

## **Cruising Victoria first edition – Update 1, January 2016**

*Cruising Victoria* was published by the CYAV in December 2015. Readers are invited to submit corrections, changes and new information to [info@cyav.com.au](mailto:info@cyav.com.au). This list of changes and new information will be kept updated on the CYAV website: [www.cyav.com.au](http://www.cyav.com.au).

<b>Location</b>	<b>Update</b> (note that new or changed text is <u>underlined</u> )	<b>Update No.</b>
p. 4, col. 1, second last para	Replace “As with . . . and neap tides.” with: As with “normal” tide behaviour, each day’s tide occurs approximately 50 minutes later than the previous day’s and there are differences between tidal ranges during spring and neap tides. <u>Prolonged strong winds from one direction, or extended periods of high- or low-pressure systems can affect the timing and heights of tides in Bass Strait and waterways connected to it, most notably Port Phillip, Western Port, Corner Inlet and the Gippsland Lakes.</u>	1
p. 4, col. 1, below last para	Insert: More details may also be found at websites such as: <a href="http://www.seabreeze.com.au/News/Sailing/Tidetech-releases-Bass-Strait-Tidal-Stream-model-for-Melbourne-to-Tas_3273185.aspx">http://www.seabreeze.com.au/News/Sailing/Tidetech-releases-Bass-Strait-Tidal-Stream-model-for-Melbourne-to-Tas_3273185.aspx</a>	1
p. 8, col. 2, 3 <sup>rd</sup> bullet	Change to: <ul style="list-style-type: none"> <li>• dry <u>trailable</u> boats, <u>dinghies</u> and marine equipment properly before moving to other areas;</li> </ul>	1
p. 15, col. 2, 4 <sup>th</sup> bullet	Change to: . . . (refer to the handbook for definitions <u>and to page 31 for a summary</u> ).	1
p. 24, Figure 19	The Mt Fatigue frequency is #81, not #82 as shown.	1
p. 28, col. 2, under heading “Radio Procedure”	Insert text below “. . . arranged.”: <u>Radio communication may be affected by audible noise and radio interference from an engine. Consider turning it off during critical transmissions.</u>	1
p. 37, col. 1, 3 <sup>rd</sup> para	Change to: It has an <u>all-weather all-tide</u> entrance and good depths throughout.	1
p. 40, col. 2, under heading “Entering the harbour”	Insert: <u>The entrance can be dangerous in strong NE–SE winds due to breaking waves, particularly at other than HW.</u>	1
p. 41, col. 2, 1 <sup>st</sup> bullet	Insert after “. . . office hours.”: <u>He may provide access to a shower located in the office at the foot of the slipway.</u>	1
p. 47, col. 1, 6 <sup>th</sup> para	As of 23 December 2015 the area defined as Port Phillip Heads was expanded. Delete text “The Rip is classified . . . must be taken.” And insert: <u>Within the Marine Safety Regulations Port Phillip Heads means all the waters between an imaginary line drawn between Shortland Bluff and Point Nepean, and the seaward limits of an imaginary line consisting of the arc of a circle with a radius of 3 nm centred on Point Lonsdale. This is a designated hazardous area and it is mandatory that a PFD be worn.</u>	1

<p>p. 67, col. 2, 1<sup>st</sup> para and p. 184 Martha Cove entry</p>	<p>The Martha Cove Cafe has been renamed and has a new contact number. Change to: The <u>Marina Boardwalk Cafe</u> (NE corner) is popular. Check its opening hours on <u>0458 013 619</u>.</p>	<p>1</p>
<p>p. 124, col. 1 last line, to col. 2 second para</p>	<p>Delete “After about 0.8 nm the . . . changed channel alignments.” and substitute:  After about 0.8 nm the Aurora Channel deviates to the E and then divides in two. Dredging in late 2015 significantly realigned this part of the channel. The Steamer Landing Channel now proceeds straight ahead while the Aurora Channel (to Ocean Grange) branches to the S through a narrow gap between sand islands. The junction is marked by a green starboard mark with a broad red band around its girth indicating its dual role as a port marker of the branching channel. (This is a variation to navigation norms applying elsewhere in the Lakes.) The entrance to the Aurora channel is W of this mark. The Steamer Landing Channel continues ahead as a reasonably wide channel through sweeping turns to the jetty. The Aurora Channel is narrower, with adequate but tight passing room along its approach to Ocean Grange before continuing on to join up with the Steamer Landing Channel to form a loop. Depths between the Aurora channel and the private jetties to the S can be shallow. A 5 kn speed limit applies for some distance either side of the Ocean Grange jetty. The junction of the channel between Ocean Grange and Steamer Landing is marked by an E cardinal mark. The Aurora channel is to the S of this mark. All channels are well marked by port and starboard piles and navigation is straightforward if due caution is given, especially where channels join. Dredging of both the Steamer Landing Channel and the Aurora channel from Ocean Grange to Steamer Landing was completed in 2015. There was a depth of at least 2.4 m throughout at that time; however close proximity to the outer sand dunes means that some silting is likely to occur over time.</p>	<p>1</p>
<p>p. 168, col. 2, 4<sup>th</sup> para</p>	<p>Delete “the Operations Manger 0409 153 067” and substitute: the <u>Harbour Master, Alan Seast (03) 6380 3000</u></p>	
<p>p. 169, col. 1, 2<sup>nd</sup> para</p>	<p>Delete “Michael Wickham on 0409 153 067” and substitute: <u>Alan Seast (03) 6380 3000</u></p>	
<p>p. 186, King Island entry</p>	<p>Delete “0409 153 067” and substitute: <u>(03) 6380 3000</u></p>	