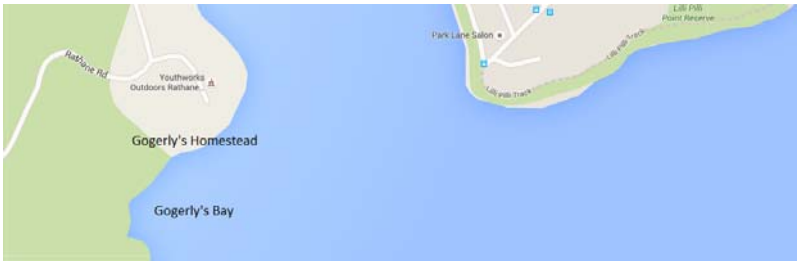


Ricinocarpos Pinifolius (Wedding Bush)



Bauera Rubioides (River Rose)

Rathane and Gogerly's Point



Location: Opposite Lilli Pilli Point

Protection direction: NE, W, NW, SW

Depth of water: 5+ metres

Moorings or anchor: 2 moorings good anchorage



Picture: John Gogerly

Phone services: Good

Television: Good

History:

Charles and **Charlotte Gogerly**

Charles and Charlotte Gogerly moved from Sydney to Port Hacking in 1844, where they raised their two sons, John Frederick (born 1840) and William.

The district seemed to attract people who lived on the fringe of society. In this, it was probably little different from other areas such as La Perouse which were then on the very outskirts of Sydney. La Perouse has been described as 'a refuge for successive waves of outcasts from the metropolitan centre' comprising dispossessed Aborigines, wandering gypsies, the unemployed and immigrants. By no means were all of the Sutherland district's tiny population outcasts, but there were enough people with unusual or colourful backgrounds to attract the notice of visitors

Gogerly was the former publisher of the *Omnibus and Sydney Spectator* who had served a prison sentence for publishing obscene material. He spent part of his time at Port Hacking as a fisherman and shell-getter.

In 1856 Captain William Collin went to Port Hacking to fish and gather shells to ship to Sydney for making builders' lime. He met Charles Gogerly and his family whom he believed to be the only permanent inhabitants of Port Hacking. Gogerly successfully warded off competition from Collin and his companion by frightening them with a story about a dangerous Yahoo or wild man who roamed the district. If Gogerly was a good storyteller, the tales told about him were equally colourful. One party of visitors to Port Hacking claimed that he rode a tame porpoise which he kept in a lagoon and that he could communicate with wallabies and birds. Gogerly's cottage, built sometime between 1846 and 1856 is believed to be the oldest building in Sutherland Shire.

Harvested Aboriginal Middens

Opportunities for a career were rather rare at that time and place, but the Gogerly boys grew up to harvest and live from the waters.

With a homemade boat they fished and **harvested the shell heaps of the Aboriginal Middens**, taking the shell out to sea and up to the lime kilns at Milsons Point in Sydney Harbour where **the shell was burned to produce lime for use in mortar for Sydney's buildings**.

A Frightening Hairy Giant

According to the quarterly bulletin of the Sutherland Historical Society, a **Captain Collin** and hand **Massey** came to the port to also gather shell in **1856**, when they were approached by the Gogerly lads who told them of **a giant hairy man in the area** called "**Yahoo**" in an attempt to scare these intruders, for the boys considered the shell of Port Hacking as their preserve.

We wonder if the seeds of stories of the "**Yowie**" were not sown or given strength by the Gogerly's and their talk of a "**Yahoo**".

Stories of the "Yowie" (the Australian equivalent of the "**Abominable Snowman**" of the Himalayas or "**Bigfoot**" of the USA) persist today in many parts of the country.
It is probably no coincidence that an island in the **Wallis Lake**, not far from where John Gogerly later settled, bears the name "**Yahoo Island**"

William Dies

Both lads graduated to become superb mariners through the experiences they had gained.
They sailed trading and timber gathering vessels along the coast and to some Pacific Islands. It was on one of such trip that **William** was **caught in a heavy gale** and was **lost at sea**.

Settled At Tiona

Eventually, in **1882** after the death of his father, **John Frederick** came north and selected land beside **Booti Booti Hill** (at what is **now called Tiona**), **between Wallis Lake and Elizabeth Beach**, a very isolated spot in those days, accessible only by sea. As the Captain was fast wedded to the sea one can well imagine the lonely life his wife and children led, where their only visitors were the occasional Aboriginal group bartering fish for tea and sugar, flour and tobacco.

"Not Enough Water in the Pacific Ocean to Drown Me!"

Captain Gogerly was very confident of his seamanship. The story is told that on one occasion the "**Venture**" was anchored fully laden off **Elizabeth Beach** when the weather began to deteriorate. The only course that could be taken was to up anchor and run bare-poled before it. The storm worsened to quite a blow. Indeed, it was a memorable one. "**The Maitland Storm**" it was called. It was **5 May 1898**.
The Captain sent his companion into the hold and wrapping himself in oilskins against the weather, tied himself to the tiller and fought the storm for three days.
Time passed and when the little boat did not return people began to mourn the passing of Captain Gogerly, but it was a fortnight later that he sailed back to the coast, into Coffs Harbour and eventually home still in possession of his full cargo to the amazement of the locals.
When complimented on his escape he replied: -
"There's not enough water in the Pacific Ocean to drown me!"

Captain John Dies

Three years later in **1901,** the Captain was returning from Forster in a small boat laden with supplies and barbed wire for his property, when he failed to arrive.
Next morning, the boat was found adrift on the lake. A week later the Captain's body was found fully clothed in his sea going gear, oilskins and all.
It was assumed that he had suffered a heart attack and fallen, unconscious into the water, for he was **61 years of age**.

Mrs Gogerly and Descendents

After the Captain's death, Mrs Gogerly staunchly carried on with the farm raising **one daughter** and **five sons**.
The Gogerly's of the district we know of today, are their descendents.



Photograph

The photograph is of **Gogerly's Boatshed** at **Booti Booti**.

Port Hacking Cruising Group

South West Arm and gooseberry Bay

Protection direction: All

Depth of water: To 10m

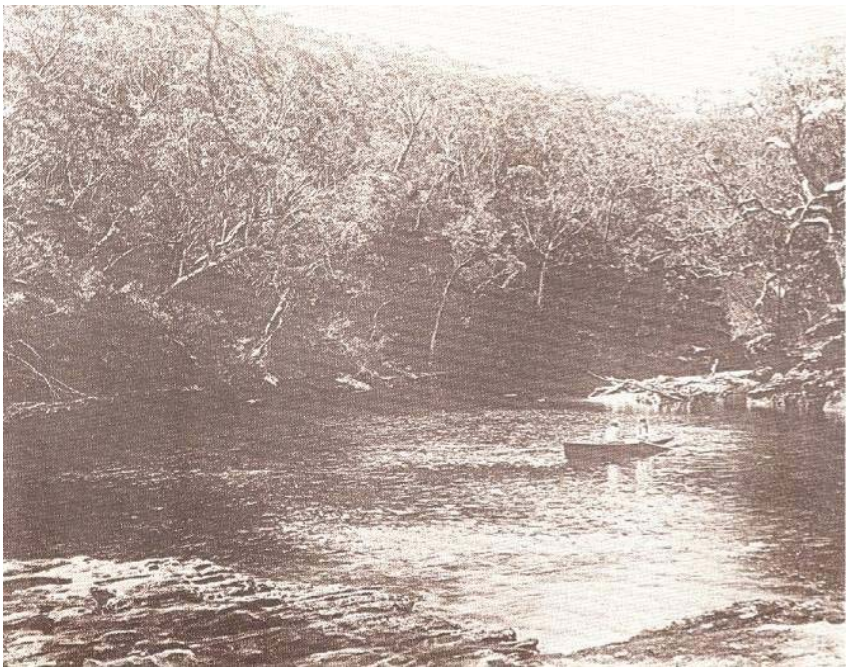
Moorings or anchor: Both

Picture: From archives

Phone services: Poor

Television: Poor

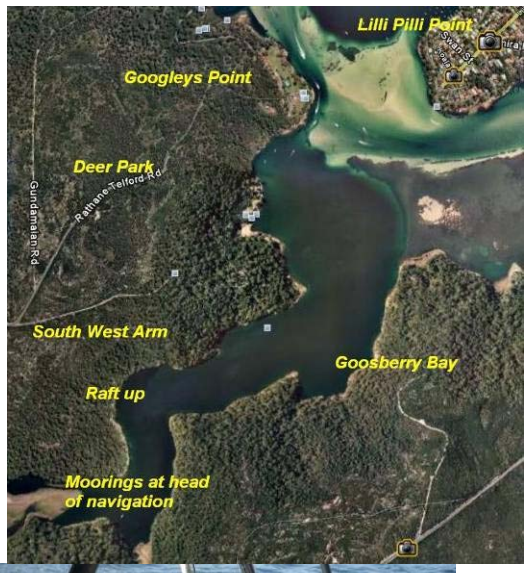
History: South-west Arm (1893).



The South-west Arm is a noble branch of Port Hacking navigable for two and a quarter miles. The entrance, wide and deep, is six and a quarter miles from Audley Dam and two miles in a straight line from Port Hacking Heads. The Arm, along its navigable length, lies between banks whose sides are dressed in living green, brightened in spring time by the flowers of blossoming trees, growing in the midst of calm nature yet unspoiled by man. Most of the landmarks are on the eastern shore, although on the opposite bank several unnamed glens and rocky walls are distinctive features not wanting in picturesqueness. On both banks, red and grey gums are numerous, their symmetry and equableness of development showing that they have grown in an untroubled atmosphere. There are also soft turfy banks and carpets of bracken, all adding to the faithful blending in nature's coloration. For the first mile from the entrance, the deeper channel follows the eastern shore, and .perchance this is the reason why names have been affixed to the bays, rocks and points along this bank. The first point on this side of the stream is called Shell Wharf, in memory of the time when the conversion of oyster shells into lime by burning was a Port Hacking industry. An Inward curve from this is named Gooseberry Bay, because of the prevalence of gooseberry bushes on the bank, supposed to have grown from seeds left in the early days by oysterers. Further along the bank, a projecting rock is Jewfish Point, beneath which there are two shelving rocks, one shallow and the other deep. From spring to early autumn this part of the South-west Arm is noted as a prolific jewfish ground. A line, suitably baited with mullet, yellow-tail, or even green prawn, thrown well out, seldom fails to secure a jewfish or a schnapper of decent proportions, and fish weighing between 30 Ib. and 40 Ib. have been caught in. this vicinity. The Devil's Hole—deep water surmounted by an overhanging rock—is said to be a good black bream fishing spot, and beyond this, the next break in the shore is a large horseshoe-shaped inlet, Pine Bay, a name suggested by a clump of well-grown pines on the receding high land. This passed; the succeeding landmark on the bank is the Old Timber Wharf, recognised only by the cleared space it occupied when timber-getting was permitted on the adjacent belt of gum-growing land. From this wharf to the Camping Caves—hollow rocks on the water's edge shaded by a large fig tree is a noted resort of black bream, whose capture is the more probable if the boat is held by a shore line aft and a kellick forward. Beyond this deep hole, the water suddenly becomes shallow, and the channel changes to the opposite bank. The valley grows narrower hence to the end of navigation, which terminates suddenly amidst romantic surroundings. High sandstone walls confine the Arm at its wrist to a breadth not more than a score of yards. Above the rock-bound sides, shrubs overhang the deep and placid water, lying in a cup-like hollow scooped out to the bedrock by the floods, which during ages past have rushed in torrents down the narrow ravine, whose base for four or five miles is the bed of the South-west Arm Creek, a watercourse draining the inner slopes between the mountain track and the Old Coast Road. At the head of navigation, the fresh water of the creek flows over several rocky cascades until it joins the tidal stream of the South-west Arm. In this remote solitude the Waratah blooms unseen; rock lilies grow and flower undisturbed; and the Christmas bush develops into a tree from thirty to forty feet in height. The South-west Arm too, abounds in oysters, of which visitors may eat their fill, but any unreasonable removal of the bivalves from their rocky strongholds is prevented by the Park rangers.

Source: An Official Guide to the National Park first published 1893

The head of navigation at South West Arm is the most popular anchorage on the Hacking River. There are a number of moorings for RMYC members and some public moorings. The bottom is soft mud so anchors will also hold firmly.



Once the last turn has been made you are total surrounded by bush and high hills which provide total isolation (except for other boats) and security from all winds.

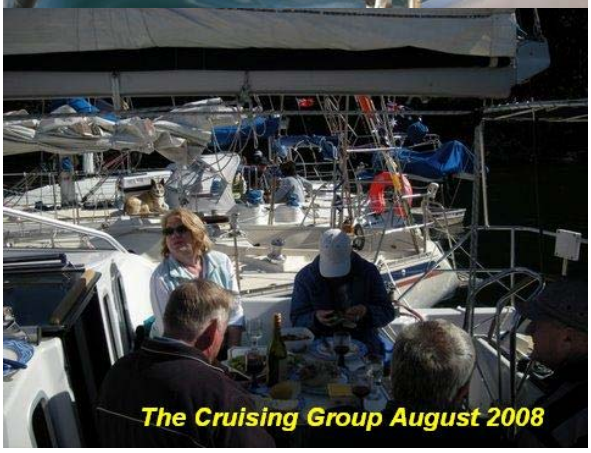
Before reaching the anchorage there is a 4 knot speed limit. This generally ensures a peaceful stay and makes possible large raft ups.

In August each year the group has a cruise to Wattamolla. Unfortunately in 2008 the weather was against us so the pictures shown on the left are of the group rafted up at South West Arm in perfect calm while the seas outside were 4 metres + with strong Southerly winds howling.









Port Hacking Cruising Group

Upper Reaches of SW Arm and Winifred Falls

Protection direction: All

Depth of water: Only accessible by dingy on a high tide

Moorings or anchor: Moor yachts at RMYC moorings or anchor at the head of navigation in the South West Arm.



South West arm is the most popular overnight destination on the Hacking River. It is a short distance from civilisation and yet totally isolated within the Royal National Park.



Beyond the head of navigation there is a beautiful tidal creek that has its origins well into the national park. As it flows through the park it is meet by many tributaries and forms many deep holes until it cascades over the Winifred falls just above the navigable upper reaches from the mooring area.





The waters of the river are normally crystal clear over a sandy bottom. Many fish can be seen as the river winds between pristine bush. A tributary enters at the first right hand turn off the main river. This is worth exploring up to a Anice Falls in Saddle Valley. It is also worth scaling the waterfall and following this creek on foot.

One of the best times to explore this river is in the spring to discover the many wildflowers.



The Cruising Group did this trip on the October weekend of 2008. On this occasion we picnicked at the deep hole at the head of navigation for lunch and then hiked beyond the deep hole following the creek until we reached Winifred Falls. The wildflowers along this stretch were prolific and absolutely beautiful.



The landing at the head of navigation and hike along the river to Winifred falls.





Some of the wildflowers along the river.

Left

Boronnia Pinnata

Right

The river rose





This is a must do if you are spending any time on the beautiful Hacking River

Right – Spine leave bush pea





A relaxed exploration party

Left

Wedding Bush



Anice Falls

Protection direction: All
Depth of water: Only accessible by dingy on a high tide
Moorings or anchor: Moor yachts at RMYC moorings or anchor at the head of navigation in South West Arm.





Anice falls is in Saddle Valley which is accessed through mangroves at the first right hand bend beyond the anchorage.
It is best to use the high tide and if possible after rain to ensure the falls are fully operational. This is also a good place to replenish water tanks if you run short.
At the head of navigation, a deep pond has formed which is surrounded by large rocks into which the waterfall cascades, a good spot for a swim. At the edge of the pool and at the side of the waterfall there is a level grassy area surrounded by wild flowers (if you are lucky).

Account by Possible Dream (During 30k Westerly winds)



The day of the Wild Flower Expedition dawned; Ken and I (Libby) on Possible Dream were already moored in South West Arm and had already survived a couple of nights of wind. The wind persisted all day and at about 3.30 Keith and Lindel Wilson arrived on MaJiKal, they joined us on Possible Dream for the 5.00 o'clock drinks and about 5.30 John and Margaret Barter on L'Attitude arrived and after securing an anchorage they also joined us for a little Red Nell and the usual Yacht stories.

The wind howled all night and although it was really windy we were all quite comfortable and Lindel actually said "What Wind I slept all night". The morning dawned and although we did ask "Huey" the God of Wind to give it away he insisted on continuing to blow. At 11.00 Reflections III arrived with Dot and David Hammond on board. Soon after this John and Margaret in their dinghy picked up Dot and David, Keith and Lindel had their dinghy and Ken and I in ours. So the three dinghies headed up river to find the wild flowers.





We found the "Wild Water", there were White Caps everywhere and we were heading directly into the wind so it was quite bouncy trip and definitely wet. Chug Chug Chug and suddenly Ken and my engine failed, I looked at Ken in horror. Whoops we had run out of petrol, thank goodness Ken had put a container of fuel on board. So with great effort he rowed us against the breeze (actually howling gale) into the mangroves and with me clinging desperately to a mangrove we managed to refuel the out board and head off again to join the other two dinghies.



Once we turned off the main waterway and headed up the creek we were protected from the wind and the sun was shining so life started to take on a brand new feeling. We got to the end of the waterway where we found the pond John had been boasting about, not a lot of water and the Anice Falls were not running, but a beautiful spot and after securing the dinghies and clambering over the rocks, without any disasters, there was a nice flat spot to have our picnic lunch.



The most adventurous of the party took off up the hillside to find the wild flowers, the less adventurous put the ladder (which had been transported by John) up against the cliff face and up and away they were off of find the wild flowers. The even less adventurous stayed behind and minded the picnic lunches.

The Wild Flowers were duly found an photographed and after a very pleasant lunch a few interesting stories we all headed back to the dinghies and then down the stream and into the main water way where the wind was still blowing but was behind us and so the trip back to our individual boats was much faster and much more comfortable.







Once again a great day and adventure in the Rivers and Estuaries of the Port Hacking.





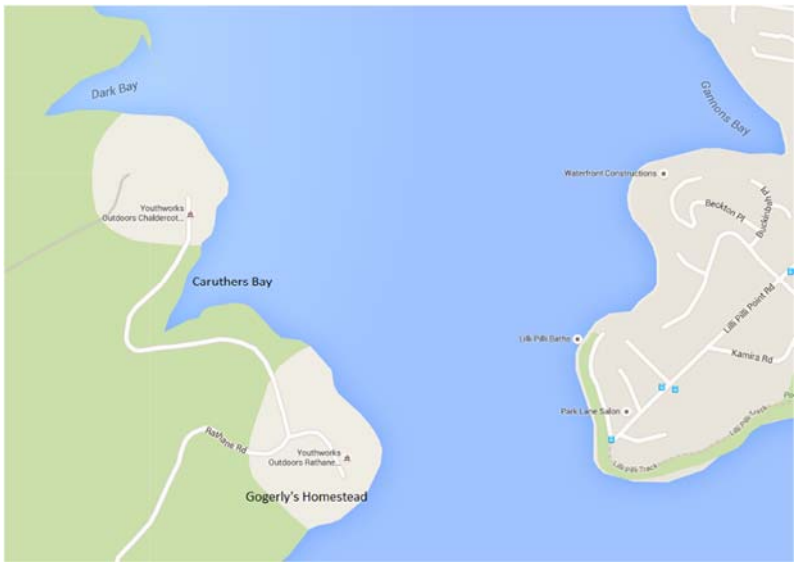








Caruthers Bay and Darks Bay



Protection direction: S, W, SW

Depth of water: 5 metres

Moorings: 3 mooring in each bay

Picture: Darks and Caruthers Bay in the “Broadwater”.

Phone services: Good

Television: Good

History: Two deep bays which were part of the original buildings overlooking the broad-water.
The area now has been developed as highly successful church run youth camps. Many buildings with NE aspect can be found throughout the hinterland surrounding these two bays.

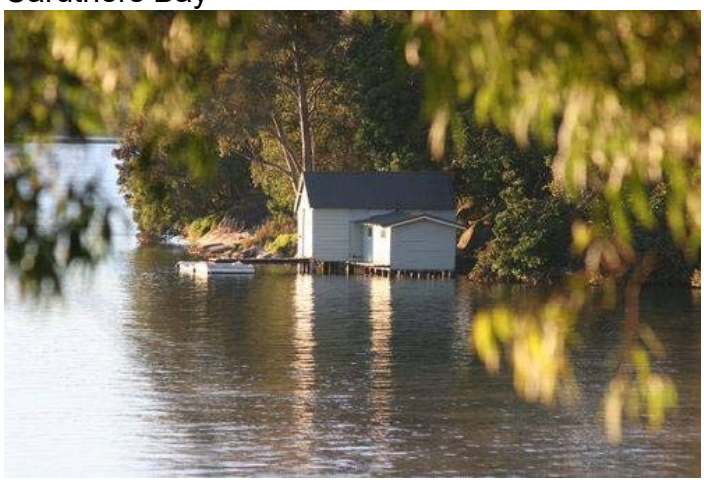
Darks Bay

View from darks bay looking north.

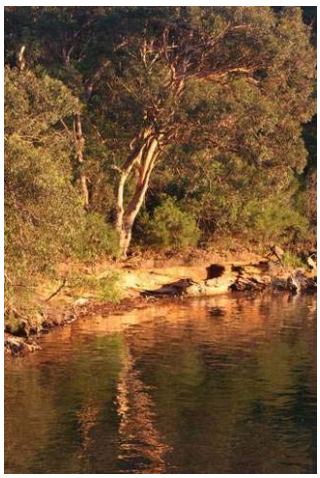




Caruthers Bay



Boatshed between both bays



Foreshore



Western shore

Caruthers Bay offers the best protection from the swell of passing boats.

Port Hacking Cruising Group

Farnell Bight



Protection direction: S, SE, SW

Depth of water: 5 metres +

Moorings or anchor: Some moorings available

Picture: Farnell Bight (Opposite Yowie Bay)

Phone services: Yes

Television: Yes

History: Frank Farnell - Appointed as Whip in Parkes in 1890 Ministry and 1894 Reid Ministry; opposed to pre-selection; stood as an Independent, Liberal in 1913, 1916, Progressive in 1920, declined appointment to the Legislative Council in 1917. Father was a Member of the Legislative Assembly from 1860 until 1888, Premier from 1877 until 1882; cousin of John Lucas (q.v).

Community Activity - Commissioned as a Justice of the Peace in 1887. Member of 32 Committees of Inquiry from 1887 until 1897. Commissioner of International Exhibitions in Melbourne 1888, Chicago 1891, Commissioner of Fisheries 1895 - 1904. Chairman of Fisheries Board 1903 - 1910. Honorary visiting Magistrate Lord Howe Island c.1900 - 1913. On Intelligence and Tourist Board 1904 - 1910. **Trustee of National Park from 1888, Chairman from 1907 - 1929.** President of the Sailors and Soldiers' Fathers Association. Captain of St George Rifles 1896. Member of the Proportional Representational Association. Member of the United Grand Lodge of New South Wales. Qualifications, occupations and interests - Public servant. Educated at Newington College. At 16 became a clerk for William Wolfen & Co, commercial merchants. Joined railway department as a clerk in 1880. Entered business with tea, wine and spirits firm and became a bankrupt in 1889 (discharged 1891) and 1899 (discharged). Recreational interests included swimming and cricketing.


MR. F. FARNELL,
Ryde.

Farnell Bight is the stretch of water named after Frank Farnell due to his efforts in the establishment of the Royal National Park.
The bight runs south of the Royal National Park between Darks Bay and Lightning Point.
There are several public moorings and an ideal clear area for a picnic close to the ruin of an old jetty.

Extract from cruising web site www.rmyc-porthacking.com.au/hello.trim

Another good day on the water.
A “Broadwater Classic” race was held in near perfect conditions and afterwards a picnic in an idyllic location.







Some comments from the day;

John,
Many thanks for another great day on the water yesterday. I have put up a dozen or so photos of the picnic and Stuart's model yacht. They can be accessed at...
http://www.flickr.com/photos/jweidmeister/sets/72157602218924569/
Regards,
John W

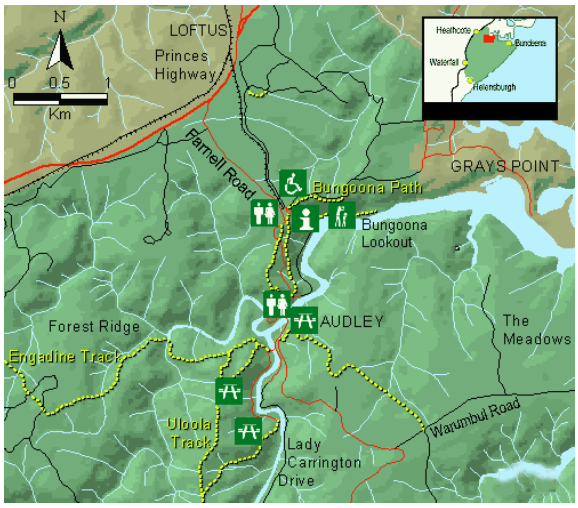
Hi John, I am so sorry I missed yesterday.
This punter to buy Splinter was so keen on Saturday, so I did the right thing and set her up. So end of the day, he didn't even turn up. I am so pissed off..
I am so glad it was so successful, have spoken to Susie and she had a great day.
Many thanks, cheers, Kevin

Master, thanks once again for organising the race and picnic on Sunday of the long weekend. The actual race, whilst always exiting, is a great excuse to have a get together after. We appreciate the opportunity mixing with a nice group of people and partaking of the winner's spoils.
Look forward to the next event.
Regards, Sue and Bruce
SEA GYPSY





Audley Weir in the Royal National Park



History

Laying an hour's sail to the south of Port Hacking, in the Royal is a national treasure. Declared in 1879 - the second in the world after Yosemite, USA - and named The National Park, it covers 15,014 hectares.

Royal National Park, Australia's first national park was established in 1879 as 'The National Park'. It was renamed Royal National Park in 1955, after a flying visit by Queen Elizabeth II on her way to Wollongong.

In its early days, the park didn't quite fit today's ideas of what a conservation reserve should be. The Victorian era was in full swing, and conservation was a relatively novel concept.

In fact people, rather than native plants and animals, were the first priority. The Royal was created as the 'lungs' of Sydney; a place where Sydneysiders could enjoy themselves in a natural environment. But in many cases it was the soft countryside of Mother England - not the rugged Australian bush - that city residents sought.

Mudflats and mangroves were replaced with grassed parklands, and some 3700 ornamental trees were planted. Buildings, roads and exotic landscaped gardens were all installed. Areas were set aside for the 'acclimatisation' of exotic animals for farming in Australia. Native trees were extensively logged. Military exercises were carried out in the park and deer, rabbits and foxes were introduced for sport. They still live in the park, and are serious pests.



Audley Weir Circa 1925

The park in the 20th century

Over the years, Audley was developed into a small village of amusements, surrounded by 'pleasure gardens' which can still be seen today in the extensive lawns, boat hire facilities and causeway. A dance hall was built in the 1940s, and it still stands. The national park was also made gradually more accessible. Training walls were used to make the Hacking River more navigable, roads were developed throughout the park, and a rail link was set up between Loftus and Audley.

Sydney residents became increasingly interested in conservation around the turn of the 20th century, and the continued logging in the Royal was heavily criticised. By the 1930s, conservationists were lobbying the state government for a National Parks Authority. Thirty years later, in 1967, the National Parks and Wildlife Service (NPWS) was created and took over the management of the park.

Park highlights

- The rich forests along Lady Carrington Drive, a historic walking and cycling trail beside the Hacking River.
- Swimming at Wattamolla, on the beach or in the lagoon.
- The sense of Victorian park life you get at Audley, with its causeway, picnic lawns and rowboats.
- The Coast Track - two days and 26 kilometres of diverse environments and spectacular views.

In the early years of Royal National Park, Audley was the centrepiece of the park's Victorian 'pleasure gardens'. It was developed into a small village of amusements, and you can trace this history in the lawns, boat hire facilities, causeway and 1940s dance hall.



Audley Dance Hall

Audley is a string of grassy flats along the Hacking River and Kangaroo Creek in Royal National Park, just south of Sydney. Saltwater and freshwater meet at the Audley weir and the area plays host to a rich variety of plant and animal species. This has long been recognised by the Dharawal people, whose traditional occupation of the area stretches back many thousands of years.



Audley is the oldest area in Royal National Park developed for recreational purposes, and it has been a popular pleasure ground for Sydneysiders for more than a century. Its dance hall, picnic pavilion, boat shed and other buildings reflect this historical development, as do the ornamental trees and other plants found in the area.
Audley also marks the start of Lady Carrington Drive, one of the park's early carriageways. Now closed to motor vehicles, it makes a delightful walk or cycle along the river.

The old boat sheds at Audley circa 1938



Protection direction
Protected from all wind directions

Reception
Mobiles phones: Nil - Television: Nil

Depth of water
The shallowest spot is between Grays Point and Swallow rock. In 2004 there was 0.5 metres on a 00 tide, so a boat with a draught of 1.8m would require a 1.3m tide. There is ample depth at Audley. The channel is well marked and there are no other hazards. Just before you arrive at Audley you will pass the old training walls built by the Parks Trustees to keep the river navigable between Audley and the fountain in Deer Park, they are not Aboriginal fish traps as popularly described.

Moorings or anchor
It is best to drop an anchor mid-stream and take a line to shore. A dingy is required to go ashore. Proceed with caution within 200m of the weir.





Sydney South (Royal National Park)
Call in for maps, brochures and information about the special things to see and do in our first national park.
Phone: 02 9542 0648 **Fax:** 02 9542 1420 **Street address:** Farnell Avenue, Audley Heights NSW 2232
Opening hours: 8.30am to 4.30pm during school holidays, weekends and public holidays; 9.30am to 4.30pm at her times. Closed Christmas Day

AUDLEY This area was surveyed by George Edward Thickness-Touchet, 21st Baron Audley, in 1863-64, where he set up a semi permanent camp. He later became a son in law of Surveyor General Sir Thomas Mitchell.

Port Hacking Cruising Group

Overnight Stay at Audley Friday-Monday November 12-15, 2004

This weekend we ventured upriver to Audley. Three yachts arrived on the high tide on Friday, and after lunch did the Honey moon walk to the Park office in Farnell Street. This included Susie (Emmanuel) who climbed the 662 steps up and down and then down again.



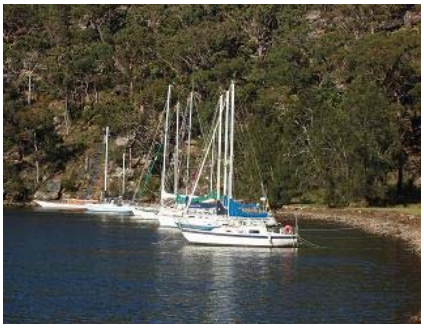


The group that scaled the 662 steps on the Honey moon walk

Imogen arrived on the low tide on Friday. Dinner was had on the BBQ's at Reid Flat.







Four more Yachts arrived on Saturday (total of eight at this point). However, this coincided with the big winds and initially anchors and chains were run to the opposite back to hold the rafts. Unfortunately, the police arrived soon after and although they managed to pass over our chains, they couldn't get back as the gusts brought the chains to the surface. Consequently, most of the afternoon was spent relocating the boats to Pool flat.



Suzie leading the way home



BBQ chat up



Dinner in the pavilion

At 5pm we transferred to the pavilion at Willow Tree Flats and got the wood fired BBQ's going while we per took of nibbles and drinks.
A great cook up was had by all and a contest was had to establish the most competent crews to receive the hand towel trophies for first second and third.





The boats at daybreak on Sunday morning.




Breakfast from 8:30 onwards cooked on the hot plates at the main pavilion.

The first group left on the morning tide. The remainder which included L'attitude, Emmanuel, Sea Change, Sail la Vie and Imogen did the Lady Carrington walk to Jersey Springs.

A raft-up at 5:00pm seemed to be the right thing to do on Sunday night.
So again into the nibbles, drinks and a good laugh followed by dinner on the BBQ's on the back of the yachts.

On Monday morning we played OBUT (Boule) up and down the picnic grounds until somebody said the tide was falling and it all came to a sad end.....

.....but it was a great weekend and a special place to visit.



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Port Hacking Cruising Group

Grays Point and the Wildflowers of Muddy Creek

Protection direction: all

Depth of water: For dingy only at high tide.

We met at the boat ramp at Gray's Point around 1000hrs and headed out at 1100 according to plan.
Muddy creek is directly opposite the ramp and picnic area at Gray's Point which takes us some kilometers into the Royal National Park. The best time to see the wildflowers is in the spring (September/October).



Name here



Banksia ashbyii



Waratah



Name



Name



Name



Name



Name



Gymea Lilly



Name



Kangarro Paw - Red



Name



Leslie and Lilly

Your comments (worth much more than mine)

Good Master, what can we mortals say or do, you have done it again.
GREAT weather, GREAT venue, and a wonderful day.
Could I say I loved to have lunch in the pristine environment and the lovely crystal clear waterfall flowing beside us. I hadn't seen wild Waratahs for so many years, Just wonderful!
Looking forward to our next function. Also, great to meet our new friends "Mahalo" Kent & Julie cheers, Splinter"

John & Crew,
Just a quick note to let you know that Julie and I enjoyed the wild flower expedition. Great location, good company and excellent weather. What more could we ask for!
Will stay tuned to the website for details of the next event.
Fair Winds KENT & JULIE, 'MAHALO'

John & Margaret,
Thanks for another great day on the water we both had a fantastic time.
I have put the photos up on my Flickr Webpages and they can be viewed at
http://www.flickr.com/photos/jweidmeister/sets/72157602031909948/
Thanks again, John & Ro.

Hi John,
Another magic expedition and I firmly believe you have an influence with a higher power to provide the weather and the venue.
We thoroughly enjoyed ourselves with great company in the beautiful National Park. I reckon we are on a winner here with these expeditions.
I certainly had a very happy birthday out of it! Some shots attached.
Cheers, Rhumb Liners

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Rules of Cruising (In progress)

To be finished at a future meeting;

Planning:

- Do not set dates and times for departure.
- Planning - There is no plan.
- Never plan to cruise into the wind.
- Plan for your arrival – not your departure.
- Never be on a time schedule.
- Do not depend on other yachts to accompany you on your voyage.
- Always have a plan B alternative destination should plan A be unsafe.
- Never leave without a weather forecast.
- Crosscheck weather forecasts (BOM / Buoy weather etc)

Anchoring:

- Choose your anchorages carefully for a good night's rest.
- Calculate rise and fall of tides before dropping anchor.
- On anchor - chain can't help if it is in the locker.
- Know your bearings to leave an anchorage in an emergency.
- Discussion letter

General:

- Do not rely on advice of others. Be suspicious of the information whatever the source.
- Be careful about who you throw your lines to.
- Don't scar the Wife.
- Always keep one hand for the boat.
- The boats name replaces Surnames.
- Sundowners - Must always observe sundown.

River/Entrance Bars

- Never try to beat a wave.
- Always prepare for a barred river entrance.
- Have a procedure to handle breaking water.

Radio:

- Always listen on channel 16 and scan relevant channels in your area.
- Check repeater channel positions for your area.
- Be aware of Bureau talk (especially entering a port).
- Always know who to call in a real emergency.
- Always check for traffic before using the radio.

Cruising hints (In progress)

Anchors and Winches:

- Do you have a swivel at the anchor? Anchors usually have a long slot so a shackle can pass through. This can often cause the swivel to slide and jam at 90 degrees. This can be fixed by welding a washer either side or filling the slot with epoxy.
- Does your anchor always retrieve in the right direction? By moving slightly astern after the anchor has left the bottom you will clean the anchor and orientate it for stowing. Anchors without swivels may come up correctly if suitable rollers are used that prevent the chain twisting.
- Does your anchor transmit noise and snap your bow through the night? This is easily fixed by carrying a 1-2 metre nylon line to place between the chain and the bow of the boat.
- Does your anchor lie on the bottom correctly? By moving slowly in reverse while dropping the anchor ensures; that the anchor hits the bottom the right way up; that the chain is laid out clear of the anchor; and that the anchor is more likely to hold first time.
- How do retrieve from Harbour floors etc? There are many commercial Harbours or anchorages with debris on the bottom-in these circumstances drop the anchor with a retrieval line (maybe with a float) attached to the head of the anchor.
- Chain. Chain is purchased in 66m lengths. All is required when cruising only half is needed when racing. Split the chain at 33m and join with a split link. When not cruising leave half the chain at home. (Tony Galwey)
- Galvanising Anchors. Make sure that the lead is melted out before galvanising. After the galvanising the saved lead needs to be poured back into place. (Tony Galwey)
- How much chain is out? Mark the chain in 5 metre lengths. Cable ties will be damaged by the gypsy; cord ties will promote rust. There is a plastic product that clips into the link which can freely move around the gypsy. They are also coloured to identify 5, 10, 15, 20 metres etc. (Graham Bach)
- How do you avoid the anchor being dragged when lines are crossed? You're stern into a dock with a bow anchor into the harbour. Your neighbour has crossed his anchor with yours and wants to leave. Start your motor and power forward allowing your two stern lines to hold you in place. Then let all your chain out so that the neighbours anchor takes your slack chain to his bow where it can be released. Retighten your chain. Your anchor hasn't moved and your mooring is now restored. (Jon Bown)
- How much chain to let out? X3 high tide (Ian Colman)
- Are your winch bearings being lubricated? It is possible for the top bearing to run dry of grease or to become fouled by salt. It is a good idea to regularly remove the winch wash salt off and run inverted to ensure grease penetrates the top bearing. (Gordon Stewart)
- How do you improve the lifting power of chain winches? If a battery can be positioned at the winch – this will dramatically increase the available lifting power. This was found necessary in the Solomon Islands where they have 300 metre depths. (Ken Travers)
- How do you know the winch is working normally? Monitor the current via an instrument that uses a shunt. Increasing in operation current can warn of impending problems.

Mast Climbing:

- How do you climb a mast single handed? More info required (Kevin Everitt)



Reefing

How do you reef downwind? More info required (Tony Galwey)



Dealing with insects:

- How to cope with insects? If you have a small inverter, try purchasing an electronic mosquito and sand fly repellent and plug into your 240VAC power point. (Kev Everitt). Bunning's have a battery powered insect repellent more info required (Susie Bown).
- Insect screening TBA?



Bunks

- How do you hold sheets on a bunk? Tiring a knot in the corners of sheets will prevent them from moving in the night. (Jeni Everitt)



Anchor Lights:

- Are you concerned about the battery drain overnight?
- LED lamps are now available. Their current draw is negligible (>100mA)
- Be careful of garden lights that are available at your local nursery or hardware store. They are powered by solar energy and can be permanently fixed and charge during the day and come on and turn off at last and first light. Be careful that the light they emit is adequate for the job.
- Alternatively carry a kerosene lamp.
- Use an auto switch for your anchor light if not using LED's?



Visibility at the Helm:

- Do you or your partner have difficulty seeing over the dodger? A flat (Thong type) buffer makes an excellent runt box to provide that extra elevation. It doesn't slip on the floor and is comfortable to stand on.



Galley Tips:

- How do you make a hot drink or soup? Boiling water on a gimballed stove is easy, so to pour the hot water try; placing a large pot on the gimballed stove with your cup in the pot. The cup will remain level and any spills will be caught by the bowl – too easy.
- What to prepare for rough weather? Shui Min etc (Jeni Everitt)
- How do you maintain a supply of fresh bread? Easy using lakie?? 600g bread mix;
  Add the yeast contents to 375mL of tepid water (or potato water) and mix well. Honey or other flavours could be added if required.
  Empty the contents of the flour mix into a bowl and add the water and mix until a doughy mix is produced. Now place some flour on your bench top and on hands (to stop sticking)

and hand need until smooth. Then place back in the cleaned bowl and cover with a towel. Place in a warm position until the contents has doubled.
Knock down and need again and place in a bread dish (100x100x250) that has been greased with olive oil. Cover the dish and let stand until contents has doubled again.
Warm the oven to about 160 degrees Celsius and place the bread dish in the oven. Ensure even heat by rotating the dishes. Bake till crust rings hollow – about 40 minutes. (John Barter)

- How to? Storage – Cups, glasses, pots, pans, plates etc TBA
- How to? Collect water TBA
- How to improve ventilation in a fridge/freezer? More info required (Kevin Everitt)
- How to stop items moving? Ice cream buckets in lockers. TBA
- Purchasing volumes – waste space TBA
- Use of wine bladders TBA
- Rubbish – bottles TBA
- Meat cryovac/freezing/salting TBA
- Milk TBA



Starting a engine with flat batteries

If the starting battery won't turn the engine fast enough to start or won't quite turn it over compression and it is not fitted with a decompression lever here is a method that can work. Remove the tappet cover and using cutlery knives from the galley carefully tap the sharp side of the blade in between the rocker arm and the valve stem of each exhaust valve. This will hold the valve open and decompress the cylinder. Ideally the pistons should be on top dead centre on compression stroke. If the battery is not too run down it should now spin the engine at a reasonable speed. With the engine spinning the knives need to be pulled from between the valve and rocker arm in one move.
This is much easier with two or more people and may not be possible with one person on a 4-cylinder engine but if only one knife is removed at a time it still may be enough to start the engine. (Ian Hicks)



Power handling:

- How do you measure power consumed/replenished? A shunt in the negative line to the batteries is essential for many reasons. Current consumption of major items like anchor winches can be monitored to detect potential problems. Knowing amp/hours consumed and replaced is the best way to monitor battery charge. (Graham Bach)
- How do you recharge? What type of batteries and what are the capacities required? TBA
- Motor with smart regulator TBA
- Solar panels TBA
- Wind Vane TBA
- Water Vane TBA
- DC generator TBA
- AC alternator TBA



- Siphon breaks on toilets TBA
- Extra-Fuel, water etc TBA

- Air bottle and hose only for cleaning, clearing anchors, snorkelling TBA
- Coming into pontoons/Jetties TBA

Calling Cards

- How to remember contacts? Cruisers are always meeting up with people, so it's a good idea to make a calling card. The calling card can have a lot of useful information both for the new contact and also for you. Suggested detail could include;
    - A picture of the boat
    - The boats name
    - Your names
    - Phone numbers
    - Home address
    - Call sign
    - Email addresses
    - Home Port
    - Etc



- How do you soften ropes?

- How do you know you have power when connecting to shore sockets? Most plugs these days should have a transparent body. A 240V neon lamp can be wired between active and neutral with a series resistor. This gives an instant signal to advise of availability of power. (John Barter).

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Port Hacking Cruising Group

Aquabelle's Cruise to Port Hacking – by Paul Greenhalgh

Well and truly tired of wet weather and with a few days between pre-Christmas family commitments, *Aquabelle's* crew decided on a short cruise to Port Hacking. Just 35nm south of Broken Bay (reckon 3 ¾ hrs of sea time at 9.2kt), the Port Hacking cruising grounds comprise the surf beaches off Cronulla; Bate Bay with the open roadstead Jibbon beach and village of Bundeena; the "suburban" Gunnamatta and Burraneer bays; and within the Royal National Park, South West Arm and the Hacking River.

A quick Google search for a Port Hacking Cruising Guide brought up just this on the RMYC (Port Hacking) website and an email exchange with its very helpful author, RMYC Cruising Master John Barter, ensued. Still being developed by John and other RMYC members, this is a great resource, filled with local history, contact numbers, cruising advice; and flora, fauna and bush-walking references. By emailing John at hello.trim@optusnet.au or calling up 'Hello Trim' on VHF Ch 16, contact can be made with others cruising the Port and its environs. 'Trim' is of course a salute to Flinders' remarkable sea-going cat; with George Bass, Flinders explored and took soundings over the entrance to Port Hacking in March/April, 1796. A cruising pennant is available, showing Trim in black over a yellow field, to identify those enjoying the Port in this way. NSW Maritime also has a map showing the locations of Courtesy Moorings throughout Port Hacking at www.maritime.nsw.gov.au/docs/recboat/mooringmap-porthacking.pdf (although those in the beautiful SW Arm are omitted). Alan Lucas' **Cruising Guide to the NSW Coast** (5th and 6th editions...earlier editions give very limited assistance) is as always essential for safe navigation and sound anchorage advice.

Departure: Friday

Aquabelle left Bobbin Head at 1530 on Friday, 17 December intending to overnight on the Club mooring under Barrenjoey Headland. At 1730 we found a non-member boat had taken the mooring and was locked up with her owners apparently ashore. The Admiral had reservations about this as an overnight anchorage anyway, so instead the Club mooring in The Basin was picked up. The golden afternoon light and warm water saw the crew swimming off the boarding platform before enjoying the Admiral's Chicken Korma dinner on the fly bridge.





Into History & the SW Arm: Saturday

Saturday morning brought light WNW winds and slight seas so it was off the mooring at 0600, breakfast underway off Mona Vale and we were standing off Port Jackson's Heads just before 0800. A 1.0m tide, needed to move about Port Hacking, was not available until 1600 so with plenty of time, the Skipper took the opportunity to detour into Botany Bay for a quick history lesson for the benefit of Ship's Girl, 14y.o. Grace ('*Dad, I'm on holidays now you know*' protests duly logged and ignored).

We picked up the courtesy mooring off Kurnell and took the tender ashore 200m south of Cook's 1770 landing place. The soft white sand beach here is a perfect spot to tender ashore and with a cafe serving coffee and gelato not 100m away, it met with the crew's instant approval. In the



adjacent beautifully maintained park are monuments to Banks & Solander; the gravesite of the first white man to die on Australia's east coast (of natural causes, one of Cook's seamen); and well-presented information on the history of the local Aboriginal people.
A turn inland and a 20-minute walk would have taken us to the Kurnell oil refinery and the desalination plant. And Silver Beach, a 10-minute walk west of Cook's landing place, offers great swimming. But Botany Bay and the lower reaches of the Georges River is a cruise *Aquabelle* plans to do properly another time, so after an hour ashore enjoying the historic park, it was back out to sea for the 6nm run past Cronulla and into Bate Bay.
We had planned to anchor off Jibbon Beach, on the S shore of Bate Bay. It is described by Lucas as one of the better open roadstead anchorages on the NSW coast. The beach is pure white sand and is apparently crowded with boaties on most summer weekends.

Admiral & Ship's Girl at Cook's Landing monument, Kurnell



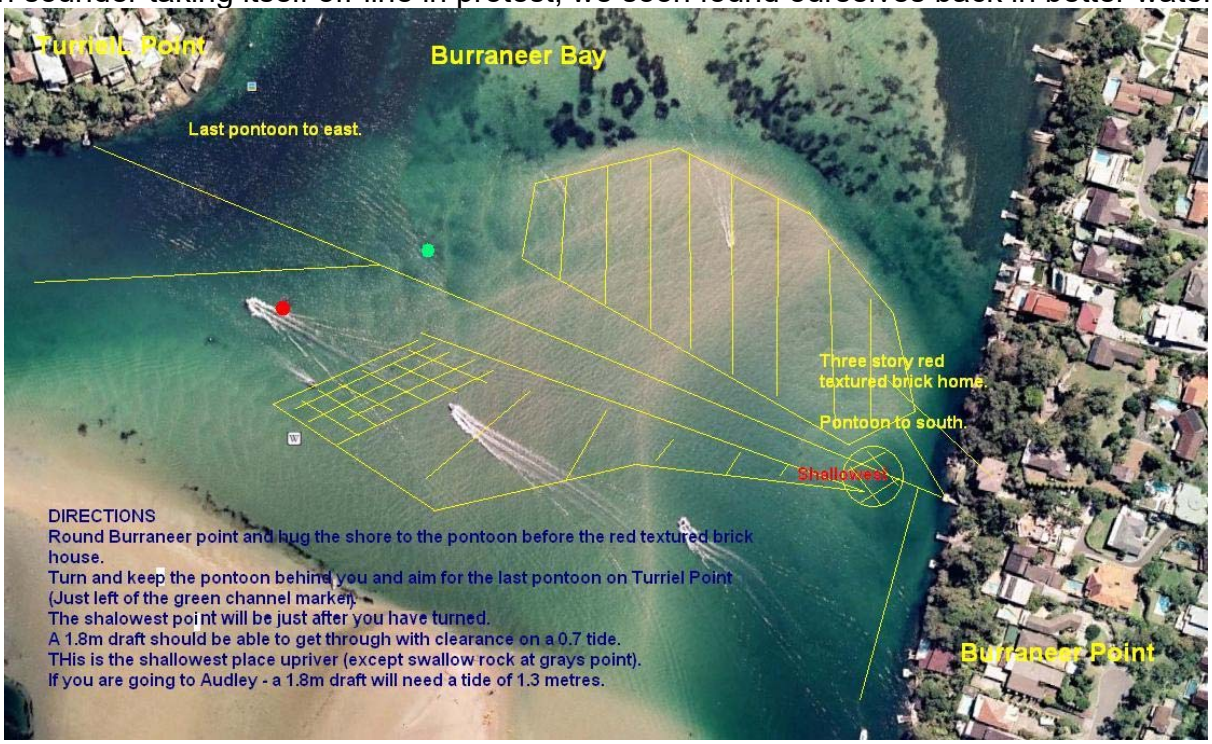
However, the wind had stiffened to 25knts and shifted Westerly, blowing hard onto an anchorage otherwise ideal for winds E through S. Instead, we moved just a little W and came up off Bundeena's Horden Beach in 3m over clean sand, just W of the ferry wharf. The tender was taken into the beach here and a 100m walk brought the crew into Bundeena's main street.

***Aquabelle* anchored off Bundeena's Horden Beach**

After collecting walking maps from the Information Centre, we spent a couple of hours strolling, visiting an art gallery and enjoying a lunch of salt & pepper calamari and Thai beef salad at a local cafe.

Bundeena would be an ideal place to collect crew wanting to avoid the ocean passage from Broken Bay but keen to enjoy the calm waters of Port Hacking. They could drive to Bundeena or even take the train to Cronulla and then the ferry across. The tender could collect land-lubbers comfortably from the ferry wharf, avoiding even the wet feet of a beach pick-up! The first Sunday of each month, Bundeena hosts an Artists Trail, where various studios and exhibition spaces open and co-ordinate a showing that has been taking place for some 10 years now.
After a swim and hot showers back aboard, at 1530 it was time to pick up that tide and make for our first evening anchorage.
Port Hacking is notorious for its sand bars and shoal waters, but channels are in fact very well marked. The only tricky area is a massive sand bar at the mouth of Burraneer Bay, which has to be cleared to gain access to Port Hacking proper. The RMYC Cruising Guide plots the current

best route across this sand bar and with just enough tide for *Aquabelle's* 1.7m draft and the depth sounder taking itself off-line in protest, we soon found ourselves back in better water.



The big sand bar off Burraneer Bay



South West Arm, which reaches well into the Royal National Park, was *Aquabelle's* first-night destination. The head of navigation provides a fine anchorage: a mill pond, protected on all sides by National Park. Public moorings here are provided by the National parks & Wildlife Service but are maintained by the RMYC and have a feature we should perhaps consider for our own Club's moorings: a pair of ropes off each. This allows a single vessel to be bridled to the mooring; and for raft-ups, the first two vessels each get a bow line.

We arrived here at 1630; the warm early evening made for a fine fly bridge BBQ of tiger prawns & watermelon salad. It had been a long and busy day so the crew turned in for an early night and a sound sleep.

Up the River with a Paddle...and a 5hp Outboard: Sunday

Sunday, 19 December brought an overcast morning and still, cool conditions. We left the SW Arm mooring at 0815 and entered Port Hacking proper, circumnavigating Yowie and Gymea bays and checking out waterfront mansions, fishing shacks and what appeared to be a scale model of the Parthenon!



Lucas shows an anchorage just inside the entrance to the Hacking River, against the Eastern bank, but we could find nothing here to suit a 15m motor cruiser. Instead, we took up Lucas' alternative anchorage 70m north of the North Cardinal mark at the entrance to the Hacking River and at 0930 had breakfast here. A tide equal to draft is needed

travel the length of the Hacking River and tide times were not with us, so at 1030 it was into the tender and off up to the head of navigation at Audley.
Aquabelle's 15hp tender outboard was in for a service and we had a 5hp on loan from TQM's Gino. Even so, it was only a 40minute run. With a bit of common sense, a tender can leave the channel and cut most bends safely enough and approach within 30m of the weir at Audley (no closer: submerged rocks are immediately below the weir). The best strategy is to turn back from the weir and land the tender at the small beach at Reid's Flat, where an extensive park with picnic tables, etc will be found. The well-prepared will have a Thermos of coffee or a picnic lunch to enjoy here after a 5-minute walk back to Audley's historic sites. The 1930's Boat Shed remains in near-original condition and Federal Government funding is restoring the Dance Hall building on the opposite shore, with re-opening planned for July, 2011.



We were back aboard *Aquabelle* by 1300 and as winds stiffened and swung NW, we rounded Lightning Point and passed courtesy moorings in Farrell Bight and Dark Bay before picking up one of three in Caruthers Bay. This would be a delightful spot on a fine summer's day, tucked in as it is behind a sand spit shallow enough to invite knee-deep fishing and wading. We had lunch here but a strengthening Northerly and the threat of early evening thunderstorms caused us to move again, this time to the Southern side of Gogerleys Point, where we found the picturesque Warumbul Bay. A small beach and picnic area invite a shore visit.



Perfectly protected from the Northerly, we enjoyed a passing parade of boats of all shapes and sizes decked out for Christmas...including the reindeer on cabin-top shown here..... With their crews very definitely in party mode. Steady rain at 1800 saw things settle down and we had the anchorage largely to ourselves for the evening.

Blown Away to Cronulla: Monday

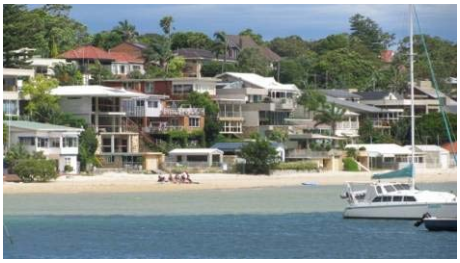
On Monday, 20 December the mooring was dropped at 0700 to allow *Aquabelle* to make the top of the tide for the crossing back East over the sand bank off Burraneer Bay. The day was clear and sunny but the Westerly was soon blowing 15-20kts and temperatures were only in the high teens. Shelter was sought in the SW corner of Hordens Beach off Bundeena, in the hope the wind would blow itself out or at least, shift to the SW. It did neither, staying just N of W and gusting up to 30kts; Marine Rescue Sydney relayed the Bureau's Strong Wind Warning upgrade to Gale Warning. We couldn't identify any anchorage E of the Burraneer sandbank where *Aquabelle* would be sheltered from this wind so the crew gave up plans for a day of swimming and snorkelling (but see below for the intended anchorage for this).
Instead, we decided to go early into the recently re-built Cronulla Marina, at the S end of Gunnamatta Bay. The passage plan had been to stay at this marina overnight anyway: close family live nearby and we'd invited them to join us on board for dinner on our last night. A berth had been booked a week before leaving Bobbin Head and a call to the helpful marina manager, David Oostdam (0419 204 163), confirmed coming alongside early wouldn't be a problem. It proved to be the right decision: the Westerly was blowing a full 40kt+ gale as we came in at 1030 and this persisted until 1600, when it dropped back to 25kts and finally to 10kts by 1900...where it stayed overnight.
But the day was by no means lost. Cronulla Marina is superbly located: out its entry gate & 100m through a small park takes the visitor to the Cronulla train station and one end of Cronulla's

main shopping strip, where we had no problem finding great coffee (Grind Espresso, Surf Road) and outstanding fresh seafood for the evening feast (Peter Michael Seafood, 47 The Kingsway). The Skipper noted a hardware store right at the beginning of the shopping strip too, which could be handy for visiting cruisers.



Following the shopping strip all the way East brings up Cronulla's famous surf beaches (emptied of beach lovers by the sand-blasting wind when we visited!).

Returning aboard, *Aquabelle's* washer and dryer were employed on towels and sheets while the vacuum cleaner, hot water heater, dishwasher and every other AC appliance on board was brought into action to test the shore power limit.



Once *Aquabelle* had been readied to the Admiral's satisfaction, we set off again by foot through a series of parks and walks that run the full E side of Gunnamatta Bay. A netted swimming enclosure begins (or finishes) this walk. A Fisheries Research Station is passed at the Bay's entrance and on rounding, a cove known as Salmon Haul is brought up. This has small sand beaches, clear shallow waters and rocky outcrops and would otherwise have been our swimming and snorkelling destination. Day-time anchorage just off looks feasible and would be well protected from Northerlies.

Further along, the look-outs and information plaques at Bass & Flinders Point afforded the Ship's Girl another history lesson. We returned aboard from this point, getting back to the marina after a two hour round walk, but we could have continued on around the cliff-top paths all the way to the Cronulla surf beach and then back to the marina via the shopping strip.... probably a three-hour round-trip easy-grade walk that would be a great stretch of the sea-legs.



Back at the marina, we discovered another Ocean 50 Ocean Alexander motor yacht was berthed just a few pens along from *Aquabelle* with new owners aboard. Visits to each other's vessels ensued with the usual conversations about planned upgrade projects. Then our visitors arrived for dinner and finally, another long and happy day was over.

The Big Swell Home: Tuesday

For once, we were in no hurry to leave the marina in the morning. The marine forecast indicated big seas early on but promised this abating late morning, so the crew busied itself on shipboard chores and making ready for sea. The empty forward water tank was left that way and the aft water tank was topped off to maintain a bow-up trim. Each cabin and head was checked and stowed against rough conditions. The flybridge was tidied away and extra tie-downs secured the tender. The heavy Portuguese bridge hatch was swung closed.

Dock lines were let go at 0845 under clear sunny skies and a cool 15kt Westerly and we cleared Port Hacking into Open Ocean at 0905. Waves had been blown out flat by the Westerly and a 3m swell of moderate period was running from the South....no problem for stabilized *Aquabelle* and the crew soon settled to the very pleasant motion of being out at sea again. A pod of around a dozen dolphins raced across the surface of the inky-blue to jostle for position in our bow-wave: something that happens often but never fails to bring smiles all round.



Botany Bay's container terminal with Sydney CBD behind, from sea off Cape Solander

Making slightly better speeds with less water and fuel weight and a breeze on our aft quarter, we were off Sydney Heads by 1055 with the swell reducing to 2m and by 1230, with the swell down to 1m, we were E of Barrenjoey Head making our turn into Broken Bay....just 3 hours and 25 minutes of sea-time. By 1400, Aquabelle was back in her berth at Bobbin Head, having made just 7kts against the tide from Lion Island.

Though for us the seas had settled quickly after a windy couple of days, we reflected on what a good destination Port Hacking would have been for a Bobbin Head boat, if the weather had deteriorated further. A vessel could be left safe and secure in Cronulla Marina and the crew could simply take the train home, returning the same way when a weather window re-opened. And with Botany Bay and Port Jackson both available en route, offering protected anchorages against all wind directions, a change of sea conditions or an un-well crew-member need not be feared.

All in all, Port Hacking offers BHCC members a great 4-day cruising destination, with a variety of waterways and anchorages to explore....and history lesson opportunities aplenty.

* * *

Aquabelle's next short cruise, date still to be determined, will be to Lake Macquarie. She is always happy to convoy with another vessel(s) for the sea legs.



December 2010

Lake Macquarie *a rough guide by* Greg Cooke

Deciding to take two weeks leave and do a bit of sailing for a week was the easy decision. Where to go was the hard bit. It was either going to be Jervis Bay or Lake Macquarie. JB had some problems with the weather, in that if it blows up you have to make it across the Bay to get shelter. The Lake on the other hand is a one day sail to Broken Bay and another day sail to Lake Macquarie. If it blew up you can stay in Broken Bay and spend a week there easily.

The lake seemed like a logical choice.

I had a lot of little bits of information about Lake Macquarie and a lot of reservations about going over the bar. I remember once meeting a single hander at Coasters Retreat who came from there with his Clansman and said he thought it was easier than Port Hacking. He reckoned it was a matter of what you were most familiar with.

We, the family, decided to do a trip around the lake by car and talk to some of those that know in order to get some local knowledge. It took us a full weekend and we stayed over in Newcastle, which was a very interesting trip in itself.

After spending 4 days on the Lake I have collected some information together which may help you if you wish to go to the Lake. It is by no means comprehensive but may be useful to you anyhow.

Charts and Guides

1) AUS 809 Port Jackson to Port Stephens.

2) Boating Map for Lake Macquarie, Waterways Map 8A $2.85 available from Waterways at Sutherland.

3) Alan Lucas's Cruising the NSW Coast.

I found the Boating Map (2) very useful as it gives all amenities including wharves, toilets public phones, speed zones, fuelling points, hospitals, shops etc. and its waterproof.

Organisations and Clubs at a glance

1) Australian Volunteer Coast Guard Swansea	Ph 02 49713498 (0600 to 1800)
2) Royal Volunteer Coastal Patrol Lake Macquarie	Ph 02 49713723. (24 Hrs)
3) RMYC Toronto	Ph 02 49592051
4) Wangi District Workers Club	Ph 02 49751451
5) Lake Macquarie Yacht Club	Ph 02 49450022

The Lake

The lake is huge with a mixture of housing developments and bush land surrounding the foreshores. It is roughly 10 miles long by 5 miles at its widest point with 6 major peninsulas jutting into the lake affording protection to the boatie in almost any weather. It has a shoreline of 100nmiles and one island that is a Nature Reserve.

In comparison it is very similar to Port Hacking and South West Arm but about 10 times the size.

The level of the lake varies only about 1 foot (300mm) maximum between tides.

The Bar

Most river entrances on the coast have a bar of some sort. This bar is different in that it is not a sediment but actually a coal seam that cuts across the entrance in the region of the 2nd red buoy. When crossing a bar it is usual for the water to become lighter, but this actually gets darker!

Moon Island provides a good lee for the entrance in all but North Easterly conditions. For an up to the minute report call Coastguard Swansea as they look over the bar.

When rounding Moon Island be sure to give it a wide berth, more than 300m, as there are some shallow parts to the east. There are 3 Port Hand Buoys (red) that are roughly in line across the bar. The middle buoy is on the bar and should be held to port about 3 to 4m, no more. At this point there may be a breaking sea 10 to 12m to starboard as was the case when I entered. Hold your nerve and don't turn around on the bar. Also be sure to put your storm boards in to seal the boat. The minimum depth east of the Bridge was 3.1m at the middle of a 1.6m tide (ie 2.3m).

Before you get about 30m from the third red channel marker you should be able to see the crossing leads in the bush to port. The bush is a bit overgrown and you won't see the leads until you are on the line. They are orange and lit at night.

Stay about 20m from the red channel markers between the bar and the bridge.

Due to the fact that the lake level doesn't vary much the current in the channel is zero at mid tide and continues to run until the tide is half again. The maximum flow in the channel is 2 knots, although on the top of a 1.6m tide Felicity could easily gain ground just by idling and stemming the current whilst waiting for the bridge. If you wish to anchor the best spot is outside the entrance to Black Ned's Bay, or Lucas recommends that you can tie up for short periods at the weigh station outside the RSL.

The tide takes 2 hours to turn along the length of the Swansea Channel.

The Bridge

The Swansea Bridge on the Pacific Highway is actually two, two lane twin bascule opening span bridges, a masterpiece to watch! It has a horizontal clearance of 53 feet.

You need to book the bridge opening through Coastal Patrol Lake Macquarie. They then arrange for the RTA to open the bridge. Generally, they need more than 1 hours' notice to open the bridge but at night they need 6 hours' notice. If you are running late they will hold the opening up for 10 minutes or else it's another hour of fishing to kill the time!

The bridge can be contacted on VHF Ch 16 but all bookings must go through Coastal Patrol Lake Macquarie.

Opening Times

Weekdays
0700 every hour until 1900 requires at least ONE hours' notice.
2000 to 0600 six hours' notice required.
Saturdays, Sundays and Public Holidays
0600, 0700, 0800, 1600, 1700, 1800, and 1900
The bridge is regularly opened without booking IF there is water traffic requiring it, otherwise the bridge stays shut.
0900 to 1530 requires 1 hours' notice; other times require 6 hours' notice.

Lake side of the Bridge

After crossing through the bridge the channel is deep and no special notes are needed. When you approach the boat ramp and picnic area on the port side near Coon Island, look across to a boat ramp and a beach on the other side and pick out the crossing leads. This may be difficult in the early morning as these leads are a faded dark red with a white border. Cross using these leads to the other side of the channel and again keep about 20m off the wharves past the Coastal Patrol.
If you need Diesel there is a marina, Pelican Marina, which has fuel on the wharf.

Before passing the airport ensure there are no planes landing. They tend to fly north up the lake and make a right turn for an approach to the airport. When we were leaving one missed us by about 50m and he was only at about 10m altitude crossing the channel.
The next most important thing to watch is, when rounding the groin past the Airport, there is a new Port hand (red) buoy situated fairly well into Swan Bay which marks the end of a sand spit. Give it a good distance off - you will need to make almost a 120-degree port turn and come back to the channel which is well marked by two additional buoys, Starboard and Port, not shown on the Waterways map. This is where we noted the shallowest part of the channel at 1.9m. Probably that's because we cut the buoy a bit close. If you use polaroids, you can see the channel anyway. Coastal Patrol will escort you through if need be but it is actually better marked than Port Hacking.
It is then a simple matter of following the markers to the drop off.

The Lake

Inside the lake the depths vary around 5 to 10 metres.
The bottom is sand, mud or gravel with a light covering of weed. Lucas recommends using an admiralty pattern anchor to cut through the weed, but all the people I spoke to use Bruce or CQR (plough) anchors, as I did, and have no trouble at all.
There is little tidal influence inside the lake. If you need a rest the best place is Styles Point at Rathmines. Upon leaving the drop off go West and around Skye Point, keeping it to starboard. Head North West and go up into Kilaben Bay. After rounding Styles point you will see a new jetty in the shape of an inverted "F". Near this is a bar-b-que and toilet block. Beware though, if you stir up the bottom with your propeller it stirs up a cotton wool type weed which can be sucked into the water intake. Skye Point is the most protected in the whole lake for larger yachts. On this wharf you can also get water and it is lit at night.
There are some shops about a 1km walk south from here including a butcher, baker and general store.

Transport

I used Toronto as a base. Ingrid brought Adam up by car which is a 2-hour drive. John Fallon met me by train which runs roughly every hour and takes 3 hour 45 minutes roughly. It costs about $15.50 from Sutherland. You have to change at Fassifern for a bus link to Toronto but that is included in the fare. The destination board on the bus is "The Train".
There are also regular bus services from Newcastle to the northern suburbs of the lake around Warners Bay but the wharves are shallow there and it may be necessary to stand off and launch a dinghy.

Marinas

There are a few marinas, mainly concentrated in the upper part of the lake. The RMYC Toronto looked after me very well. Greg Woods, the Rear Commodore, is a marine mechanic which can be useful. It cost about $11 per night to berth alongside. No fuel is available here.
There is a dining room at the RM but that was booked out. Toronto RSL is about the best spot in town.
Pelican Marina didn't have any casual spaces available but there is fuel available. Marmong Point is a new marina with mechanics and fuel available. Diesel Fuel is about 117cpl. Marks Point and Lake Macquarie Yacht Club are also two more. There is another marina in the south part of the lake in Wyee Bay at Aquatic Paradise but on all accounts it is too shallow for even a Top Hat to get into.
Wangi Workers is not a marina as such but you can get power and water. Power is available for $5 per night with a $20 deposit on the key. If you just need somewhere to tie up it is free. There is a public phone handy there too and the village of Wangi is a pleasant 10-minute walk.
There are a number of council wharves but these generally have a time limit of 2 hours on them - whether this is policed, I don't know. I didn't need a dinghy although I took one.

Summary

Lake Macquarie is supposed to be the best kept secret. I think they're right. It really is a boating paradise and there is always somewhere you can sail in peace. On Sunday I saw only about 10 yachts on the whole lake.
The people are friendly and will talk to you.
If you have half an idea to go I would not hesitate. I think it will certainly be a must on my list of to dos. It does need time to do it properly however.
One bloke, Gary, said it took him 4 days in a Top Hat to sail and explore all the waterways around the lake.

"By all means do it, but don't tell anyone I told you!"

Cruising destinations South of the Port

The destinations shown below are within a comfortable day's sail.

Jervis Bay




Jervis Bay is one of the true gems of the NSW south east region and its value to Australia has been recognised by its National Park status. It's breath taking beauty, rich cultural and natural significance have long been recognised and appreciated by locals and by domestic and overseas visitors. Jervis Bay is reputed to have the clearest waters and whitest sands in not only this country but also in the world.

Kiama

When anchoring in Kiama Harbour attach a retrieval line to the head of your anchor and moor stern into the sea wall. There are objects that your anchor could become hooked on and lost if you can't release with a line.





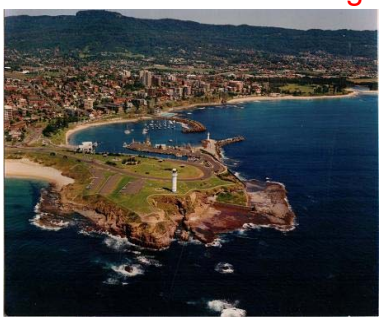
Welcome to Kiama - a seaside town located on the east coast of Australia, about 120kms south of Sydney.
Bordered in the west by rugged rainforest, and in the east by golden beaches, and relatively close to Sydney, Kiama is a popular tourist destination.

The Shoalhaven (Greenwell Point)



A trip to the Shoalhaven would not be complete without spending time in Greenwell Point, whether it's watching the trawlers unload their catch, or relaxing by the pool while the kids fish from the wharf. Greenwell Point is a charming fishing village nestled on the banks of the Crookhaven River, 15km east of Nowra. The village is famous for its world-class fresh oysters, fish and other seafood

Wollongong Harbour




With the expansion out of Sydney in the early 1800's, Wollongong Harbour was developed to serve the new township of Wollongong and the Illawarra region. In the 1860's work on the harbour included the construction of a basin and breakwater. At this time "... at the end of the pier a red light was fixed to guide boats into the harbour."

In 1869 tenders were invited for the construction of lighthouses at Wollongong and Ulladulla. Manufactured in England, shipped to Australia and assembled, construction began in November 1870 and although completed in March 1871, it stood unfinished until the lantern arrived from England in June 1871. More delays occurred until finally it was brought into permanent use on 1st March 1872.

Favourite Recipes on Board

ASIAN STYLE OCEAN PERCH



Ingredients.
Fillet of perch skinned.
Some very thinly sliced onion, carrot, celery and red capsicum1 clove garlic, crushed.
1 teaspoon of grated ginger.
2 table spoons of sweet soy sauce.
1 table spoon of rice wine.
1 cup precooked jasmine rice.
1-teaspoon butter or olive oil.
Fresh parsley to garnish.
Method:
Place the fish on to a lightly greased tray and place under a grill until cooked.
In a small pan, melt the butter or oil.
Gently sauté the garlic and ginger, and then add the other vegetables.
Cook very lightly then add the rice wine to deglaze the pan. Add the sweet soy and reheat gently.
Place the fish onto a bed of the jasmine rice and pour the sauce over the top.
Garnish with the parsley.
Great served with any combination of Asian style stir fried vegetables.

FLAKE CHOWDER, ITALIAN STYLE.



Ingredients.
500 grams of fresh flake (or any fish you prefer, drier types are preferred for this recipe)
1 can of crushed tomato.
1 clove of fresh garlic, crushed.
1 small onion, finely chopped.
2 shallots, chopped.
A pinch of mixed Italian herbs.
1 teaspoon of olive oil.100 ml of fresh cream.
Salt and pepper to taste.
Method:
In a pot lightly fry the fish to seal it and remove. Add the olive oil and fry the onion, garlic and herbs lightly. Add the tomato and simmer until mix is a thicker consistency. Add the fish to the pot and simmer gently until fish is cooked through. Add the cream and salt and pepper, reheat but do not boil. Add the shallots.
Serve in a bowl with chunks of crusty bread and a glass of a full-bodied red wine.

SALMON WITH WHITEWINE & GARLIC CREAM SAUCE



Ingredients.
1 fillet of fresh salmon, skinned.
100 ml of white wine or sweet sherry.
100 ml of fresh cream, (thickened is ok).
1 clove of garlic, crushed.
Salt and pepper to taste.
1 shallot, chopped.
Chopped chives.

Method:
Rinse the fish and pat dry with paper toweling.
Lightly dust the fish with flour and place on a greased oven tray and bake in a moderate oven (180 c) until just cooked.
In a small pan place 1 teaspoon of salted butter and melt.
Lightly fry the garlic, (but don't let it brown as it will be bitter), add the wine / sherry to deglaze the pan.
Add the cream, salt and pepper and shallots and let reduce until sauce begins to thicken.
Then remove from the heat and add the chives.
Place the cooked salmon on a plate and pour the sauce over the top.
Garnish with parsley or fennel and serve with fresh stir fried vegetable combination.

SNAPPER AU GRATIN



Ingredients.
1 fillet of snapper, skinned.
1 cup of fresh bread crumbs.
1 clove of fresh garlic, crushed.
A small amount of grated ginger.
1 sprig of thyme.1 sprig of fresh sage.
1 tablespoon of salted butter.
Salt and pepper to taste.

Method:
Place the fish on a greased baking tray and pre heat oven to 180c. In a small pan melt the butter and lightly fry the garlic, ginger and herbs, being careful not to burn. Add the salt and pepper and breadcrumbs and combine until the breadcrumbs take up the butter.
Spoon the mixture over the fish and pat down to form a crust over the entire surface of the fillet. Put into the 180 c oven until fish is cooked and gratin is golden brown. If fish cooks before the gratin mix browns, just place it under a hot grill until golden.
Serve with fresh lemon, a tossed garden salad and a glass of chilled white wine.

BARRAMUNDI with LEMON LIME GLAZE



Ingredients.
1 fillet of barramundi skinned lemon juice.
Lime juice.
½ teaspoon of salted butter.
Salt and pepper to taste.
Fennel sprigs for garnish.
Method:
Lightly grease a baking tray. Flour the fish and give it a light brushing of olive oil. Place under a hot grill until cooked. In a small pan place the lemon and lime juice. Bring to the boil and reduce a little. And the butter just before serving and allow to combine (don't re-boil)
Add the salt and pepper to suit your own taste.
Serve the fish and pour the sauce over the top.
Garnish with fresh fennel sprigs.
Serve with fresh steamed vegetables of your choice.

GRILLED TUNA WITH HERBS
Ingredients.
400 grams of sashimi quality tuna.
A few fresh basil leaves, finely shredded.
Some fresh oregano leaves.
Lemon juice.
Olive oil.
Freshly ground black pepper.
Chopped chives.
Method:
Slice the tuna very thinly and refrigerate for at least an hour. Arrange the tuna on 4 plates. Lightly drizzle with the olive oil and lemon juice. Sprinkle with the chopped herbs, and ground pepper. Place under a hot grill for a few minutes each (do not overcook). Serve with green salad in separate bowls.

GARLIC CREAM PRAWNS WITH RIGATONI.



Ingredients.
375g rigatoni pasta
1 onion, chopped
3 tsp minced garlic
1 large red capsicum, chopped
5 tbs light sour cream
¼ cup dry white wine
1 kg uncooked medium prawns, peeled and deveined
4 green shallots, chopped
2 tbs fresh parsley, chopped

Method:
Cook the rigatoni according to the manufacturer's directions.
Coat a pan with cooking spray, heat and add the onions, garlic and capsicum.
Cook for 2 minutes, lower heat.
Stir in the sour cream and wine. Add the prawns. Cook until prawns are pink.
Stir in the rigatoni, shallots and parsley.

CAJUN FISH.



Ingredients
500g baby potatoes, halved
½ cup no oil Italian dressing
2 tbs Cajun seasoning
¼ cup plain flour
1 tbs olive oil
800g firm white fish fillets
½ cos lettuce, washed and dried, torn into pieces
¼ cup no oil Italian dressing, extra
1 lemon, cut into wedges

Method:
Boil the potatoes until tender, drain and toss in the Italian dressing. Keep warm. Combine the Cajun seasoning and flour. Coat the fish fillets shaking off any excess.
Heat the oil in a medium pan and pan-fry the fish about 3 minutes each side until browned and cooked through. Toss the lettuce and dressing. Place on 4 serving plates. Place the fish on top of the lettuce and arrange the warm potatoes over.
Serve with lemon wedges.
Sprinkle with extra Cajun seasoning when serving if desired.

CRISP COATED FISH.



Ingredients
400g baby potatoes peeled and halved
1 tbs Cajun seasoning
2 tbs plain flour
4 x 200g white fish fillets
1 tbs olive oil
salt and black pepper to taste
lemon wedges

Method:
Place the potatoes in a pan of boiling water.
Cook until potatoes are tender about 12-15 minutes. Combine the seasoning and flour.
Coat the fish fillets in the flour and shake of excess.
In a large pan heat the oil and add the fish. Cook both sides until browned and tender.
Season with the salt and pepper.
Serve with the lemon wedges and potatoes.

TASTY TUNA FINGERS.



Ingredients
180g can tuna in spring water, drained
2 medium potatoes, boiled and mashed
2 tbs fresh parsley, chopped
1 tbs soy sauce
1 tbs chutney
1 egg, lightly beaten
90g cornflake crumbs

Method:
Combine the tuna, potato, parsley, soy sauce and chutney in a medium bowl.
Add just enough egg to make a moist but not sloppy mixture.
Divide the tuna mixture into 8 portions and form into fingers.
Coat in the crumbs and refrigerate for 10 minutes.
Preheat oven to 180 degrees Celsius.
Transfer the tuna fingers to a baking tray and bake for 10 minutes or until golden.