

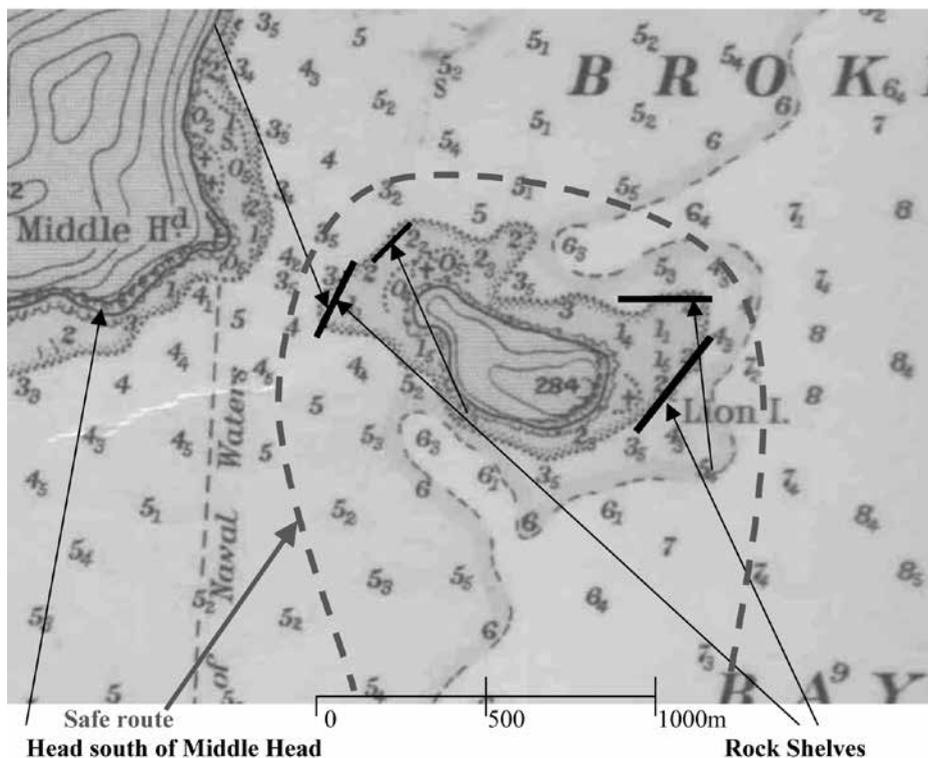


## NAVIGATING LION ISLAND – FOR INFORMATION ONLY

Special attention should be given when navigating Lion Island and its surrounds. The effects of swell, breaking seas and the possibility of uncharted rocks must be carefully considered.

There are at least four potential hazards when rounding the island. Remember at low tides the risk of these hazards may be increased. Crews are reminded to keep an active watch.

### Possible location of “Pinnacle Rock”



### 1952 Chart of Broken Bay, AUS 133 cropped to show Lion Island and modified by Brian Gray to show the location of some navigation hazards

Yachtsmen should navigate with caution especially when passing the northeastern corner of Lion Island and again when passing the western side of the Island. The recommended safe course is shown as a dashed line.



## Passing the Eastern Side of the Island

Yachts should stand off the island by a distance which is equivalent almost to the length of the Island and then sail past the Island for a distance which is at least the width of the Island before turning to run down the northern side.

## Passing the Western Side of the Island

When turning to round the western side yachts should leave at least 50% of the distance between the northwest corner of the island and Middle Head as clearance and then turn to sail to Pittwater only when they have sailed well past the line between the headland south of Middle Head and the southern side of the island.

**Tides** are very important as the **low water** clearance at the rock shelves on both sides of the island is about 2m less the height of any rocks or outcrops on the rock shelves. Also waves and swell can increase the risk of hitting the rock shelves.

**Tides and swell** conditions should be checked before attempting to round the Island.

