

Cruising Victoria first edition – Update No. 2, September 2016


Cruising Victoria was published by the CYAV in December 2015. Readers are invited to submit corrections, changes and new information to cruisingvictoria@cyav.com.au. This list of changes and new information will be kept updated on the CYAV website: www.cyav.com.au.

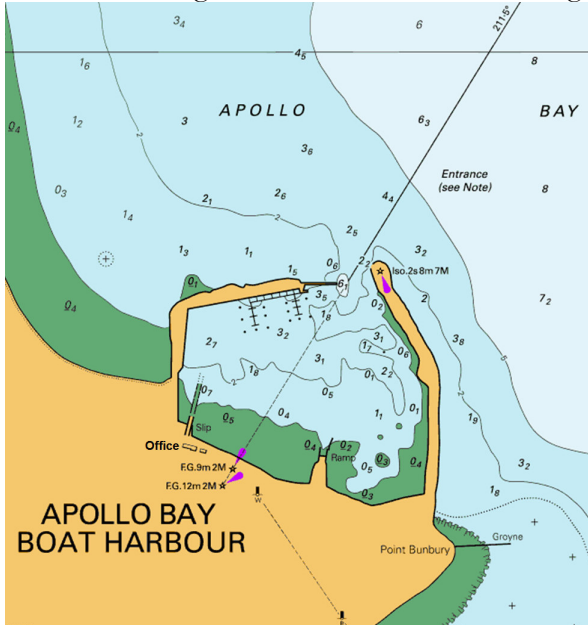
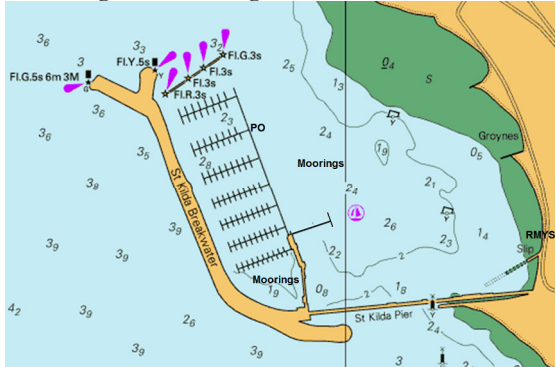
The following updates have been published:


Update No. 1 - January 2016

Update No. 2 - September 2016

Location	Update (note that new or changed text is <u>underlined</u>)	Update No.
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 <u>50</u> 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: <u>Remember to allow for Daylight Saving Times.</u>	2
p. 4, col. 2, above first para	Insert: <u>More details may also be found at websites such as:</u> http://www.seabreeze.com.au/News/Sailing/Tidtech-releases-Bass-Strait-Tidal-Stream-model-for-Melbourne-to-Tas_3273185.aspx	1
p. 8, col. 2, 3 rd bullet	Change to: <ul style="list-style-type: none"> • dry <u>trailable</u> boats, <u>dinghies</u> and marine equipment properly before moving to other areas; 	1
p. 11, col 1, 2 nd para, last sentence	Modify to delete “Each” and insert “orange/red in colour”. Change sentence to: Each Moorings are <u>orange/red in colour and</u> clearly displays the vessel size limits.	2
p. 15, col. 2, 4 th bullet	Change to: . . . (refer to the handbook for definitions <u>and to page 31 for a summary</u>).	1
p. 19, col. 2, 1 st para	Insert new bullet: <ul style="list-style-type: none"> • <u>Australian Waters Qualification (AWQ).</u> 	2
p. 21, col. 2, second bullet	Change bullet to: <ul style="list-style-type: none"> • off the Internet if the target vessel is within VHF range of an equipped shore station and the viewer has an effective Internet connection. 	2
p. 22, col. 2, last sentence	Replace sentence with: “Melbourne VTS” (<u>#16 and #12</u>) operators monitor the N of the Bay, the ship anchorages and the River Yarra.	2
p. 24, Figure 19	The Mt Fatigue frequency is <u>#81</u> , not #82 as shown.	1
p. 24, Figure 19 and col. 1, 1 st bullet	Flinders Island Remote Base is now shown. Insert after the first bullet: <ul style="list-style-type: none"> • <u>The Flinders Island Remote Base is not strictly a repeater but is a base station that allows 12 channels to be monitored and accessed remotely via normal VHF protocols.</u> 	2

p. 25, col. 1, bottom	Insert: <u>Tas Maritime Radio and Tamar Sea Rescue can be more easily contacted near Flinders Island on repeater #69.</u>	2
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 the engine off during critical transmissions.</u>	1
p. 28, col. 2, 3 rd last para	Substitute the sentence with: Where death, injury or property damage occurs, report the incident details as soon as possible to the <u>Water Police on “000” or 1800 135 729.</u>	2
p. 37, col. 1, 3 rd para	Change to: It has an <u>all-weather, all-tide</u> entrance and good depths throughout.	1
p.38, col. 1, Figure 28	Change “Part of AUS 140” to “Part of AUS 141” “ <u>Griffiths Island</u> ” added to the left of the light. 	2
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. 40, col. 2, last sentence	Change to: Do not go W of the <u>end of</u> the W wall as it is shallow there.	2
p. 41, col. 2, 1 st 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>p. 41, Figure 32</p>	<p>The Port Manager's office is located on the figure:</p> 	<p>2</p>
<p>p. 47, col. 1, 6th para</p>	<p>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></p>	<p>1</p>
<p>p. 47, col. 1, last line</p>	<p>Change to: “SE–SW winds, <u>swell</u> or waves”.</p>	<p>2</p>
<p>p. 48–49 and Figure 41</p>	<p>All bearings should be to three digits hence “48°T” should be changed to “048°T” and “32°T” to “032°T” (twice).</p>	<p>2</p>
<p>p. 49</p>	<p>Change first line in Figure 42 caption to:</p>	<p>2</p>
<p>p. 53, col. 1, 4th para</p>	<p>Change first line in Figure 42 caption to: “Three <u>yellow-topped</u> piles [FLY.5s] in Lonsdale Bay (highlighted by yellow arrows <u>above</u>) in . . .”</p>	<p>2</p>
<p>p. 53, col. 1, 4th para</p>	<p>Insert “(up to 17 m x 2.5 m draft)”, delete the contact telephone number and add the Secretary's email: There may be room to tie up to the club's jetty (up to 17 m x 2.5 m draft) or to raft up to other yachts <i>by prior arrangement</i>: secretary@qcy.org.au, www.qcy.org.au.</p>	<p>2</p>
<p>p. 58, col. 1, 3rd para</p>	<p>Insert “Royal” and “yacht club”: It is regarded as the oldest “<u>Royal</u>” <u>yacht club</u> in Australia.</p>	<p>2</p>
<p>p. 64, Figure 65</p>	<p>Minor changes to figure: “<u>Moorings</u>” x2 and “<u>RMYS</u>” added. Public mooring on end finger on E-most arm added.</p> 	<p>2</p>

p. 65, col. 1, 1 st para	Insert: <u>There is a public jetty in the Sandringham harbour with 2 hr public berthing.</u>	2
p. 67, col. 1, 1 st para	Insert: <u>It has launching ramps but no slipping, chandlery or marine trades.</u>	2
p. 67, col. 2, 1 st para and p. 184 Martha Cove entry	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> .	1
p. 67, col. 2, 5 th para	Change to: “hint of any shift <u>in the breeze to S–NNW.</u> ”	2
p. 80, col. 1, 9 th last line	Delete sentence: “ Approach the green sector (301 to 321°T) in about 3.5 m. ”	2
p. 86, col. 2, last sentence	Change to: The nearby Chicory Lane anchorage (shown on Figure) <u>is very popular in summer as it</u> is a wonderfully secluded and protected, deep-water anchorage in the Marine National Park.	2
p. 88, Figure 95	Middle Spit Channel is mislabelled as Chilcott Channel and Chilcott Channel is approximately 0.5 nm SSE of where shown. A correct Figure 95 is: Figure 95 French Island  Part of AUS 150 – Not to be used for navigation	2
p. 93, col. 1, 4 th para	Delete “surf” and change the sentence to: “The <u>surf persistent SW swells</u> break heavily on most of the . . .”	2
p. 95, col. 2, 3 rd para	Change “with a low altitude” to “with a low <u>elevation</u> ”	2
p. 96, Figure 109	Amend Figure 109 to show “ <u>Millers Landing</u> ” at the small point in the S corner of the inlet.	2
p. 97, col. 2, 2 nd para	Insert after 2 nd para: <u>The southernmost stand of mangroves in the world is located at Millers Landing, in the S corner of the inlet (refer to Figure 109).</u>	2

p. 105, Figure 119	Insert “ <u>Kalimna</u> ” at top left hand corner of the figure.	2
p. 118, col. 2, 1 st para	Insert telephone numbers: East Gippsland Shire (03) 5153 9500. Metung Yacht Club (03) 5156 2313.	2
p. 124, col. 1 last line, to col. 2 second para	Delete “After about 0.8 nm the . . . changed channel alignments.” and substitute: <u>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.</u>	1
p. 141, col. 2, 2 nd para	Insert: <u>There is also good reception from a similar bench on the right hand side of the track to Garden Cove, about a 10 minute walk from the caretakers’ cottage.</u>	2
p. 143, col. 2, 1 st para	Delete the first sentence and insert: <u>Depending on the weather, small craft anchor to the E or W of the N-projecting peninsula (the latter is reported to be 16 m deep only 30 m offshore).</u>	2
p. 144, col. 2, Whitemark	Change the sentence to: “ <u>The township of Whitemark is situated . . .</u> ”	2
p. 146, col. 2, 4 th par.	Change bearing 144°T so that the sentence reads: “Approach Apple Orchard Point on bearing <u>145.9°T</u> until about 1 nm N off the Point, . . .”	2
p. 146, col. 2, last par.	Change heading 300°T so that the sentence reads: “. . . or fixed red leading lights give a heading of <u>299°T</u> into the vicinity of the . . .”	2

p. 147, col. 2, 3 rd para	Insert before “Tidal Flood Streams”: <u>Take care as a CYAV member reported barely 1.8 m depth at half tide in early 2016. The policeman at Lady Barron (03) 6359 3506 may be able to assist with local knowledge.</u> <u>Immediately E of Vansittart Island there is a gutter to the S with depths adequate for an alternative passage in appropriate conditions.</u>	2
p. 151, col. 2, last sentence	Delete sentence and replace with: <u>The anchorage is shallow with very thick weed but affords shelter from mild NW–NE winds.</u> The area is ideal for exploration by dinghy.	2
p. 158, col. 1, 2 nd para	Add the sentence: “ . . . shoals on either side. <u>Beware of cross streams.</u> ”	2
p. 160, col. 1, 3 rd last sentence	Delete: “ leaving a yellow buoy to port ”	2
p. 163, col. 1, 4 th par	Change sentence to: “If approaching from Rocky Cape, be careful not to stray into the Port Latta facility (5 nm SE of Stanley), which extends 1 nm into Sawyer Bay.”	2
p. 165, col. 1	Insert above the heading “Hunter Island”: <u>“Be aware of strong tidal streams and overflows in the area, particularly around Hunter Island.”</u>	2
p. 168, col. 1, 2 nd bullet	Change 93.3°T to: “ <u>093.3°T</u> ”	2
p. 168, col. 2, 4 th para	Delete “the Operations Manger 0409 153 067” and substitute: the <u>Harbour Master, Alan Seast (03) 6380 3000</u>	1
p. 168, col. 2, after 4 th para	After the telephone numbers insert a new sentence: <u>“The entrance is open to the prevailing SW wind and swell. If there is any swell from the W or any lack of visibility, it can be difficult to enter. Avoid a first-time entry at night.”</u>	2
p. 169, col. 1, 2 nd para	Delete “Michael Wickham on 0409 153 067” and substitute: <u>Alan Seast (03) 6380 3000</u>	1
p. 176, Table 15	Change distance P.Macdonnell (SA) to/from Warnambool (two entries) from 62 to <u>92</u>	2
p. 181, Table 17	In Victoria Police contact insert: “ <u>Water Police 1800 135 729</u> ”	2
p. 183, Queenscliff Cruising Yacht Club entry	Insert “1” for the availability of water, delete the contact phone number and insert the Secretary’s email address: 0488 700 817 “ <u>secretary@qcyc.org.au, www.qcyc.org.au/</u> ”	2
p. 186, Lady Barron entry	Add information so the entry becomes: “Diesel/ULP by arrangement, BP, Michael Withers 0418 524 147 or 0.5 km walk <u>Lady Barron Store (very comprehensive) (03) 6359 3503, M–F 8–5, Sat. 9–3, Sun. + holidays 10–3.</u> <u>Furneaux Tavern (03) 6358 3521. Open 7 days. Showers available.</u> <u>Car hire (near Whitemark, but will deliver) (03) 6359 2168.”</u>	2
p. 186, King Island entry	Delete “0409 153 067” and substitute: “ <u>(03) 6380 3000</u> ”	1