

Return voyage from 1995 Melbourne to Burnie yacht race  
— A report on a heavy weather crossing of Bass Strait —

**Ocean Racing Club of Victoria Incorporated**

**ABSTRACT**

***This report describes the results of investigations conducted by Ocean Racing Club of Victoria Incorporated following the return across Bass Strait, in a south-easterly gale, from Burnie (Tasmania) to Victoria of the fleet of yachts which had taken part in the 1995 Melbourne to Burnie Yacht Race.***

***One yacht was capsized and abandoned with one of its crew members critically injured. Three yachts had rudder failures and some yachts experienced multiple knockdowns. Many of the returning yachts did not maintain satisfactory radio schedules.***

***Ocean Racing Yacht Club of Victoria has modified some of its race control procedures as a result of these investigations.***

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## Summary

The return trip across Bass Strait from Burnie (Tasmania) to the Victorian coast after the 1995 Melbourne to Burnie Yacht Race, was undertaken in bad, but not extreme weather. The waves generated by a south-easterly gale interacted with the normal westerly swell in Bass Strait to make for uncomfortable sailing and difficult control of yachts.

Most yachts returned with no difficulties or only minor damage.

One yacht experienced a partial rudder failure and three yachts experienced complete rudder failures. The three yachts with rudder failures could not rig effective emergency steering in the prevailing conditions.

This inability to rig emergency steering is important and should be emphasised. Skippers should put some thought into what they would do in a similar situation.

One yacht, *Apache*, was capsized at least twice and eventually abandoned, the crew being rescued by the Port Phillip Sea Pilots in difficult conditions. One of the crew was trapped in the cockpit during the second capsize and needed resuscitation. Rehabilitation of this crew member is not complete.

The reasons for *Apache* having a disastrously more difficult return trip are not positively known. The crew declined to fill in the questionnaire distributed to yacht skippers taking part in the return trip.

Although skippers are ultimately responsible for both race and return journeys ORCV has introduced some changes in procedure.

Yachts returning from races will be encouraged strongly to keep regular schedules with coastal radio stations.

ORCV will modify the crew name and address forms currently filled out by skippers of competing yachts so that a 'first contact' person (skipper's wife perhaps) is given.

From the evidence in the questionnaires, yachts are less likely to be damaged if they are sailed conservatively, and not powered up. Smaller sails and slower was safer in this return trip.

Three yachts experienced multiple knockdowns on the return trip, these were competently sailed yachts, indeed two of the yachts were sailed by extremely experienced crews. A possible reason is that these yachts are light, easily driven boats and are hard to slow down.

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## 1. Introduction

During the return trip across Bass strait from Burnie after the running of the 1995 Melbourne to Burnie Yacht Race, yachts experienced gale force south-easterly winds and a confused sea.

Most yachts returned safely, but one yacht was capsized twice and abandoned near Port Phillip Heads with a crew member being critically injured. Three yachts experienced rudder failures, one yacht a partial rudder and centre-board failure and several yachts experienced multiple knockdowns. Other minor damage and breakages were reported.

This document reports the investigations carried out by Ocean Racing Club of Victoria Incorporated (ORCV) into the experiences of the returning yachts.

## 2. The Race

The 1995 Melbourne to Burnie yacht race was the fourth running of this event. The race was organised by ORCV with support from the Rotary Committees of Burnie and surrounding areas and from the City of Burnie.

A copy of the Notice of Race and the Sailing Instructions are given in Appendix A.

The race started from Queenscliff, near the entrance to Port Phillip Heads, at 2300 hours on Friday 3 November 1995. The race was generally uneventful, but slow. The leading boat, a 17 metre Elliott design took just over 24 hours to cover the 178 n mile course. As the leading boats approached the finishing line an easterly change arrived which further slowed the remaining boats in the fleet, the last boats taking more than 39 hours to complete the distance.

The radio schedules listed in the Sailing Instructions were maintained until the last boat finished and all boats responded as required.

Burnie Harbour is a commercial port which provides good shelter *except* for winds with an easterly component.<sup>1</sup>

Yachts finishing the race were faced with an uncomfortable stay in Burnie Harbour with the possibility of damage. The nearest alternative places to shelter from the weather were Devonport (some 40 nautical miles east of Burnie), Stanley, about 20 miles west of Burnie, but with a difficult entrance in the prevailing weather and, perhaps, the lee of Three Hummock island west of Stanley.

Given the situation in Burnie Harbour, the lack of easily accessible alternative anchorages and time constraints (the need to return to work), most skippers elected to return to Melbourne despite the forecast gale conditions. Winds from the south east at least being in a favourable direction for the Bass Strait return crossing.

The text of Bureau of Meteorology weather forecasts for the period is given in Appendix B

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<sup>1</sup> A portion of the harbour near the breakwater wall provides acceptable shelter for a few yachts in easterly winds.

### **3. Burnie – Melbourne Return Trip**

The Ocean Racing Club of Victoria has no control over yachts returning to their home ports after ORCV organised yacht races.

For the race organisers the first hint that the return trip was not to be a routine voyage was a phone call from the Water Police asking about a yacht, *Aggro*, that had apparently made a mobile phone call from Bass Strait at the extreme edge of the mobile phone system range. During this phone call, signal quality deteriorated and the caller made the unfortunate statement that 'we're breaking up, goodbye', referring to the phone signal. The receiver of the telephone call was concerned that it might refer to the boat. This yacht did not respond to any radio calls on VHF or HF and concern was felt until it returned safely to its berth the next day.

By the morning of Monday 6th November 1995 it was plain that a number of yachts were having problems. Overnight two yachts had had rudder failures (*Cadibarra VII* and *Fly by Night*) and conditions in Bass Strait were still bad.

At the Ocean Racing Club of Victoria office a group was gathered which monitored radio traffic, tracked returning yachts and answered requests for information from families of crew on yachts. A running log was kept and this is reproduced in Appendix C.

It became clear to the ORCV monitoring group that a proportion of the yachts returning across Bass Strait were keeping no radio schedules with either Melbourne Radio or Westernport Safety Council and, despite the weather, apparently keeping no listening watch.

The major incidents during the remainder of the period that yachts were in Bass Strait were the failure of *Bacardi's* rudder and the many problems experienced by *Apache*, culminating in her abandonment.

*Bacardi* was reported to have lost her rudder at about 12 noon on Monday 6th November.

*Apache* reported that they had been rolled at about 1430 hours and had lost the top part of their rig. At 2000 hours *Apache* transmitted a MAYDAY and at 2013 transmitted 'Going Over'. At 2040 there was a report from Queenscliff Sea Pilots that an ambulance was required, one unconscious person, and at 2046 a report that *Apache* had been abandoned and 6 people rescued.

The ORCV group continued working until after midday on November 7, by which time the weather had moderated and all yachts (bar *Bacardi* and *Apache*) were safe in a harbour.

*Bacardi* returned to Port Phillip Heads using a jury rudder system late on 7th November and was assisted through the Rip and to Sandringham Yacht Club by a motor vessel from that club.

*Apache* was washed ashore during the evening of 6 November and has since been rebuilt.

### **4. Information gathering**

A special meeting of the Committee of ORCV was held on November 14 1995 to discuss the Melbourne to Burnie yacht Race and especially the return trip of yachts from Burnie.

At this meeting it was decided to distribute to boat owners/skippers who had taken part in the return voyage a questionnaire. The distribution was to be by personal contact rather than mail.

A survey questionnaire<sup>2</sup> was designed and distributed to the skippers of all yachts which took part in this return trip across Bass Strait. This is reproduced in Appendix D.

Twenty seven questionnaires were returned from the 43 yachts which had returned across Bass Strait. Given the circumstances this is a disappointing return rate.

## 5. Analysis

As each questionnaire was returned it was entered into a database and the reporting functions of that database program used to extract information. The reports and a commentary are shown in the following pages.

### 5.1 Boat Information

Some basic information on boats crossing Bass Strait which returned questionnaires is shown below. For those boats which have IMS certificates the information was taken from the certificates, for other boats it is taken from the Burnie race Entry form

*Table 1: Boat information*

Yacht Name	LOA (m)	Beam	Mass (kg)	Design	Age date
Addiction	11.3	3.5	3700	Inglis	1994
Aelle	14.3	3.8	16000	Bowman 47	1981
Amaya	11.6	3.7	5800	Farr	1979
Cadibarra 7	12.94	4.06	5690	Jones	1993
Charlotte of Cerberus	11.17	3.20	5520	Swarbrick	1984
Fantasea	13.94	3.81	9600	Adams Carina	1987
Farrell	11.00	3.39	5060	Farr	1994
Fast Forward	13.98	4.5	6000	Inglis	1991
Fly By Night	10.13	3.50	4480	Humphrey	1982
Indian Pacific	11	3.65	5100	Davidson	1986
J Boat	10.79	3.65	5736	Johnstone	1992
JLW Chutzpah	10.53	3.32	4170	Hick	1994
Misty	10.09	3.07	6420	Sparkman & Stephens	1970
Pains Wessex	17.22	3.88	15450	Radford/Adams	1986
Rangatira	13.24	3.32	10045	Cole	1970's
Raptor	9.64	3.28	3130	Elliott	1994

<sup>2</sup> The questionnaire designed by John Duffin and Andrew Machin of the ORCV Committee. After analysing the replies, it became clear that some of the questions were not explicit enough. Estimates of wind speeds were requested without specifying true or apparent wind speeds and a 'knockdown' was not defined. None the less the survey supplied valuable information.

*Table 1 (cont): Boat information )*

<b>Yacht Name</b>	<b>LOA(m)</b>	<b>Beam</b>	<b>Mass(kg)</b>	<b>Design</b>	<b>Age date</b>
Scarborough of Cerberus	11.17	3.20	5520	Swarbrick	1984
Second Term	15.18	4.32	10800	Jutson	1992
Serenity II	15.7	4.72	15000	Sparkman & Stephens	1985
Silver Lady	13.5	3.97	10300	Simpson	1990
Supertramp	12.4	3.6	7700	Spencer	1975
Sweet Caroline	13.50	4.08	9818	Dubois	1982
Terra Firma	12.51	3.80	7480	Ian Murray	1995
Vega	13.1	3.05	5000	Adams 13	1985
Volante	15.2	11.28	11000	Adams/Radford	1986
Wild Thing	15.12	4.45	8085	Inglis	1993

## **5.2 Return destination**

Most boats taking part in the race to Burnie were based within Port Phillip and so returned there. However, some of the Port Phillip boats elected to return to Westernport, some sixteen nautical miles east of Port Phillip because it can be an easier entrance than the Rip at Port Phillip Heads in heavy weather.

*Table 2a: Returned to Port Phillip Heads*

<b>Yacht Name</b>	<b>Left Burnie</b>		<b>Arrived</b>		<b>Elapsed Time (hrs)</b>	<b>Average speed (knts)</b>
	<b>Date</b>	<b>Time</b>	<b>Date</b>	<b>time</b>		
Wild Thing	5/11/95	1300	6/11/95	0600	17	10
Sweet Caroline	5/11/95	1130	6/11/95	0450	17.3	9.8
Addiction	5/11/95	0930	6/11/95	0400	18.5	9.2
J Boat	5/11/95	1030	6/11/95	0500	18.5	9.2
Second Term	5/11/95	0700	6/11/95	0200	19	8.9
Pains Wessex	5/11/95	1030	6/11/95	0600	19.5	8.7
Rum Beat	5/11/95	1700	6/11/95	1230	19.5	8.7
Volante	5/11/95	1730	6/11/95	1300	19.5	8.7
Terra Firma	5/11/95	1200	6/11/95	0830	20.5	8.3
Fantasea	5/11/95	2115	6/11/95	1815	21	8.1
JLW Chutzpah	5/11/95	0730	6/11/95	0430	21	8.1
Raptor	5/11/95	1200	6/11/95	0900	21	8.1
Serenity II	5/11/95	0900	6/11/95	0730	22.5	7.6
Supertramp	6/11/95	1100	7/11/95	1030	23.5	7.2
Aelle	6/11/95	0900	7/11/95	0900	24	7.1
Amaya	6/11/95	1000	7/11/95	1000	24	7.1

Rangatira	5/11/95	2100	6/11/95	2100	24	7.1
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*Table 2b: Returned to Westernport*

	Left Burnie		Arrived		Elapsed	Average
	Date	Time	Date	time	Time (hrs)	speed (knts)
Fast Forward	5/11/95	1400	6/11/95	0300	13	12.7
Farrell	6/11/95	0700	6/11/95	2359	17	9.7
Indian Pacific	6/11/95	0630	7/11/95	0030	18	9.2
Charlotte of Cerberus	6/11/95	0600	7/11/95	0300	21	7.9
Misty	6/11/95	0800	7/11/95	0600	22	7.5
Scarborough of Cerberus	5/11/95	1700	6/11/95	1500	22	7.5
Silver Lady	6/11/95	1330	7/11/95	1130	22	7.5
Vega	5/11/95	1330	6/11/95	1900	29.5	5.6

*Table 2c: Failure en Route*

	Left Burnie			Returned
	Date	Time		Questionnaire
Cadibarra VII	5/11/95	1630	Rudder Failure	yes
Fly By Night	5/11/95	1200	Rudder Failure	yes
Bacardi			Rudder Failure	no
Apache			Multiple capsizes	no

Figures 1 and 2 (next pages) show time lines of the various yacht's return trips to Port Phillip and Westernport. These figures contain a lot of information in addition to the start and end times of their return trips. Reported average and gust wind speeds are shown for three portions of the return trip (departing Burnie, mid Bass Strait and destination) and in Figure 1 tide information (slack water) for Port Phillip Heads. Conditions at the entrance to Port Phillip ('the Rip') can be very dangerous in bad weather, the best times to enter are at the slack water periods, which are not the times of high and low water, but about halfway between.

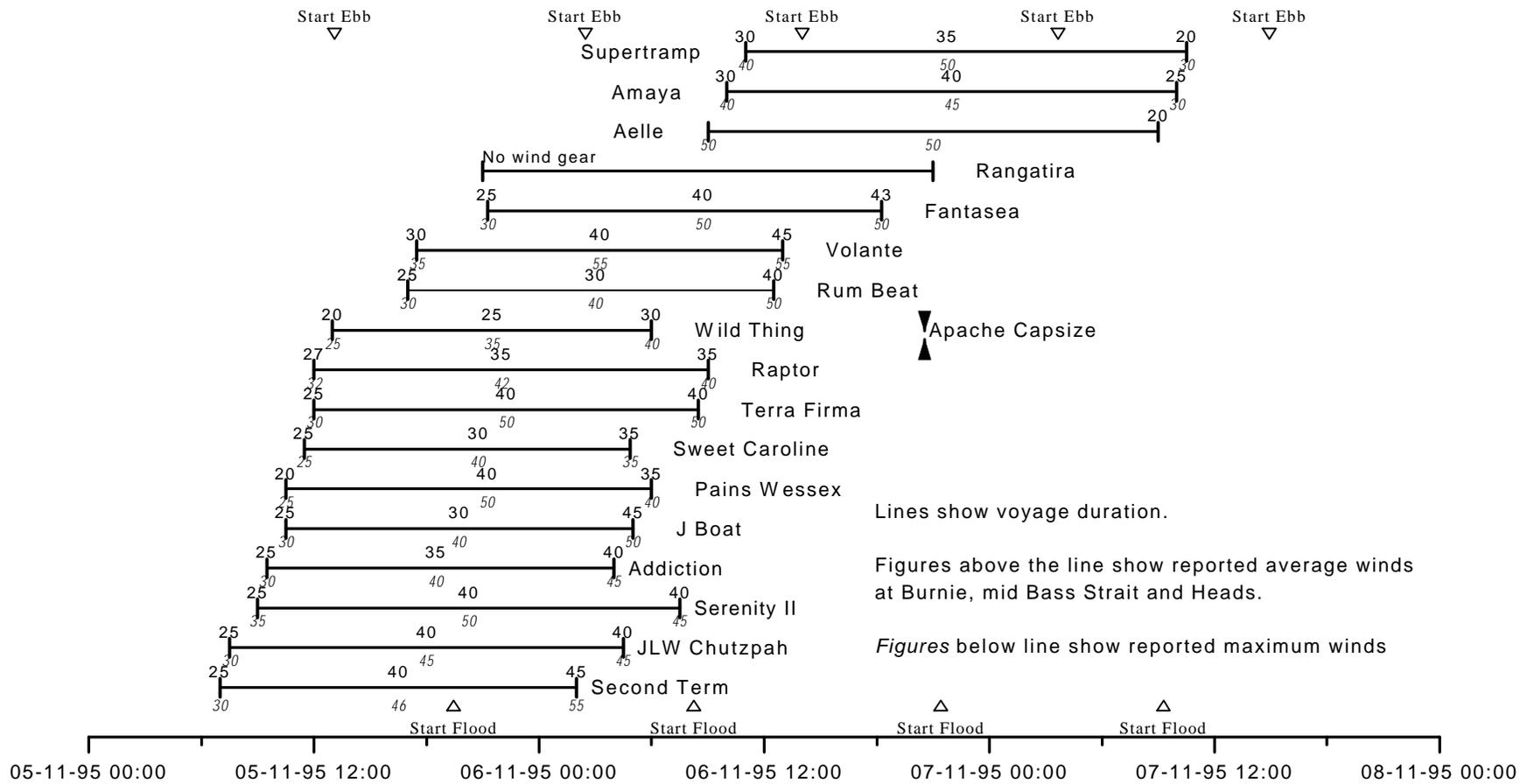


Figure 1: Timelines for Burnie to Port Phillip Heads return trip

Lines show voyage duration.

Figures above the line show reported average winds at Burnie, mid Bass Strait and Westernport.

Figures below line show reported maximum winds

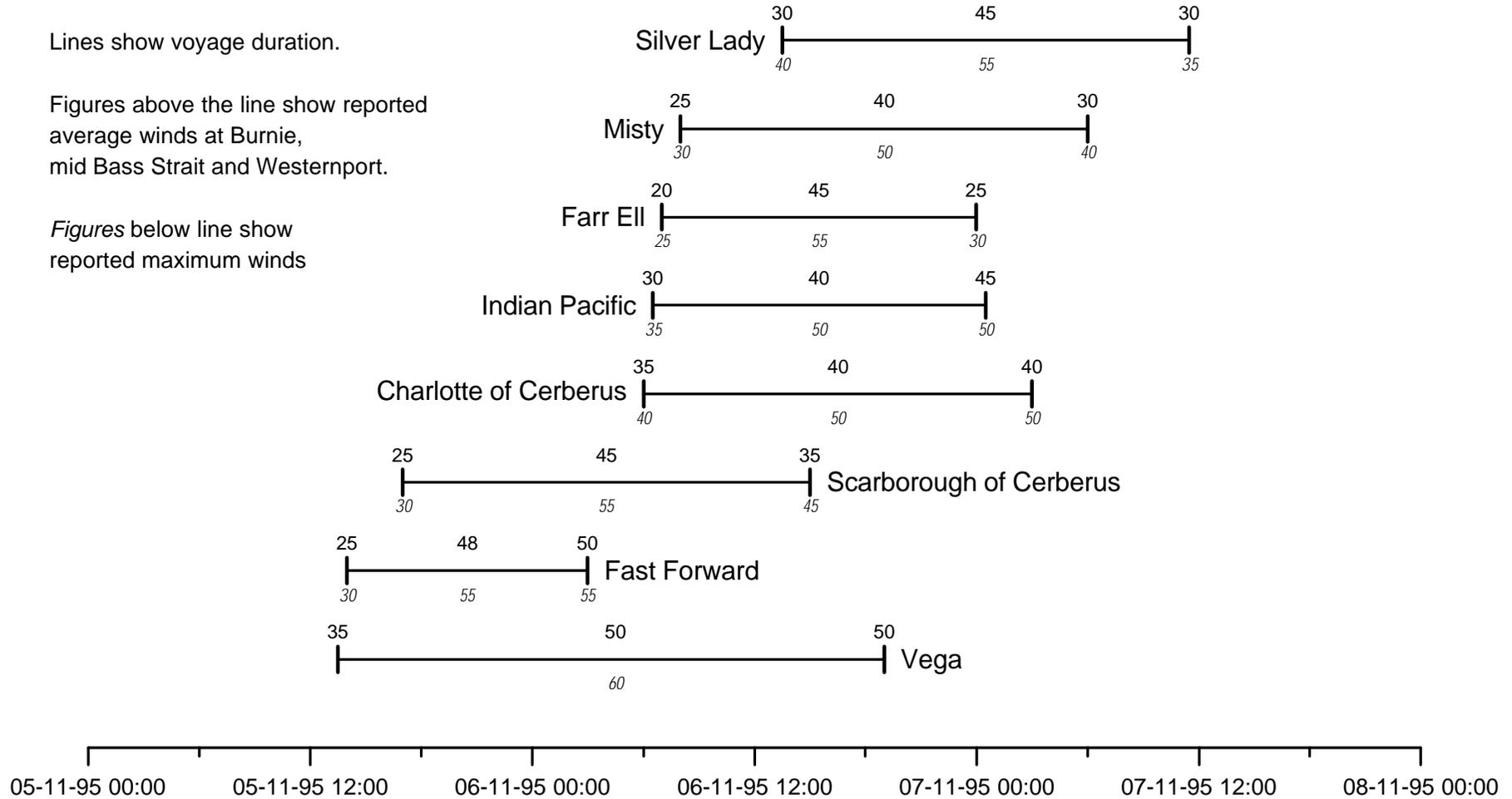


Figure 2: Timelines for Burnie to Westernport return trip

### 5.3 Crew Condition and Numbers

Yachts commonly sail return voyages from races with reduced numbers of crew and with reduced levels of crew experience. The crew members are often tired, a result of the lack of sleep during the race and the post race celebrations. These factors may mean that a returning yacht is less well equipped to face bad weather than the same yacht during a race.

*Table 3: Reported crew numbers and condition*

Yacht Name	Number in race crew	Experienced Race crew	Number of crew in return	Experienced Return Crew	Return Crew State
Addiction	9	9	7	7	50/50 rested/tired
Aelle	8		6		rested
Amaya	8	6	8	6	rested
Cadibarra 7	10	9	7	7	mostly tired
Charlotte of Cerberus	8	4	9	5	rested, stayed overnight
Fantasea	7	5	5	4	rested
Farrell	6	3	6	3	rested
Fast Forward	8	5	8	6	Partly rested, no drinking
Fly By Night	6	5	6	5	
Indian Pacific	7	5	6	5	well rested
J Boat	7	4	5	3	tired
JLW Chutzpah	8	8	6	6	tired
Misty	5	3	5	3	rested
Pains Wessex	8	4	6	3	rested
Rangatira	7	5	7	5	rested
Raptor	6	5	5	4	very tired
Rum Beat	8	5	7	5	rested
Scarborough of Cerberus	8	2	7	2	rested
Second Term	12	12	11	11	crew had some sleep
Serenity II	12	8	6	5	Tired
Silver Lady	5	5	5	5	Rested, Full night's sleep
Supertramp	7	5	7	5	Rested
Sweet Caroline	12	10	10	8	rested
Terra Firma	10	9	7	6	Tired
Vega	6	5	6	5	Reasonably rested
Volante	8	6	5	4	rested
Wild Thing	14	14	4	4	rested

## 5.4 Injuries

The table below shows the injuries to crew members reported by yachts which returned questionnaires. The most serious injury was to a crewman of *Apache*, which did not return a questionnaire.

*Table 4: Reported Crew Injuries*

Yacht Name	Injury	Cause of Injury	Treatment
Fantasea	Head injury, bleeding	Thrown across cabin	Bandaged
Farrell	During race, cut eye		3 stitches to left eye
Indian Pacific	Torn ligament left arm	Thrown out of bunk	Operated on, then arm in sling
Silver Lady	Crushed ankle (at Burnie)	Water taxi	Rest

## 5.5 Damage to Yachts

Only minor damage to yachts is reported as having occurred during the race. Damage at Burnie, due to the rough water in the harbour and wharfs designed to accommodate ships rather than yachts, was more common

### 5.5.1 In Race or at Burnie

*Table 5: Damage in Race or at Burnie:*

Yacht Name	Damage in Race	Damage at Burnie
Cadibarra 7		Scuffed Topsides
Fast Forward		Scratched Hull, defective harbour fenders
Indian Pacific	Tore Main while reefing	
Pains Wessex		Bow roller damaged on wharf fenders
Rum Beat		Stress fractures, starboard topsides against wharf
Second Term		Damaged when tied up
Silver Lady	Damaged spray dodger window	Boat drifted from mooring, hit Stbd side
Sweet Caroline	Engine problems, flat batteries for return trip	

### 5.5.2 Return Trip

Table 6 lists the damage sustained by yachts which returned questionnaires during the return trip from Burnie.

Damage sustained by *Bacardi* (rudder failure) and *Apache* (multiple capsizing with expected rig damage and then further damage as the boat was driven ashore after abandonment) is not listed.

Of the boats returning across Bass Strait four (almost 10%) experienced rudder failures. The yachts were broad reaching at speed in confused seas and so rudder loads were high and exposed any design or fatigue problems.

*Table 6: Return Trip Damage*

<b>Yacht Name</b>	<b>Damage</b>	<b>Repair Attempted</b>	<b>Description of Repair</b>	<b>Did it Work</b>
Cadibarra 7	Rudder broke at waterline	yes	Wooden paddle on existing tiller arrangement	no
Fantasea	Dodger torn, Solar panel ripped off	yes	Solar panel reattached	yes
Fly By Night	Rudder lost	yes		No, seas too big to be effective
Indian Pacific	Headfoil damaged, jib headboard damaged			
Pains Wessex	Broke runner in accidental gybe			
Second Term	Stereo panel damaged			
Serenity II	Headfoil and storm jib damaged			
Silver Lady	Spray dodger			
Sweet Caroline	Foil and No. 3 damaged			
Vega	Broken Rudder and centreboard	yes	Rudder dropped further into retaining casing	yes

All crew and skippers should note that the three boats which had complete rudder failures did not manage to jury rig a workable steering system in the prevailing conditions.

Three boats reported damage to their headfoil and damage to sails. This is a common problem in heavy weather. Sails and headfoils are not properly designed to be strong and easy to use in bad conditions.

## **5.6 Communications**

Table 7 on the following two pages shows how the returning yachts communicated during their return trip.

During a race regular, compulsory, radio schedules are run on HF radio with a radio relay vessel. It is beyond the resources of ORCV to enforce regular radio contact on the return trip. Yachts depart over a wide time span making it impractical to keep a radio relay vessel at sea and in range. There are, however, numerous coastal radio stations willing to accept position reports and it is a normal action for a prudent skipper to ensure that at least departure and arrival details are provided to a reliable third party.

A number of yachts, despite the weather conditions, did not make contact with shore stations or other yachts during their return across Bass Strait.

Most returning yachts reported in the table kept in contact with Westernport Safety Council using HF 2524. This removes some of the load from Melbourne Radio (Victor India Mike), but the recording of contacts and of messages can not be as good at Westernport Safety Council as at Melbourne Radio.

Some of the yachts reported using mobile telephones. These are useful devices, but not reliable and they should only be used as an adjunct to conventional radio contact. Careless use of a mobile phone can cause families and Search & Rescue organisations much concern.

Table 7: Communications

Yacht Name	Advise coast station of departure	Maintain scheds with station	Talk to other yachts	Advise station of arrival	Most used coast station	HF radio always on	HF frequencies	VHF radio always on	VHF Channel	Other Comm systems used	Comments
Addiction	yes	yes	no	yes	WSC	yes	2524	yes	16	no	
Aelle	yes	yes		yes	WSC	no	2524				
Amaya	yes	yes	no	yes	VIM & WSC	no	2524 & 2182	no			
Cadibarra 7	yes	yes	yes	yes		yes	2524	no		yes	Mobile phone leaving Burnie
Charlotte of Cerberus	yes	yes	yes	yes	VIM & WSC	yes	2182	yes	16	no	
Fantasea	yes	yes	yes	yes	WSC	yes	2524	no		no	
Farrell	yes	yes	yes	yes	WSC	no	2524	yes	16	no	
Fast Forward	yes	yes	no	yes	VIM	yes	2182	no		no	
Fly by Night	yes	yes	no	yes	WSC	yes	2524	yes		no	
Indian Pacific	yes	yes	yes	yes	WSC	no	2524	yes	16	no	
J Boat	no	no	no	yes	VIM	yes	2524	yes		yes	Mobile phone leaving Burnie
JLW Chutzpah	yes	yes		yes	WSC	yes	2524	yes		no	
Misty	yes	yes	yes	yes	WSC	yes	2524	no		no	
Pains Wessex	yes	yes	yes	yes	WSC	yes	2524	yes		yes	
Rangatira	yes	yes	yes	yes	WSC	no	2524	no		no	VHF and HF radios were on most of time
Raptor	yes	yes		yes	WSC	yes	2524	no		no	

WSC – Westernport Safety Council

VIM – Melbourne Radio (Victor India Mike)

*Table 7: Communications (cont)*

Yacht Name	Advise coast station of departure	Maintain scheds with station	Talk to other yachts	Advise station of arrival	Most used coast station	HF radio always on	HF frequencies	VHF radio always on	VHF Channel	Other Comm systems used	Comments
Rum Beat	yes	yes	yes	yes	WSC	yes	2182, 2524, 4125	yes		no	
Scarborough of Cerberus	yes	yes	no	yes	Ausrep via VIM	yes	2182	yes	16, scan	no	
Second Term	yes	yes	yes	yes	WSC	no	2524	no		yes	Mobile phone off Cape Schanck
Serenity II	yes	yes	no	yes	WSC	yes	2524	yes	16	no	
Silver Lady	yes	yes	no	yes		no	2524	no		yes	Mobile, 2 hours out of Burnie, call with Burnie newspaper reporter
Supertramp	yes	yes	yes	yes	WSC	yes	2524, 2182	yes	16	no	
Sweet Caroline	no	no	no							no	
Terra Firma	no	no	no	yes		yes	2524	yes		no	
Vega	yes	yes	yes	yes	WSC & VIM	no	2524	yes		yes	mobile phone
Volante	yes	yes	yes	yes	WSC	yes	2524, 2182	yes		no	
Wild Thing	yes	yes	yes	yes	WSC	no		yes		yes	

WSC – Westernport Safety Council

VIM – Melbourne Radio (Victor India Mike)

## 5.7 Sail and Wind Data

Tables 8 to 12 on the following pages show estimates by the yachts of average and maximum wind and boat speeds at various parts of the Bass Strait crossing and the sail combinations used by the yachts.

Conditions in Bass Strait were very hard, but not extreme. There are four reports of gusts of over 55 knots (including 1 reported 70 knot gust).

*Table 8: Leaving Burnie*

Yacht Name	Wind Speed		Boat Speed		Sails
	Average	Gusts	Average	Max	
Addiction	25	30	10	15	2 reefs, No. 4
Aelle		50	8	11	2 reefs, No. 3
Amaya	30	40	8		4 reefs, Storm Jib
Cadibarra 7	25	30	10	14	Trisail, No. 4
Charlotte of Cerberus	35	40	9	10	Trisail, No. 4
Fantasea	25	30	8	9	1 reef, No. 4
Farrell	20	25	8	9	1 reef, No. 4
Fast Forward	25	30	10	13	2 reefs, No. 3
Fly By Night	20	25	7	10	2 reefs, No. 3
Indian Pacific	30	35	8	9	2 reefs, No. 2
J Boat	25	30	10		single reefed main
JLW Chutzpah	25	30	8		Full main, No. 3
Misty	25	30	8	12	2 reefs, No. 3
Pains Wessex	20	25	10	14	1 reef, No. 4
Rangatira			7	9	3 reefs, No. 4
Raptor	27	32	9	13	2 reefs, No. 4
Rum Beat	25	30	7	10	2 reefs, No. 3
Scarborough of Cerberus	25	30	7	9	2 reefs, No. 3
Second Term	25	30	9	12	2 reefs No. 4
Serenity II	25	35	9	10	2 reefs, No. 4
Silver Lady	30	40	8	10	3 reefs, No. 3 Yankee
Supertramp	30	40	8	10	3 reefs, Storm Jib
Sweet Caroline	25	25	7	7	Full Main, No. 3
Terra Firma	25	30	10		1 reef, No. 4
Vega	35		8	9	2 reefs, No. 3
Volante	30	35	8	12	Fully reefed main, No, 4
Wild Thing	20	25	10	20	2 reefs, No. 3

*Table 9: Southern Bass Strait*

Yacht Name	Wind Speed		Boat Speed		Sails
	Average	Gusts	Average	Max	
Addiction	30	35	10	15	2 reefs, No. 4
Aelle		50	8	11	2 reefs, No. 3
Amaya	30	45	9		4 reefs Storm jib
Cadibarra 7	30	40	10	14	Trisail, No. 4
Charlotte of Cerberus	35	45	9	11	Trisail, No. 4
Fantasea					2 reefs, No. 4
Farrell	30	35	11	13	2 reefs, No. 4
Fast Forward	35	48	14	16	3 reefs, No. 4
Fly By Night	30	40	8	12	2 reefed main only
Indian Pacific	35	40	10	12	2 reefs, No. 4
J Boat	30	35			Single reefed main
JLW Chutzpah	30	35	9		2 reefs, No 4
Misty	40	50	8	14	2 reefed main only
Pains Wessex	35	40	10	14	1 reef, No. 4
Rangatira			7	10	No. 4
Raptor	30	35	8	14	2 reefed main only
Rum Beat	25	30	7	14	2 reefs, No. 4
Scarborough of Cerberus	45	55	9	14	No. 3
Second Term	30	35	9	14	No. 4
Serenity II	35	45	9	12	2 reefed main only
Silver Lady	35	40	9	12	3 reefs, No. 3 yankee
Supertramp	35	50	9	14	3 reefs, storm jib
Sweet Caroline	25	30	7	8	Full Main, No. 3
Terra Firma	30	35	11	15	2 reefs, Storm jib
Vega	40		8	9	2 reefs, No. 3
Volante	35	40	9	15	Fully reefed main
Wild Thing	20	25	10	20	2 reefs, No. 3

Table 10: Mid Bass Strait

Yacht Name	Wind Speed		Boat Speed		Sails
	Average	Gusts	Average	Max	
Addiction	35	40	14	19	2 reefs, No. 4
Aelle		50	8	11	2 reefs, No. 3
Amaya	40	45	7		Storm jib
Cadibarra 7					
Charlotte of Cerberus	40	50	10	13	Trisail, No. 4
Fantasea	40	50	9	20	No. 4
Farrell	45	55	11	14	Trisail, No. 4
Fast Forward	48	55	15	22	3 reefs, No. 4
Fly By Night	35	43	10	15	Trisail
Indian Pacific	40	50	12	14	Trisail, No. 4
J Boat	30	40			Single reefed main only
JLW Chutzpah	40	45	9	15	Trisail, Storm Jib
Misty	40	50	8	14	2 reefed main
Pains Wessex	40	50	10	18	1 reef, No. 4
Rangatira			8	12	No. 4
Raptor	35	42	8	17	2 reefed main
Rum Beat	30	40	9	21	2 reefs, Storm Jib
Scarborough of Cerberus	45	55	9	14	No. 3
Second Term	40	46	9	15	No. 4
Serenity II	40	50	9	11	Storm Jib
Silver Lady	45	55	10	14	3 reefs, ½ No. 3 yankee
Supertramp	35	50	9	18	3 reefs, Storm Jib
Sweet Caroline	30	40	8	12	1 reef, No. 3
Terra Firma	40	50	11	15	Trisail, Storm Jib
Vega	50	60	10	12	½ furlled No. 3
Volante	40	55	11	22	Fully reefed main
Wild Thing	25	35	10	20	2 reefs, No. 4

*Table 11: Northern Bass Strait*

Yacht Name	Wind Speed		Boat Speed		Sails
	Average	Gusts	Average	Max	
Addiction	40	45	12	19	No. 4
Aelle	25		8	11	Storm Jib (waiting for tide)
Amaya	27	32	7		No. 3
Cadibarra 7					
Charlotte of Cerberus	40	50	10	13	Trisail, No. 4
Fantasea				20	No. 4
Farrell	30	35	9	14	Trisail, No. 4
Fast Forward	48	55	16	22	3 reefs, No. 4
Fly By Night					
Indian Pacific	45	50	12	14	Trisail, No. 4
J Boat	45	55	14		Single reefed main only
JLW Chutzpah	40	48	9	15	Trisail, Storm Jib
Misty	40	50	8	14	2 reefed main
Pains Wessex	40	60	10	18	No. 4
Rangatira			8	12	No. 4
Raptor	35	40	7	17	No. 4
Rum Beat	40	50	10	21	3 reefs, Storm jib
Scarborough of Cerberus	45	55	9	14	No. 3
Second Term	45	55	10	15	Trisail, Storm jib
Serenity II	45	55	9	11	Storm Jib
Silver Lady	35	45	9	14	3 reefs, No. 3 Yankee
Supertramp	25	40	9	18	3 reefs, Storm jib
Sweet Caroline	25	35	7	12	No. 3
Terra Firma	40	58	11	15	Trisail, Storm Jib
Vega	50	70	3	12	No 3 furled to Storm jib
Volante	45	60	9	22	Storm jib
Wild Thing	25	35	10	20	2 reefs, No. 4

Table 12: Destination

Yacht Name	Wind Speed		Boat Speed		Sails
	Average	Gusts	Average	Max	
Addiction	40	45	12	16	No. 4
Aelle	20		7	9	2 reefs, No. 3
Amaya	25	30	7		No. 2
Cadibarra 7					
Charlotte of Cerberus	40	50	10	13	Trisail, No. 4
Fantasea	43	50	9	15	No. 4 + engine
Farrell	25	30	8	10	Trisail, No. 4
Fast Forward	50	55	15	22	3 reefs, No. 4
Fly By Night					
Indian Pacific	45	50	10	11	Trisail, No. 4
J Boat	45	50			Single reefed main only
JLW Chutzpah	40	45	9		Trisail, Storm Jib
Misty	30	40	8	12	2 reefs
Pains Wessex	35	40	10	18	No. 4
Rangatira			8	12	No. 4
Raptor	35	40	7	12	No. 4 only
Rum Beat	30	40			3 reefs, Storm jib
Scarborough of Cerberus	35	45	9	13	No. 3
Second Term	45	55	10	18	Storm Jib
Serenity II	40	45	8	9	Storm jib
Silver Lady	30	35	7	8	Full Main, Yankee
Supertramp	20	30	8	12	3 reefs, No. 3
Sweet Caroline	30	35	8	9	No. 3 only
Terra Firma	40	50	11	15	Trisail, Storm Jib
Vega	50		8	8	½ furled No. 3
Volante	45	55	9	18	Storm Jib + motor at rip
Wild Thing	30	40	8	12	No. 4

## **5.8 Return Trip Concerns and Incidents**

The tables on the following two pages show whether the returning yachts experienced knockdowns, had their cockpits filled with water or were concerned by the weather conditions.

Despite some boats experiencing knockdowns and many boats having waves break aboard, most respondents felt that their boats handled the conditions well.

Of concern is that recently designed, fast, relatively lightweight boats (competitive IMS designs) experienced a disproportionate share of the knockdowns reported. These boats were sailed by extremely competent crew. It may be that the techniques and equipment for sailing these boats in bad weather has not yet been properly determined. Certainly, it is hard to slow these yachts, the hulls are easily driven and tiny sail areas can generate surprising speeds.

Table 13: Return Trip Concerns and Incidents

Yacht Name	Concerned by Weather	Was boat knocked down	How Often	What was the cause	Did waves break over the boat	How often	Was the cockpit filled	How did the boat handle	Consider heaving to /bare poles	Comments
Addiction	no	no			yes	8	no	No problems	no	
Aelle	no	no			no				no	
Amaya	no	no			yes	3	no	Well	no	Forecasts suggested that Sunday, Monday would be worst in N Bass Strait
Cadibarra 7	no	no			yes	2	yes	Well		Filling cockpit with water a regular occurrence
Charlotte of Cerberus	no				yes	12	yes	Very well	no	Storm boards were in, cockpit drained quickly
Fantasea	yes	yes	2	Confused seas	yes	2	yes	Very well	no	Broached twice rather than knocked over
Farrell	no	yes	1	Wave action	yes	2	yes	Brilliantly	no	Cockpit 3/4 filled but drained quickly
Fast Forward	no	no			yes	4	yes	Very well, great trip home	no	Cockpit partially filled but drained very quickly, 4in drains, shallow
Fly by Night	no	no			no			No problems	no	
Indian Pacific	no	no			yes	6	no	Quite Well, rounded up a few times		Cockpit about 1/3 filled, drained quickly with open stern
J Boat	no	yes	8	Wave action	no			fine	no	Was not concerned by weather when leaving Burnie
JLW Chutzpah	no	yes	6	Stern sea /nose dive	yes	4	yes	OK	no	Cautious about weather
Misty	no	no			yes		no	very well	no	

Table 13 (cont):Return Trip Concerns and Incidents )

Yacht Name	Concerned by Weather	Was boat knocked down	How Often	What was the cause	Did waves break over the boat	How often	Was the cockpit filled	How did the boat handle	Consider heaving to /bare poles	Comments
Pains Wessex	no	no			yes	6	yes	Excellent	no	Cockpit partially filled once only
Rangatira	no	no			yes	3	yes	very well	no	
Raptor	yes	no			yes	3	yes	very well	no	Concerned by weather, but better than Burnie Harbour
Rum Beat	yes	no			yes	6	yes	fantastic	no	Cockpit half filled
Scarborough of Cerberus	no				yes	6	yes	very well	no	Cockpit totally filled only once
Second Term	no	no			yes	6	no	well	no	Weather was unpleasant
Serenity II	yes	no			yes	6	yes	well	no	Slightly concerned about weather conditions
Silver Lady	no	yes	1	Too much sail + large waves	yes	12	no	no problems at all	no	Waves into cockpit about 1/3 full
Supertramp	yes	no			yes	1	yes	good	no	
Sweet Caroline	no	no			yes	1	yes	well	no	
Terra Firma	yes	yes	5	Broaches, nose dives	yes	20	yes	OK	no	Main problem was to slow the boat down
Vega	yes	no			yes	2	yes	well, until breakages	yes	Boat heaved to for an hour
Volante	yes	no			no		no	very well	no	Concern on running onto a lee shore at the heads. Were heads passable?
Wild Thing	yes	no			yes	20	yes	very well	no	

## 6. The Casualties

### 6.1 Apache

The owner and crew of *Apache* declined to respond to the ORCV questionnaire, however, some comments may be made.

- *Apache* had previously sailed in heavier conditions than reported by other boats on this return without demonstrating chronic knockdown tendencies.
- The owner/skipper was not aboard. The return crew was generally well experienced in ocean racing, but had not sailed *Apache* before in similar conditions.
- It is possible that during the return trip one keel bolt failed. The crew were concerned that the keel was not firmly attached to the hull. When *Apache* was washed onto the beach (and later salvaged) the keel was attached to the hull, but bent at close to 90 degrees from its normal position. This damage was presumably caused during the beaching.<sup>3</sup>

### 6.2 Cadibarra VII

*Cadibarra VII* is a lightweight, broad-sterned yacht with a very deep draft, narrow chord, bulb keel. The yacht is very fast broad reaching and running.

The yacht is steered by a thin (32 mm) carbon fibre composite blade rudder hung from a set of struts attached to the transom. During the night of Sunday 5 November 1995 the rudder blade broke at or near the point where the blade exited from the rudder cheeks.

The skipper's account of what followed is given in the next few paragraphs.

After breaking the rudder we lashed the emergency steering, which was basically a long wooden paddle, onto our existing tiller arrangement. We found with the engine going, we had limited control, but were able to make slow forward progress at a close hauled angle. This was taking us towards Wilson's Promontory. We tried various combinations of storm sails with the engine. Unfortunately, in the process of doing this, we lost the end of a jib sheet (whilst lowering it) over the side, which promptly wrapped about the propeller — no figure 8 knot on the end of the sheet. With the loss of the engine, we lost virtually all control of the yacht in those conditions. We contacted Melbourne Radio —we had already advised them of our problem —and said that we required a tow.

We then drifted for the next 10 hours. The boat handled the conditions and situation very well, pointing its bow into the wind/waves and drifting backwards averaging 3 to 4 knots. A fishing boat from Stanley, the '*Vivienne*

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<sup>3</sup> The old keel of *Apache* was seen by Andrew Machin before it was cut-up to reclaim the lead. One of the keel bolts had failed and there were obvious fatigue striations on the fracture surface. One other keel bolt had an obvious crack at the root of the thread, but had not fractured.

*Jane'* skippered by Mike Hursey of Hursey Seafoods arrived at our location and commenced towing us at around 0900 Monday. We were towed that day to Three Hummocks Island, where we arrived at about 1900 after breaking the tow line twice through chaffing at our forestay. We were towed to Stanley the following morning where we arrived at 1100.

### **6.3 Fly By Night**

The yacht lost her rudder (a fatigue failure of the rudder stock) during the night of 5th November 1995. An attempt at jury rigging was only partially successful—the seas were too rough—and eventually the yacht was towed to Apollo Bay by the fishing vessel *Kelynsu*.

### **6.4 Bacardi**

*Bacardi* is a 42 foot Peterson design IOR 2 tonner built in the 1970's. The yacht suffered a failure of the rudder stock (probably a fatigue failure) about 1130 hours on Monday 6 November 1995.

Emergency steering (a paddle attached to a spinnaker pole used as a sweep) was rigged but was not effective in the prevailing conditions. The crew of *Bacardi* declined a tow and remained drifting in Bass Strait until conditions moderated sufficiently for the emergency steering arrangements to be useable.

*Bacardi* reached Port Phillip heads at about 1700 on 7th November 1995 and was assisted through the rip by a motor vessel sent to meet her from Sandringham Yacht Club.

### **6.5 Vega**

*Vega* carries a transom hung rudder and has a centre-board. The tips of both these foils were broken during the night of 5th-6th November 1995. The crew managed an acceptable jury rig by pushing the rudder blade further into the rudder box and the yacht returned to Westernport.

## **7. Debrief evening**

A debrief evening was held in April 1996. About 30 people attended. In this evening a preliminary analysis of the information gathered from questionnaires was distributed to those interested and a question and answer session held.

Representatives of *Apache* expressed the opinion that the newspaper reports of their incident were erroneous but did not wish to comment further. Although the survey results were discussed no conclusions were presented, as the meeting was only convened to provide additional information to improve analysis of the questionnaire.

## 8. Conclusions

The return trip across Bass Strait from Burnie in November 1995 was undertaken in bad, but not extreme weather. The waves generated by the south- easterly gale interacted with the normal westerly swell in Bass Strait to make for uncomfortable sailing and difficult control of yachts.

Most yachts returned with no difficulties or only minor damage.

One yacht experienced a partial rudder failure and three yachts experienced complete rudder failures. The three yachts with rudder failures could not rig effective emergency steering in the prevailing conditions.

This inability to rig emergency steering is important and should be emphasised. Skippers should put some thought into what they would do in a similar situation.

One yacht, *Apache*, was capsized at least twice and eventually abandoned, the crew being rescued by the Port Phillip Sea Pilots in difficult conditions. One of the crew was trapped in the cockpit during the second capsize and needed resuscitation Rehabilitation of this crew member not complete.

The reasons for this yacht having a disastrously more difficult return trip are not known, however, the problems encountered by *Apache* were not typical of those experienced by other returning yachts

The major concern expressed to ORCV by search and rescue authorities was the lack of radio position reports by returning yachts. In general, most yachts do make contact with coastal radio stations during their returns from races, particularly when making a Bass Strait crossing. For this return trip radio communication may have been less than usual, perhaps because the most experienced crew members were busy managing the heavy sailing conditions. Skippers should make it a priority to report their positions in heavy weather.

Yachts returning from races will be encouraged strongly to keep regular schedules with coastal radio stations. ORCV has re-introduced declarations that yachts must fill out at the end of race. In these declarations the skipper of a returning boat nominates a coastal radio station with which the boat will keep schedules.

ORCV will modify the crew name and address forms currently filled out by skippers of competing yachts so that a 'first contact' person (skipper's wife perhaps) is given.

From the evidence in the questionnaires yachts are less likely to be damaged if they are sailed conservatively, and not powered up. Smaller sails and slower was safer in this return trip.

Three yachts experienced multiple knockdowns on the return trip, these were competently sailed yachts, indeed two of the yachts were sailed by extremely experienced crews. A possible reason is that these yachts are light, easily driven boats and are hard to slow down.

# Appendix A

## 1995 Melbourne to Burnie Notice of Race

INVITATION	The Ocean Racing Club of Victoria (ORCV) invites the owners of suitable yachts to compete in the 1995 Melbourne to Burnie Challenge starting at Queenscliff at 2300 hours ESST on Friday 3 November 1995..
ELIGIBILITY	The races shall be open to any single hulled, self-righting yacht of a thoroughly seaworthy type which is on the register of a yacht club recognised by the Australian Yachting Federation (AYF) and which meets the requirements of the ORCV for ocean races.
RULES	<p>The races will be governed by the 1993-97 Yacht Racing Rules of the International Yacht Racing Union (IYRU), the prescriptions of the AYF, the rules of the International Measurement System (where applicable); the International Regulations for the Prevention of Collisions at Sea; the Special Regulations of the ORCV and this Notice of Race, all as modified by the Sailing Instructions.</p> <p>For advertising, the races are classified as Category E events in accordance with Appendix A3.</p>
SAFETY REGULATIONS	<p>Each yacht entering the races shall comply with the AYF Safety regulations Addendum B, Part 1, Race Category 2. Yachts shall carry an HF marine transceiver complying with the requirements of Regulation 15.19(a). Competitors are reminded that AYF safety regulations now require an HF radio inspection by a qualified technician.</p> <p>Each yacht must have been inspected by a Safety Officer approved by ORCV since July 1 1995 and have forwarded to ORCV a signed copy of the Inspection Certificate. Skippers must complete a Safety Check List and a Crew List. These lists and declarations must be lodged with the ORCV no later than 1700 hours on 27 October 1995.</p>
HANDICAP SYSTEMS	<p>Yachts may enter the IMS Division or PH Division or Two handed Division Depending on the number of entries the divisions may be subdivided.</p> <p>Yachts in the IMS division shall be scored using the PCS system applied to the yacht's Ocean Racing Course time allowances. Yachts in PHD and THD shall be scored using the time on time system with TCF's determined by the Race Committee.</p>
TEAMS ENTRIES	Recognised Yacht Clubs and the City of Burnie may nominate up to four boats to race as a team. Corrected times for all yachts in a team shall be based on performance handicaps allocated by the race committee (whichever division the individual yachts sail in). Scoring will be 100 points for a win in the team event, 98 points for second, etc. The team's best three scores will count.
ENTRIES	Entries shall be lodged with ORCV, 105 Nott St. Port Melbourne, 3207, not later than 1700 hours on Monday 16th October 1995. Late entries shall attract a \$20 premium but may not be accepted.
ENTRY FEES	Melbourne to Burnie Race       \$65 Crew Fees                           \$20 for each crew person not an ORCV Member
TROPHIES	<p><b>Melbourne to Burnie yacht race</b> Line Honours and First, Second and Third in each handicap division.</p> <p><b>Teams event</b> Trophy and a contribution to the Junior Sailing program of the winning club.</p>

## **Melbourne to Burnie Sailing Instructions**

### **Time standard**

All times in these Sailing Instructions are Eastern Standard Summer Times (ESST).

### **Racing rules**

The race shall be governed by the 1993-97 Yacht Racing Rules of the International Yacht Racing Union (IYRU), the prescriptions of the Australian Yachting Federation (AYF); the rules of the International Measurement System (for the IMS Division); all as modified by the Special Regulations of the ORCV, the Notice of Race and by these Sailing Instructions.

A percentage penalty as provided in Appendix B1 of the Racing Rules shall apply for an infringement of a Rule of Part IV.

Between the hours of Sunset and Sunrise, the IYRU Rules 35 to 43 inclusive shall cease to be applicable and be replaced by the International Regulations for the Prevention of Collisions at Sea.

### **Responsibility**

(i) All those taking part in this race do so at their own risk and responsibility.

(ii) Acceptance of a yacht as a starter in the race is not to be taken as express or implied acceptance on the part of ORCV and/or any of its Flag Officers, Committee, Safety Officers or any other members, of the fitness of any yacht or any equipment on such yacht (and particularly the life raft, safety harnesses and life buoys on such yacht) to safely compete in the race and/or deal with any and all eventualities of the contemplated passage; it is the responsibility of each skipper of each competing yacht to decide whether his/her yacht (and particularly its life raft, safety harnesses and life buoys) are fit for their intended purpose and neither ORCV nor any club or company connected with the organisation of the race is responsible for the seaworthiness of any yacht whose entry is accepted.

(iii) ORCV reserves the right to reject any entry up to one hour before the race without stating a reason.

(iv) Attention is drawn to Fundamental Rule B of the IYRU which states in part:-

‘IT SHALL BE THE SOLE RESPONSIBILITY OF EACH YACHT TO DECIDE WHETHER OR NOT TO START OR CONTINUE TO RACE’.

### **Safety requirements**

As in the Notice of Race.

### **Handicapping**

Yachts in the IMS Division shall be scored using the Performance Curve Scoring System applied to the yacht's Ocean Racing Course time allowances.

Yachts in the PH Division shall be handicapped using the time on time system using TCF's determined by the Sailing Committees of the ORCV. The PH Division shall be split into two approximately equal subdivisions '1' and '2'.

## **Radio schedules**

Several compulsory schedules will be held. Details are in Appendix A.

## **Alterations to these instructions**

Any alterations to these instructions shall be announced after the pre-race radio schedule.

## **Start time**

Friday 3rd November at 2300 hours.

## **Starting line**

The start shall be off Queenscliff and the Starting Line shall be an imaginary line between a Quick Flashing red Light on the Drapers Reef Buoy and a boat or a buoy with a rotating amber light approximately 300 metres to the South East. In the event of rough weather, or other unforeseen difficulties, the boat or buoy may not be in position. In this case the Starting line shall be an extension of an imaginary line from a rotating amber light on shore and the Draper's Reef Light, this line running almost East to West to a distance not exceeding 400 metres.

## **Starting signals**

**Preparatory Signal:** At 2255 hours ESST a **white flare** shall be fired..

**Starting Signal:** At 2300 hours ESST a **green flare** shall be fired.

## **Recalls**

When, at the Starting Signal, any part of a yacht's hull, crew or equipment is on the course side of the Starting Line or its extensions, a **white** recall flare shall be fired as soon as possible after the Starting Signal. The name/s or sail number/s of the offending yacht/s shall be advised on 2524 KHz as soon as practicable.

## **Course**

From the Starting Line to the Finishing Line.

## **Finishing line**

Please refer to the sketch map in Appendix B.

The Finishing Line shall be an imaginary line between the Easternmost Red Pylon (flashing red light) bearing approx 230 degrees true from the end of the breakwater and the Burnie Yacht Club (white stationary light). Yachts shall finish by leaving the red pylon to starboard.

Note that deep water extends inshore for about 150 metres from the red pylon.

## **Finishing procedure**

Yachts shall call OCEAN RACING on Channel 73 VHF (if available) or 2524 KHz when approximately 60 minutes sailing time from the Finishing Line, radios should be left ON and a further call made as the yacht approaches the Finishing Line. Radios should be left ON until the yacht has berthed.

Yachts finishing during the hours of darkness are required to illuminate their sail numbers, or turn on their spreader lights when approaching the Finishing Line. Race officials may request further aids to identification as boats approach the line.

### **Finishing times**

Unless circumstances prevent it the finishing times of all yachts will be taken by officials at the Finish, but as a backup, Skippers are requested to record their own finishing times (accurate to 1 second) and to inform ORCV officials of this time if requested.

### **Declaration**

Written declarations are not required unless a yacht has missed one of the radio schedules in which case a declaration giving the reasons for missing the schedule must be submitted to race officials within two hours of the yacht's finish.

### **Protests**

Protests shall be lodged with an official of the ORCV in strict accordance with IYRU rule 68, and must be accompanied by a fee of \$20. Protests will be heard at a time and place to be advised.

If, after a protest and hearing, a yacht is found to have infringed a rule of Part IV, the Protest Committee may disqualify the yacht or (in accordance with Rule 74.4) apply a penalty to her elapsed time for the race.

### **Yachts retiring**

Yachts retiring should inform the Radio Relay Vessel as soon as possible and give the following information:

Time and cause of retirement

Position at retirement

Crew state

The port to which the yacht is retiring.

If possible, retired yachts should maintain radio schedules until port is reached.

### **Mooring facilities**

The yacht mooring area is shown in Appendix B.

There is a large rise and fall of tide at Burnie. Care should be taken to ensure that mooring lines can adjust for tidal conditions.

### **Crew behaviour**

Skippers are reminded that crew behaviour is their responsibility at all times.

### **Appendices**

The attached Appendices A, B and C form part of these Sailing Instructions.

# Appendix B

## Weather Forecasts

These forecasts are re-typed from copies supplied to ORCV by the Bureau of Meteorology.

FORECAST FOR BASS STRAIT AND VICTORIAN COASTAL WATERS  
BUREAU OF METEOROLOGY, MELBOURNE  
Issued at 0555 hours on Sunday, 05/11/95  
valid until midnight Sunday

### SITUATION:

At 3am a complex low pressure area over southeastern Australia was moving slowly eastward with a main centre expected to develop off the southern NSW coast.

### WARNINGS:

Strong wind warnings for Victorian coastal waters east of Cape Otway and East to southeasterly wind strengthening over Tasmanian coastal waters tomorrow.

### FORECAST:

WEST (WEST OF CAPE OTWAY/KING ISLAND).

NORTHERN BASS STRAIT (NORTH OF KING ISLAND/FLINDERS ISLAND).

SOUTHERN BASS STRAIT (SOUTH OF KING ISLAND/FLINDERS ISLAND).

WESTERN BASS STRAIT (WEST OF CAPE OTWAY/KING ISLAND).

South/southeast wind 10/15 knots tending east/southeasterly and increasing to 15/25 knots during the morning. Seas rising to 2 to 3 metres. Swell 1 to 2 metres. Areas of rain and local thunderstorms reducing visibility to 3000 metres.

NORTHERN BASS STRAIT (NORTH OF KING ISLAND/FLINDERS ISLAND)

East/southeasterly wind 15/20 knots increasing to 20/30 knots during the morning.

Seas rising 2 to 4 metres. Swell to around 2 metres. Areas of rain and local thunderstorms reducing visibility to 3000 metres.

EASTERN BASS STRAIT (EAST OF WILSONS PROMONTORY/FLINDERS ISLAND)

Easterly wind 20/30 knots. Seas and swell 2 to 4 metres. Areas of rain and local thunderstorms reducing visibility to 3000 metres.

SOUTHERN BASS STRAIT (SOUTH OF KING ISLAND/FLINDERS ISLAND).

East/southeast winds 20/30 knots in open waters with seas to 3 metres. Northeast swell rising to 3 metres.

OUTLOOK for Monday for BASS STRAIT.

Fresh to strong southeast to southerly wind.

FORECAST FOR BASS STRAIT AND VICTORIAN COASTAL WATERS  
BUREAU OF METEOROLOGY, MELBOURNE  
Issued at 1225 hours on Sunday, 05/11/95  
valid until midnight Monday

**SITUATION:**

At 9am Sunday a complex low pressure area over southeastern Australia was moving slowly eastward with a main centre developing off the southern New South Wales coast.

**WARNINGS:**

Gale warnings are current for all Victorian coastal waters and for northern Tasmanian coastal waters east of Waterhouse Island.

A strong wind warning is current for northern Tasmanian coastal waters west of Waterhouse Island.

**FORECAST:**

**WESTERN BASS STRAIT (WEST OF CAPE OTWAY/KING ISLAND)**

East/southeast wind 25/35 knots with little change on Monday. Seas of 3 to 5 metres. Swell of 2 to 3 metres. Areas of rain and local thunderstorms reducing visibility to 3000 metres.

**NORTHERN and EASTERN BASS STRAIT (NORTH OF KING ISLAND/FLINDERS ISLAND AND EAST OF CAPE OTWAY)**

East/southeast wind 30/40 knots with little change on Monday. Seas of 3 to 5 metres. Swell of 2 to 3 metres rising to 4 metres in the east. Areas of rain and local thunderstorms reducing visibility to 3000 metres.

**SOUTHERN BASS STRAIT (SOUTH OF KING ISLAND/FLINDERS ISLAND)**

East/southeast winds 20/30 knots over open waters increasing to 25/35 knots east of Waterhouse Island. Seas to 3 metres increasing 3 to 5 metres east of Waterhouse Island. Northeast swell rising 2 to 3 metres.

**OUTLOOK for TUESDAY for BASS STRAIT.**

Southeast wind moderating 15/25 knots.

FORECAST FOR BASS STRAIT AND VICTORIAN COASTAL WATERS  
BUREAU OF METEOROLOGY, MELBOURNE  
Issued at 1700 hours on Sunday, 05/11/95  
valid until midnight Monday

**SITUATION:**

At 3pm Sunday a complex low pressure area over southeastern Australia was moving slowly eastward with a main centre developing off the southern New South Wales coast.

**WARNINGS:**

Gale warnings are current for all Victorian coastal waters and for northern Tasmanian coastal waters east of Waterhouse Island.

A strong wind warning is current for northern Tasmanian coastal waters west of Waterhouse Island.

**FORECAST:**

**WESTERN and NORTHERN BASS STRAIT (NORTH OF KING ISLAND/FLINDERS ISLAND AND WEST OF WILSONS PROMONTORY)**

East/southeast wind 30/40 knots. Seas of 3 to 5 metres. Swell of 2 to 4 metres. Areas of rain reducing visibility to 3000 metres.

**EASTERN BASS STRAIT (EAST OF WILSONS PROMONTORY/FLINDERS ISLAND)**

East/southeast wind 35/45 knots. Seas of 4 to 6 metres. Swell of 4 to 5 metres. Rain and local thunderstorms reducing visibility to 1000 metres.

**SOUTHERN BASS STRAIT (SOUTH OF KING ISLAND/FLINDERS ISLAND)**

East/southeast winds 20/30 knots over open waters increasing to 25/35 knots east of Waterhouse Island. Seas to 3 metres increasing 3 to 5 metres east of Waterhouse Island. Northeast swell rising 2 to 3 metres.

**OUTLOOK for TUESDAY for BASS STRAIT**

Southeast wind 20/30 knots moderating 15/25 knots in the west.

FORECAST FOR BASS STRAIT AND VICTORIAN COASTAL WATERS  
BUREAU OF METEOROLOGY, MELBOURNE  
Issued at 0555 hours on Monday, 06/11/95  
valid until midnight Monday

**SITUATION:**

At 3am Monday a complex low pressure area over southeastern Australia was moving slowly eastward with a main centre developing off the southern New South Wales coast.

**WARNINGS:**

Gale warnings are current for all Victorian coastal waters and for northern Tasmanian coastal waters east of Waterhouse Island.

A strong wind warning is current for northern Tasmanian coastal waters west of Waterhouse Island.

**FORECAST:**

**WESTERN and NORTHERN BASS STRAIT (NORTH OF KING ISLAND/FLINDERS ISLAND AND WEST OF WILSONS PROMONTORY)**

Southeasterly wind 25/35 knots reaching 40 knots this morning and easing to 20/30 knots in the west later. Seas 3 to 5 metres. Swell of 2 to 4 metres. Areas of rain reducing visibility to 3000 metres.

**EASTERN BASS STRAIT (EAST OF WILSONS PROMONTORY/FLINDERS ISLAND)**

East/southeast wind grading from 20/30 knots in the north to 35/45 knots southwards. Seas 3 to 5 metres, locally 6 metres in the south. swell 3 to 5 metres. Rain and local thunderstorms reducing visibility to 1000 metres.

**SOUTHERN BASS STRAIT (SOUTH OF KING ISLAND/FLINDERS ISLAND)**

East/southeast winds 20/30 knots over open waters locally reaching 35 knots in the far east with seas 3 to 4 metres. East/northeast swell 2 to 3 metres.

**OUTLOOK for TUESDAY for BASS STRAIT**

Southeast/southerly winds 15/25 knots, locally 30 knots in the east.

## Appendix C

### Contact Notes made at ORCV office during 6th and 7th November

*These notes have been inserted into this document by inserting the original Microsoft 'Write' file into the word processor file. Some re-formatting has been done, but no alterations to the content have been made apart from removing one private telephone number.*

#### Monday 6th November 1995

##### 09.30 am

Melbourne Water Police advise

1 Vega at 7.35am 62.3 miles from PtPhillip Heads making 4.5 knots minus half her rudder

2 Cadibarra 7 being towed to Stanley by the Vivien Jane.

3 Fly By Night to be taken in tow by the Kelynsu out of Grassy who expects to rendezvous with Fly By Night at 1500hrs

4 Aggro has arrived in Port Phillip and apparently the report of her breaking up in fact referred to the mobile phone and not the yacht. Aggro did not monitor the radio during her crossing of Bass Strait and only called into Melb Radio when advised they were trying to contact them by the skippers wife after she was rung on a mobile phone.;

##### 10:35 am

'Rangatira' The Hendersons (daughter on crew) . Told that we had no news, would ring them as soon as we could.

##### 10:42 am

Mrs Webb. Her son on G-Wizz. Told that the boat is back in the bay

##### 10:43 am

Sandringham yacht club rung and given a list of Sandringham boats. Asked to look out in the pens for them and to ring us back.

##### 10:48 am

Royal Melbourne Yacht Squadron rung and given a list of boats to look for. told as urgent

##### 10:51 am

Wild Thing on Radio talking to G-Wizz. Wild Thing north of West Channel Pile

##### 10:52 am

Royal Yacht Club of Victoria rung and given a list of boats to look for.

##### 10 :55 am

Royal Geelong Yacht club rung and given a list of boats to look for.

##### 11:02 am

Manager at RGYC rang back, Volante 60 nm S of heads at 9:00 am, ETA heads at 1400.

**11:07 am**

David Vickers from Sandringham rang back, none of the Sandringham boats are back in the marina yet, but not unexpected. Future Shock just back in in dock about an hour before.

**11:08 am**

Harbour Board at Grassy called, to ask if any boats in the harbour. Did not answer

**11:09 am**

Drakes Prayer ringing Lonsdale light. 3 nm S of heads. Flood tide, 1 hour still to go, 48 knot winds, Lonsdale saying that no part of the rip is any worse than the rest.

**11:12 am**

Chutzpah back in dock.

**11:15 am**

Navy called back, Charlotte and Scarborough are not responding to HF or VHF

**11:20 am**

Mornington Yacht Club rung, told to minimise their radio usage, told what had happened to Cadibarra. Asked to fax us any information.

**11:27 am**

David Phillips of J Boat rang, J boat back in Mornington.

**11:30 am**

Mornington Yacht Club rang, all their boats accounted for, going off air

**11:34 am**

Point Lonsdale (052 581 252) light rung.

Raptor in Port Phillip at 0940

Aelle @1015 4047 14549

Animal Farm in Port Phillip

Avenger in Port Phillip at 0750

Fantasea II @1020 3919S 14502E

Magic going to Hastings @0635 Position reported as 3852S 145 14 E, but believed more likely to be 39 52S 145 14 E

Not Negotiable @0948 7 nm out of Burnie

Akuna @0918 3939S 14515E

Truant reported that they were at Stanley

**11: 36 am**

Royal Victoria Yacht Club. Terra Firma and Chutzpah in Dock

**11:41 am**

Rum Beat to Westernport Safety Council on 2524. 11 miles S of Heads

**11: 45 am**

Akuna to Westernport Safety Council on 2524, asking for time of next weather schedule, told, 1215

**11:48 am**

RYCV rang, Serenity II 1 hour from Williamstown.

Sweet Caroline left Burnie @ noon yesterday in Company with Terra Firma, nothing heard since. However Sweet Caroline had electrical problems on the trip down to Burnie. A short in the system. She only had electrical power with the engine running (needed a jump start at Burnie). So if she had to stop engine or ran out of fuel she would not be able to use radio

**11:52 am**

Westernport Safety Council rung to tell them about Sweet Caroline's electrical problems

**11: 55 am**

Jo Rawson (Bill Rawson's wife - skipper of Sweet Caroline) rung to tell her of boat's electrical problems message left on answering machine

**12: 01 pm**

RYCV rung and told about Sweet Carolines electrical problems and that Supertramp had left Burnie at 11 am

**12:06 pm**

Rum Beat to Pt Lonsdale on 2524. position 38 24E 144 40S , ETA heads 1300

**12:09 pm**

Volante to Pt Lonsdale on 2524. 7 nm from heads.

**12:10 pm**

Animal Farm trying to call WPSC, at dock. ORCV called Westernport safety Council to pass on message (by Phone)

WesternPort Safety Council told us that Bacardi had dropped her rudder (through water police)

**12:16 pm**

WesternPort Safety Council on 2524 to Indian Pacific 40 17 S 145 40 E

Akuna 39 18 S 145 05 E

Not Negotiable 40 38 E 145 44 E

Fantasea II 39 02S 144 56 E

**12:23 pm**

Bob Calvert rang, his been up on lookout and can see Supertramp heading in the direction of Devonport

**12:24 pm**

Westernport to Charlotte of Cerberus 2524, Charlotte's position 40 22 145 41

**12 25 pm**

Westernport 2524 to Aelle, position 40 30S 145 42 E

**12 26 pm**

Westernport 2524 to Tilting at Windmills position 39 17S 145 14E

Tilting to head to Westernport ETA 2000 hrs

**12:29 pm**

WPSC to Magic on 2524, telling Magic to call Westernport Marina directly on VHF 16 to arrange docking. Magic is halfway up Cjchannel to Western Port

**12:31 pm**

Rex Billing called in. Phil Brown on By Order of Secretary has a broken Shoulder Will be taken off at Brighton.

**12:32 pm**

WPSC to Amaya. Amaya's Position\_ 40 43 145 53 E.

**12:38 pm**

David called Ian Andersen. Ian confirmed that Bacardi has lost at least part of her rudder (reported to Melbourne Radio ). Bacardi has not asked for assistance and is making at least some progress

**12:59 pm**

RYCV advised Sweet Caroline has docked at Williamstown Marina.

**01:04 pm**

Rumbeat and Volante passed through the heads and are now in Port Phillip Bay advised by radio.

**01:15 pm**

Rumbeat talking to Volante, both in the West Channel

**01:19 pm**

Scarborough of Cerberus contacted Melb Radio CH16/67 they have arrived in Westernport

**01:33pm**

G Wizz reported to WPSC that they are now docked at Sandringham Marina.

**01:37pm**

Magic now docked at WPM.

**02:22pm**

Fantasea II reported to WPSC their position as 38.46 144.47 ETA pt Phillip Heads 1800Hrs

**02:32pm**

Apache report picked up by Fantasea II that they had been rolled and had taken water. Now under control. Lost the top of their rig and were attempting to fix a jury rig. They believe they will be okay

**02:47pm**

Ring from Harry Tedstone at RBYC, wanting info about Fly by Night and Effarvescent. Told the situation with Fly by night and also that Effarvescent was now a Tassie Boat.

**02:48 pm**

Silver Lady to WPSC. Left Burnie to proceed to Western Port. WPSC asked for them to report in frequently.

**02:56 pm**

Farr-ell to WPSC on 2524; Position 39 51S 145 33E, proceeding to Westernport. WPSC asked Farr-ell to keep an eye out for Apache.

**02:59 pm**

Charlotte to WPSC 2524. Gave position to WPSC, but undecipherable by ORCV.

**03:06 pm**

Fantasea II and Farr-ell on 2524. Discussing position of Apache

**03: 09 pm**

WPSC to Supertramp on 2524 . Position 40 34S 144 50E.

**03:10 Pm**

WPSC and Rangatira 2524: Rangatira about 40 nm S of heads, but problems with GPS, so can't give an accurate position. Will try and get position from a ship nearby.

**03:19 pm**

Melbourne radio to Apache on VHF 16 then VHF 67. Apache answering !!  
Apache at 60 nm S of heads.

**03:22 pm**

Hastings yacht Club on phone, info on Breakaway. @ 1418 boat 3 n miles out of Mersey, broken Prop.

**03:37 pm**

Apache and Melbourne radio on VHF Apache position on 38 48 S 144 32 E, ETA heads, perhaps 4 hours.

**03: 43 pm**

Phone call asking for information on Magic. Told that the boat was at Westernport.

**03:48 pm**

Call to Melbourne radio by phone

Information on Hi-jack: Left Burnie @ 0800 this morning (call to Melbourne Radio with an ETA of 0600 on 7 November.)

Soave il Vento's name was heard on VHF, but no confirmed contact.

Nothing heard about Bravado, Mercedes III, Misty or Stampede.

**03:56 pm**

Phone call from Wendy Williams at Grassy. No boats in Grassy Harbour. The vessel that is rendezvousing with Fly by Night was intending to leave Grassy for Portland today, so she may tow Fly by Night to some place other than Grassy.

**04:00 pm**

Phone call from someone concerned about Cadibarra. Told the situation about Cadibarra and her rudder and her tow to Stanley.

**04: 04pm**

WPSC and Soave il Vento on 2524. Soave il Vento about 1 hour from Port Phillip Heads

**04:15 pm**

Indian Pacific 39 40S 145 30 E (radio to WPSC on 2524) ETA heads 0200 7 November.

**04:25 pm**

Andrew Whitborne from Mornington is going to check if Misty home.

**04:27 pm**

WPSC to Not Negotiable on 2524 Position 40 05S, 145 33 E.

**04:35 pm**

Andrew Whitborne: from Mornington. one of the crew of Misty on the race down returned with Fast Forward and he said that Misty was planning to stay in Burnie for at least a day. - 2 hand information.

**04:45 pm**

Melbourne radio to Vega on VHF. Vega needs tow up channel in Western Port. ETA at position to need tow 1930 local time.

**04: 47 pm**

Bravado talking to Royal Melbourne on VHF !! Just about to return to dock. Had kept schedules with Westernport. In Queenscliff overnight. Found !!

**04:57 pm**

Passed news of Bravado to Mike Sabey.

**05:04 pm**

WPSC to MISTY 2524. Misty's position 39 50 S 145 31 E. ETA WesternPort 0400 tomorrow.

**05:12 pm**

ASM to Adrian Kernn at ABC news (626 1666) to tell him that Bravado was safe in dock and Misty had been in contact with WPSC passing a position and ETA.

**05:16 pm**

Aelle and WPSC on 2524. Position 39:04 145 23 E

**05:18 pm**

Fantasea II talking to Pt Lonsdale about coming through heads.

**05:35pm**

Melb Water Police unable to confirm whether Fly By Night has been taken under tow.

**05 42pm**

Stampede to WPSC reported position on 2524 as 39.41 145.21 ETA Pt Phillip Heads tomorrow morning. 0500

**05: 42 pm**

King Island Coastal Patrol called for information on Mercedes III Nothing Heard

**5:50pm**

Cadibarra 7 is heading for Three Hummicks for tonight, heading for Stanley tomorrow.

**06:08pm**

Melb radio to Bacardi KLYNSUE alongside but suggested they pick up FLY BY NIGHT first. Position 39:24 144:45

**06:11**

Apache to Melb Radio redirected to Melb Water Police Position 38:32 144 42

**6.13pm**

Soave IL Vento reported at Queenscliffe

**6.15pm**

Mercedes 111 confirmed in marina at RMYS.

**6.19pm**

Fly By Night needing assistance losing GPS .

**6 .35pm**

Melb Radio contacting Apache asking if they are taking in water , Apache replied OK able to pump. MELB radio advised Apache , Marine 403 is on the way to assist.

**6.47pm**

Fly By Night to Westernport S C asking that crew members relatives be phoned. No steerage, limited GPS. Rescue vessel on the way due 7.30pm. Towing to Grassey.

**7.15pm**

Ocean Racing phoned TAS Police advising Bacardi will be OK no need to evacuate, solid boat experienced crew. With weather abating OK. Position 39 24 144.45. TAS Police advised to concentrate on Fly By Night.

**7.27pm**

Melb Radio contacted Apache wanting to know if anyone needed to be air lifted Apache replied OK all wish to stay with boat. Rescue vessel still on the way

**7.29pm**

Silver Lady position 40 47 145.41

**7.32pm**

Apache - Melb Radio 1930 OK and given position.

**7.38pm**

Apache position at 7.30pm 38 24 144.38. Seem to be fine.

**7.47pm**

Bacardi position 38.22 144.42.,going to ride it out overnight, may need assistance if weather not abating.

**8.02pm**

MAYDAY on Apache. Police sending pilot helicopter on standby. Position . one hour out of heads. Possible flare sighted.

**8.13pm**

Apache heard on transmission 'Going Over ' nothing heard since then..

**8.17 pm**

Aelle position 39.33 145.52

**8.18pm**

Not Negotiable position 39.43 145.54

**8.19pm**

Supertramp position 39.55 145.37

**8.20pm**

Weather report Gale warning east of Cape Ottway S/East 20 to 30 knots seas 2-4 metres abating later tomorrow to 10-20 knots winds tending south.

**8.25pm**

Misty position 39 23 145.14

**8.31pm**

Melb Radio confirmed emergency with yacht Apache, asked for all normal communication to cease on channel 16.

**8.33pm**

Vega reported in no position given all OK.

**8.40pm**

Supertramp OK position 39.55 145.37

**8.40pm**

Sea Pilots ,report from Queenscliffe. Ambulance required , one unconscious person

**8.51pm**

Fantasea II one hour from heads all OK

**8.46pm**

Report Apache abandoned 6 people rescued.

**8.58pm**

Report from Port Phillip Sea Pilot Apache EPIRB still working believed left on Yacht.

**9.20pm**

Hijack tried to talk to W\port SC.

**9.44pm**

Report Farrell position 38 51 145.15 ETA 3 hours from Westernport.

**9.50pm**

Report Stampede position 39 10 145.07 ETA 04.30?

**9.54pm**

W/port SC tried to contact Hijack nothing heard.

**10.06pm**

Report Indian Pacific position 38 54 145.53 Eta 0200

**10.20pm**

Akuna to W/Port SC arrived safely at Queenscliffe.

**10.50pm**

Fly-By-Night hove to for the night, being towed to Port Fairy by the fishing boat Kelynsu.

**11.00pm**

Advised by Melbourne Water Police, that Melbourne Radio had a position for Amaya at 2100 hours as 39 36 145 34, ETA 0800.

**11.25pm**

Melbourne Radio advised nothing heard from Hijack, Westernport Safety have not heard from Hijack either.

**Tuesday 7th, November.****00.36am**

RMYS advised Rangatira tied up at Queenscliff.

**00.40am**

Hijack reported to Melbourne Radio their position as 38 59 144 56, ETA Port Phillip 0630.

**00.53**

Farrell advised Western Port Safety their position as the entrance to Western Port.

**00.56**

Charlotte of Cerberus reported their position to Western Port Safety as 38 41 145 07.

**00.56**

Melbourne Radio advised Stampede's position as 38 49 144 54, 30 nm from heads ETA 0600.

**02.00am**

Liz Partington rang, visited Mark Thompson at the Alfred Hospital, regained consciousness, prospects look good, looks like making a good recovery.

**02.27**

Farrell tried to contact Western Port Safety Council, apparently motoring into Western Port.

**02.30**

Magic acknowledged Farrell's transmission., on 2524.

**03.20**

Charlotte of Cerberus called Westernport Safety Council, Melbourne Radio acknowledged the transmission, arrived Western Port.

**04.07**

Position report Stampede to Melb Radio Ch 16 38.26 144.42 ETA at the Heads 05-30am

**04.26**

Hi Jack reported to Melb Radio Ch 16 ETA Westernport 06.00am present position 8 miles south of Fairway bouy.

**05.37**

Melb Radio telephoned to advise that Indian Pacific had docked at Westernport Marina 0430 Hrs

**05.53**

Stampede through the heads and making to RMYS. Melb Radio.

**06.38**

Melb Radio in touch with Bacardi Position at 6.20am 39.12 144.27 Bacardi report conditions moderating and will set up jury rig and resume passage to Pt Phillip They will require assistance through the heads.

**06.38**

Kelynsu has drifted apart from Fly By Night by 6 miles overnight. Her current position is 39.12 144.19 Klynsu is now proceeding to resume tow to Port Fairy.

**08.41**

Sandringham YC spoke to Bacardi to make arrangements for them to be towed from the heads to SYC Bacardi advised ETA at the rip 1700hrs at the earliest. Geoff Nixon (9521 9500)arranging a boat to meet them.

**08.59**

Supertramp expected to be at the Heads at 10.30am

**09.04**

Aelle 6 miles south of the heads ETA at the rip 9.48am

**09.05**

Supertramp called Lonsdale light no response from the light on 2524 ETA at the rip 10.30am Supertramp is without a propellor.

**09.06**

Bacardi confirmed ETA at the rip 1700hrs SYC organizing a vessel to meet them.

**09.07**

Fly by Night under tow ETA Port Fairy 0400 8-11-95 RBYC arranging welcoming committee.

**09.27**

Amaya 3/4 mile from the Heads.

**09.35**

Not Negotiable position 38.31 144.43 Eta at the rip 1100hrs.

**09.36**

Silver Lady 25 miles south of the Fairway Bouy reported to W/PORT Safety Council on 2524 .

**09.55**

Geoff Nixon in Conjunction with SYC will take responsibility for Bacardi from now , and will keep ORCV informed.

**09.58**

Misty reported by son of owner Brian Clague to be safely home. Brian said to be taking crew home. All well.

**10.08**

Aelle through Heads and proceeding to Queenscliff. All safe.

**10.39**

Supertramp inside Heads.

**10.58**

Supertramp proceeding up the bay.

**11.20**

Cadibarra - Don Jones rang from Stanley to say all safe and tied up.

**11:30**

David Vickers of SYC calling regards situation.

**11:31 am**

Call regarding SuperTramp

**11:34**

Called WPSC by phone and Silver Lady @ 0930 was 25 nm from the Fairway Buoy at the entrance to WesternPort

**11:36 am**

Geoff Nixon rang to confirm that ORCV had monitored radio transmissions between SYC and Bacardi

**11:38 am**

Call regarding SuperTramp.

**11:43 am**

Call from Andrew Hartnett of Mercedes III querying why Mercedes had been reported as 'Missing' on a radio station. Situation explained to him. Mercedes had not been keeping radio scheds. Andrew was surprised at the damage to the fleet. Said that Mercedes had had a good trip back.

**12:16 pm**

Call from ABC Hobart to get an update on situation

**13:00**

Called RMYS to see if Stampede and Not Negotiable were in dock, yet. Person on phone was only person in club and did not know.

**13:10 pm**

Called WPSC on phone asking for info on Silver Lady. @ 1243 she had called and was approaching Fairway buoy in WesternPort.

**13:23 PM**

Melbourne Radio and Tilting at Windmills on VHF, Tilting leaving WesternPort for Heads (probable message ??)

# Appendix D

## Burnie Race and Return Survey

### Yacht

#### Skipper

Race:

Return:

#### Crew

Race:

How many crew were on board?

How many had 3 or more Bass Strait crossings?  
(or equivalent)

Return:

How many crew were on board?

How many had 3 or more Bass Strait crossings?  
(or equivalent)

#### Times

What time did the yacht leave Burnie?

When did the yacht arrive at Port Phillip Heads?

or

Westernport fairway buoy?

#### Sailing Data

(Return Trip)

	Wind Speed Ave Gusts	Boat Speed Ave Max	Sails Used
Burnie			
Southern Bass Strait			
Mid Bass Strait			
Northern Bass Strait			
Pt Phillip Heads (or)			
Westernport Fairway			

## **Injuries**

Were there any crew injuries?

Please Describe

What were the injuries?

How did they happen?

What was the treatment?

## **Damage**

Was the yacht damaged?

Please Describe

During the race?

At Burnie Harbour?

Return Trip?

Did you attempt to repair or Jury rig?

Was it successful?

## **Management of Return**

Were you concerned by the weather conditions?

Was the boat knocked down?

How many times?

What was the cause?

Did waves break over the boat?

About how many times?

Was the cockpit filled?

How did the boat handle conditions?

Did you consider heaving to/lying ahull/bare poles?

Were the crew rested or tired before the return trip?

## **Communications**

Did you advise a coast station of your departure details (time of departure, crew on board, destination)?

Did you maintain schedules with a coast station?

Did you talk to other returning yachts?

Did you advise coast station of your arrival at Port Phillip or Westernport?

Which Coast station did you use most?  
(eg Melbourne radio, Westernport)

Was the HF radio on at all times?

What H/F frequency did you monitor/use?

Was the VHF radio on at all times?

Did you use other Communication systems (eg mobile phones, seaphone etc)?

## **Race Destination**

Are you satisfied with Burnie as a race destination?

Would you prefer:  
Stanley?

Other destination?

# Distribution

## VICTORIA

### Yacht Clubs

- Royal Yacht Club of Victoria
- Hobsons Bay Yacht Club
- Royal Melbourne Yacht Squadron
- Royal Brighton Yacht Club
- Sandringham Yacht Club
- Mornington Yacht Club
- Royal Geelong Yacht Club

Victorian Channels Authority

Victorian Yachting Council

Water Police

### Individuals

- John Green (Australian Chief Measurer)
- Graeme Paul (Owner of *Apache*)
- Bruce Taylor

## NSW

- Australian Yachting Federation
- Cruising Yacht Club of Australia
- Middle Harbour Yacht Club

