

Pekeri's Circumnavigation of Phillip Island - Dec 2009

Day 1. 26 Dec 09, Friday - Sandringham to Blairgowrie.

11:15am Left Sandringham

10kn S - On the nose, need to tack all the way to Blairgowrie.

Sails: Main with 3 reefs and #2Jib

Wind slowly increased to 17kn swapped #2 Jib for #4. Much better feel, balance and heel.

Speed 4.5kn - motor assist to reach Blairgowrie in good time.

Cock of the Bay race from Williamstown to Blairgowrie in progress and Pekeri was able to keep the fleet in sight.

8:10 pm arrived Blairgowrie, 9hrs total. Sunny part of the way

Overnight on the East side of the jetty.

Jon came and drove me to Rye to get 10l of fuel. Carrying 2 x 10L fuel container plus 10L tank full.

Dinner Lamb steak.

Summary Day 1:

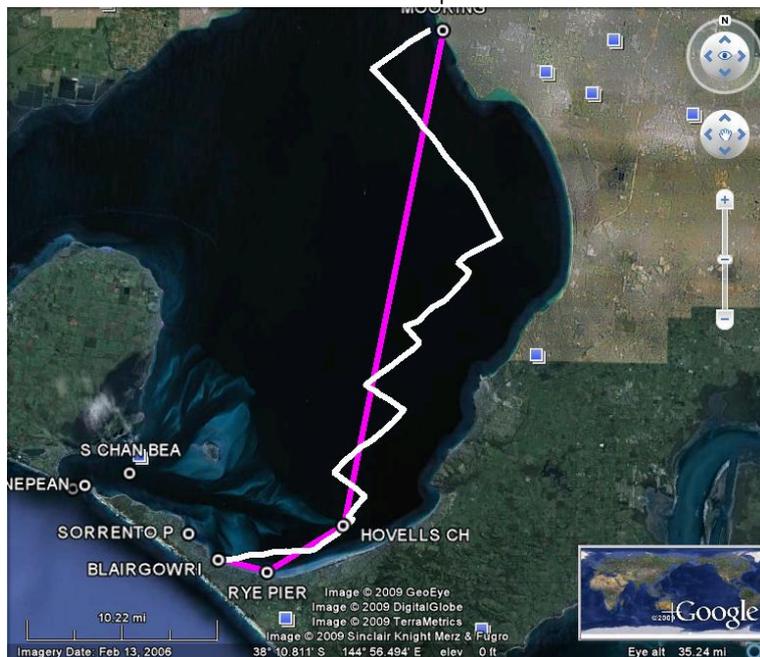
Planned Route

Distance
30.4nm

Sailing Time
7hrs 35mins

Actual Track

Distance *Sailing Time*
41.3nm 9hrs 35mins



Day 2. 27 Dec 09, Saturday - Blairgowrie to Cowes

6:30am Left Blairgowrie to get to heads between 8:30 and 9:00 for slack water after high tide.

< 5kn S 1hr to cross the heads, no waves but lots of eddies and whirlpools. Current still running in down to 1kn speed. Lots of Kelp and seals playing in the currents and kelp. Crossed the rip in company with a Benetau and ahead of the 3 Melbourne to Tasmania Races. - East Coaster, West coaster and Launceston race all departing from Portsea.

Wind up to 10-15 kn SE - again on the nose. Needed to tack to clear Cape Shank. Sailed close to Sorrento Back Beach to pass close to boys looking out for me. Seas become heavy so again Sails: Main with 3 reefs and #2Jib and motor assist, wind rose to 20kn, speed 5.6kn - motor assist. After Cape Shank one close reach to West Head, making good time, and wind still strong from SE, making Flinders a bit roly. I decided to continue direct to Cowes on Phillip Island.

In the Westernport Channel reached speeds of 8.5kn with the tide current flowing in.

6:00 pm arrived Cowes, 2hrs after West Head. 9hrs 30 mins total. Sunny.

Overnight on the East side of the Cowes jetty on anchor in 6-7m depth approximately 200m from the shore.

Dinner Noodles with lamb, onions and a beer. Asleep by sunset.

Summary Day 2:

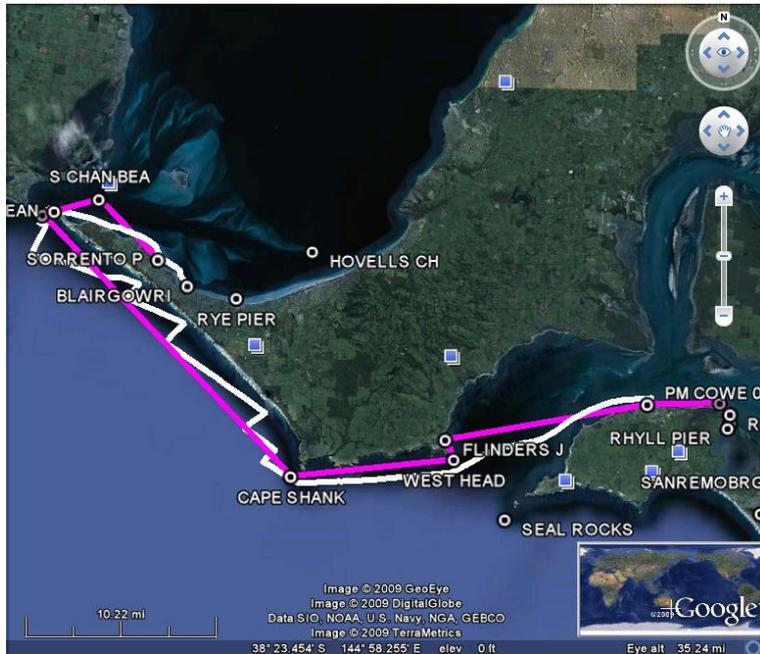
Planned Route

Distance
47nm

Sailing Time
12hrs 20mins

Actual Track

Distance *Sailing Time*
50.1 nm 9hrs 30mins



Day 3. 28 Dec 09, Sunday - Cowes to San Remo

7:30am up and motored to Cowes Jetty. Walked to Service station (1.5KM) to refill 10L fuel container. Now I have 30L on board this is more than enough to get back to my mooring at Sandringham and still have the tank full. On returning to Pakeri I checked the weather forecast at a Chemist with internet services. Still excellent weather for the next three to four days - storms forecast for Thursday evening.

Breakfast on foreshore in Cowes. Eggs and Bacon on toast with a coffee to finish.

After a cold fresh water shower on the beach, and assisting a motor boat to dock in strong current to the jetty, left Cowes at 9:30am.

Light S winds Large genoa only, shade tent for the sun and sailed to investigate Rhyll. On the way coffee and butterscotch biscuits for morning tea. Rhyll very busy at the boat ramp. Very long queues of fishing boats waiting to go out and come in. Rhyll has a good channel with good depth to the anchorages past the Jetty. Bottom very muddy. Headed direct for San Remo, arrived at main channel at 1:30pm and at the bridge at 2:30pm. Channel very shallow, channel markers are on sand out of the water at low tide. After carefully crossing under the bridge at San Remo dropped anchor behind Cape Woolami at 3:15pm. Pretty beach and high sandhills busy with people swimming fishing and sliding down the sand hills.

Evening at slack tide caught three nice fish. Very nice spot to anchor and sit out any bad weather.

Dinner Noodles, fruit and wine.

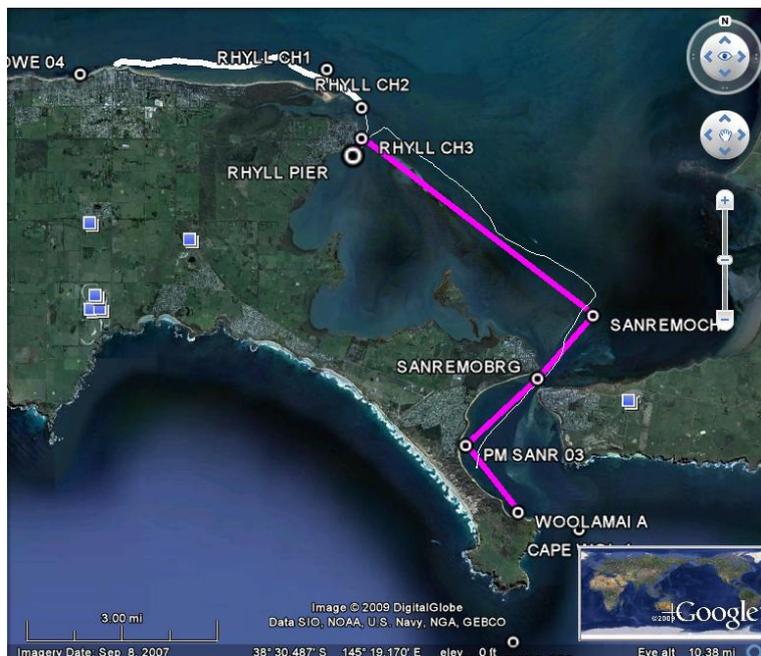
Summary Day 3:

Planned Route

<i>Distance</i>	<i>Sailing Time</i>
11.5nm	3hrs

Actual Track

<i>Distance</i>	<i>Sailing Time</i>
10.6 nm	4hrs 45mins



Day 4. 29 Dec 09, Monday - San Remo (Woolami) to Blairgowrie

6:00am Left Cape Woolami, forecast 5-10kn SW winds then increasing 10-15kn S-SE. Again the plan was to see how the trip progressed if slow or difficult stop overnight at Flinders if all going well continue to Heads and Blairgowrie for the night.

8:10am passed Pyramid rock half way along the south coast of Phillip Island. Wind SW light approx 5kn. Speed 5kn with motor assist Full main and genoa. At this rate due at Heads at 4:00PM 2Hrs after low tide. Should be OK. Coast Radio Tamar (Tasmania) came in loud and clear with weather forecast, unfortunately Coast Radio Melbourne also came in loud and clear at the same time with their forecast and each cancelled the other. Coordination of times should be easy. By this stage - 4 days - the simplest things become very important and a lot of care is taken to do everything correctly and thoroughly. I suppose there isn't much to distract you on a small yacht.

9:00 passed over the Flinders Banks, this was very noticeable as the sea swell become very large passing The Knobbies, Seal Rock and Black Rock. Swells became small after passing back into deep water.

9:45 passed West Head on the way back to Cape Shank and the Heads. Speed 5.5kn COG 277.5.

11:15 Passed Cape Shank, COG 309.9 Very sloppy no wind. Line of cray pots seen about 3nm off shore in line with Pakeri's track. Also passed a very large foamy slick, and lots of bubble in the water - Do fish fart? After Cape Shank the sea state improved and I had an easy sail along the coast.

12:00noon passed Rye back beach

2:--pm Passed Sorrento back beach under light genoa only. Trying to slow down and not reach the Heads too early.

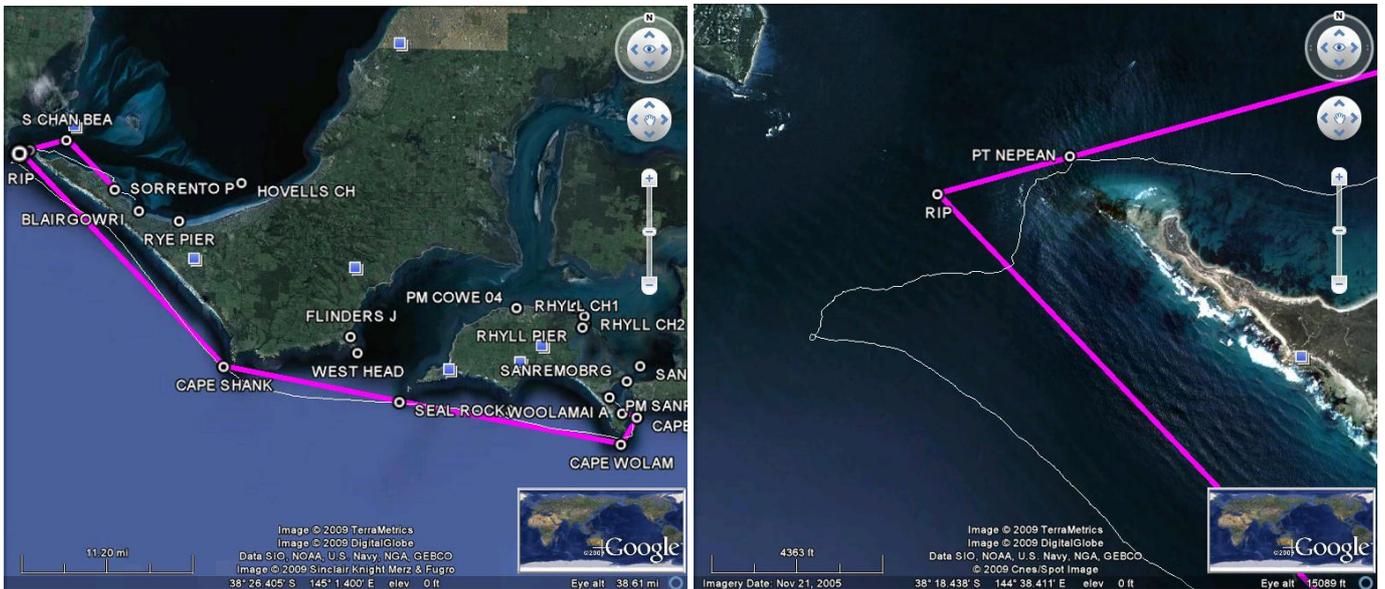
3:30pm arrived at The Heads, with a strong southerly and only 1.5 Hrs since low tide it was very rough big "lumps" of water, current still running out. Under engine and genoa progress dropped to 1.8kn. It took 1.5 Hrs to cross into clear water in the bay. On arrival at The Heads a large tanker came out well in front of me and the Spirit of Tasmania came in after me, passing me 100m behind. I crossed towards Point Lonsdale after watching the Pilot Boat returning back into the bay along that shore. In hindsight it would have been better to go out to see and wait another 1 to 2 hrs before heading in. Crossing was very exciting and I felt in control the whole time. However I felt that the conditions would have made inexperienced others nervous.

6:30 Tied up at Blairgowrie. Will came and stayed overnight with me on Pakeri.

Dinner Noodles, Fish and fruit.

Summary Day 4:

Planned Route		Actual Track	
Distance	Sailing Time	Distance	Sailing Time
52nm	13hrs	52.8nm	12hrs 30mins

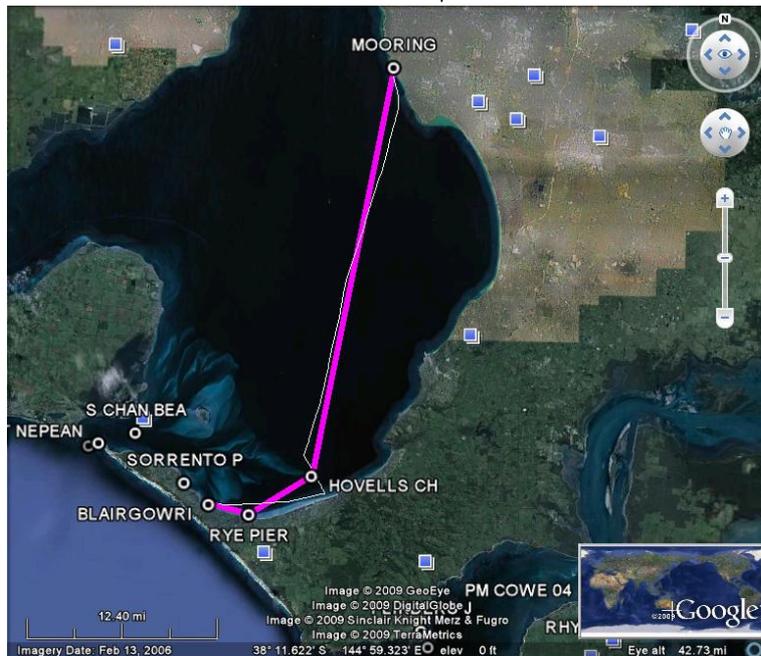


Day 5. 30 Dec 09, Tuesday - Blairgowrie to Mooring at Sandringham

Up at 7:30 ENE winds strong and increasing. Moored on the windward side therefore moved to the west side on the visitors area of the Blairgowrie marina in company with Jarkan 39 - "Aurora" and rafted together. Jon picked up Will at 10:30 and as the forecast was for stronger winds decided to get away and head back to Blairgowrie. Winds 20kn NNE. 11:30 reached shipping channel past Hovells Pile. Wind dropped to <5kn from the SW sunny and pleasant. Changed #4 jib for the #2 speed 3kn, ETA Sandringham 8-9pm. Head pump intake not working, pumping out OK. Removed the whole pump to take home and service/renew. Sponge bath with fresh water. Lunch: pita and avocado, fruit salad. Cleaned and tidied up Pakeri. Wind increased - revised ETA 6:30. Temperature 30C. Wind changed to NE so replaced #2 jib with the damp genoa to dry it out. 6:30 Tied up at Mooring at Sandringham, dinner at the club then home. Home by 9:00pm

Summary Day 5:

Planned Route		Actual Track	
Distance	Sailing Time	Distance	Sailing Time
30.4nm	7hrs 35mins	31.5nm	7hrs 30mins



Trip Summary:

Distance
171.3nm

Sailing Time
44hrs



Distance *Sailing Time*
187.8nm 44.20

Av speed *Fuel used*
4.25kn 30L