

## Slip Sliding Away

### Slipway Working Bee Saturday 23rd May

The lock down provided an opportunity for the Club to finally line the slipway walls.

A small working bee was arranged, with due care and attention being paid to social distancing, and the group managed to fill a skip with accumulated debris and dirt that has built up over many decades.

Many thanks to the team, ably lead by Derek, consisting of Byron, John, Peter, Michael, Greg and Helen.

Thank you to Terry O'Leary and Rhino Bins for supplying the skip to enable this transformation.

Byron managed to capture the crew at work on film.... well the digital equivalent.

c



*Working Bee crew making light work of it*



*Pictures clockwise from top left*

*Who were those masked men? Byron and John dressed for the part.*

*Slipway No 1.*

*Buoy chain wranglers - Greg and Mike*

*Slip crew Chairman, Derek*



# From the Commodore

Dear Members

I do hope this message finds you and your family well in these tough times!

I would firstly like to welcome our new Anchor editor Richard Furneaux who is a newish member to the club but has stepped forward to assist which is gratefully appreciated by the committee and no doubt members as you all appreciate his work! Many thanks to Helen Ruhsam, our previous editor who did an amazing job resurrecting the Anchor and who is now working tirelessly as our club treasurer!

What a year 2020 has been already - one that none of us have experienced before - and in fact not experienced by our club which was established in 1925, although no doubt some members would have been around during the Spanish flu in 1919. So in every way this is new to all of us and we are finding our way together. At the start of the pandemic when restrictions were tightening up we promised that the committee would keep you updated regularly on the implications of changes to regulations and I hope you feel that we have upheld our end of the bargain with the regular updates that have come through to you. The message at the moment is clear and includes recreational boating as an option (see most recent notification), but you can only have your immediate family or one other person on the boat. This may change again in the coming hours/days or weeks so make sure you keep up to date with the club updates and please feel free to contact Dennis if you have any questions.

Plenty has happened around the club in recent times and this has been reported in our emails to you but a short recap includes:

- The lining and insulation of the slip
- New LED lighting and electrical work in the slip
- New water connection in the slip
- New sanitizer stations for the club
- Successful emergency grant \$1000 - state government
- Successful training grant \$2000 - state government
- More grant applications submitted
- MMYC mooring licences and invoices issued
- Feedback received from members regarding our club development strategy which will be finalised shortly
- Zoom general monthly meetings since May
- Zoom Sutton lounge events
- Armchair sailor launched
- Advocacy letter to local MP requesting easing of restrictions for competition events
- Women on water zoom yoga
- Finalising of accounts for the year and commencing audit

As you can see there has been plenty happening and more to come. We have been informed that the new slipway walkways are only a couple of weeks away and Council is not far off demolishing the scout hall so the island will look quite different this summer!

I would like to encourage you all to take the plunge and join our monthly general meeting via the zoom platform. It is very easy to be a part of and if you don't know how to connect using zoom then please contact Dennis or one of the committee and we will be only too pleased to assist. It is a great way to keep up to date on what is going on around the club.

Please take care over the coming weeks during lock down and I am sure that Richard would greatly welcome some more contributions on club life or recounts of previous adventures that come to mind while you relax around home or out on your boat!

Warm regards

Byron

# The Moorings Report

## Moorings, moorings, moorings

Emails, text messages, Club updates.... it doesn't matter what you read, everything seems to lead back to the moorings.

More importantly the **mooring fees**.

As mentioned many times before, mooring fees are the primary source of income for our Club. It is therefore imperative that we all make every effort to pay on time, as this income is budgeted for and forecast in the cash flow.

At the time of writing there were still a handful of members who have not finalised their 2018/2019 accounts and we ask that you sort this out or make contact with Helen as soon as possible please.

When the fees arrive they always seem like a big bill to pay, but the reality is we all know how cheap and awesome the facilities and Bay access are compared with anywhere else on Port Phillip Bay.

As you are aware the 2019/2020 mooring fees are also just around the corner.

As far as mooring vacancies go we are down to only two official empty moorings. One is a maximum 18ft on the pub wall and the other is a small 15ft maximum on the island next to slipway no 2.

We also have a current waiting list for suitable moorings of around 6 people.

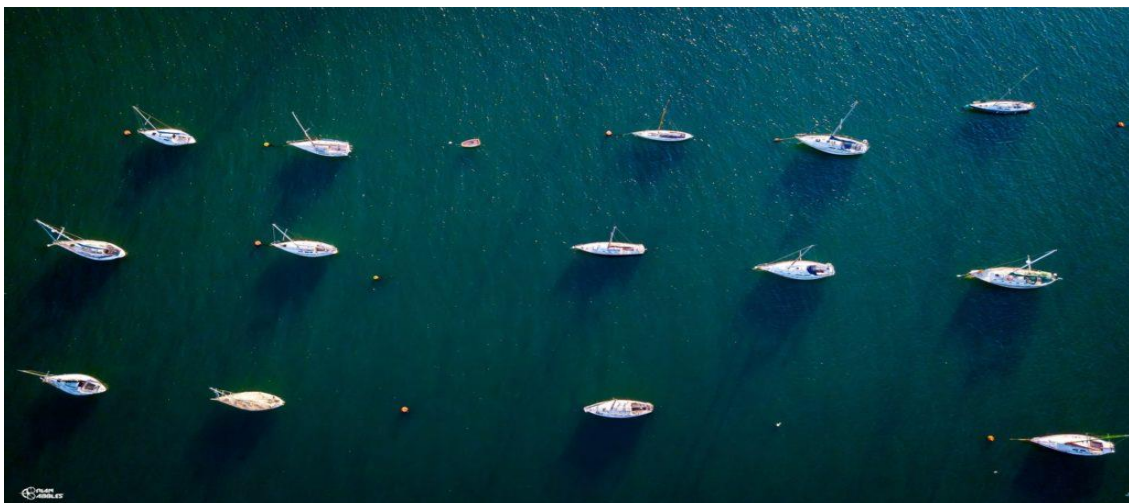
Don't be deceived by the long stretch of very calm seas and light winds. We must be overdue for a run of horrible weather so please make sure you take the time to check your boats. In particular their mooring lines, so when the weather hits, your boat is safe for both yourself and your neighbours.

If Dan did get one thing right this time around it was to allow recreational boating and for those who have managed to get out, I'm sure you will agree, the Bay has been magic and the dolphins everywhere.

Regards

**JAMIE DORRITY**

**VICE COMMODORE/ MOORINGS DIRECTOR**





## Sailing Sunday 28th June

A magnificent day on Port Phillip for the first race post Covid19.

Although there was very little wind, everyone was smiling and it was great to see so many members out enjoying their boats, racing, cruising, and fishing.

Photos by Helen Ruhsam, with the exception of Lola which was taken by Matt Douglas from his drifting paddleboard.



Steve & Geoff on Stop the Clock



Peter on Tanina



Mario on Hot Stuff



Andrew on Interceptor

More pictures from the 28th



*Derek on Tuscany*



*Drift Away, Dobie Gray*



*Lola*



*Mark on Saffire*

July Photo Competition - Our Club Life - Nearly everyone has a smart phone with a camera, no doubt you may have some great shots of your family and friends enjoying club life whether it's on the island or on your bay. We would like to capture these moments in this year's 95th Annual Report. We are keen to also find the best shot of your boat with a club burgee, it may make it onto the front cover! Search your photos and send them in. If your photo makes the annual report you will receive a prize and the winner will possibly make the front cover!

**Photos need to be received by close of business Friday 31 July 2020**



MMYC



# ARMCHAIR SAILOR



**Ready about ... winter mooring and layup**

An online laugh, book review, mystery quote and a link to the [Skipper's Shelf](#) and [Horizon](#) where books are free to access and read.

Wintertime is typically when our boats are laid up, repairs are done, and sailors generally retreat indoors. But 'ready about'! The MMYC Committee thought that our boating community would benefit from coming together in the winter season over books and a chat, so we have created a free virtual community for folk who can access and read books free of charge, engage in discussion and have fun with who said that, and ... even win the odd prize!

To access just click on

<http://mmyc.com.au/armchair-sailor-new>

Make fast ... come aboard!  
MMYC

## JULY'S BOOK OF THE MONTH



Don't miss this, especially the last chapter about the Port Phillip Pilot Service



Congratulations to our two winners of the month ...

May : John Paul

June: Sue Halliwell



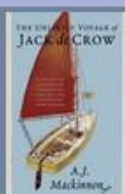
## WHO SAID THAT?



## ON THE HORIZON



Each of the books below can be accessed from the MMYC website



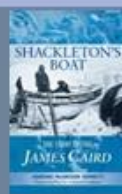
**May**  
*The Unlikely Voyage of Jack de Crow*  
A.J. McKinnon



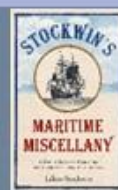
**June**  
*Hemingway's Boat*  
Paul Hendrickson



**July**  
*The Best Australian Sea Stories*  
Jim Haynes



**August**  
*Shackleton's Boat*  
Harding McGregor Dunnett



**September**  
*Maritime Miscellany*  
Julian Stockwin



**October**  
*Demasted*  
Lisa Blair



Make fast & come aboard ©  
... Steve Quirk



MMYC acknowledges especially the support and contribution of Kingston Libraries

# Escape to Tasmania

By Matthew Anderson

## **Part 1 – the trip down and back**

Donna and I first took our Riviera 36 Escape to Tasmania in January 2017 and had such a wonderful cruise that we thought we'd head down again last summer. Peter Banham suggested the trip may be of interest to members and encouraged me to write a few words about the experience, so in the following I've tried to convey our experiences as well as some of the preparation and considerations.

Tasmania may be a little more difficult to get to than the Lakes, but the cruising experience makes the effort worthwhile. If you are patient and have time to wait for the right weather window and you plan and prepare thoroughly, a trip across Bass Strait can be accomplished in any seaworthy boat with a competent crew. A 23' Norwalk Island Sharpie "Charlie Fisher" did the trip from Port Welshpool for the Australian Wooden Boat Festival some years back and an internet search will bring up a great article on the voyage. I also recall a Noelex 30 doing the trip, also from Port Welshpool. But that may only interest a few and for most with trailer boats a return trip on the Spirit of Tasmania is going to be much less daunting and easier to organise. Once there you'll find good boat ramps giving access to coastal regions such as Maria Island, Freycinet and Tasman Peninsulas and Recherche Bay along with the more sheltered waters of the D'Entrecasteaux Channel and Derwent and Huon Rivers and in the South, the Tamar River in the north and Macquarie Harbour and the Gordon River on the west coast.

This time around we decided to position the boat to Kettering to the south of Hobart prior to flying down on Boxing Day for the best part of 4 weeks aboard. We had a berth arranged at South Haven Marina and this was to be home base for our stay. My son Patrick came with me for the trip down and late November we finally got some suitable weather for a quick dash across the Strait. With full fuel and provisions we departed the Creek at 0445 trying our best not to wake the Allnutt household. Through the Heads at 0615

and slack water we then turned to port and set course for San Remo to top up the fuel. The Sou' westerly from the previous days had dropped off but a 4 metre swell remained; however without too much wind chop the ride was reasonably comfortable at 18 knots. A call to the Fishing Co-op as we rounded Cape Woolamai enabled a quick turnaround and we were back underway by 0915 headed for Flinders Island in moderating conditions and a sunny sky.

On our first trip south 3 years ago we called into St Helens for fuel but this time I wanted to be able to bypass both Flinders and St Helens (or more specifically avoid the uncertainty associated with the bar crossing) to get through to Triabunna or even Kettering on our San Remo fuel. To ensure we had sufficient range while maintaining a substantial reserve I planned on 3 hours at 7.5 knots (displacement speed) for every hour at 18 knots. This dropped our average speed to 10 knots but increased our range by 70 miles while maintaining a third of a tank (400 litres) in reserve.

The direct track to Flinders enabled a close up look at the spectacular Skull Rock (Cleft Island)



before settling in for the next 85 miles or so to the NW coast of Flinders. Contact can be maintained with Coast Guard Melbourne through until the change to Tas Maritime roughly abeam Deal Island. Both organisations provide a fantastic service and it is very comforting to know you have VHF contact should something go wrong. Mobile phone coverage is also good but nowhere near continuous with perhaps a 30 - 40 mile "black hole" through the middle part of the crossing. A satphone is a great backup.

Approaching Flinders we decided to spend the night on the eastern side of Prime Seal Island. By this stage the wind had dropped completely and with just a gentle westerly swell we would be well protected. It was dark by the time we

rounded the northern tip and made our way half way down the island to pick up a MAST (Marine Safety Tasmania) cruising mooring at 2230. No moon, no surrounding lights, no pollution and a chilly still night gave us a wonderful opportunity to observe the stars in detail rarely possible on land. We slept well after a long day – nearly 18 hours and 225 miles since we left Mordi.

Day 2 brought a calm morning with low cloud and mist that soon burnt off to a beautiful sunny day.



#### *Heading to Whitemark from Prime Seal*

Despite the grey early morning light, the sandy bottom 9 metres below was clearly visible. If not for the forecast of a freshening westerly lasting a few days we would have loved to stay and fill the freezer with some of the legendary monster Flathead. Instead our plan for the day revolved around getting through Banks Strait on the last of the ebb tide before the flood commenced around 1300. The ebb flows out of Bass Strait quite rapidly through here with tidal eddies and we certainly didn't want to transit with flood tide opposing the forecast 25 knots of nor'westerly. The early morning high tide did give us the opportunity to head into Whitemark on Flinders to add to our fuel reserves, something you can never have too much of in these waters.

The tanker couldn't make it during the morning so out with the folding trolley and jerry cans for a couple of trips to the service station about a couple of hundred metres from the wharf. We didn't get far before a local offered us a lift and then another offered the use of their car for the next trip. On our return trip in February we again encountered this fantastic helpful and friendly attitude when in need of some stainless welding. I'd noticed salt water spraying from a fractured weld in the exhaust mixer and decided to pull it off after refuelling (from the tanker this time). It was getting on towards 1700 on the Monday afternoon when my mate Scott went in to town to ask around. By the time I had removed the part

he was back with Klaus and within an hour or two I had the repaired part back and reinstalled, all for a very modest sum, a 6 pack of beer and in time for us to continue to Deal Is as planned. Not many places you could get that sort of help.

If you haven't been to the [Furneaux Group](#) I recommend you go if you get the chance. Wild and spectacular, but be prepared for the changeable weather, particularly the wind. Having grown up in Tasmania and spent a bit of time in the area, 2 old expressions come to mind: It will blow a dog off the chain, or it will blow the milk out of your tea. That's not to say it's like that all the time – there are plenty of perfect days in between.

Back to the trip, we had a great scenic run down the western side of Flinders, Cape Barren and Clarke Islands, passing through Banks Strait on time with the wind freshening as forecast. Even on the last of the ebb we had 2-3 knots of assistance with the tidal flow.

By the time we passed Eddystone Point the nor'wester was gusting to over 30 knots and the sea quite confused but it slowly moderated as we got further south. Our fuel conservation planning meant we came back to 7.5 knots passing the Bay of Fires. Another pitch black night had us entering Wineglass Bay guided by radar, the depth sounder and Cape Tourville light, finally dropping anchor sometime after 11. For a moment as we entered the bay we were intrigued by a flash resembling a bird in the glow of the running light only to realise it was a ridge on Mount Dove (or one of the other mountains forming The Hazards) being clipped on every 12 second sweep from the lighthouse 2 and a half miles distant.



*Wineglass Bay*



The first two days had seen us underway for approximately 33 hours covering 370 nautical miles - hardly a relaxing cruise but we had always intended it to be a positioning trip and didn't want to get delayed in Bass Strait with strong westerlies. From Wineglass we only had about 85 miles to go so the pressure was off and with a moderate southerly change pushing up the east coast the next day we planned to stay put for a couple of nights.

Tucked up in the SE corner of the bay on day 3 we were beautifully sheltered from the 30 odd knot southerly outside and Patrick and I took advantage to catch up on rest and go for a walk on the beach. Although overcast and a little cool it was great to be there outside tourist season. We had just 2 other boats sharing the bay and a near empty beach, a far cry from midsummer with tourist boats and crowded walking trails.

We had plenty of fuel for the last leg to Kettering so with no need to call into Triabunna we had a leisurely 0700 departure to get through the Denison Canal and the Dunalley swing bridge on high water, arriving at Kettering early afternoon. In a shallow draft boat the tide height is not a critical factor in navigating the canal although there are some shallow spots that may only have a metre or so at low water. The bigger consideration is passing through Marion Narrows at the north east end where heavy north easterly swells can break across the beach entrance, especially with an outgoing tide. Fortunately we had a light westerly and calm conditions. Transiting the canal cuts about 25 mile off the trip around Tasman Island and through Storm Bay. However if you're not pushed for time and the weather is OK the long way 'round takes in the additional sights of the Hippolyte Rocks, Fortescue Bay and the Capes Hauy, Pillar and Raoul, and of course Port Arthur.

The passage south from Wineglass is one of my favourite sections with beautiful clear water and great scenery.

Heading out of Wineglass you pass the granite mountains of Freycinet Peninsula and then head west through Schouten Passage, or around the outside if you prefer. Schouten Island has the same granite mountains and white sand of Wineglass and Freycinet Peninsula and the anchorages on the northern side of the island are popular. Likewise Passage Beach and Bryans

Corner just to the north on Freycinet are great spots and well sheltered from the NE sea breeze. All National Park though so you'll need a pass, but you can buy one in advance for the boat covering all onboard.



*Granite mountains Wineglass Bay*

From Schouten the track to Mercury Passage inside Maria Island takes you back into open water and past Ile Des Phoques. This island has a deep cave on the eastern side and in suitable weather you can get close in for a good look (or stand off and launch the dinghy to venture inside as you'll see on some Youtube Channels). Maria Island is a destination in itself. MAST have public moorings at Darlington (where the tourist ferry from Triabunna arrives) so you can go ashore for a walk, climb Bishop and Clerk and view the historic buildings and convict past. There are also some great anchorages on both sides of the island. Boat ramps at Orford and Triabunna provide convenient access if you want to explore the area in a trailerable boat.



*South Haven marina Kettering*

All up we covered about 455 miles in 3 days and 9 hours with just under 40 hours underway for an average speed of 11.5 knots. The boat ran perfectly, all went to plan and Patrick now has his first crossing under his belt. A wonderful trip was capped off with dinner at the pub and a couple of drinks at the Kettering Yacht Club.

The trip home in February was done in 2 and a half days with a long time friend from Hobart, leaving Kettering on a Sunday afternoon, through the Denison Canal and up to Schouten Island via Triabunna for fuel arriving just on last light. After a good sleep we were underway again at 0700 with 140 miles to Whitemark, Flinders Is, for fuel (and an unscheduled repair as mentioned earlier), finally arriving at East Cove, Deal Island in the dark around 2230.



*Schouten passage Beach*

Even for a shallow draft boat you need to be aware of the tide and wind if planning on going to Whitemark. Much more convenient than going into Lady Barron but it is totally exposed to anything with a westerly component and very shallow at low tide. (The pier is not small boat friendly either). We decided to keep the speed up and arrived about an hour ahead of the original schedule so I could look at the exhaust. This meant the tide was only just on the way in and we kissed the bottom once or twice in the sand approaching the pier. However with a 2.5 – 3 metre tide it was no problem on the way out.

The next day we again departed just before 0700 and were able to log a departure call with Coast Guard Melbourne as we cleared Murray Pass. Once out of the shelter of Deal we were running into freshening easterlies which were being recorded at 25 gusting 35 knots at Hogan Island and the Prom causing us to back off to about 14 knots as we neared Rodondo Island. We were still getting over 20 knots surfing but it was much more comfortable, and not a bad effort from a 36 footer I thought.

Conditions improved dramatically after we passed the Prom and we again took a few minutes to tuck in close under Skull Rock to take in the sights. Once again enjoying a comfortable

ride we adjusted speed to enter the Bay with slack water at 1700 in perfect conditions. Soon after though the sky blackened with approaching thunderstorms which we just failed to beat into Mordialloc, but after a short wait we were back in the creek with a clear sky, no wind and family welcoming us home.

I would have liked to have spent a day at Deal Island but an approaching cold front meant we would have had to stay for 3 or more days and that was not ideal, so Deal and the Furneaux Group may be on the agenda for next summer.

### **Part 2 – Local cruising**

0600 Boxing Day and Donna and I were underway with Jetstar for the flight to Hobart. A friend met us and by 0900 we were at the boat with some provisions. Marina owner and good friend Chris Short had kept a close eye on the boat in our absence and it was a comforting feeling to be back onboard unpacking and getting organised.

The Sydney to Hobart leaders were expected early the next morning and we'd promised some friends a trip up the river to watch the finish. Comanche had made good time and rounded the Iron Pot at the entrance to the Derwent before we cleared Kettering in the early morning. Luckily they fell into a hole off the suburb of Taroona which enabled us to catch up with about 3 miles remaining to the finish and just as the light north westerly started to fill in again. Despite the light wind and appearance that they were ghosting along they were in fact doing up to 10 knots and we were able to sit a couple of boat lengths (theirs not ours) off their stern quarter for a fantastic view. We then hung around watching the next 3 finish before slowly cruising back down the river and D'Entrecasteaux Channel to Kettering.

A major attraction of cruising in this area is the abundance of safe and beautiful anchorages in close proximity. Our trip up the river to Battery Point and the race finish line was 16 miles, not much more than Mordi to Mornington. However once in 'The Channel' there is little need to go more than a few miles to find the next spot to explore. The trip down south to Recherche Bay, about as far as you can go before turning the corner for the south coast and on to Port Davey, is only 30 or so miles from Kettering – about the

same distance as Mordi to the Heads and takes you past places such as Peppermint Bay and Woodbridge, the Huon River, Dover and Southport on the mainland side and The Quarries, Tinpot Bay, Mickeys and Partridge Island on the Bruny side. All great spots to visit.



*Recherche Bay looking west*

Then there is the option of circumnavigating Bruny taking in Cloudy Bay and the rugged southern coastline before heading up the eastern side. Or turn right and head up the Huon River to Cygnet or Kermadie which has a small marina (and when we were there last the marina fees were waived if you ate at the pub). Keep going and you'll end up at Franklin and the Wooden Boat Centre. We've not had the boat up this far, just visited by road.

Bays vary from sandy beaches to rural and bush settings and holding in sand or mud is generally secure, so you can get a good sleep. A couple of our favourites are the Duck Pond within Barnes Bay for an overnight where it can be so still all you hear is the sound of the birds and the bush, and Little Fancy for a day picnic and swim with its clear water and gently shoaling sandy bottom and beach.

Our only incident occurred when a strong westerly change came through one afternoon while anchored in Quarantine Bay. We had been ashore here previously to tour the old Quarantine Station that is now an historical site open to visitors. This time we were onboard in muggy weather with some storms about when the forecast change came through with a bang. The wind curled around the point and a Beneteau Oceanis that had been well clear was now directly upwind and dragging anchor quite rapidly. We started engines and moved out of their path while retrieving the anchor as fast as the winch would enable, but unfortunately not quickly enough to avoid their chain fouling our anchor. We managed to get our anchor to the boat and with Donna then holding us stern to

wind and bow to bow with the Beneteau I was able to free the anchor. A bit of excitement we could have done without but all ended well.



*Sunset Pigsties Recherche Bay*

### **Part 3 – Planning and Preparation**

There is plenty of good information in the various Victorian and Tasmanian cruising guides regarding weather, tides and sea states, anchorages, radio etc. Planning should be enjoyable and rewarding and these books are full of good information. But remember they are only a guide and you need to have a good basic understanding of the weather and tides as well as considering alternative plans and anchorages should the conditions not be as forecast.

I print out the tide tables for all the Bass Strait locations (and there are quite a few) so I have a good picture of what is happening. Tide floods into Bass Strait (at both ends) and ebbs out. It is strong enough (particularly around the islands) that you need to know what it is doing in order to be aware of the impact on the sea state and your course. I also check the weather at least a few times a day and keep an eye on the barometer.

Apart from ensuring your boat is seaworthy and has the required safety equipment (as a minimum, and note Tasmania requires 2 rocket flares for offshore), it is vitally important you know your fuel consumption accurately if relying on power (and I'd suggest that even in a yacht you may have to rely on the engine to stay on schedule and ahead of weather). A lot of information published in various forms can be misleading (I'm trying to be polite) suggesting cruise speeds and fuel flows that cannot be achieved and quoting range based on just 10% reserve fuel. If you haven't already determined this, I think the most reliable method is to check your consumption accurately from full tank to full



tank while cruising a significant distance (maybe 20 – 50 miles) at the desired power setting. Then work out the burn per nautical mile. Then increase this by a minimum of 10% to account for weight and sea state. As mentioned earlier, I also work on maintaining a third of a tank in reserve.

A lot of the bottom around the Bass Strait islands has ribbon weed/grass over firm sand. I believe traditional plough and Bruce type anchors will not penetrate the weed and just drag over the top. Older style admiralty anchors used to be favoured but now the newer style Manson, Rocna and similar seem to work quite well, but it pays to try to set in sandy patches (or better still a MAST mooring if available).

References. I mentioned the cruising guides and these are a great source of information. Marine and Safety Tasmania ([www.mast.tas.gov.au](http://www.mast.tas.gov.au)) has a fantastic site with a section devoted to cruising Tasmania. Within you'll find information on ramps, anchorages, cruising moorings, the Denison Canal and even short videos of anchorages and facilities. And if you're feeling ambitious there is a publication "The Shank" detailing anchorages around the south coast including Port Davey and Bathurst Harbour. There are also an abundance of cruising articles available online which I find to be a great source to build your knowledge.

I recommend you give it a go sometime. It may require more planning and offer up some new challenges, but isn't that half the fun? The rewards are there whatever option you chose.



*Skull Rock from the south*



*Sunrise at Wineglass*



*Tinpot Bay*




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## Hammer falls on the Pompei Era but the memories endure

Feature from local fisherman

Brian Wright who grew up around Mordialloc Creek

On Wednesday 15th June 2018 an historic auction took place in the famous Pompei Boatshed adjacent to the Mordialloc Creek.

All remaining items including partly completed wooden boats, machinery, tools of trade and too many other lots to mention went under the hammer as the Boatshed is to be demolished and the area redeveloped.

It is worthwhile taking a short trip down memory lane to recall the part that the Pompeis played in the life and times of Mordialloc.

As a young lad I spent many days 'hanging out' around the Mordi Creek as my late father, George was a member of the Mordialloc Motor Yacht Club. George, like everyone in the boating and fishing community at Mordialloc, knew of the Pompeis' reputation as world class boatbuilders and supreme fishermen.

After Salvatore Pompei emigrated from Sicily he established his roots in the Mordialloc area with his wife, four sons and two daughters.

Salvatore had survived not one, but two torpedo attacks at sea during the first world war and the boatbuilding and fishing operation was obviously formed on the back of his maritime skills.

All four sons, Sal, Jack, John and Joe, were involved in the boatbuilding and fishing industry over the following years.

The youngest son Joe Pompei, now in his eighties, is the remaining member of the brothers and was the last master boatbuilder operating in the famous boatshed until recent times.

A promising young swimmer and Aussie rules footballer, Joe eventually donned the boxing gloves and made quite an impact in the ring.

He held the Australian Middleweight Title at his peak and gained hard fought victories despite "punching above his weight" as was often the case in those early days of boxing.

After hanging up the gloves he concentrated on boatbuilding and it was amazing to witness his professionalism and skill in this area. Apart from building new wooden clinker boats he would restore burnt out hulks and rotten wooden boats to their former glory, boats that to the casual observer looked like nothing more useful than firewood. Unbelievable.

John Pompei, also a boatbuilder, was a very successful professional fisherman and his knowledge of Port Phillip Bay, marine environment, fish stocks and ecology was second to none.

After handing in his professional licence John continued fishing his local waters as an amateur with his trusty hand lines.

I learned so much from my talks with John over the years but I am sure the knowledge gained was only the tip of the iceberg from such an experienced fisherman.

Jack Pompei (OAM) was awarded the Order of Australia Medal in 1987 for services to the community. Credited with over six hundred Bay rescues over his years at Mordialloc and retrieving some two thousand people, Jack certainly earned his recognition.

A master boatbuilder and professional, later to become amateur, angler of the highest order Jack to me was the "Bradman of the Bay". He racked up sea rescues like Bradman made runs.

Pompei boats were precision built with safety and reliability paramount. The boats had to be foolproof because Jack was a non-swimmer and he left wife Gwen and family at home when heading out to rescue others in often treacherous conditions.

He also trained many Water Police Officers imparting valuable knowledge on the perils of the Bay in earlier times when coastguard and rescue services were at a minimum.

Jack took great pride in his boats and of course many of them still operate throughout Australia and overseas waters. It is estimated



that ninety percent of clinker boats on Port Phillip Bay were built at Pompeis.

All would remember the famed Jack Pompei humour and practical jokes.

Many years ago my Albert Park Yachting & Angling Club mate Warren Davey and a fellow fisho were in trouble out from Mordialloc as a storm rapidly approached. They managed to tangle the anchor line around the prop in their haste to return to shore. Shortly after, Jack Pompei's rescue boat arrived, "Glad to see you" said the lads. "Not worried about you blokes, just need to get my boat back as it is fully booked tomorrow" said Jack with his very dry humour.

Many times fishermen that were keen to know Jack's secrets would attempt to follow him to his fishing spots. On more than one occasion boats would wait for him to leave the creek then fire up the motors to follow him out, only to discover they were going nowhere as Jack had quietly added additional tethers to their moorings.

A favourite party trick when dining out in Asian restaurants was to pull a live lobster from the tank then 'tickle it to sleep' on the tabletop before returning it to the tank.

In the 70's Jack once handed the tiller of his patrol boat to a young lass, none other than Toni Hawken a keen angler and wife of Beaumaris Motor Yacht Squadron's Fishing Director Brendan Hocking. Shortly after taking charge the boat ran into the rocks at the mouth of the Mordi Creek. Not all bad news as Toni remembers catching plenty of fish with her father Sam Hawken on numerous trips with Jack.

Stan was the Mayor of Mordialloc and was a great support to Jack in his successful fight to save the Mordialloc Pier and surrounding infrastructure.

It is nearly ten years since the passing of Jack and of course water still flows through the area now known as Pompeis Landing and under the renamed Pompei bridge in honour of the Pompei family. Gone however are the days when in pristine clean water multiple species including bream (over 2kgs), pinkies, flathead, salmon, gars, whiting and mullet

were taken from the forty plus Pompie clinker hire boats that were operating at the time, many caught in the creek itself. Jack also had a collection of 'pet' eels and bream that he would hand feed from the landing.

Closing the old Boatshed for redevelopment may be the end of an era but the Pompei contribution has greatly enriched our Bayside history.



*The author, left, with Jack Pompei*



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## Back Page

View from the rear as  
Derek Haagsma sails  
into the creek under  
spinnaker

### Upcoming Events

Annual General Meeting  
Date to be announced