

Updates from the Journey of Muzz

Day 2, Echuca

Hello All



How did you go within the map & the markings? I will send a key at some point to assist - maybe..

This morning I instructed my crew to cast off from Echuca and proceed downriver.... no one listened, so I tried again, and again..... then eventually we pushed off from the muddy bank with the crew (not Muzz, I am far too clean neat & tidy at all times) making a terrible mess on the deck with the mud! He almost lost his shoes with the mud - then he nearly slipped, I am surely going to need to train him better!!!



Here is a picture of the wharf section at Echuca.

Can you work out why it is so high?

You may also note the paddle boats moored alongside - there are many of these at Echuca, should you wish to be on the river one day.

The best one is in Renmark - a steam paddle boat called the Industry but I do have a small bias here!

Well day two was hot and very windy. At times we were pushing across small waves, then we turned a bend (there were many of these) and it was quite calm. One big issue, especially for the timber boats in our fleet were wakeboats, which have a large wave produced which can tip some of the boats...

Normally this is fine but some of them sped past us all instead of slowing or moving to the other side of the river.

There was no flow down the Campaspe River and the flow down the Murray is slowing.

When travelling I use both one of my gps from my car and the onboard depth sounder / fish finder / speedometer / water temperature / compass direction and most importantly depth of the water. You will see these measurements in the corners of the unit below.



OK, so what do the measurements mean?



Next question: we travelled from river marker 1713 (that means 1,713km of river from the river mouth) to Gunbower Creek at 1648. How many river kilometres were travelled today?

Tomorrow, the weather is meant to be very wet and windy but we still hope to pass through the Torrumbarry Weir (Lock 26) at river marker 1630 and beyond.

Perhaps you could Google this lock to get some idea of what they look like?

The locks are interesting, so I will get some pictures for you as they have been in place since the 1920's (Lock 1 @ Blanchetown) - and are what keep the water stored for farmers / growers and still allow boats to travel through.

Now the crew should have got my evening meal ready - crew, where are you, Peter come back this instant!

Catch you tomorrow

Muzz
World's Greatest Admiral

