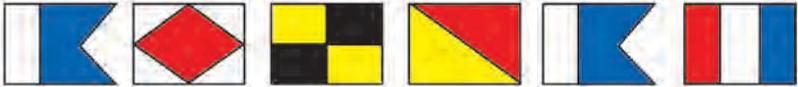


AFLOAT



The Spirit of Australia's Waterways

March 2015 No. 305

PRICELESS

**AWBF ATTRACTS
RECORD CROWDS**

Page 16

**AROUND CAPE HORN
for some 'Travel Therapy'**

Page 22

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Congratulations and thanks to all the Extreme 40 teams that were based at Noakes in late 2014: Alinghi; The Wave, Muscat; Red Bull Sailing Team; Oman Air; and SAP Extreme Sailing Team. You were great company.

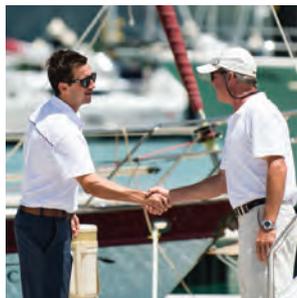
At the close of the 2014 Extreme Sailing Series, sailed on Sydney Harbour, half of the Extreme 40 teams arrived at Noakes North Sydney for major refits prior to being shipped to Singapore for the beginning of the 2015 series. Unrehearsed but well choreographed, 40 foot containers arrived by road while 40 foot catamarans were lifted by crane. An extreme day of colour and movement marked the beginning of weeks of frenetic work.

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Photo: Mitlun Rajshakar

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Front cover: Sunrise, AWBF 2015, Hobart, Tasmania.
Photo by Robert Oates | Ballantyne Photography.

Editor's Column

Australian Wooden Boat Festival attracts record crowds



Sun, sails and seriously big crowds have Australian Wooden Boat Festival organisers predicting that when the official numbers are in they may well smash overall attendance expectations by as many as 50,000 visitors.

Now recognized as one of the world's biggest and best celebrations of maritime heritage and culture, the resounding success of the 11th Australian Wooden Boat Festival in Hobart marks a significant milestone for the four-day event from 6-9th of February and the response was extraordinary.

Stunning weather also delivered the biggest one-day crowd festival organisers have seen as an estimated 60,000 people crammed the waterfront for a glimpse of some of the 575-plus craft taking part.

Set in the enchanting locale of Hobart's historic waterfront, the Royal Hobart Regatta and Salamanca Market only added to a massive turnout that had organisers forecasting a total of 250,000 visitors from all over the world, as a predicted boost of \$30 million to the local economy was also being revised upwards.

Temperatures approaching 30°C greeted the big crowds, which were also able to take in an aerobatics display from the Roulettes for the Regatta, a visit from frigate HMAS *Sydney* and the cruise liner *Diamond Princess*.

"It's off the cards, it's just amazing down there," festival boss Paul Cullen said. "It's the biggest I've ever seen in my time here."

Supplementing the festival was the inaugural International Wooden Boat Symposium which filled within minutes.

Hobart's biennial AWBF is now in the top rank of international maritime events and without question the largest event of its kind in the Southern Hemisphere.

There is nothing even remotely comparable to the AWBF anywhere else in Australia, or North America for that matter. The wooden boat festival at Mystic Seaport in Connecticut is a third the size of Hobart's. In Europe, its only rival is the week-long Festival of the Sea at Brest on the Brittany coast of France.

Famous for its conviviality, the Hobart festival brings out the best in people who are only too willing to share their knowledge, their seafaring experience and their unbounded pride in their boats.

With almost universal acclaim for a festival that celebrates our maritime heritage and culture, the boating fraternity in Hobart are passionate about their wooden boats.

Comparing similar festivals during a discussion in the Shipwright's Arms, a venue where these weighty matters are often mulled and spiced, one salty sage remarked that this festival is not just about boats, it's about the people in the boats, the enthusiasm of the exhibiting yachts and crews, and the zest of the crowd that has created what is truly one of the world's great wooden boat rallies.

Long may Hobart host such a magnificent event.

↓ Robin Copeland

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Letters

The menace of rafting up

Over the festive season when an increase in boating occurs on our beautiful waterways, there's a proliferation of many groups of boats rafted up together.

A while ago I was on a boating holiday on board my Bertram Flybridge and had picked up a public mooring and settled in to enjoy the afternoon.

A fairly strong breeze had my boat swinging around, when just on dark my boat started moving away from the mooring buoy rapidly. I immediately started the motors and ran forward to find that the bridle mooring rope was still attached to the bow cleats.

Fortunately when my boat started on its unexpected journey there was lots of empty water space around me to be able to investigate the cause.

I pulled the rope on board only to find that the rope had parted due to what I would describe as 'extreme stretch failure'. There was no sign of cutting, or damage emanating from a propeller slicing or hacking through the rope.

It appeared the damage was similar to various ropes that I had seen in the past used on winches and had been pushed past their nominated breaking strain.

Many mooring buoys have warning notices indicating the maximum length or weight that a vessel must not exceed when attaching itself to the buoy due to the risk of overstressing the mooring ropes ... in fact penalties also apply.

Thinking about how much combined weight would be placed on a single mooring buoy rope when several boats over 10 metres are rafted up together is a potential recipe for disaster, and one that I feel could have caused my own boat's potential loss or major damage, particularly if the wind had been blowing towards the rocky foreshore.

Just thinking if the rope had parted during the night when I was asleep still gives me the shivers.

On numerous occasions I have seen maritime vessels and water police patrolling through crowded areas with several groups of illegally rafted up boats and they failed to issue warnings or fines.

I would suggest that boat owners who raft up together take heed of my bad experience as it might save them from something similar ... or worse!

Captain Phil Hilzinger,
Wollongong.

Letter of the month

The Editor's choice for letter of the month will receive a **28" Yachtsman's Waterproof Bag**.

Made from tough double coated PVC fabric with seams sewn and tape welded the Burke bag is 100% waterproof.

This month's prize goes to

Phil Hilzinger,

from Wollongong NSW.



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Boating rules clarification

The letter from Douglas Brooker 'Sydney ferry's collision course' (*Afloat* Feb'15) indicates that he should learn the boating rules that apply on Port Jackson waters or stick to sailing on Pittwater.

It is stated clearly on page 60 of the NSW Boating Handbook *Safety On The Water*: "Priority over sail: Some commercial ferries on Sydney Harbour display an orange diamond shape which grants priority (right of way) over sailing vessels. This is an exception to the 'power gives way to sail' rule. Do not attempt to cross the path of an approaching ferry displaying this signal."

The "commercial ferries" refers to all Manly ferries including, of course, *Queenscliff*.

In addition, it should be realised that "large vessels are restricted to particular channels and cannot deviate from their set course. These vessels are also restricted in their ability to alter their course due to their size and need longer to turn and/or stop."



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They do not "aim for the centre of a group of boats".

The Freshwater Class ferries displace 1,140 tonnes, carry up to 1,100 passengers and usually travel around 14 knots although they can do 18 knots. 1,100 people, not unusual on weekends, would add another 80-90 tonnes. All this takes a lot of stopping or turning.

The "long blast on her horn" is often used instead of five short blasts, which mean "I am unsure of your intentions and I doubt whether you are taking sufficient action to avoid a collision." In other words, "I am warning you to get out of my way because I cannot avoid you".

People who don't know the rules and/or don't follow them, put themselves in danger as well as many other people.

I should say that I do not now and never have had anything to do with the Manly ferries except as a passenger but I live next to the harbour and see and hear what is going on.

It's quite exciting at times and some of the stupid moves made by boaties boggle the mind.

Gerry O Nolan,
North Sydney.

Ferries and exclusion zones

I don't know what Ian Davies and Doug Booker are whinging about (*Afloat* Feb'15). In about 1968 I watched, from my trimaran *Unbound*, a ferry rundown and sink a Bluebird near Taronga Park, for encroaching in his channel.

I observed very carefully that he did not have his diamond flying ... but did shortly afterwards.

I picked four survivors out of the water, with author and

journalist Lou D'Alpuget the fifth. The poor owner had gone blue with cold and shock. When the Harbour Master interviewed me on the matter, he insisted that I could not be relied upon as a witness.

Weeks later the ferry altered to a collision course with me, as I suppose I was in his channel.

Twenty years later in 1988 I was arrested as a protestor, while in a rowing boat watching a ships' parade. Even though I was outside the exclusion zone, off to jail I went. I got off the charges on the 599A (Principal offence; alternative verdict of attempt or incitement).

Honestly I think these fellas are going a bit soft and ought to stop complaining. By the way the Harbour master has absolute power in the harbour and can vest this power in the Police etc.

John Murray,
Cowan.

River Derwent

I have been reading *Afloat* for as long as I can remember. For my sins, I distributed it in my second-hand chandlery in Hobart some years ago ... now I am a subscriber. It's a brilliant magazine and worth every penny we pay for it!

However, there is one thing that I get very cross about, and that is the fact that you in your editorial (Feb'15) and some of your writers insist on calling the River Derwent, the Derwent River. Just check any of the charts available, Aus171, (Hobart to Norfolk Bay) and it says **River Derwent**.

I know I'm old and grumpy, but could you please name our river correctly.

Roscoe Barnett, Dockmaster, AWBF,
Hobart.

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Ungilding Kathleen's lily

I was delighted to read the story by Terry Lean about the restoration of the magnificent ketch *Kathleen Gillette* (Afloat Jan'15), and was even more delighted to find a mention of myself in it.

I refer to the paragraph about the 'older gentleman' who carved the ship's name into the timbers of the port and starboard bows. As I remember, these letters were about four inches high, and were drawn by Jack Earl himself.

I remember doing the work on the vessel while it was in the 'Chapel' mostly complete, but without masts, rigging etc. I cut the letters and stars only, and Halvorsens painter, I believe, did the gilding.

So imagine my consternation when viewing the accompanying photographs showing the vessel in full sail, but without a hint of the gold leafed name showing.

My colleague suggests that the Maritime Museum, who now have her on display at Darling Harbour, removed or covered up the name because it did not comply with the original configuration of the ship's design.

Maybe so, but I distinctly remember seeing the name shining in the sun on a rare visit to the Maritime Museum some years ago, and again on television, in a sweep shot of the vessels moored at the museum's wharf.

Its disappearance puts a shadow over my memory of a couple of wonderful days at Bobbin Head, meeting Jack Earl, Mr Gowland, Terry Lean and co. and of being just a small part of a wonderful restoration of a magnificent vessel, the *Kathleen Gillette*.

W. Brandis,
Balgowlah Heights.



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Geoff Ruggles and Bill Lieberman.



Arthur Mills. Freddie Harris. Peter Luke. Len Willsford.

Naviguessing on Wayfarer

I wish to draw your attention to the article 'Sydney Hobart Yacht Race historical photographic exhibition' (*Afloat* Jan'15) showing a picture of the navigator taking a sight on *Wayfarer* in the 1945 Hobart Race.

Unfortunately the picture, which I believe came from the Maritime Museum is incorrect on two counts.

Firstly it is not of Bill Lieberman but Brig (ret'd) Arthur Mills.

Secondly, navigating was done by Peter Luke and Bill Lieberman jointly.

On the return journey after the race Bill had returned to his practice as a barrister. Peter therefore took on the sole responsibility of navigating (guessing) where we were and when land would come in sight – I must report – spot on, exactly where and when it should be. Much comfort, but never any doubt really.

The pictures are of all of us enjoying an attempt at the process of using a sextant and imagining this being done in real conditions. It was instructive and entertaining at the same time. I imagine a wide variety of results would have occurred had our efforts been recorded.

The pictures also tell of the extreme level of discomfort and stress coming from ocean racing!

Geoff Ruggles,
Kiama.

Journalist banned from CYCA media centre

Further to Tenpin Bollen's letter about sponsorship being critical to our sport (*Afloat*, Feb'15). Sue Neales' story 'Sydney to Hobart Yachts Race's Yawning Gap' published in the *The Australian* is a thought provoking article and very true as to the direction of the Great Race.

That said, the CYCA has over the years exposed itself to be influenced by \$\$\$s as have all organisations, NRL, ARU, AFL, Tennis, Swimming, Basketball and now, Soccer.

In the end, it's not actually about the sport, in reality it's about the administrators of those sports losing connection with everyday people and in doing that, losing connection with the next champions of those sports. If you have not got the \$\$\$s, everyday people just cannot get involved, if they cannot get involved, they cannot get better at that discipline.

The real issue here though is just who is running the Sydney to Hobart Yacht Race Media Centre? Is it the host club, the Cruising Yacht Club of Australia? Or is it the sponsor, Rolex? Either way, someone needs to over-turn the call via a HUGE fuss so that everyone is across 'freedom of speech'.

Keep up the good work.

'Black' Joe Akacich,
Coomera, Qld.

Yachting NSW's double take

Further to Greg Peterson's letter regarding Yachting NSW taking boaters' money and offering little in return (Afloat Feb'15) there is also the issue of multiple club memberships.

In spite of years of objections every time a boater joins a club they are charged a YA membership. Many boaters therefore pay multiple times. That is a further rip off for anyone wishing to support more than one sailing or boating community.

It cannot be so hard to identify members and only charge them once ... if the will was there.

Anni Browning,
Clovelly.

Kangaroo Point Pump out Station closure

My wife and I have a houseboat moored at Brooklyn. We travel from Queensland three times a year to holiday on the Hawkesbury.

Being very conscious of oyster farm livelihoods we use the pump out Station at Kangaroo Point to dispose of our sullage. It is the only pump out station on the river since the one at Windsor, more than 100kms away, was destroyed by flood.

On our last visit South, we made our usual stop at Kangaroo Point to pump out we were informed of a petition to "keep" the pump out station.

Do you have any information about a threatened removal of this facility? Has it to do with the recent opening of a nearby waterside restaurant?

Robert and Tricia Dangerfield,
by email.

The pump out station sewage system at Kangaroo Point is experiencing capacity issues due to the recent opening of a new restaurant nearby.

Hornsby Council is investigating the installation of a second pump at Kangaroo Point as an interim measure to ensure the sewage system is always fully operational. Further questions can be directed to council at hsc@hornsby.nsw.gov.au or on (02) 9847 6666.

Spokesperson for Roads and Maritime Services,
North Sydney.

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No HF signal in Bass Strait

Further to the letter 'Death of HF one year on' (*Afloat* Feb'15).

My partner and I were on a return trip from Tassie and were caught up in a double low storm with over 40ft waves and 65+ knots after a totally misleading weather report from BoM!

We were new sailors and in hindsight we were a little too adventurous for our inadequate experience but we sailed down and back in company.

Needless to say I was trying, in exceedingly frightening and dangerous conditions to get someone, anyone, on our HF radio for moral support and to report our position in case we were lost at sea. The yacht we sailed in company with was a day ahead of us and had no HF.

This lasted for three days. And no contact on HF from Tasmania to Victoria.

On the third day we saw a strange plane above us and later learnt that it was a search plane issued from Canberra because no one had heard from us and our friends had thought we were lost!

Also, when I volunteered at Mackay Marine Rescue as a radio operator, the HF wasn't turned on. Apparent only a very few knew how to work it!

So yes, someone will die if this issue isn't addressed immediately.

Lorraine McCann,
Yacht *Starship*.



Ferry South Steyne at Circular Quay 1963.



Sjö Ro sailing in the Balmain Regatta 1998.



Parramatta River pollution 1972.

Old maritime photos

The article about the restoration of *Sjö Ro* and the letter about the ferry *South Steyne* (*Afloat* Feb'15) prompted me to look through my vast library of photos I have taken over the last 50 years.

I have been scanning my old black and white negs and colour transparencies – a slow and tedious process – and have several hundred shots of Sydney Harbour, the Hawkesbury, Brisbane Water and other locations. Most feature old boats and boat sheds which no longer exist, as well as many action shots of yacht racing.

I am constantly amazed by the amount of knowledge and history *Afloat* readers share.

Jeff Pickering,
by email.



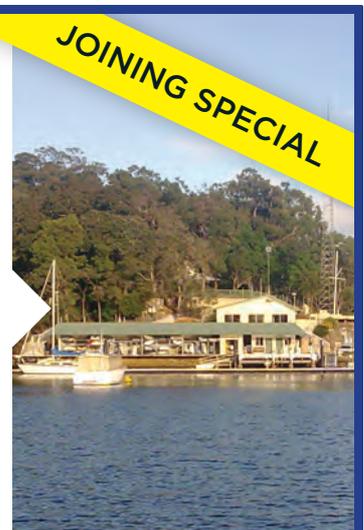
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Yacht Morna on Sydney Harbour circa 1925. ANMM.

Surpassing Morna's Sydney to Hobart Race record

Wild Oats XI's record eighth Line Honours win in the 2014 Sydney to Hobart Yacht Race from 10 consecutive starts is an outstanding achievement, and full credit to all involved.

But whenever it is reported, little recognition appears to be given to the yacht that previously held the record of seven line honours wins; also from 10 starts.

That yacht was *Morna* and it took 53 years for her record to be equalled, and 54 years for it to be surpassed.

Morna was launched over 101 years ago, on 28th August 1913, from the yard of her builders Morrison & Sinclair, Johnsons Bay, Balmain (they moved to Longnose Point in 1923).

Her first three wins (1946-48) were as *Morna* and the subsequent four wins (1954, '56, '57 & '60) as *Kurrewa IV*. She was also runner-up to *Even* in 1955 and *Solo* in 1959.

These days *Morna* appears to be in a seriously run-down condition and languishing on a swing mooring in Neutral Bay, Sydney Harbour. A very sad and forlorn sight.

Bob Chapman,
Putney.

Akuna Bay Cooking Club

I have set up a cooking club at the Akuna Bay Marina on the Hawkesbury River at Terrey Hills.

The club has a unique and picturesque location and our cooking is specifically for boaties with all the considerations,



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such as lack of cooking facilities, space and refrigeration to name but a few.

The club is a friendly little group which encourages boat owners and the like to come along every second Thursday evening at 6:30pm and cook up a storm.

We are very lucky to have many skilful and in some cases internationally qualified chefs participating, and have had a huge level of interest from boat owners and, through their networks, boat owners from other marinas starting to get involved.

Each class is limited to 12 participants and I have prepared six kitchen kit tubs containing everything that is needed for these aspiring chefs to excel and all the ingredients are provided for each lesson, so people just need to bring along themselves and a nice bottle of wine.

Each participant will do the cooking as this is a hands-on event, so there is instant gratification (and critique) and they, in most cases, will get to take home the left overs and share them with family and friends.

The website is still evolving with recipes and new additions almost daily and can be viewed at <http://akunabaycookingclub.wordpress.com>

Ian Smith,
info@akunabaycooking.club; tel: 0412 040 757,
Brooklyn.

R.S.V.P.

Please ensure letters to the RSVP section include your contact details (e.g. Name, phone number, email address and suburb).

Trimaran Triana burgled, burnt and sunk

I built *Triana*, a 22ft trimaran from scratch over a three year period, the materials alone costing \$25,000 (not counting my labour). Late last year, *Triana* was refitted, relaunched and relocated onto a newly laid swing mooring at Basin View in the beautiful St Georges Basin of NSW.

Last Friday, after seven weeks of other commitments and bad weather, I got back there, only to find the two amas (outrigger hulls) floating in the water at the mooring. There was no sign of the vaka (centre) hull – the one with the mast, outboard motor and all the other expensive bits of gear.

Shock? That would be serious understatement. There is no way it could have sunk unassisted due to extensive patching of the outer glass sheathing, plenty of scope on the mooring chain and headrope, plus the inclusion of two new automatic bilge pumps

Investigation of the remains was fairly easy because the depth was under two metres. I located the pulpit and foredeck, but was puzzled at not feeling the rise of deck to the mast base and the cabin. My diving mask had gone, but a bit of free diving and some digging around soon proved that entire deck, cockpit, stern arch and outboard were missing, along with new sails, new fridge and all other items of value. Also, the boat had been *burnt* to the waterline and the remains were settling into the soft seabed.

A neighbour later told me he had seen the new mooring being laid and the boat arriving at the mooring. One week or so later, only the floating amas remained visible. Naturally, no one else had “seen anything” but there was a history of theft in the area, also one particular individual who had previously cut moorings in the bay. Call the police? For what result? Insurance? There wasn't any. Try insuring a trimaran in NSW!

Simply to remove them from the water, the amas were beached and loaded onto the trailer. When I get back with diving gear, I'll try to recover the mast (burnt and bent from the heat of the fire) and anything else that might be salvageable, though the value of these items will be minimal.

In summary, anyone in the St Georges Basin area hearing of someone selling yacht fittings at cheap prices might call the police.

Assistance from anyone with information might not help me, but might help prevent this piece of excrement from a similar performance elsewhere

Alan Loveard,
0418 230562; <alan.loveard@aspac-consulting.com.au>
Basin View.

Khatabundah

I have just purchased this 36 foot Allcraft built in Sydney in 1974. The vessel name is *Khatabundah*. Just wondering if anyone knows any details of her history?



David Hooper,
lcp@bordernet.com.au
Lostock.

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NO BOATS, NO LIFE. KNOW BOATS, KNOW LIFE.

The resounding success of the 11th Australian Wooden Boat Festival marks a significant milestone for the four-day event that is now recognized as one of the world's biggest and best celebrations of maritime heritage and culture. **Bruce Stannard** was among the many sailors who voyaged to Hobart.



Photo by Mihun Rajshakar

For four glorious mid-summer days Hobart lay beneath the perfect pale blue dome of a cloudless sky. Bathed in a cool, clear, almost ethereal light, the city looked to the sea and smiled as one by one the long line of pilgrim ships sailed up the Derwent with sheets eased and the gentle easterly astern.



In this sublime setting the vast panorama of square-riggers and sail of every shape and size possessed an almost dreamlike quality, as if an old diorama had magically materialized, turning the clock back to the early years of the 19th century, a time when this, the most southerly city in the Antipodes, depended absolutely on just such ships as these.

In that heady atmosphere it was impossible not to feel a profound sense of kinship with each and every one of the salty old sea dogs who make the long voyage around the coast and south to the island state, turning its biannual Festival into such a compelling celebration of our maritime heritage.

Day after day the sea breeze scattered a sparkling diamond light across the broad blue baize of the Derwent, ruffling the limpid waters of Sullivans Cove and stirring the tens of thousands of signal flags and high flying pennants fluttering from the varnished masts of a fleet of classic yachts.

In the delightful setting of Hobart's historic waterfront, the King's Pier and Constitution and Victoria Docks, 575 lovely old wooden boats were lying snugly side by gleaming side, objects of adoration among a crowd that eventually numbered more than 200,000 people from all over the world.

All those boats with their glittering varnish and brightly burnished brass created a truly dazzling spectacle. It is one that never fails to arouse the spirit of the wind and the sea in my heart.

It was in that exultant atmosphere that I experienced if not an epiphany then certainly a moment of clarity. For there, amid the many grey-bearded old codgers sauntering among the crowds on Franklin Wharf, I saw a grizzled veteran sailor proudly wearing a tee-shirt boldly emblazoned with a pithy philosophy that summed up the festival in just four words. "No Boats, No Life," it shouted. "Know Boats, Know Life."

I smiled and nodded in the Salty Sea Dog's direction. "Aye, aye Sir!" I muttered, "That is what it's all about."

When the Australian Wooden Boat Festival started in Hobart back in 1994 it was little more than a low-key get together among a handful of friends who had built a Whitehall Pulling Boat and had subsequently been inspired by a visit to the great French Maritime Festival at Brest in Brittany.

Since then the Wooden Boat Festival, which is now endorsed by the Tasmanian government and sponsored by the state's most dynamic bank, has grown and grown, morphing into a huge four-day extravaganza celebrating every aspect of our collective maritime heritage and culture. There are songs and seafood, theatre and story-telling, lovely old marine engines, model boats and hands-on displays from master craftsmen to the "Quick-



The author on Varg.

Photo by Craig Karlstrom



Varg, Kraig and Carolyn Carlstrom's classic example of a 1924 eight metre earned pride of place – in every respect a breathtaking example of the boat builder's art.

and-Dirty” fun of youngsters building, painting and sailing their own little canvas-covered cockleshells.

Today, in its 11th iteration, the festival has come of age and is certainly the biggest and best of its kind outside Brest. There is nothing to touch it in the United States nor in Britain and I can say with complete confidence that no other Australian city could come even remotely close to doing what old Hobart Town does so well in its unique, historic setting by the sea.

The 2015 festival was our fourth. My wife and I based ourselves not down by the jostling waterfront but up in historic Battery Point amid the Georgian delights of its tiny shipwrights' cottages

and the splendid homes of sea captains. It is a berth that gives us a wonderful opportunity to explore and imbibe the atmosphere of the old seaport and the men and women who made it.

On our early morning rambles down Sandy Bay Road, we turn right into historic Hampden Road where we come face to face with the ashlar glory that is *Narryna*, the sandstone mansion built by the enterprising Scottish sea captain Andrew Haig in 1834.

With perhaps a touch of hubris, Captain Haig, a fluent Hindi speaker, gave it the name that means “resting place of the god of the sea.” Captain Haig once owned all the land from *Narryna* down



Carolyn Carlstrom puts in the elbow grease to keep the varnish glittering.

to Salamanca Place where he also built several of the lovely sandstone warehouses that today add so much character and dignity to the Sullivans Cove waterfront.

On we dawdle, past Jackson and McRoss (Bakers of Fine Bread, Cakes & Pastries) and stone cottages with richly evocative names like *Mafeking*, *Pretoria*

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Brilliant Coats for Brilliant Boats



Mallana (rear) and Yukon, battle for position on a beam reach during the Trading Ketch Review around West Point Casino.

and Waterloo. We then take a left into Runnymede and enter the delightful Georgian time-warp that is Arthur Circus with its immaculate, almost Lilliputian cottages arrayed around the perfect symmetry of a manicured circle of emerald lawn shaded by three noble chestnuts.

We fell in love with Arthur Circus when we first laid eyes on its tiny cottages 35 years ago. In a city that undoubtedly has more fine Georgian architecture than any other in Australia, this is one of the genuinely unspoiled gems.

How it survived the horrors of the slash and burn years of 1960s architectural vandalism remains a mystery.

Right around the corner are some hideous concrete flats that provide sobering evidence of that era of unbridled philistinism.

On our way downhill to the waterfront we pass the Italianate magnificence of Lenna, the old MacGregor mansion (now

masquerading as an hotel) formerly the splendid home of Tasmania's most prolific shipbuilding family.

The MacGregor Yards once dominated Battery Point with the slipways where so many of the beautiful inter-colonial trading ketches and schooners were built throughout the 19th century. Tasmania's maritime heritage is all around us here as we make our way down by the long row of elegant sandstone warehouses that add so much dignity to Salamanca Place.

Famous for its conviviality, the Hobart festival brings out the best in people who are only too willing to share their knowledge, their seafaring experience and their unbounded pride in their boats.

This festival is not just about boats. It's about the people in the boats, the men and women who built them and those who sail them, puttering around Tassie, voyaging around Australia and around the world. Every one of them has their own special

stories and I never tire of listening to their adventures.

Let me introduce you to some of them.

On the northern side of Victoria Dock my eye was arrested by what was undoubtedly the most beautiful, the most immaculately maintained fishing vessel I've ever seen.

She was the spotlessly clean white-hulled Rachel Christine, a 50ft Celery Top Pine crayboat designed and built by Malcolm Fergusson at Triabunna in 2002. Fifty ti-tree cray pots were neatly stacked on her foredeck, cushioned by black rubber mats. Long white craypot lines were neatly flaked in their bins while red white and green floats stood ready in theirs.

Everything about the boat spoke of the meticulous care and attention she was under; so much so that I thought at first she may have been one of the several former Tassie crayboats that have now become privately owned pleasure boats.

I felt greatly privileged when her 61-year-old owner-skipper, Rodney Clark invited me aboard and proudly showed me below. He told me Rachel Christine probably will be the last heavily constructed wooden fishing vessel to be built in Tasmania.

"No one can afford the time, the money or the patience to build a vessel like her today," he said.

Her six to eight inch planks, each 13 to 20ft long, are fastened to massive Blue Gum frames fashioned from three 4x1 inch laminations. The huge deck beams are an incredible seven laminations of 4x1 inch Spotted Gum. This, I thought, is the kind of boat in which I would gladly go to sea.

Rodney has been doing just that on his own for the past 35 years. He has a quota



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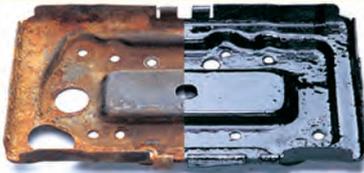
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that permits him to harvest 50 tons of crayfish during the season, which runs from the first of March to the end of February. To get at the best crays he says he often has to tackle the dangerous and difficult task of working close in under south-eastern Tasmania's treacherous cliffs.

I wondered if he had ever had any close shaves.

"Oh yes," he said nonchalantly, "plenty of them. There are risks every time you go to sea. I've had to climb over the stern many times with a knife in my hand when the prop has been fouled by lines."

Rodney keeps a special serrated-edge pruning saw handy for just such emergencies although he added that he has also had small razor-sharp slashing blades welded to the propeller shaft.

"There have been times when I've ended up with a great tangled mess down there but I've always managed to

get things squared away in time. It can be dodgy working in under the cliffs because you're often in seafoam that can be a metre thick at times.

"The foam completely smothers the craylines and their floats so I have to go in very, very carefully."

Rodney took me down below to see his immaculately clean engine room and its spotless 270hp Yanmar diesel, which was gleaming like new despite the 17,000 hours it had logged. I could have happily eaten a meal down there.

On the northeastern side of Franklin Wharf I spoke with two men who are passionately keen about marine engines.



The Admiral, an eight-oared pulling boat designed and built in Hobart in 1865, is the oldest still working boat in Australia. She offered rides around the cove.



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Chuffing, wheezing and farting, this 5hp Frisco Marine Engine made in 1910 exudes the aroma of petrol fumes.

Geoff Rowlings had come down from Swansea with his extraordinary collection of vintage outboard motors. He had 50 of them on display with another 100 others stashed in his shed back home. He told me he collects outboards for the simple pleasure in salvaging something useful.

His earliest outboard was a 3hp 1913 vintage Wisconsin Row Boat Motor, but among the other treasures found on trash heaps was a 1925 Johnson ("she'd have been a mean beast in her day") and a 1940 Coventry Victor 7hp outboard used in 1944 to ferry British troops on the English Channel. Geoff's wife Dianne is also a collector, not of outboard but push lawn mowers!

Standing next to Geoff Rowlings' outboard display were the wonderful old marine engines owned by members of the Hobart Vintage Machinery Society.

Chuff, chuff, chuffing, wheezing and farting, the engines exert an irresistible hold on their owners who savour the aroma of petrol fumes like devotees wafting incense in a temple.

Dr Andy Moran, a dentist, was proudly displaying one of the earliest, a half-ton 5hp Frisco Marine Engine made by the Standard Gas Engine Company of San Francisco in 1910. Dr Moran said the engine had been left standing in a yard for some

15 years after it was salvaged from the rotted hulk of a 28ft half-cabin launch wrecked on a beach at Woy Woy.

With masterful understatement he said the engine was "pretty desperate" after so many years of saltwater corrosion. Even so, he took himself off to TAFE where he



City of Hobart Highland Pipe Band.



A team of six enormous horned bullocks lumbered along Hunter Street hauling a load of Peppermint and Stringybark logs.

qualified as a fitter and turner and an expert welder, the very skills he needed to restore the old chatterbox Frisco to her former glory.

He rolled his eyes when I asked him how many hours he had spent on the restoration. He had lost count but thought it might have been in the order of 400.

"I could never afford to pay a tradesman to do all that work," he said. "And besides, the enjoyment lies in doing the work entirely by myself."

On the northern side of Victoria Dock I watched with awe as a team of six enormous horned bullocks lumbered along Hunter Street hauling a load of Peppermint and Stringybark logs from the Derwent Valley.

They were destined for Alex Dean and other craftsmen demonstrating their skills with axe and adze in the Shipwrights' Village. Using mauls and mallets Alex broke the massive logs down into slabs in a matter of minutes. It was grand to see the master axeman work so deftly and so quickly with those simple hand-tools.

Brian Fish, an Oatlands farmer was up at the pointy end of the bullock team. Like the Man from Ironbark, Brian likes a lark. He winked and bellowed an address to the incredulous crowd of onlookers.

"Ere," he yelled, "any of youse speak bullocky?"

"Nah? Well, jes let one of them bullocks stand on ya foot and you'll be speakin' bullocky like a real old timer. Words'll come out that you never knew you 'ad."

Having heard plenty of character-forming bullocky words in my far-off years as a for'ard hand struggling with wineglass spinnakers on the semi-submerged foredecks of racing yachts, I smiled as I thought of the bearded old salt with his philosophical tee-shirt: "No Boats, No Life. Know Boats, Know Life." ⚓

Photo by Eric Graudins

Photo by Mithun Rajshakar

Quirky takes his paint box to Hobart for the Australian Wooden Boat Festival and is captivated by boats great and small, enjoys the brilliant weather and as much taste-of-Tassie as he can stack on the table. Sadly his 1960s Breton Red sailing trousers were now outdated by the 2015 range of fierce pink ...

We sailed to the festival and stayed aboard the 1951, 53foot cutter *Roama*. So calm, the crew hoisted the skipper aloft to revamish the mast from a bosun's chair. Formal attire was required at all times....



You did not have to be a boat enthusiast to enjoy the festival. there was also wonderful water side wining and dining and all manner of entertainment.... some people thought the festival was a day shore..... (watch out for insubstantial hazards)

and CULTURE! Does anyone remember Harry Secombe and his East Acton stick dancers? They were there!



the quick & dirty boatbuilding was quick and very dirty - and imaginative.



Many Tasmanian boats are designed for sailing indoors in the roaring forties. The Owl and the pussycat would have loved this husky 40 footer.

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That taste sun is really hot....

I told you not to touch it....

Men's Women on Water. Don't get in the way of these women in their St Ayles skiff....

the festival brought out a wide variety of wooden boats - and their owners in glorious, hot sunny weather. The was talk of visitors totalling half the island's population! Why can't we do a festival like this in Sydney Harbour?

Sadly my 1960s Breton red sailing trousers were now outdated by the 2015 range of fierce pink....

HOBART 2015



Water Music - No not the George Handel stuff, but good old sing along honky tonk tunes.



While I failed the halcyon with my fort....

this is the skiff * (has a strong grip, heels & dental - Subvorn).

AROUND THE HORN

Cape Horn.



After losing his wife to cancer and in the same year coming close to death his life changed forever. So **Chris Ayres** embarked on some 'Travel Therapy' to help get his life back on track.

My wife Rhonda and I had always shared a passion about what we called 'cold blokes in boats' – the tales of intrepid voyages to remote – and icy cold – parts of the world. Last year the chance to sail to Cape Horn came about after I contacted a particularly competent Aussie sailor by the name of Tony Mowbray.

I first met Tony at the Sanctuary Cove Boat Show way back in the days when Sanctuary Cove had a pub. He offered a service. To help make dreams grow into a reality. Having a pedigree as a Round-the-World Yachtsman, Tony had a wealth of serious offshore sailing experience. He

offered a service whereby those with some sailing experience can pay to be crew on his 60ft former Volvo 60 schooner *Commitment*.

My life had changed forever with the loss of my wife and best friend to cancer and in the same year damned near lost myself to endocarditis. This required an emergency operation to replace the aortic valve. So I embarked on 'Travel Therapy' to help get my life back on track.

In response to an enquiry in 2013, Tony sent me an email and this time I rang him back.

"Don't worry about the aortic thingy," he said. "Come sailing with me."

So I did. Best decision I had made in a long while.

As I went through Customs and Immigration at Ushuaia International Airport I was impressed by the professionalism, care and courtesy of the Argentinean officers, a stark contrast to the bullying bureaucratic rudeness of the Australian equivalent. A Customs officer even stopped to get me a trolley so I could wheel my bag to the taxi rank.

There were five other crew – all experienced sailors, the youngest 40, the rest in their mid 60s. After getting the last of the supplies, we left first thing the next morning.

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Marina at the Chilean harbour of Puerto Williams, the last township before the Antarctic.

Commitment is not your ordinary cruising yacht. She was built in fibreglass by Southern Ocean yachts at Poole in the UK and launched in 1981. The vessel has five separate cabins, most of which have two bunks one up and one under with a hanging locker and drawers under the lower bunk. Each cabin has a ventilation hatch but usually the weather is such it is kept dogged. She has three heads and two showers. The saloon is open plan and a mite short on grab rails.

Her vital statistics are: LOA 18.2 metres, beam 4.59m draft 2.41m with a gross tonnage of 32 tonnes. Her rigging is the heaviest I have seen. The primary cockpit sheet winches are massive. Radio and navigation equipment included HF, VHF and hand-helds, satellite phone and email systems, Navman Chart plotter, Raytheon Radar and Navman instruments.

She was steered by a very dependable Coursemaster autopilot. Weather reports were received via email Grib files (see

Afloat Feb'14) which provided accurate forecasting. The vessel also received shore-based maritime weather reports. I had not been on a yacht using Grib files and Tony took the trouble to show me how the system worked. It was very impressive.

She possessed comprehensive safety and emergency gear. In all she was perfectly suited to the sort of extreme weather expeditions she undertook.

Leaving Ushuaia astern and heading down the Beagle Passage, the bay expanded into a magnificent broad waterway. Snow capped mountains reached from sky to sea as we made our way South towards the Chilean harbour of Puerto Williams, the last township before the Antarctic. Puerto Williams is named after English naval officer John Williams Wilson who served with Scotsman Lord Cochrane in the Chilean Navy in 1824.

Motor sailing along, we saw penguins, seals and albatross all against the backdrop of spectacular mountain peaks.



Our course at Cape Horn.

Isla Navarino was to starboard and to port was Argentine Terra del Fuego.

The approach to Puerto Williams took us past a headland on which is located a small airport. Once around this, the tiny harbour unfolds. First the fishing dock, then a small naval base and finally the 'marina'. We rafted up at the Malvi – an old ammunition ship now converted into the sailing club – and went ashore. Customs and immigration were efficient and courteous so we were able to depart well before dark.

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Just south of an outcrop called Rocas Catedral is the famous sculpture of the Albatross, protector of the souls of all sailors who have lost their lives off Cape Horn.

We continued down the Channel until we came to Caleta Martial, a beautiful protected bay on Isla Herschel. Here we anchored in fine weather and spent a comfortable and protected night. The plan was to head directly towards Isla Hornos the next day.

At first light, we raised the anchor – *Commitment* carried a huge Manson Supreme anchor – and, since there was little in the way of a breeze, motor sailed South. We had breakfast on the way – French toast a la Tony. As we headed through the Paso al Mar del Sur, we caught our first glimpse of the Horn. As if by fate,

a lone Albatross appeared and floated across our stern. The Albatross – despite its unfortunate fate in the *Rime of the Ancient Mariner* – is the protector of all sailors in these wild southern seas. It promised to be an easy passage.

Our next challenge was to get into our oilies and sea-boots and finally life-jackets. A combination of patience and brute force prevailed. But getting into oilies suitable for extreme climates is the easy part.

The truly hard part is to satisfy the call – or for some of us – the *scream* – of nature. Layer one – normal undies, layers two and



Commitment stands by in a small bay at northern end of Isla Hornos awaiting our return.

three – long-johns, layer four jeans and shirt(s), layer five light waterproofs, layer six – serious, heavy, solid waterproofs. By the time you are through that lot, you have either forgotten what you were going to do, or it is too late!

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Club Nautico Ushaia marina.

8.30am we were off the Horn. It was remarkably calm – the wind must have only been about 15 knots and the seas were passive. We motored to the northern end of the island into a small bay. Here was a landing on which a series of timber steps, painted white, led upwards to the lighthouse.

Commitment hove to while the dinghy was lowered. We went ashore in two groups of three, with Tony's son Jody handling the dinghy. I went with the second group. Tony stayed on board to keep *Commitment* in position and watch for any changes in the weather. The landing place in the small bay consisted of boulders and smaller round and slippery stones. These were covered with weed and slime making then a mite dicey. There was a consistent swell coming into the bay so we waited until the dinghy was riding inshore before stepping out and onto the rocks.

On the pathway, we were met by Captain Valdez, who proudly described himself as the southern-most lighthouse keeper in the world. He and his wife and pet dog are stationed here for one year. We were invited into the lighthouse, a small museum, the accommodation and then upstairs to the giant Fresnel lens and the mechanicals of the lighthouse.

I was shown the radio equipment – a collection of HF and VHF radios – which are used to communicate with passing ships and to repeat weather information. Captain Valdez told us a major front was coming through and as if fate signalled, Jody received a call from Tony that we needed to make our way back to *Commitment*.

On our return, we looked briefly into the small chapel, containing names of visiting ships and crew. On the southern


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The remains of the storm the next day. Sounding like a screaming jet engine, the storm gusted, so they later said, at over 100 knots.

tip of the island, just south of an outcrop called Rocas Cathedral is the famous sculpture of the Albatross, protector of the souls of all sailors who have lost their lives off Cape Horn.

By 10.30 we were back on board *Commitment* and busy raising the dinghy onto the foredeck. The tides had changed and the seas were becoming less predictable. We each took turns steering as we rounded the Horn. The seas started to rise quickly as gusts blew in from the south west.

As we sailed back around the Horn, we saw many fulmar, albatross, penguins and seals. By late afternoon, we reached Islas Wollaston and entered a protected bay on the northern side. Here we dropped anchor in 10 metres. The bottom was dense kelp. The strands of kelp were more than five metres in length and as thick as a man's body.

The dinghy was then lowered once more and two very long 16mm lines were taken ashore, one at a time. The lines must have been over 500 metres in length and each line filled the dinghy. The line was shackled to a steel hawser, which was wrapped around a boulder. This was repeated with the second line. The lines were then pulled in using the sheet winches with all of us taking turns until the lines were taut and the ship firmly held in position.

A little later a French yacht joined us. They were from Brittany and filming a documentary of their adventures. They were all cheerful, but we had to shorten up to give them passage since they chose to tie up closer in to shore.

Shortly after they had anchored and fastened their stern lines ashore, they all appeared on deck in wet suits. Those with diving gear went over the side. When they came back aboard they then proceeded to complete a series of deck exercises – push-ups and so on. *Les Français! Merde!*

We left early next morning. As we motored up harbour, we noticed a dismasted yacht at the Naval dock tied alongside a Patrol Boat. At the Club we met the owner of this yacht, a US father who had sailed in this lightweight racing craft from New Zealand with his family including two small children.

Five hundred miles off the west coast of Chile they were dismasted. The Chilean Navy went to their rescue and towed the vessel to Puerto Williams. This was the reason why the authorities were anxious, particularly with another storm predicted. The latest weather reports were for a massive front approaching.

If we couldn't clear quickly, the authorities would have to close the harbour and we could be stuck at Puerto Williams for

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Ushaia from yacht club marina.

days. The officials, realising our situation, quickly and efficiently cleared us. Within an hour we had cast off and were on our way up the Beagle Passage passing Isla Navarino to the south and Patagonia to the north.

The Chilean authorities kept in close contact with us and gave us regular weather updates. Jody's proficiency in Spanish was a real benefit for us; keeping both the authorities and us informed of all developments in the approach of the coming storm. I thought what a great partnership this was – father an experienced world sailor and his son an expert in handling ships and proficient in languages.

Once again we had to don our foul weather gear, but we were now flying towards our destination at the protected marina at Ushuaia. As darkness closed in, and the wind became noticeably colder and stronger, the lights of Ushuaia loomed ever closer.

As the wind rose, so did our speed over the ground as favourable currents worked with us. An enormous body of water flows into and out of the Beagle Channel, making navigation difficult, particularly as depths can vary from over a kilometre to less than one metre in distances of less than a mile.

Despite the bright lights of the city masking the leads, Tony and Jody had

no problem in taking us in to the marina. The Argentine authorities kindly let us dock for the night and allowed us to clear Customs and Immigration next morning. Or did they simply want to knock off after a long day? It was after all, after 10.00pm by the time we were safely and securely tied up. A hot meal never tasted better.

That night, at about 3am I was awakened by the sound of a jet engine outside, next to my bunk. But it wasn't a plane. The storm gusted, so they later said, at over 100 knots. But by the following day, it was settling down to a light and gentle 50 knots. We were safe and secure at AFASyN Yacht Club (Asociacion Fueguina de Actividades Subacuaticas y Nauticas). And we had rounded the Horn. ⚓



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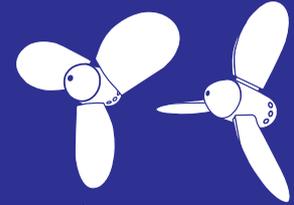
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GOURMET FARMERS AFLOAT



Matthew, Nick and Rod gathering mussels.

Nick Haddow* swaps his gumboots for deck shoes and takes to the high seas on a mission to circumnavigate Tasmania while exploring the rich culinary experiences that lie along his island home's shore, tracing the path followed by the first Europeans to chart Tasmanian shores, beginning with Abel Tasman in 1642.

When the decision-makers at SBS asked me and my mates, Matthew Evans and Ross O'Meara, to consider circumnavigating Tasmania in a wooden yacht while filming a TV show, we contemplated it for about two seconds before we said yes.

The idea was to make a fourth series of *Gourmet Farmer* – the ultimate boys adventure that not only showcased our island's wonderful produce but also referenced Tasmania's history, both the Indigenous and the Colonial.

Matthew, Ross and I all live a stone's throw from the water and frequently partake in all that it offers up. We are all keen divers, love paddling, are enthusiastic (and far from expert) fishermen, Ross is a surfer and I love sailing. Matthew is far more comfortable in the water than on it, so in truth, the prospect of a circumnavigation did not thrill him but with a little cajoling and peer group pressure his sense of adventure (or pride) prevailed.

The next problem was the boat.



Nick, Garth, Rod and Matthew enjoy the fruits of their labour on the foredeck of *Solquest*.

SBS turned down the opportunity to buy us a boat (bloody budget cuts!) so we needed to find one.

It had to be strong enough to handle the worst the southern ocean could throw at us, comfortable enough to sleep us all for weeks on end and big enough to accommodate a film crew at times. Most important though was the galley. As anyone who has lived onboard will tell you, the difference between a good galley and a bad one is the difference between a three course meal and a cup-a-soup.

On the second series of *Gourmet Farmer*, we sailed to Maria Island onboard the *S.V. Saona* – a ketch-rigged, Huon pine beauty built in 1940. The crew vessel for that trip was the far more comfortable and luxuriant *Solquest*, owned by Garth Wigston.

Solquest quickly emerged as the preferred boat for our trip – she sleeps six in comfort, has full head room (important for Matthew and I who are both well over six foot), is spacious both above and below deck, has an aft deck with a bbq, is well set up for diving and fishing and, best of all, has a galley to rival some of the commercial kitchens I have worked in.

I had done a few twilight races on her so knew Garth well enough to guess he had a weak spot for adventure. I was right on the money. He gave it slightly less due diligence than we did before signing up.

In typical fashion, the crew boat was bigger, faster, sexier and more comfortable. She was *Masterpiece*, a stunning Huon pine cruiser built and owned by Alan Perkins. *Masterpiece* was a stable platform to film from or launch the drone from that provided the incredible aerial shots in the show. She could cruise comfortably at 20 knots through most conditions and had ample space for Gary the sound recorder, Gilly our cameraman, Josh the director



Matthew Evans.



Rod and Nick suit up for a dive bringing back fish galore and a bag of green lip abalone to boot.

and Toby our production assistant, as well as the mountain of gear that accompanied them. Alan was assisted by his son-in-law, Ben, who filled his days feeding the crew, ferrying us about in the tender and keeping the drinks fridge full.

At Garth's request, the very able bodied seaman Rod Payne also came along for the journey. Although Rod was like the phantom crew member – never appearing on screen, despite his best efforts – he was an omnipresent force and provided a steady hand and a focused mind when the rest of us were being distracted by cameras,

cooking or fishing. As invaluable as he was, the producers were keen to keep the on-screen 'crew' as small as possible, from the viewer's point of view, that is. Just the three lads and Garth. This suited Rod fine.

Unfortunately with the five of us on board and the addition of another three behind the camera, space on board *Solquest* while we were filming was at a premium. Frequently, the call would go out "Get out of the bloody shot Rod!" when he stuck his head out a hatch or emerged from behind the dodger. Lucky he's not the sensitive type!

Any long trip at sea requires considerable planning and organisation. Routes need to be researched, charts need to be bought, provisions sourced, gear checked and repaired ...

When you add in the fact you are also making a TV show at the same time and every hour needs to be accounted for and every episode pre-determined, then the amount of planning required grows exponentially. This trip was six months in the planning with a team that included local indigenous experts and historians. Episodes were mapped out (although never scripted – we can't act for quids) and locations and talent were lined up. Eventually after a million hours



Nick in a Freycinet vineyard.

of planning, we were ready to kiss our families goodbye and get on the water.

Our departure day was grey and drizzly. *Solquest* is permanently moored at the Kettering marina which means it has great access via the floating pontoons. The three of us took eleven trips each, in the rain, to and from our cars before we had moved a mountain of stuff onboard to be stowed for our journey.

Dive gear, fishing gear, cooking gear, bushwalking gear, surfboards, rifles, barbecues, gas bottles, charts, books, laptops, sleeping bags, clothes for every eventuality... and that's before the



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consumables. Boxes of vegies, string bags of citrus and onions, jars of condiments, sacks of flour and rice, a cask of whisky (yes, really), six dozen bottles of wine... *Solquest* almost sank under the weight. Garth's sense of humour certainly did.

We had a land crew that followed us around where possible in a (also fully loaded) van. This meant that we could get access to producers and the places of interest located inland and also have a mobile kitchen set-up for cooking and filming off the boat.

Toby was our lovely land-lubber who never failed to collect us or deliver us on schedule, would always have the kitchen set up before we arrived and did the cleaning and pack down after we left. Toby is also a qualified sound recorder so on the occasions we had two cameras on he was worth his weight in gold.

We circumnavigated the island in an anti-clockwise direction, leaving in February and arriving back at the end of April. As we sailed back up the Derwent and into Constitution Dock, I was struck by the colour of the trees scattered through Battery Point.

It was summer when we left and autumn on our return. The seasons had passed almost without us knowing it. Seasons are the domain of the land – at sea, you have a more myopic view of the world; the wind direction, the current, the swell and the depth. These are the things that you are constantly noticing for any sign of change. A change of season is too slow a thing to notice when you're at sea.

During our voyage we stopped often and went ashore many times. I won't spoil it for you – you are going to have to watch

the show to see all the amazing places we anchored and the incredible people we met along the way. But I will give you a few of my personal highlights.

Moulting Lagoon was life changing. This is a place I had driven past dozens of times and rarely stopped. It always struck me as a benign backwater of little interest. What a fool I had been. We were given a welcome to country ceremony by a couple of Indigenous guides who then gave us a tour of the bush tucker in the area before presenting us with a swan egg.

We kayaked the lagoon, dug for cockles and slurped native oysters as the sky went a dusky pink. One of my best days ever and I can't wait to go back.

Flinders Island never fails to impress me. One of the best dives of my life, fish galore and a bag of green lip abalone to boot. On land Ross hunted the native game birds and Matthew and I struck a great patch of king flathead. This was all cooked up over an open fire on Cape Barren Island.

Gliding up the Gordon, through the morning mist is something I will never forget. I was moved by the beauty of the place and found myself saying a silent thanks to those who fought to save it.

But the people we met along the way are perhaps the stuff some of my greatest memories are made of. The heritage spud farmers in Gunn's Plains who had to tell us to watch where we dug in case we accidentally dug up his missus.

In Granville, on the west coast, we had an abalone cook-off with a bunch of locals who doused a pile of logs with a whole jerry can of diesel, then poured a line of it back to where they were sitting so they



Former Sydney Morning Herald restaurant critic-turned-Tasmanian-farmer Matthew Evans.

could light 'the fuse' with a half-finished cigarette. Scary.

Earlier that day, we stood on the edge of Tasmania, looking west towards South America, where Royce farms prime beef for a Japanese restaurant. As we walked back to his house to enjoy a t-bone I noticed a rough-ended steel tube sticking out of the ground. I enquired what it was for.

"That was the Hill's Hoist," he said, "Yep, that was a windy one, that day. That's the third one we've lost."

We returned all their wonderful hospitality at the end of our journey by hosting a dinner in the grand dining room at Government House and cooking for many of these great folk. In every sense, our journey had come full circle. ⚓

⚓ *Gourmet Farmer Afloat*, SBS One, Thursdays at 7.30pm.

***Nick Haddow.** After growing up in Adelaide in a house where everything was cooked from scratch, Nick studied hotel management while working in some of Adelaide's best restaurants. It was here where his passion for good food, wine and especially cheese was born. He is an accomplished sailor and recently sailed in the Sydney-Hobart Yacht Race.



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WOODEN BOAT WINS 89TH BRUNY ISLAND RACE

Stewart Geeves' *Footloose*.



Photo by Peter Campbell

While hundreds of wooden boats were sitting quietly in their berths at Hobart's Australian Wooden Boat Festival, at sunrise on Sunday, 8 February, another wooden yacht was adding to Tasmania's maritime tradition of building fine boats from timber. *Footloose* was sailing slowly up the River Derwent to claim victory in the 89nm Bruny Island inshore/offshore race.

Footloose, a 30-year-old Young 88, skippered by Stewart Geeves, excelled in the light winds of the overnight race to win the AMS and PHS handicap categories on corrected time. It was *Footloose's* second consecutive overall win under AMS scoring in the iconic Bruny Island Race first run by the Royal Yacht Club of Tasmania in 1898.

In an outstanding offshore racing career, she has now won the Bruny Island Race twice, as well as the Maria Island Race, the Launceston to Hobart and taken the Combined Clubs long race series.

"It proves that timber is a great material for building stoutly constructed and fast yachts that maintain their performance over the years," Geeves said after the RYCT announced the Bruny Island Race results.

"The weather this year again was just right for us, the smallest boat in the fleet. We caught up with the bigger boats on the outside leg last night after holding our place sailing down the D'Entrecasteaux Channel. After sailing through The Friars (off Tasman Head, the southernmost tip of Bruny Island) we elected to sail wider out to sea and picked up a 10-15 knot south-westerly which gave us a faster spinnaker run than the rest of the fleet, other than *Alive*.

"We sailed into the river about sunrise to find all but the two biggest boats, *Alive* and *Cougar II*, virtually sitting in a bunch," Geeves said.

Alive, the Reichel/Pugh 66 owned by Thailand-based Hobartian Phillip Turner and skippered by Duncan Hine, took line honours soon after midnight, at 00:38:47, with Tony Lyall's TP52 *Cougar II* second to finish about two hours later.

When the fleet picked up a morning breeze *Footloose* then sailed up the river in a group headed by Gary Smith's *The Fork in the Road* which finished at 09:01:52, and the next six boats crossing the line within 26 minutes, *Footloose* finishing ninth in fleet at 09:27:24.

On corrected time under the AMS rating category *Footloose* won on corrected time by more than two hours from Tony Lyall's TP52 *Cougar II*, third place going to *Winstead Wines* (Neil Snare).

Under PHS scoring, first place went to *Footloose* from the last boat to finish, *Wildfire*, skippered by Malcolm Robinson, third place going to *Winstead Wines*.

Cougar II followed her second place under AMS scoring with a win under IRC, beating line honours winner *Alive*, third place going to *Whistler* (Jory Linscott).

Part of a huge weekend for sailing and boating in Hobart, with the Australian Wooden Boat Festival drawing massive crowds to Constitution Dock and the Royal Hobart Regatta being held on the Domain and on Derwent, the Bruny Island Race started off the Regatta Grounds on the Saturday morning and on the Monday afternoon the Combined Clubs Harbour Series fleet raced for the Centenary Lipton Trophy with victory going to Knoop 32, *Silicon Ship*, owned by David Wyatt and Gordon Clark from Bellerive Yacht Club.

↘ Peter Campbell

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51st Australian Sabot Nationals



Tom Stivano, skippering Slippery Little Sucker took out the Senior Nationals.

One hundred and twenty sailors hit the warm Townsville waters, in North Queensland, for the 51st Sabot Nationals and John Byrne Sabot Week, run by Townsville Sailing Club over the recent Christmas New Year period .

The regatta experienced light morning airs for the Sabot Week races with building sea breezes for the majority of the afternoon Nationals' racing. A couple of rain squalls later in the week were a source of excitement for spectators and sailors alike as nearby Magnetic Island vanished in a rain squall and then the entire fleet disappeared, soon to reappear onshore with lots of smiling sailors who enjoyed the quick run back to the club.

Competitors travelled from Tasmania, Northern and Southern NSW and Southern Qld to join the local North Qld's ... noting some of the "locals" still had five hours to travel to make it to Townsville.

The Open Nationals regatta saw 70 senior sailors compete in one of the most competitive regattas in a number of years, with the PRO, judges and race support team kept on their toes throughout the week by both competitors and changing weather conditions.

Three sailors took it down to the last day and after a week of very close racing. Tom Stivano, skippering Slippery Little Sucker from Northern NSW, took out the Senior Nationals title by one point from Henry Larkings, Viper from Southern NSW, with William Wallace, Loose Cannon from Tasmania, only seven points further back in third place. Stivano's extra few days on the water in the lead up to the regatta looked the telling difference.

The two-up title was won by Angus Sherring and Jackson Foort on Dark Side of the Moon from Southern Qld, with Caitlin Hartnett and Tanya Roberts on iBoat from Southern NSW following closely in second. Luke Richmond and Jordan Barney, Poker Face from Southern Qld, were third.

Sabot Week had 26 sailors hit the water, a large number in their very first regatta. This was a great turnout in developing our young sailors of the future, with a number of NSW sailing families making the long trip for this great event.

In the all-important teams event Southern Qld's better handling of the local conditions saw them prevail over Tasmania and then Southern NSW.

Another great Sabot regatta saw our up-and-coming sailors heading off to their next engagements with a large group of familiar Sabot faces turning out for the Flying 11 Nationals in Brisbane, where a number of current and past Sabot sailors fought it out across the fleet.

Next year will see Northern NSW hosting the 52nd Sabot Nationals titles at the Wangi Wangi Sailing Club on Lake Macquarie.

Full results at www.sabot.com.au

↓ Greg Larkings

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Merlin wins IRC in Port Hacking Race

Merlin, the Kaiko 51, owned by David Forbes claimed IRC honours in the Cruising Yacht Club of Australia's Port Hacking Race on Saturday 31 January, ahead of Ed Psaltis/Bencsik's Ker 40, St George Midnight Rambler and Ocean Pointscore leader Julian Farren-Price's Cookson 12, *About Time*.

Yachting Australia President and past CYCA Commodore Matt Allen's Carkeek 60 *Ichii Ban*, one of the larger boats in the race, was the first boat home, crossing the line just after 3pm.

"It was a really tricky start. However, we got out of the box nicely until we became parked just north of Shark Island and the fleet just sailed around us," Allen reflected on skippering his yacht to its line honours win.

"So it was pretty much a game of catch-up from that point onwards. Staying close to the cliffs, putting up with the bump off the shoreline breaks and staying out of the current ... it was a great race."

Farren-Price said it was really slow getting out of the harbour.

"We managed a good start in the light air and were just off the back of Paul Clitheroe's *Balance* and Allen's *Ichii Ban*. Once we were out of the heads we sailed an excellent leg to Port Hacking in an 8-knot south-east breeze. We picked it wrong on the leg back up the coast and St George Midnight Rambler just took off."

With three races to go Farren-Price leads the Overall Ocean



Photo by David Brogan www.sailpix.com.au

Julian Farren-Price's *About Time* leads the pointscores.

Pointscore on 7.0 points with Paul Clitheroe's TP52 *Balance* holding second place on 14 points from Steven Proud's *Swish* on 21 points. Farren-Price also sits nicely on 5.0 points in the Autumn Pointscore.

Merlin also took PHS honours from St George Midnight Rambler finishing second with *About Time* on third.

↓ Louise Bashford

FIRE AT MIDDLE HARBOUR YACHT CLUB

Despite an electrical fire that caused substantial damage to Cala Luna restaurant at Middle Harbour Yacht Club late Sunday 15 February evening, it is business as usual at the Club, according to General Manager Karen Baldwin and Commodore, John McCuaig.

Reports in the media that the fire was deliberate, "are unfounded," according to Ms Baldwin, who went on to say: "It was a small electrical fault in the restaurant and we really feel for them. The restaurant owners will assess the damage and will re-open when they can," she said.

"Fortunately, because the fire brigade and police attended so quickly, the damage to the Club and its tenants is minimal – minor water damage. So it will be business as usual.

The Club's racing will also go ahead as usual, Commodore McCuaig said. "The damage looks worse than it is and has been reported. All our regattas, including our signature event, the Sydney Harbour Regatta (to be held on the weekend of 7-8 March) will go ahead," he said.

↓ Di Pearson

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First prize went to Sydney Sundancer who lit up a grey day with flags, bunting and an energetic crew.

Australia Day Harbour Parade

The 2015 Australia Day Harbour Parade was set against a mostly grey and wet Sydney backdrop but this did not deter over 30 entrants from dressing their vessels in flags, themes and colour and compete for the best dressed vessel.

While the onshore audience enjoyed the graceful Tug and Yacht Ballet, the Harbour Parade vessels marshalled west of Blues Point to begin their loop around the harbour.

Led by *Alphie the Sea Turtle*, a 15m inflatable sculpture by artist BJ Price, the Parade cruised past city crowds and under the Sydney Harbour Bridge. The sailing spectacle included amazing flag displays on yachts, catamarans, power boats, homemade thong buntings, a floating BBQ hosted by Dame Edna and even a huge cockatoo!

Crowds at Dawes Point enjoying the Cruising Concert were given a special treat as the judges' control boat pulled up alongside the floating stage and jazz legend and avid boatie, James Morrison pulled out his famous trumpet to join in a duet with Darren Percival and his band.

Prizes were announced at Athol Bay Playground. 1st (\$1000) – *Sydney Sundancer*; 2nd (\$600) – *It's Alive*; 3rd (\$400) – *Forbidn*; Fan Favourite – *Unforgiven*.

↓ Eleanor Garth

FAMILY FISHING COMPETITION

Perfect weather conditions over the weekend of 7-8 Feb saw nearly 150 entries in the 2015 inaugural Port Stephens Family Fishing Competition. From Seal Rocks to Stockton Beach anglers were out in force vying for \$10,000 in cash prizes.

Local fisherman young Harry Bailey scooped the pool by catching the heaviest fish in five Junior categories ... an outstanding effort.

The senior and junior winners also grabbed Shimano rods, reels and hats for catching the heaviest of each of the 10 species (three of which had to be live fish).



Harry Bailey with Soldiers Point Marina Manager Darrell Barnett and right local fishing guru John 'Stinker' Clarke.

↓ Lue Fagan



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Champions show their skills in Crown Series Bellerive Regatta

Photos by Peter Campbell



TP52 Cougar II powers to windward.

Post Christmas has been regatta time in southern Tasmania for more than 175 years. While some of the traditional sailing and rowing regattas have disappeared from the calendar, the Royal Hobart Regatta held its 177th annual event in early February followed a week later by revived Bellerive Regatta, now called the Crown Series Bellerive Regatta.

The Bellerive Regatta is now the biggest combined event for keelboats and off-the-beach classes with 150 entries, ranging from Optimists to ocean racers, and run over a weekend, starting with a twilight race on the Friday evening.

Nick Rogers, a past world champion in Dragons and Tasmanian champion in the SB20 one-design sports boat class, won the SB20s at the regatta, steering *Karabos* to four wins, two seconds and a third in a highly competitive fleet of 14 boats. He also was awarded the Don Rust Memorial Trophy for the best overall performance of the three-day regatta.

Rogers' performance in the SB20s augers well for his prospects in the Tasmanian and Australian championships to be held on the Derwent from March 4-9, although he faced strong competition from *Cunic Homes* (Brett Cooper), *Ronald Young Builders* (Scott Brain) and *Balios* (Matthew Pilkington).

London Paralympic Games sailor and likely Rio 2016 representative Matt Bugg won the International 2.4mR class, by just one point from Lisa Blackwood.

Former Australian champion Mark Latham sailed his Sharpie, *One Hump or Two*, to win his class with four wins out of six races. There is a revival of interest in the iconic senior centreboard class with the nationals on the Derwent in 2016.

Another past national champion Bruce Rose dominated the Paper Tiger catamarans with five wins. Rose finished second in the 2015 Australian championships held at Lauderdale early in January.

In the youth sailing, Tasmanian champion Sam King won five out of six races in the Laser 4.7 class while Australian youth team member Jock Calvert won four races in the sailboard class.

International Cadet sailors Angus Price and Archer Ibbott, who have been chosen in the Australian team for the world championship on Lake Garda, Italy, later in the year, won their class with a consistent score that included two wins, two seconds, a third and a fourth.

Another outstanding result came from Rupert Hamilton who won five of the six races in the Optimist class.

In the big keelboats, *War Games*, Wayne Banks-Smith's Farr 40, had a great day on the Sunday with four straight wins under PHS scoring. Sailing with 'Banger' was international yachtsman Darren 'Twirler' Jones. *War Games* also won the IRC category, but by only two points from Tony Lyall's TP52 *Cougar II*. *Invincible*, Darren Clark's Farr 1104, took out the AMS category.

Racing Group 2 series saw four different winners, *L'Etoile* (John Dawson), *Just in Time* (Mick Sheehan), *Alibi II* (Rod Williams) and *Trouble* (Dave Willans) whose two wins gave it the overall trophy from *Alibi II* and *Just in Time*.

Overall winners in the Performance Cruising divisions included *It Happens* (Mick Souter), *Prion* (Rod Viney), *Smooth Cha Cha* (Piers and Sarah Findlay), *Michelle* (David Creese) and *Breakaway* (Victoria Logan). *It Happens*, skippered by Mick Souter from Kettering Yacht Club, sailed a most consistent series to win Performance Cruising 1 PHS, while under AMS scoring victory went to *Prion* (Rod Viney).

Gary Cripps, the major sponsor of the Banjos Shoreline Crown Series Bellerive Regatta, won the last race under PHS scoring with his Sydney 38 *Ciao Baby II*, a win which received great applause at the prize giving.

✚ Peter Campbell

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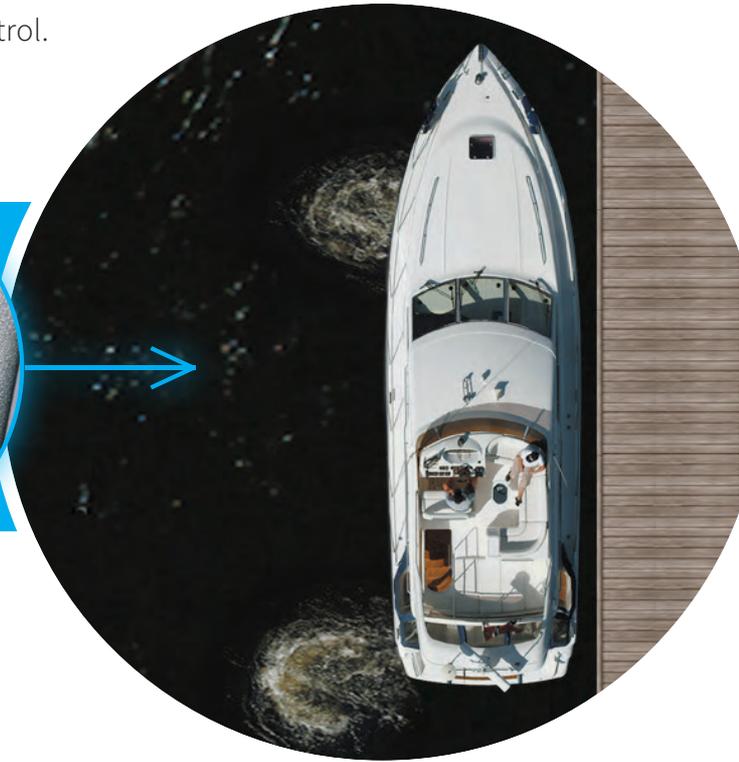
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ON THE WATERFRONT



Trevor and Di Richardson's Local Mocean runs downwind during the Victorian Farr 40 State Titles hosted by Sandringham Yacht Club. Conditions on Port Phillip over the three-day title were pretty much at the extreme end of the spectrum. The shallow water and long fetch with 6-8 foot waves proved very challenging.



Above, Irish yachtsman Harold Cudmore skippered Yendys in the Historical 18s Australian Championship on Sydney Harbour. Left, Australia IV (Terry McDell) before she was deluged with water and retired.



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Barbara Pfeiffer winches her pooch aboard Take Five for the annual Jennifer Goldsmith Perpetual Trophy, which is the opening round of the Port Phillip Women's Championship Series.



Hyperactive and Frenzy – look closely and you can see the breeze line and the port and starboard gybe configurations.



Above: Brisbane Etchells Fleet Captain, John Warlow, together with David Bull and Will Thomson – seen here confirming Land Rat crossed the line first during Race 6 of Etchells NSW State Championship.

Right: One was the number of the day for regatta winners Cameron Miles, David Sampson and Grant Crowle on The Hole Way.



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Spiral Nationals at Illawarra YC

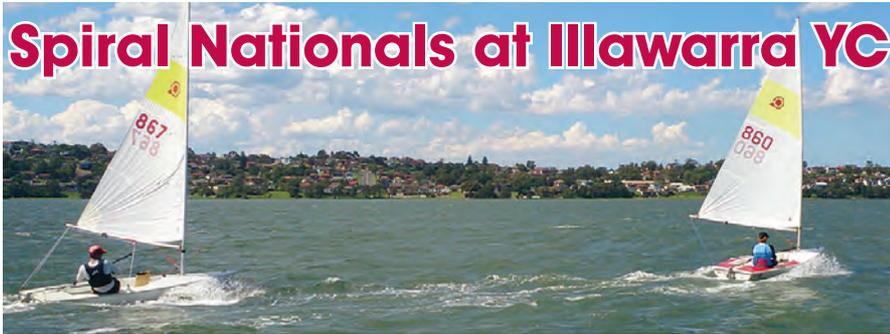


Photo: Regatta Graphics

An almost full range of weather conditions was on offer for the 41 boats at the Spiral Nationals hosted by Illawarra Yacht Club over the Australia Day weekend.

Visitor to the class, Rob Douglass, just back from a second in the Tasar Worlds, won the regatta and the coveted Alan Warwick Trophy. Rob's daughter, and Tasar crew, Nicole came fifth and won the ladies division from Maria Nash.

The Open Division was won by Jonathan Talbot from Sean Edmiston, Chris Eddes, Chris Loring, Nicole Douglass and Russel Fitzgibbons.

The Junior Division went to Cameron Phelps with current Flying Ant National Champion Lachlan Nadone second, while at the other end of the age spectrum Merve Lotze won the Great Grand Masters from Simon Hill.

The Grand Masters went to Peter Eslick with Allan Caldwell second, while Bill Jauncey won the 5.6 division after a hard tussle with Bill Patterson. Peter also won the new Slightly More Solid (SMS) division! Jonathan Talbot and Sean Edmiston were first and second in the Masters Division. Handicap winner was Nicole Williams. ↓

2014/2015 Spiral Nationals Winners. Back row: Merve Lotze, Chris Eddes, Jonathan Talbot, Peter Eslick, Nicole Williams. Front row: Bill Jauncey, Rob Douglass, Nicole Douglass, Cameron Phelps.

NZ's Steele wins Warren Jones Regatta

Chris Steele and his crew from the Royal New Zealand Yacht Squadron have won the 2015 Warren Jones International Youth Regatta hosted by the Royal Perth Yacht Club, and run by Swan River Sailing, for sailors under the age of twenty five.



The happy winning team.

Steele beat local skipper Sam Gilmour on a count back after racing in the final was curtailed by light winds at the end of January.

It was a case of finishing a job that he started three years ago, having finished third in the two previous events.

Steele was challenged all the way in the testing conditions, being taken to a third race in the quarter-finals by Japan's Kohei Ichikawa. Then in the semi-finals it was Australia's Lachy Gilmour who took them to three races, before he needed a count back to win the final.

This is the second year in succession that Sam Gilmour (Royal Freshwater Bay YC) has been runner up in this event, having been beaten by his elder brother David last year.

Third was Henry Kernot (CYCA) who had stepped up to sub as skipper after Jay Griffin was out of action thanks to some horseplay on Australia Day. ↓

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Jobseekers build a 'beaut little boat'

A partnership between the Channel Men's Shed at Margate in Tasmania and Kingston LINC (formerly known as the State Library) has provided an opportunity for a group of trainees to build a wooden boat. The 9-week project included some literacy and numeracy support to help the trainees in their job-seeking activities.

The 11ft skiff designed by Asa Thomson of USA is built of recycled marine ply and is a suitable project for small community groups, and weighing around 65kgs is easily launched and retrieved.



The boat was displayed at the Australian Wooden Boat Festival in Hobart and was later auctioned and sold for \$950 to a festival visitor from NSW.

Local fishing veteran and CMS member Des Whayman was impressed with the quality of their work.

"They've built a beaut little boat!" he said.

Kingston LINC through grant funding recruited the trainees, funded the materials and engaged tutors to deliver the foundation skills units and oversee the project which initially started out as two days per week for six weeks. This was extended to nine weeks as the participants were keen to see the boat through to completion and took great pride in doing an excellent job.

The Channel Men's Shed provided facilities, workshop safety induction and mentoring. Many CMS members have boating experience and took a keen interest in this project.

The tutor for the project was David Heard, a Kingborough local with considerable experience in marine services. David was keen to use recycled materials and encouraged the trainees to discuss the various techniques while building the boat.

Beside building the boat, the outcomes of this project were an increase in confidence, an understanding of the benefits of teamwork, as well as workshop experience and procedures. The trainees also undertook the Tasmanian Recreational Boat Licence course and examination.

Product support for the project was received from local businesses Wattyl Australia, Peter Makepeace Painters and Boat Names for the sign.

26TEN refers to the 26 letters of the alphabet and 10 numbers – the tools for literacy. 26TEN is a growing network of people and organisations working together to improve adult literacy in Tasmania. ↓



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Milestone sesquicentenary for Sydney Sailors' Home

The Australian Mariners' Welfare Society, a company originally known as the Sydney Sailors' Home, celebrated the 150th anniversary of the establishment of the Home in the Rocks area of Sydney at a special commemorative ceremony on 2 February to mark their sesquicentenary.

The Home opened its doors at 106 George Street North on 1 February 1865 and for the next 114 years accommodated thousands of seamen of all nationalities coming to the port of Sydney in merchant ships, providing them with cheap accommodation and meals.

Naval personnel of the Royal Navy's Australian Squadron then based in Sydney also lodged at the Home up until 1890 when Royal Naval House was opened in nearby Grosvenor Street to cater for them.

The Home itself was closed in April 1979 following compulsory resumption of the property by the Sydney Cove Redevelopment Authority. Alternative accommodation was found for those who still remained as lodgers in the Home when it ceased operations.

However, the original building survives today as a heritage-listed property maintained by the Sydney Harbour Foreshore Authority and currently houses the Billich Art Gallery and the Sailors Thai Restaurant.

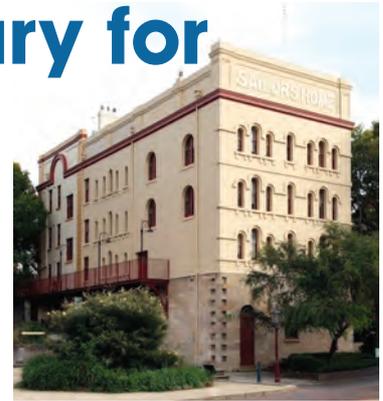
With the closure of the Home its management, recognising generational changes then occurring in the shipping industry along with a declining demand for accommodation of the kind offered by the Sailors' Home, sought alternative avenues by which it could continue to serve seafarers but in ways quite different to those envisaged when the Home was established in the mid-19th century.

This ushered in a new era for the organisation, which discarded the Sailors' Home name and reinvented itself as the Australian Mariners' Welfare Society.

Nowadays it makes annual grants of thousands of dollars to organisations such as the Mission to Seafarers and Stella Maris Clubs operating in 30 ports throughout Australia for

various purposes including maintenance and upkeep of their buildings and for the supply and ongoing funding of Internet facilities for visiting seafarers to enable them to contact families at home.

Also, scholarships for study at the Australian Maritime College at Launceston (Tasmania) and at selected TAFE colleges are offered to promising young Australians planning a seagoing career as well as to those already at sea who wish to upgrade their qualifications. From time to time serving and retired seafarers and their dependants are also provided with appropriate assistance in times of hardship. ↓



Sydney Sailors' Home building survives today as a heritage-listed property.

Disposal options for unwanted beacons

Australia has the highest usage of emergency beacons per capita in the world with over 350,000 beacons registered in Australian Maritime Safety Authority (AMSA) database.

AMSA is urging owners of EPIRBs to dispose of their unwanted beacons correctly. AMSA spokesperson Lisa Martin said emergency beacons can inadvertently activate if they are not correctly disposed, which often occurs when beacons are thrown in the rubbish and end up in tips.

"Search assets and personnel tasked to look for beacons ... may then be unavailable for a real emergency," Ms Martin said.

Beacon owners can still dispose of unwanted beacons responsibly by contacting their local battery store or maritime safety agency. A small fee may apply.

Anyone who disposes of their unwanted beacon should update their details with AMSA to de-register their beacon. Details can be updated online at www.amsa.gov.au/beacons or by phoning AMSA on 1800 406 406. ↓

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But for the clutch of craft swinging on the courtesy moorings and anchors in the upper Middle Harbour dormitories, the few yachties in Manly Cove, and the odd partygoer at Darling Harbour, there's not a lot of night boating going down on Sydney Harbour these days.

Yet boating at night is transformative. The difference is like, well, night and day. It's one thing to zoom around, take a dip and sizzle some snags on a rail-mounted barbie before calling it a day. It's another altogether to watch the sunset, see the stars come out, slip into your bunk, be serenaded by the water tinkering on the hull sides and the shorebirds, only to wake at dawn to do it all over again.

Night boating, sleeping aboard, and spending weekends afloat makes you a more complete and competent boater. It helps to understand the weather so you're not on a lee shore when it blows 30 knots from the south at 2am. Before sundown, you also need to demonstrate polished anchoring skills that go beyond those commonly demonstrated or not by the day-boating armada.

Whereas the rushin' runabouts get away with thrice the water depth or maybe even just twice that in rode, we overnighters think five times is more like it. With that much scope your swing must be considered. Winds frequently reverse at night, going from the convection-driven sea breezes to offshore westerlies. So you may well lay in the complete opposite direction back near those rocks.

With the weather forecast and the anchor down, with an alarm set on this or

that device should you feel so inclined, you can soak it up. The ritual usually involves sundowners on deck to toast the end of your boating day. That coupled with the vistas out yonder in the vermilion sky, the fresh ocean air and the gentle movement of your boat release an endorphin rush. You actually don't even need a champagne to feel the buzz at this precise moment each and every day.

At sunset, the fish always rise to the surface just behind your transom, especially after washing the dishes, and they are wont to jump on a hook. With the lights on, as you must with an all-round white anchoring light at least, you might find the squid rise to the occasion, too. All this can keep the kiddies entertained while you prep dinner.

A barbeque cooked on the transom and a plate of something scrumptious on your lap adds to the appeal of boating overnight. Fresh air and water activities drive a wicked, well-earned hunger. Fussy eaters aren't found onboard. The option is to grab a visitor's berth at a marina and dine-out, comfortable in the knowledge that your boat and a berth are waiting for you.

But why leave your boat to pay for the water views? You can save a motza by making a meal of it aboard. A little pre-launch prep with something marinated or even precooked in a ziplock bag is easy. At its most rudimentary, you can reheat a curry on a \$15 portable butane stove.

It never takes long to drift off to sleep on a boat and 'lights out' happens before you reach the end of the movie, book or your repertoire of ripping sailing yarns. The gentle rocking motion and lap-lap of water playing lullabies on the chines creates an instant soporific effect.

In the middle of the night, the fresh air streaming through the hatch and salty aroma add to the snuggle factor. No barking dogs, burnouts or garbage trucks.

But early to bed means early to rise and, on boats, you tend to wake not long after sun-up to get ready to go play again. It's a great time to fish, of course.

There's the ritual coffee, breaky of bacon and eggs, a cast of the lines and a slap of sunscreen before the sun and fun return. You might decide to up anchor and cruise from your bunking-down bolthole or marina berth to a nearby beach where the water is clear and the family can dive right in.

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Fishing

with **David Lockwood**



LOVE THE RUBBISH FISH

There's a belief among the old school that some critters don't deserve a second chance. These are the so-called rubbish fish, the scourge that pilfer baits, swallow hooks, snip lines, bite, sting, are slippery as a saveloy, which are no good to eat, use as bait or feed to the moggie.

But, as they say, one man's meat is another's man's poisson. And it wasn't that long ago that eating squid, octopus, raw fish and cold rice let alone seaweed was regarded as weird. And in this age of environmental awareness we really need to value everything that's living. Take a leaf out of the Buddhists book (though I have no sympathy for biting insects).

If you can let go and let them have no you will relieve yourself of the inner hatred that you hold inside. Treat all fish as deserving of a place in the sea. Adopt the mantra that there is no such thing as a bad fish and you will be instantly transformed into a better angler.

Should a green eel swallow your bait, tie itself in knots and threaten to remove a digit, just take the knife, cut the line and set it free. Ditto for the toadies, mados, old boots and dog sharks that cross your path in this fortunate life.

Of course, it's law not to re-release carp back into the waterways. They are a scourge, sucking the mud from the bottom and sullyng our inland rivers, eating everything in their path including most worryngly the native fish fry and their eggs. Let's not forget that.

But the introduced trout, redfin, gambusia and, heaven forbid, the mouthbreeding tilapia are little better. Sadly, NSW Fisheries has a growing list of introduced fish that are already widespread in NSW and considered pests. While an aquarium fish in the wild is nothing but trouble, a bunch of sage fly fishers rushed to the carp's defence on a fishing forum the other day.

Evidently, the wily carp in the Turon River around Sofala provide a real challenge, pull hard once hooked and taste superior to some trout. This isn't saying much, as some trout taste like mud. What's more, to get the best out of a carp you need to pop it in an ice slurry soon after capture. Who carries ice in their kit out west in summer? A challenge, methinks.

But the discussion did make me think that not all fish are bad and, in fact, there is no bad fish. Like weeds, there are some fish that have turned feral because we've introduced them into the wrong waterways. Carp are certainly a case in point. Do not release them please. But if you can gain enjoyment from catching them then that's probably a life better spent.

In saltwater, there are pretty much no introduced fish that are a problem here (ignoring Japanese sea stars, Asian crabs and other stuff from ship's ballast). Everything that's native here is for a reason and the sooner we realise that and respect the intricate web that is nature



Tiger shark tagged by Ocearch.

OCEARCH / R. Snow

the sooner we can live more harmoniously.

The sorry sight of a dried eel, weed fish or wirrah, cocky or kale, a discarded dog shark or some other supposed 'rubbish' species now ires me for all the right reasons. Let the fish you don't want go and karma will work in your fishing favour.

FOLLOW SHARKS ON YOUR PHONE

Speaking of fish swimming free, you just have to jump onto this cool gig called OCEARCH. The shark-tracking team from America was in Old catching tigers and letting them go with trackers. You can follow the sharks' travels along the coast on the free phone app. Whole offices are now comparing notes on sharks at the water cooler.

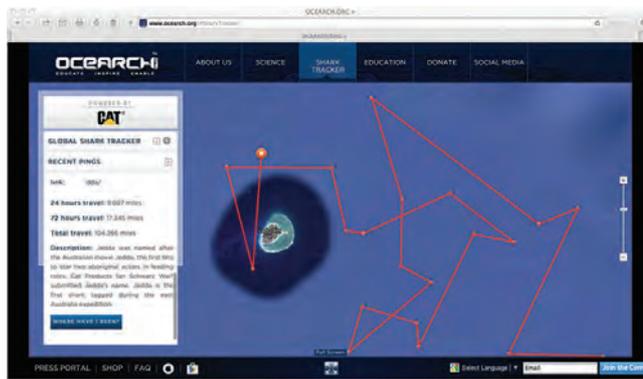
After landing at Rivergate in Brisbane, the 38-metre research vessel OCEARCH headed for Fraser Island to get to work on #Expedition Australia. With an at-sea laboratory, the custom research platform can lift a 2300kg shark for tagging purposes. Wasting no time, the non-profit organisation tagged its first shark, a 3.50-metre long (11ft 8in) tiger shark named *Jedda*, after the Australian movie starring two Aboriginal actors in leading roles.

You can enjoy near-real-time tracking of the big tiger using the free app (Global Shark Tracker App) available from the download store and online via the website. At the time of writing, there was a second tiger shark called *Maroochy* at liberty.

More than 50 researchers from 20-plus institutions have collaborated with OCEARCH with over three dozen research papers in process or completed. Seventeen research expeditions have been conducted to date, with seven more scheduled through the end of 2015.

#Expedition Australia moved from Brisbane to Fraser Island before heading to Mackay and Cairns. Its purpose is to garner more information on shark migration, behaviour and habits and to help safeguard populations around the world.

Meantime, *Jedda* was kind of spooky to follow, circling Lady Elliot Island and even swimming right in close (perhaps chasing turtles) on at least one occasion. But you already know that, right? See www.ocearch.org for more



Yep, *Jedda* came in for a look.

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HENRI LLOYD BURKE

Severe Thunderstorms



Weather
by Malcolm Riley*

Thunderstorms affect the areas under and adjacent to the storm track with lightning, rain, hail, squally winds and occasionally tornadoes. Most lightning strikes are within about 16 kilometres of the storm. However, in extreme cases lightning has been recorded 80 kilometres from a storm centre.

Cold air downdrafts storms reach the ground and then spread out as squally and gusty winds, often in different directions to the prevailing surface wind. These winds often extend from the thunderstorm by about 10 kilometres – sometimes more.

I received a query the other day asking “what was the strange formation that appeared on the Yarrowonga radar in central Victoria?”

The sender also passed on this information:

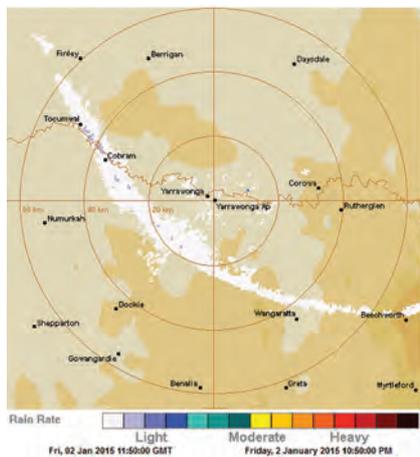
Tocumwal Airport 22:50

The sky is completely clear. No thunderstorms/lightning could be seen in the NE. Suddenly the wind raises to more than 40km/h with peaks higher. After about 45–60 min the event is over.

I then went in weather CSI mode to see what was happening. Looking at the archive loop of the Yarrowonga radar there was indeed a strange bow-shaped echo.

See www.theweatherchaser.com/radar-loop/IDR493-yarrowonga/2015-01-02-09/2015-01-02-13

The image below from the Yarrowonga radar was taken at the same time the report from Tocumwal, as the band was passing through that town.



Yarrowonga radar.

There was no rain with this phenomenon and the echoes on the radar were caused by raised dust. The echo was moving fairly fast at about 75 km/h. Reversing the speed and direction of the strange echo’s movement led straight to a severe storm just north of Canberra, 350 kilometres away, nearly five hours beforehand.

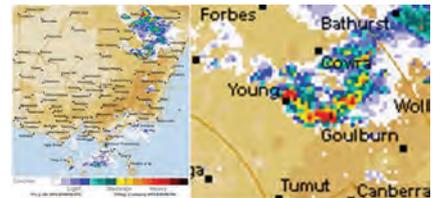
For a definitive explanation of what happened a full study would need to be conducted. However, it is likely that a burst of strong winds from a storm started off a wave or gust front. The air came out of the storm as strong downdrafts and just kept going.

This wave in some ways was similar to the ‘morning glory’ clouds that can appear in north Queensland. As the wave moved away from the storm it traversed some of the drier areas of New South Wales, raising dust that was then carried along by the wave. It was this dust that was seen by the radar.

The wave kept moving as far as it did due to light winds over the area, and because it was moving downhill. The area where the storms generated the initial wave was around 600m above sea level, compared to around 100m in the Yarrowonga area. As it was in the evening, the lower levels of the atmosphere were no longer being mixed by the heat of the sun.

Bureau of Meteorology radars point upwards from horizontal about one degree. This angle, combined with the curvature of the earth, means the further out from its source the radar beam goes the higher in the atmosphere it is sampling.

In the image below the raised dust caused by the winds was relatively shallow in height. When the dust first moved in from the far right, it was under the beam



Severe storm just north of Canberra.

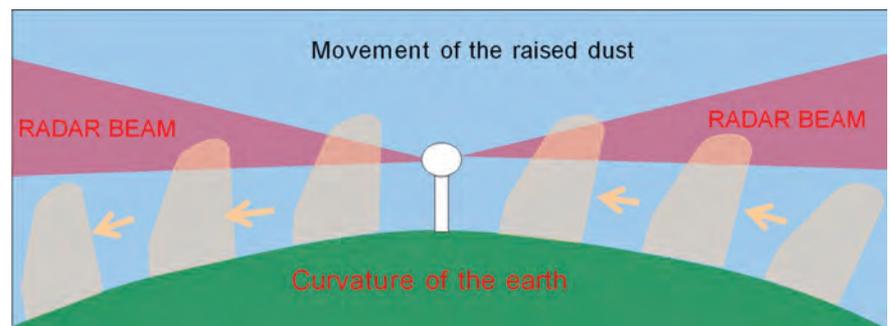
and not seen by the radar. As it moved closer to the radar it was just seen as a weak echo. By the time it was close to the radar, maximum reflection from the dust showed as a stronger image.

As the dust moved away from the radar this process was reversed. The wave became visible on the Yarrowonga radar about 75km to the northwest. The feature disappeared from the radar as it moved about 75km to the southwest of Yarrowonga, but was probably still going. At this stage it had travelled over 400km.

While all this is very interesting, what does this mean for the mariner, especially yachties?

There is usually less friction over the water than the land (which has hills and trees) to slow down the initial gust front from a storm. The gust front can travel a long way from the storm, bringing wind at speeds and directions that are not forecast and probably un-forecastable.

If you are seeing lightning on or even over the horizon there is the possibility that one of these events may be experienced. The heating of the day mixes the atmosphere in the lower levels and this mixing would reduce the strength and the distance travelled by these gust fronts. They are more likely to travel further at night. ⚓



TANK LEVEL MONITORING

Most boats have one or more tanks that hold vital liquids such as fuel, fresh water or grey or black wastewater. Clearly it is important to know how much or how little of these liquids is in these tanks.

By far the most common system is by a resistive gauge connected to a sender unit in the tank. For fuel tanks, a sender with a float on a lever arm was traditionally used. These are adjustable for tanks of various depths.

A wire lever arm with a float at its end is attached at its pivot point to a rheostat type slider. This transmits a signal of varying resistance to the gauge. The pivot assembly is mounted on a fixed, vertical support that can be adjusted to be positioned at the middle height of the

tank. The length of the moving lever arm is also adjustable to suit various tank depths.

Most such senders are attached to the tank by means of a flange with dimensions standardised by the SAE (Society of Automotive Engineers). These flanges have five holes on a pitch circle diameter of 54 mm. It is important to note that the holes are deliberately not positioned in a regular angular pattern.

This is done so that the sender can only be fitted in one position, to prevent it being accidentally fitted in an orientation that may result in the lever arm touching any side of the tank and thus possibly giving an error reading. Because the rheostat is immersed in the liquid, these senders cannot be used in tanks containing water.

These are cheap senders and very convenient, because they can be adjusted to suit a multitude of tank depths. However, some water gets into most fuel tanks, leading to corrosion of the rheostat that soon causes it to fail.

Much better are the senders that have a series of reed switches in a sealed, vertical stainless steel tube. Because the electronic circuitry is fully sealed in the tube, they are also usable on tanks containing clean or dirty water.

A bobbin float containing magnets rides up and down the tube, triggering circuits of varying resistance at different heights, thus sending a signal to a gauge. These are very reliable, reasonably priced and thus highly recommended.

They are not height adjustable, so the tank depth must be determined accurately and the next shorter length of sensor available specified. Available lengths range from 150mm to 1500mm.

Remember that the tops of most tanks can flex when the boat hits waves, so some clearance of the sensor to the bottom of the tank is necessary to prevent it being pounded against bottom. These sensors also have the SAE 5 hole flanges used on the lever arm type sensors.

Fitting tank sensors with the five-hole SAE flange is done in one of two ways. One can cut a central hole large enough



to allow through the parts of the sender that need to be inside the tank, and then drill five smaller holes for the screws. The latter have to be positioned very accurately. Then self-tapping screws are used to secure the sender.

An alternative is to buy a threaded counterflange that is fitted on the underside of the tank top. The top wall of the tank is thus effectively sandwiched between the sender and counterflanges.

In order to be able to get the counterflange into the tank in situations where there is no access to the inside of the tank, the ring has a gap cut out of it, giving it a C-shape.

Only one hole needs to be cut into the tank, with a diameter that is just large enough for the five mounting screws to fit inside. At least two retaining screws are fitted through the sender flange, top sealing gasket and into the corresponding holes of the counterflange. Then the assembly is inserted into the tank with a twisting action and the five screws tightened fully, so that the tank topped is firmly clamped between the flanges.

The reed switch sensors are also available with a base with a 1.25" BSP thread, which is a useful alternative to the SAE flange when a new tank is being made. ↓

*Kurt Küpper is director of Aquavolt Electric Boat Parts. Tel: 02 9417 8455 www.aquavolt.com.au

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GALLEY GOURMET

with Captain Chaos



Snakes in a rubber ducky

Last month there was a council clean up in our town and the piles of junk seemed to disappear overnight. I think half the town was on the lookout for a bargain; well that's what it seemed like with all the vehicles driving around town with bits and pieces hanging out car windows and boots.

"Hey Chaos, is your trailer empty?" asked a voice on my mobile. I could hardly hear him because of the noise of the torrential rain drumming down on my iron roof.

"I've found a boat. A large inflatable in the back lane. It's been thrown out."

"If it's been thrown out, it must be stuffed."

"Well it has a few old patches and holes, nothing I can't fix. Bring the trailer."

I got soaking wet hooking up the trailer and I wasn't in the best of moods by the time I found Col. He was standing in the pouring rain next to a huge pile of grey rubbish.

"It looks rooted to me, Col."

"Hey, it's a 12ft inflatable. I've checked it out. I think it'll be OK."

With a lot of swearing and physical effort we managed to get it on the trailer, which I then drove to my shed where I had the thought that this is where I get left with a huge pile of rubber to get rid of.

Col came around every day after work and I always found him applying another patch, pumping it up, finding another hole and applying another patch. I left him to it until the day he came bounding into my kitchen.

"Chaos, it's staying up! Let's take it down to the river. I've attached that old outboard that was hanging on the wall. I hope you don't mind."

Arriving at the river late in the afternoon we found it was banking and moving fast. I said something that I had repeated what felt like a hundred times.

"Do you think it's going to be OK?"

"Stop worrying, Chaos! I've checked the whole boat for holes and I used all those old inner tubes that were laying around the shed."

The boat looked like a Ginger Meggs creation covered with crosspatch bandages.

We manhandled the rubber ducky down into the shallow water climbed in and started the motor then we were off out into the rushing water. The poor little outboard could just hold its own against the raging water.

"Don't let's go to far down stream. We will have a long way to walk back."

"No worries Chaos. I have a long rope we can tie it off and bring the trailer down to it."

I looked behind us and suddenly out of the gloom bearing down on us was a dark object that look the size of a double-decker bus.

"Hey Col! Head for the shore."

"What!?"

"There's a massive tree, roots and all heading towards on us. Look!" I screamed, pointing over his shoulder. Col looked back and quickly swung the boat over towards the bank.

The next thing the roots had dug into the side of the inflatable's bits of inner tube patches and started to peel off the side. The boat lurched and then we were scraping along the side of the tree. I thought it's time to abandon ship. Too late. A huge branch crashed into the boat,

"Geezus, Col!" I yelled. "That's not a branch it's a bloody great black snake!"

Col was up and away, and together we jumped into the river. As we got to the shallow water we looked back and could just make out the inflatable slowly disappearing under the water as the tree rolled over. The black snake swam past heading for the bank.

"You know what Chaos, if the snake hadn't made us jump out we would be under that log."

"You want me to give him a hug?"

"Nah! Let's walk back to the trailer I smelt something cooking at your place and need something to warm me up. And I know, before you say it ... I owe you an outboard." ↓

Prawns with Ginger

Ingredients

- 500 gms green harbour prawns peeled
- 1 dessertspoon of crushed ginger
- 5 spring onions cut into small strips
- ½ teaspoon of crushed garlic and crushed chili
- ½ cup of white wine
- Olive oil
- Freshly ground black pepper

Cooking

Stir-fry the prawns in the garlic ginger, chili wine and olive oil until they change colour. Allow to cool slightly then add the spring onions and black pepper and toss together. Serve with long grain rice salad and crispy bread.

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Of Foreign Build

From corporate girl to sea-gypsy woman

by Jackie Parry

published by Jackie and Noel Parry

Kindle Price \$4.54 (402 pages)

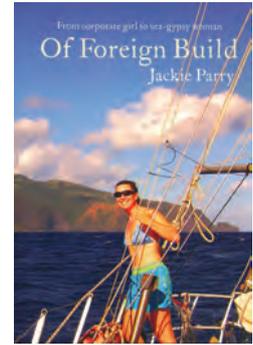
This is also a book about courage, but in peacetime. After suffering an emotionally brutal bereavement in the US and finally in Britain, Jackie Parry 'ran away' to Australia. Within a new culture she found a new husband and, to her, an obscure world of cruising, with zero knowledge of boats.

In Australia, she met and fell in love with Noel Parry, deciding their home should be a cruising yacht. After many windings of boats that were 'fit for firewood' they ended up, in August 1998, the proud owners of *Mariah II*, a 33-footer cutter rigged sloop built of timber. Ahead was a new way of life, a new husband, culture and culture to adjust to.

Just a few hours later they nearly smashed her in half.

"My knowledge of sailing was on a par with my knowledge of moon landings," Jackie recalls in this fascinating book.

It all happened on an overnight trip from Brisbane to Tin Can Bay as they attempted to berth at a small marina. They survived, thanks to the help of "several grinning, rather hairy men ... in an array of dinghies."



This book is not just about cruising on the high seas; it is about the life of a young woman and the fear she had been harbouring. Amid the raging seas, Jackie shed that fear, soon blissfully voyaging around the world in a yacht "... navigated with one female, foreign build ..."

Of Foreign Build tells the tale of how Jackie dealt successfully with the challenges of her new existence, but how she also battled with the testosterone-fuelled nautical world to become both a professional captain and a qualified maritime teacher.

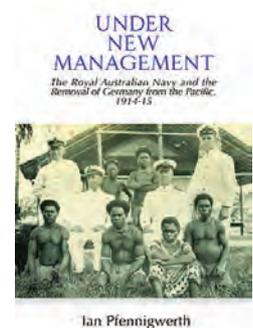
Under New Management

The Royal Australian Navy and the Removal of Germany from the Pacific 1914-15

by Ian Pfennigwerth

published by Echo Books as a print-on-demand publication or in e-book format.

RRP \$24.95, inc postage



After 35 years as an officer in the Royal Australian Navy and ten years as a business consultant, Dr Ian Pfennigwerth began studying Australia's naval history. To commemorate the centenary of the start of World War I, he has published a short book tracing the rise of the German presence in the Pacific and Australia's response, notably through the fine actions of the so-called 'Wallaby' Navy and newly-formed Australian Naval and Military Expeditionary Force (ANMEF) at Rabaul.

While a number of short newspaper and magazine articles have been written about the 1914 landings to destroy German radio stations at Rabaul, this book details development of the RAN and the RAN Reserve and their significant involvement in this and other actions, ashore and at sea, including the sinking of the German light cruiser *Emden* by the RAN's light cruiser *Sydney*.

Pfennigwerth describes the events of that tumultuous year in terms of naval strategy, clearly proving that despite bungling and confusion in the Admiralty, that it was the fledgling RAN that did all the heavy work in expelling the Germans from the Pacific Ocean and, later, in the Indian Ocean.

This is a fascinating record of Australia's first actions of World War I, at sea and on land, and will be enjoyed by naval and military history buffs.

It is also a human story, recording the initiative and courage of the little trained members of the 'naval brigade' and the crews of our new navy's ships, epitomised by actions of Lieutenant Commander Elwell who when about one hundred metres from the German lines "drew his sword and ordered a bayonet charge, which he personally led ... he was shot down almost instantly."

As the author says, alongside the better known Anzacs and the Australian Imperial Forces that fought on the Western Front, Australians should also remember and honour the World War I deeds and achievements of their naval personnel. ⚓

Boat Books

BOOKS OF THE MONTH

Beacon to Beacon Guides
GOLD COAST BOAT HIRE 0790

A new version from a new publisher of this comprehensive guide to Queensland coastal waterways between Tweed Heads and Yeppoon. Similar to a street directory, this guide provides easy to follow maps of South-East Queensland waterways, boat ramp locations, and rules and regulations for boating and fishing in South East Queensland. The maps are based on information provided by Maritime Safety Queensland.
PB approx. 200 pages \$39.95

Australian Boating Manual – Dick Gandy
GANDY 0372

New 5th Edition (2015) of this comprehensive text book used for Coxswain and Masters training at TAFE colleges. Includes chapters on buying a boat, training & certification, boat design, construction & maintenance, rules & regulations, boat handling & safety, navigation, weather, boat communications, first aid, marine OH&S, engines, mechanical & electrical systems. A useful reference book for any boat. Also includes questions and answers for TAFE studies. **HB 985 pages \$89.95**

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Nautical Quiz 223

compiled by **Jim Broadside**

1. The starting fleet in the 2014 Rolex Sydney-Hobart Yacht Race numbered:

- 103
- 117
- 125

2. The ANMM's replica of HMS Endeavour was built in:

- The Firth of Clyde, Scotland
- Fremantle, WA
- Wellington, New Zealand

3. The 2015 International Moth World Championship was won by:

- Peter Burling, New Zealand
- Chris Rashley, Great Britain
- Annalise Murphy, Ireland

4. A 'heat trough' is a:

- Low lying area containing cool air
- Low pressure non-frontal area of hot air
- Precursor to better air quality

5. Royal Australian Navy aircraft are currently:

- All rotary wing
- A combination of rotary and fixed wing
- All fixed wing

6. An 'anchor watch' is a:

- Chronometer and scales that record forces on an anchor line
- Watch on duty when a vessel is anchored
- Crew member(s) who looks for signs an anchor is dragging

7. 'Sacrificial anodes' are intended to:

- Minimise engine noise and emissions
- Avoid salt-water corrosion of engine components
- Ensure the safety of wiring systems

8. The longest nautical radio range can be achieved with:

- High Frequency (HF) transmissions
- Very High Frequency (VHF)
- Ultra High Frequency (UHF)

9. Scuppers and coamings differ in that:

- Coamings are cut through bulwarks
- Scuppers prevent deck openings taking water
- Coamings are built inboard while scuppers are cut through bulwarks

10. In times of drought, salinity in the Coorong estuary (South Australia) is:

- Much less than in the ocean
- Much greater than in the ocean
- About the same as the ocean

WIN! WIN! WIN!

After you have completed Jim Broadside's Quiz, mail your answers to AFLOAT, PO Box 709, Willoughby, 2068 or fax to: (02) 9417-8761 or email to info@afloat.com.au

Winners will be drawn from entries received by March 16 and they will receive a copy of **Beacon to Beacon Guides** or **Australian Boating Manual** (see ad p50) courtesy of Boat Books Crows Nest.

Answers to the Marine Trivia Quiz and the winners' names will be published next month.



Boat Books

www.boatbooks-aust.com.au
02 9439 1133

Last month's winners –

Jeremy Drysdale, Townsville, QLD;
George Krimper, Hunters Hill, NSW.

Answers to Marine Trivia Quiz 222

1. RAN's *Operation Render Safe* is intended to help neighbouring countries in the South West Pacific clear unexploded WW2 ordnance.
2. 2014 Rolex Sydney-Hobart Line and Overall winners (*Wild Oats XI* and *Wild Rose*) were each built for Bob Oatley by McConachy Boat Builders (about 20 years apart) and have CYCA as their club.
3. Race Director for the 2017 America's Cup is Australia's Iain Murray who undertook the same role in the last America's Cup – to work with the teams and Commercial Commission to set competitive parameters.
4. New York Yacht Club has challenged for the America's Cup once only when Royal Yacht Squadron was Defender in 1851. NYCC was Defender on 25 occasions from 1870 to 1983.
5. Battleship HMS *Dreadnought* launched 10 February 1906 met all the answer criteria specified. She provided the class name for such vessels, had turbine engines then at the frontier of technology and was built and commissioned in record time (22 months compared with average 33 months).
6. The 'equinoctial' in substantive terms is the great circle of the celestial sphere that lies in the same plane as the earth's equator.
7. A vessel is 'valing' when she is heading downriver to the open sea.
8. The first person to sail single-handed around the world was Captain Joshua Slocum in his 11.2m gaff rigged sloop *Spray*. He had left Boston in July 1895 returning to Newport Rhode Island 3 years later. He and his boat disappeared at sea in 1909.
9. Sea access to Lord Howe Island Lagoon is not assisted by channel markers, navigation lights or beacons. Tide knowledge and leads are essential.
10. CYCA Ocean Racer of the Year to July 2014 was Roger Hickman, owner of Farr43 *Wild Rose* that was the Overall Winner of the 2014 Rolex Sydney-Hobart.

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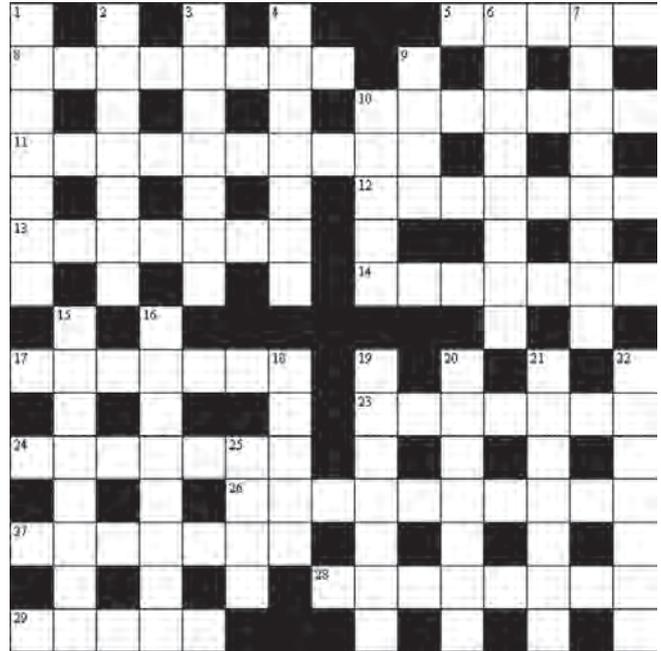
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5. An explorer who reached the South Pole just a month after Amundsen – he and his party died on the return journey (1868-1912) (5)
8. Said to have withdrawn a rope from a thimble, deadeye, or a block (8)
10. The overhanging part of a ship's stern especially of large yachts; Aft end of the ship, also known as the poop deck (7)
11. A large food fish of warm waters worldwide, also called the jumping cod, or flasher, a fish which has a caudal fin suggesting a three-lobed tail (10)
12. Maritime term for an article of clothing forming part of the traditional rig of seamen in most navies and worn under a jumper (7)
13. What type of uncorrected barometer is considered good enough to observe changes in the weather? (7)
14. A type of meteorite formed from 'true ice' and believed to be associated to the asteroid Vesta (7)
17. Large wooden boat with a crew of a dozen men on river Madeira, transporting rubber from Bolivia to the Amazon. (7)
23. To haul in any slack cable or 'slatch' when a vessel lies to a single anchor (5,2)
24. Term for when the sheets of the fore-and-aft sails are hauled as taut as possible (4,3)
26. The sailor's name in the old days for salt beef which was tougher than usual to eat (5,5)
27. Sue and Arty ended up in an embayment where fresh water mixes in with salt water (7)
28. Prefix to the word scale, which is a standard 'wind force' scale used by mariners and fishermen (8)
29. A small merchant ship used in the 1st and 2nd World Wars, fitted with concealed armament and used to lure German U-Boats (1,4)

Below

1. Adjective pertaining to Australia and her neighbouring islands – i.e. of Southern regions (7)
2. A large maneuverable warship; smaller than a battleship and larger than a destroyer (7)
3. An internal keel in the form of a stringer bolted on to the keel to provide additional strength (7)
4. What a tide which flows in the same direction as the wind is known as (3,4)
6. The curve of an anchor cable as it lies between the sea floor and the vessel to which it lies to (8)



7. Traditional fishing spears which have three prongs – Neptune the Roman god of the waters had one (8)
9. The handling end of a tackle, that part of the rope that is hauled upon (4)
10. A sailing boat with two masts with a standard rig consisting of a main dipping lugsail and a mizzen standing lug sail, developed in Scotland; used for commercial fishing from the 1850s until the 20th century (5)
15. Additional weights carried by vessels for stability and satisfactory trim fore and aft (8)
16. Astronomers suffix which is added to star classifications in the constellation Centaurus (8)
18. The form of the fore-body of a ship under the load line as it thrusts through the sea (5)
19. A lower deck slang term for a member of the ship's police or petty officer, in a warship (7)
20. The device used for pulling the clew of a sail out on to the boom (7)
21. Term for sufficient distance from the shore or other hazard to allow a vessel to manoeuvre safely (3,4)
22. What a mariner does to a yacht when he capsizes her and traps air under her hull, forming a water seal (7)
25. The continuous ringing of a bell indicates there is what on board a vessel? (4)

Answers to Xword 136 on page 67.

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TRYGVE HALVORSEN

BOATBUILDER

Having farewelled my mother's brother Carl Halvorsen in July 2014, I now find myself having to say goodbye to another. Trygve Halvorsen, in his typical organised and unfussed fashion, wrote the details of his life and sent them to me a few years ago with the instruction: "You know what to do with it."

Trygve Halvorsen was born in the small town of Helle in southern Norway on 5 August 1920, the youngest son of boatbuilder Lars Halvorsen, and his wife Bergithe.

Seeking a better life in the aftermath of WWI, the family spent two years in South Africa before settling in Sydney in 1925. Trygve joined the family firm at the age of 14. Lars died not long after, but not before passing on his love of yacht designing to his son.

During WWII, Trygve was based at Lars Halvorsen Sons repair facility at Neutral Bay. He joined the Volunteer Coastal Patrol, skippering the 1938 Halvorsen-built *Pelorus*. Trygve was appointed a Special Constable of the Water Police and was awarded the Golden Albatross Pin, the VCP's highest award.

During the war, Trygve met the love of his life, Noreen Andrews, and he would scull the family's 35-foot sailboat, *Enterprise*, to visit Noreen in Rose Bay when there was no wind to sail. Theirs was a love that flourished throughout more than six decades of marriage.

When Lars Halvorsen Sons bought property at Bobbin Head for their hire-

boat business, Trygve was in charge of maintenance of the fleet.

Trygve and his brother Magnus built their first serious racing yacht – the 34-foot *Saga* – in 1946 and she was launched just in time to compete in that year's Sydney to Hobart race. *Saga* carried no engine. After weathering a huge storm in Bass Strait, *Saga* was becalmed in the Derwent River, but still managed second place on handicap.

New yachts followed, with designs tweaked with each one (engines were one improvement!). *Peer Gynt* was placed third in her first 'Hobart' in 1947, followed immediately by the Trans-Tasman race, in which she was knocked over by a freak wave. She was upside down for a minute before righting herself, the only water inside having come from a vent, and went on to win the race.

In 1950, Trygve and Magnus built *Solveig*, the 1,000th vessel produced so far by the firm in Australia. In *Solveig*, the brothers raced in the Hobart, Trans-Tasman and Trans-Pacific races. Unfortunately, the brothers missed what would have been their first Hobart win in 1954, due to illness. *Solveig* was skippered to that win by noted navigator, Stan Darling.

Trygve's next design was the innovative *Anitra V*. Constructed using the latest glues, *Anitra* had no nails or caulking, her hull as smooth as silk. She delivered a second place in the 1956 Hobart in hurricane-force winds; a first in 1957; and seconds in 1958 and 1959.

A high point in Trygve's career came when he was invited by Sir Frank Packer to join Australia's first challenge for the 1962 America's Cup. Designed by naval architect, David Payne, *Gretel* was built at the Halvorsen yard in Ryde. Initially one of the three helmsmen, Trygve's organisational skills saw him appointed House Captain to the team, also responsible for towing and maintenance.

Back in Australia – sadly not with the 'Auld Mug' – Trygve was able to concentrate on building the iconic *Freya*. *Freya*'s hull design evolved from *Solveig* and *Anitra*, with emphasis on strength, and with Bass Strait in mind. With a still unequalled three successive Hobart wins under her belt and a tilt at the 1965 Admiral's Cup, *Freya* is still afloat, sailing in the Caribbean.

Trygve went on to crew on five more Hobarts and on Alan Bond's *Apollo* in

the New York to Bermuda race in 1972, before retiring from racing.

In 1964 Trygve and Magnus established their own designing and consulting business. Their first commission was to make alterations to *Gretel* in preparation for the 1966 America's Cup. When Magnus left, Trygve was joined by Trevor Gowland and steel fabricators, Jim and Jock Morson, and Halvorsen Morson & Gowland was born. HMG's stock boats were the fibreglass HMG 30 and 31 motor-sailers. Designed by Trygve, the HMG yachts were functional, safe and sea-kindly. Trygve and Trevor Gowland later formed Halvorsen & Gowland, building the world's first aluminium 12-metre class yacht, Alan Bond's *Southern Cross*. Trygve retired in 1983.

Trygve and Magnus were joint Yachtsmen of the Year in 1965/66 and were awarded the Australian Sports Medal in 2000. Trygve played an active role in a number of yacht clubs and was a long-time supporter of the disability organisation House With No Steps.

Trygve Halvorsen died peacefully on 8 November 2014. He is survived by his wife Noreen and daughters, Erica and Nina and will be missed by his large extended family.

He will be remembered for his quick and cheeky smile, the twinkle in his eye ... and his eye for detail.

↓ **Randi Svensen**



Trygve Halvorsen (at left) with his brother Carl at Bobbin Head, circa 1960.



The crew of *Saga* waving to spectators as they set out on their first Sydney to Hobart race in 1946. Trygve is at the helm, his brother Magnus behind him.

PRODUCT & INDUSTRY REVIEW



Abell Point Marina – the ‘blue carpet treatment’

Already renowned for state-of-the-art facilities and luxury conveniences, Abell Point Marina is about to add two more exceptional guest services to its bow – a concierge vehicle and a dedicated helicopter service.

“It’s all part of our bid to bring back good old-fashioned service,” said owner of marina, Paul Darrouzet. “For example, the concierge vehicle will be available for all marina customers to use free of charge so they can run into town and pick up provisions or visit the local shops without having to pay for a taxi.”

For those wanting to travel further afield, the Marina’s soon to commence dedicated helicopter transfer service will provide transfers to and from Proserpine airport and out over the Whitsundays, making exploring the area a breeze.

The new courtesy car as well as a private luxury pick-up service from Proserpine Airport is now available for marina customers. The helicopter service available in early 2015 is with local operator Heli Taxi.

Abell Point Marina – 02 4946 2400; info@abellpointmarina.com

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Details of this agreement are confidential, however, it allows TrackSAT to market the latest ‘UltraQuiet’ stabilised antenna technology to their customers across Australia.

TrackSAT – call Dee on 0403 864 947; www.tracksat.net.au



Brisbane 4x4 Outdoors Show, Fishing & Boating Expo

Visitors to this year’s National 4x4 Outdoors Show, Fishing & Boating Expo will have the opportunity to see the star of the iFish television program, Paul Worsteling, in the flesh at his only Brisbane Show appearance from March 20-22 at the Brisbane Showgrounds.

Appearing on the dedicated Allround Angler Fishing Stage, Paul will be joined by an array of special guests across the three days at what is touted as the main event for fishing, boating and outdoor enthusiasts.

With informative and interactive displays showcasing a variety of products and services from the biggest names in the industry, showgoers will be sure to find something to suit their interest.

Big-name fishing and boating exhibitors will be in attendance at the show, including BCF, Allround Angler, Cunningham Marine, Neptune Marine, Whitewater Marine, Karee Marine, Bayside Suzuki, North Coast Boating, South Easterly Marine, Australian Marine Centre, R&M Marine, Motorsport Marine and Brisbane Marine.

Tickets available from www.e-ticket.com.au.

Brisbane 4x4 Show – www.4x4show.com.au.

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From hull cleaning, mooring searches and salvage, to the installation of an art piece ‘The Big Drink’ for Sculptures by the Sea in 2009 and 2012 involved in the Etchells Worlds, a truly wonderful site and great endorsement of sailing in Sydney.

Barry, Anne and the Harbour Dive Services team look forward to seeing you out on our wonderful Harbour.

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Hidden Harbour Marina

Imagine driving into Martha Cove, looking out at the stretch of aquamarine water, knowing you’re only moments away from the freedom of your boat in your own exclusive freehold berth.

Many have already experienced exactly that sensation during their first summer at Hidden Harbour Marina, the newest marina release in Martha Cove on the Mornington Peninsula. Purchasers have enjoyed the long relaxing summer days watching the sun settle in the Western sky, meeting their new community and enjoying each other’s company.

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Berths in Hidden Harbour are selling quickly – and why wouldn’t they? Available in 11, 12, 13, 15 metre and multihull berths, the marina is protected from the weather and guarded by 24-hour security. Your berth is complimented by a dedicated car park making it even easier to get straight out on the water.

Hidden Harbour Marina – HiddenHarbourMarina.com.au

Master – the alternative to high priced blocks, cam cleats, jammers, etc

Master is a designer and manufacturer of high quality, price competitive sailing hardware and is bursting onto the Australian sailing scene. Now with 600-plus individual products, the huge range includes blocks in multiple sizes and configurations, cam cleats, clutches, furlers, mainsail and headsail controls, and more.

With over 30 years of manufacturing and designing experience in the plastics and composites industries, Master has leveraged this background to create high quality price competitive sailing hardware. Several of their

products have been granted international patents with their innovative designs and solutions.

Master sailing hardware is available in Australia through the official Master distributor Bombora Marine. The company aims to supply innovative and quality marine and sailing hardware at competitive prices sourced directly from manufacturers around the world.

Bombora Marine – enquiries@bomboramarine.com.au



Boats for Sale

CASTLECRAG MARINE Boat of the Month



Jeanneau Sun Odyssey 37. One of Jeanneau's most popular designs, this Australian Registered vessel presents very well with plenty of gear—ready to go cruising. Three cabins and two heads. Huge price reduction **\$115,000**

48' Adams – fast cruising boat	make an offer	\$110,000
48' Halvorsen Sports – immaculate		\$595,000
40' Tradewinds Cruiser – aft cabin		\$99,000
37' Jeanneau Sun Odyssey – tri cabin	ono	\$115,000
30' Hick 30 – fgl yacht. Ready to race	reduced	\$25,000
28' Cavalier – good cond, new sails		\$30,000
27' Marauder – new rig & sails, fgl	reduced	\$14,900
25' Holland – exc cond	reduced	\$17,900
25' Halvo – classic, very tidy, original		\$35,000
25' Fjord – diesel, project	offers	\$10,000
24' Triton Yacht – a true bargain - will go quick		\$6,000

Call Kim Johnson 02 9958 0425
info@castlecragmarine.com.au



Steel Motor Cruiser 42ft John Pugh design, (Northern star) displacement hull with a 6LW Gardner and twin disc gearbox, 2000lt fuel, 2000lt water. Hull built to survey 20 years ago, sleeps 7 with ease. **\$95,000.** Brisbane Ph owner **0412 720 994** email **rodney.h@optusnet.com.au**



1936 Classic 30' Motor Launch. Well maintained Perkins 48hp diesel. External shower, electric toilet, licensed to carry 9 passengers, sleeps 5. Twin steering. Electric Windlass Very well maintained and reliable. Priced to sell at **\$39,000** Ph **0411 206 347** E **david@myboats.com.au**



Furneaux Explorer 60' 19' 6', near new 6LXCT Gardner, Onan Gen, sleeps 14, 8 Cabins, 5 watertight, 5,000 Lt fuel, 6,000 water. Built to survey. For comfortable economical cruising, Call **Brian** on **0418 550 147** TAS. **\$400,000 neg.**

Boats for Sale

02 9819 7811 1300 788 445



Sydney Boat Brokers



60' Gaff Schooner – \$ 195,000

This masterbuilt vessel constructed in timber and designed by Jack Savage was very heavily built to tackle some of the wildest oceans on the planet, the Southern and the Antarctic; a go anywhere expedition vessel.



Formosa 42' Ketch – \$ 134,900

The charm of yesteryear with the comfort and luxury of today. Built in fibreglass with a good suite of sails, she also boasts a near new Yanmar and custom boom tents for those lazy days!

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Gladesville and Brooklyn locations



AQUARIUS 35 CRUISER. Professionally built 1988 Clem Masters design. Powered by well maintained Perkins 240hp diesel top speed 15 knots. All new electronics, near new Zodiac. Sleeps 4 in comfort. Great fishing boat 180 litre SS Icebox in cockpit + 200 litre 12V fridge inside. New covers and upholstery. Fully restored, nothing to spend, ready to go. **\$110,000 ono.** Rick **0413 733 143**



2009 MASTERS 34 – 300hp 6068 John Deere diesel, zf gearbox 2:1, 18kts, 660l fuel, 540l water, hydraulic steering, flowscan fuel meter, v berth, gas cooktop, hot water heater, vhf, auto pilot, depth sounder, electric toilet, shower, many extras. **\$169,000 ono** Ph **0412 705 819**

Endeavour 26' F/G Hull, 3 Genoa's, 3 Spinnakers, 1 Main, 6hp Yamaha outboard, life jackets, 27 Meg Radio. Great Yacht to race or cruise, sleeps 6, moored Kogarah Bay \$5,000 Phone Ken 0407 442 994

Timber Cruiser 28ft, 4cyl Leyland diesel, hydraulic gear box, excellent condition. Sink, stove, electric toilet, bilge pumps, new batteries, carpets, cushions, jackets. Hull needs TLC. Mooring Five Dock Bay Sydney **\$6,500** Ph **0418 443 905**

Boats for Sale

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35ft Aquarius fibreglass Cruiser. Built to survey. Flybridge. 220hp diesel very economical. Sleeps 4. Bow thruster for easy manoeuvrability. Full new covers, new cook top & oven, 3 way fridge, microwave. Electric winch and toilet. Water fully pressurised, shower gas HWS. Many extras. **\$98,000 ono** Contact **Doug** **0407 242 782**

Adams 11.9 New Mast, new Sails, New Paint, 18 hp Kubota Diesel, Fun, Quick Racer/Cruiser easily raced with small crew **\$49,990 ono.** Ph **0425 218 398**

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Steber Persuader 2200. Well maintained cruiser 2002 model, Yanmar 56hp diesel shaft drive, 606 hrs, toilet, shower, h/wtr, stove, CD/radio, sounder, twin batteries, elect anchor, swim ladder, full new covers, fully serviced, antifouled & polished. Great Weekender **\$40,000. Ph 0414 774 791**



21ft Half Cabin Clinker Wooden Bluey Williams 1953. Kauri Planks over Spotted Gum frames hull repainted & antifouled 2014. 2 Berths, 110hp inboard motor TBF. Great fun boat, registered, new solar panel and battery 2014, re-screwed 2014, 6ft width, 3ft draft. Moored Brooklyn. Reduced price **\$9,900 Ph 0431 421 864**



East Coast Yachts Greenwich 17 on trailer. Electric drive (or easily converted to outboard). Detachable "hard top" (half cabin or open boat). Pretty launch, located Hunters Hill area **\$10,000 Phone owner 04 2133 9050**

Boats for Sale



Timber Cruiser 35' GPS This well built & maintained Cruiser has just been slipped & antifouled. Perkins 6354 Diesel runs well, & is a fuel miser. Large aft cabin, & beautiful timber fitout, GPS sounder & autopilot. Full walk around decks. Pt. Hacking. **\$69,500 ono. 0417 723 584**



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Boats for Sale



Classic 27' Timber Sloop. Beautiful 75 yrs, Pittwater icon Moon Mist Fantastic to sail. New Zealand Kaurie by Jim Steel. Recent work - hull stripped & re-corked, deck & cabin top fully repainted. Hatches & wash boards refurbished, forward hatch replaced. Some interior work yet to. **\$10,500 Ph 0409 504 299**



Seawind 1000 Catamaran for sale in current NSW Survey. Professionally maintained, new engines 2012, guaranteed charter bookings for Sydney Harbour. Option to manage and maintain vessel for charter on behalf of new owner. **\$210,000 Ph 0438 177 283**



Fusion 40 Charter Cat. Current survey 1D 30 wax plus 3 crew for Aust waters forward bookings if req coxswains cert only to operate Light weight fast cruising cat 3-4 cabin 3 heads 40 HP Volvo, fold props Genset 8 KVA Exc cond low hours Boat only for sale ex gst **\$425,000 Ph 0418 595 965**



30' Kauffman designed yacht. The General, a 1/2 tonner, was built by Cec Quilkey in 1976. Full refit and respray 2004. In excellent condition. Professionally maintained. Recently anti-fouled. Great racing and cruising boat. Moored near Gosford. **\$48,000. Call Ross 0413 650 693**



Cavalier 37ft GRP Fully fitted out, new Water Tanks, no Osmosis, 28hp Volvo diesel, 2000 model, 7 sails, extra large chain locker, steps on mast, refurbished 1996. Six Berths, new toe rails, new stove/ oven. Great inclusions, new headsail. Great Offshore Yacht, moored Port Hacking. Reduced to sell **\$65,000. Ph 0416 048 600**

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Expression of interest S/V *Antares* Classic S&S type 20m wooden Ketch built Italy 1972 is looking for partner or corporate sponsorship for maintenance & sailing. I am an ex US Coast Guard Captain who has dedicated 20 years to preserving this truly beautiful yacht. Now is the time to seek likeminded people to carry on the adventure. **Price Neg from 50K. Ph 0409 030 734 laurenceyacht@gmail.com**



Admiral 21 \$4,500, 3 Headsails, 1 Main, 1 Spinnaker, 1 Dinghy new 2012 Yamaha O/B, Rigging, sails and gear in Good condition. Antifouled and serviced Sept 2014. Surveyed 2010. Sale Due to Health Reasons. **Ph 02 9427 0835 or 0413 699 436 or dickdaw@optusnet.com.au**

Scarab Water Taxi 7.7m survey six passengers 2D Yamaha 225hp 2500 hours. Custom built trailer. 1996. Goes very well. New trim. Looks good. **\$27,500 Ph 0429 123 659**



Magnificent Macgregor 26 for sale. Excellent condition, hardly used, full set of sails, 70hp Suzuki outboard. Great family boat. **\$45,000 ONO Call Eddy 0408 547 138**

Cavalier 32, 1979, lying Gosford. "T"-shape cockpit, wheel steering, furling jib, Bukh 20 hp engine. Original fit-out, extra sails, anti-fouled June 08, survey available. Can e-mail photos. **\$52,000. Phone 02 4367 2073**



Compass 29. Great example of these popular yachts. 1981 with red stripe. Tiller steering, three headsails, two mains, VHF, two extinguishers. 15hp, twin cylinder Yanmar. Moored at Sydney yacht club, easy to inspect. **\$30,000 ono. Call Andrew 0422 953 928 email light890@gmail.com**

Soling Racer Day Sailer. More than just a mooring minder. Successful club racer / day sailer. Sails, spars, standing running rigging all in good condition. Safety Equipment. Boat cover. Looks Good **\$3,000. Phone 0477 611 290**

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BOAT OF THE MONTH



Beneteau 15F5 (1990): Designed by Bruce Farr, a strong, fast seaworthy cruiser/racer and passage-maker. Yanmar diesel 75HP, full range of cruising electronics including radar, electric primary winch, 650L water, 4.6kva generator, 3 double cabins, master with ensuite and settee, solid mahogany timber, marble galley bench tops. This boat has sailed over from the US and was imported a few years ago. A little cosmetic work is needed on deck and topsides but otherwise absolutely beautiful. **\$120,000 Neg.**

Many more listings on our website: visit www.nautilusyachtmanagement.com

Hanse 461 2006 model: Two owners only. Never chartered. Fully set up for extended cruising with solid SS Targa (new 2014), 2 X 80w solar panels (new 2014), davits, 4.5Kva generator. Full weather covers including all around clears, sail cover and lazy jacks (2013), 3 double cabins. Beautiful presentation. Engines serviced November 2014. **\$310,000 Neg. UNDER OFFER. MORE STOCK NEEDED.**

Fontaine Pajot Bahia 46 2002: Always privately owned and never chartered. Beautifully presented. Fully equipped. 6.5Kva generator, water-maker, washing machine and full set of covers. New rig 2013. New Fully imported into Australia and taxes paid. Australian registered. Price to sell fast at **\$435,000 Neg. UNDER OFFER. MORE STOCK NEEDED.**

Fontaine Pajot Salina 48 2010: One owner. Fully equipped for world cruising. Maestro version. 9 X solar panels. Onan generator 7kva. Full covers. Immaculate presentation. Now reduced! **REDUCED TO US\$649,000** (boat is in NZ but can be fully imported and delivered to your home as part of the negotiations)

Fontaine Pajot Salina 48 2008: Immaculate example of this highly sought after catamaran. Maestro version with full range of upgrades inc. bigger engines, 7kva

genset, watermaker, wash. machine. etc. Presently in Vanuatu. Owners must sell. **\$570,000 neg.**

40' Tasmanian Cray Fishing boat. Gaff rigged, Gardner Diesel, Perkins generator. Immaculate presentation. A real head turner at your next wooden boat festival. Comfortable accommodation for 4. A unique and magnificent yacht. **\$89,000 Neg.**

Mariner 31 Flybridge 1983. Immaculate presentation. 2 X Mercruiser 340HP 8 cylinders 7.4L. Onan generator. Beautiful and comfortable boat. Huge inventory, nothing to spend and ready to enjoy! **\$44,900 Neg.**



Nautilus Yacht Management now sells GRP dinghies! Hand-laid by professional shipwrights in Mona Vale. Beautifully crafted. Strong and light enough for one person to carry. Unsinkable. The list of qualities goes on. 7' Snubnose, 8' dinker, 9'7". Full range of customisation available. **Price starts at \$850 for a limited time only.**

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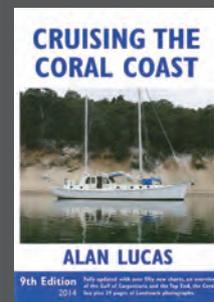
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REUNIONS & UPCOMING EVENTS



Picturesque Rottneest Island in WA.

Rottneest Island gets set for annual Festival of Sail

Now in its fifth year, the two day Rottneest Festival of Sail will be held over the weekend of 28-29 March.

Between 50-60 yachts are expected to be anchored in Thompson Bay on Saturday night which will provide quite a spectacular view for visitors to the Island on 28 March.

Organised by both Royal Freshwater Bay Yacht Club and the Rottneest Foundation, the Club manages the sailing programme and has lined up a great format of racing. Yachts will compete in a mix of events including windward-leeward, offshore race, transit race and a Round the Island Cruise in Company.

Moorings are provided for all yachts entered and a ferry service will run the sailors ashore for social activities. Saturday night hosts the much anticipated party at Aristos

Light shines on Sail Port Stephens

Entries are open to owners of eligible cruising and IRC boats looking for the perfect fusion of sailing and family time at Sail Port Stephens, April 13-19.

The week-long Sail Port Stephens event conducted during the second week of the NSW school term break opens with the Commodore Cup Cruising events, 13-15 April, followed by a day's rest before stage two, the Port Stephens Trophy events and NSW IRC Championship commence on Friday 17th through to Sunday the 19th. The Junior Off the Beach One Sail Series runs from 15th-16th April.

Organisers have introduced a range of initiatives including a multihull division expanded to cater for both cruising and racing cats and trimarans, and the return of the Junior One Sails series which is open to those under 18 at the start of the regatta wanting to enter a dinghy with one sail – such as a BIC, Opti or Sabot.

Website: www.sailportstephens.com.au/

and there are plenty of great prizes up for grabs thanks to the sponsors.

Visit the RFBYC website, rfbyc.asn.au for full details. ↓

Setouchi International Yacht Rally

Warren & Glenda Stahel have been approached by the Japanese Long Distance Sailing Association to assist in publicity for the forthcoming Setouchi International Yacht Rally from 5 September to 10 October 2015.

They crewed on Japanese boats last year and found it the most amazing experience, four weeks travelling in the inland sea, visiting numerous islands, and small villages with local and international boats.

"The hospitality shown to us by the Japanese sailors and all we met was beyond our expectations, truly humbling," said Warren. "A number of the Japanese sailors lived around the Setouchi area and thus we were able to explore the area with locals. This was one of the most amazing overseas cultural experiences we have had in travelling the world."

As Japan does not have a charter boat industry it does require a large commitment to sail to Japan however the experience is well worth the effort.



Photo ROLEX-Daniel Forster

Black Jack won line honours in 2014.

Brisbane to Gladstone Yacht Race

The 66-year history of the Brisbane to Gladstone Yacht Race has made it one of Australia's flagship offshore yacht races. It is an icon of Queensland and the highest profile Easter Weekend sporting event, setting sail from Moreton Bay on Good Friday annually.

The 67th edition of the 308nm ocean classic will start on Good Friday, April 3rd 2015. From the start, yachts proceed via a mark off Redcliffe Point to the North West Channel up to Caloundra and through to Gladstone.

Competitors will gather from across Queensland, New South Wales, Victoria and Tasmania as well as from overseas. They compete for the Courier Mail Cup.

In 2014, Queensland Racer *Black Jack* took an impressive line honours win while the Tasmanian registered *Alive* topped the timesheets on handicap and won the prestigious Courier Mail Cup, one of the oldest perpetual trophies in Australia that has been competed for on a continual basis. ↓

Contact Warren & Glenda Stahel, wstahel1@bigpond.com; Warren 0408 354 091; Glenda 0427 400 064; PO Box 7200 Beaumaris, Vic 3193. ↓



Calendar

March 2015

- | | | | |
|-----|---|-------|---|
| 1 | Queen of the Harbour – 18ft League | 13-15 | Endeavour Yachts 50th Anniversary Regatta – BBYC |
| 1 | Nigel Holman Race for Rum – Manly YC 02 9977 4949 | 14 | C C'ship Ht 6 1400 – StGeo SC |
| 1 | ISAILWhitsundays Ht1 Sprint Series 11:30 – Whitsundays SC | 14 | Woy Woy to Lobster Bch – NSW TS16 ph 0413 138 223 |
| 4 | WAGS – ROYS | 14 | MHYC Passage Race, Multi Div; Combined Clubs – MHYC |
| 4-6 | Easter Regatta – Gippsland Lks YC | 14 | Costa Deliziosa ETA 1200, ETD 16/3 1800 @ Athol Buoy |
| 5 | Classic Twilight – SASC | 14 | SOPS 1230, Broken Bay 1300 – RPAYC |
| 6 | Algal Bloom Invitation Race – RPYC | 14 | Sailing Div BBIC 4 11am – RMYC Broken Bay 02 9997 5511 |
| 6-8 | Port Cygnet SC Regatta 0417 408 136 | 14 | Port Phillip Sea Pilots 100th Anniversary – Hobsons Bay YC |
| 6-8 | Hillarys Boat & Fishing Show – Hillarys Boat Harbour | 14 | Napier Cup 2pm – RMYS |
| 7 | New Year race #4 – Botany Bay YC | 14 | Club Marine 4 – RBYC |
| 7 | VS 70th Reunion – Vaucluse YC 0404 891 941 | 14-15 | Broken Bay Game Fishin C Invitational Tournament/CZ – RMYC Broken Bay 02 9997 |
| 7 | Queen of the Harbour – SFS 02 9955 8350 | 15 | Club C'ship 11, Alice Burton Mem Trophy – 18 Footers |
| 7 | Steam Launch <i>Lady Hopetown</i> Champagne Brunch Cruise 1000-1230 ph 02 9298 3888 | 15 | Sunday Gaffers – SASC |
| 7 | Commodores Cup & Mosquito Passage Sail – RPAYC | 15 | Cruiser Div AC Wooll Trophy Pittwater to KMYC – RMYC Broken Bay 02 9997 |
| 7 | Ptscore Race 1400 – StGeo SC | 15 | John Goodier Mem Challenge – Kurnell Cat C |
| 7 | Autumn Passage Series Race 1 – Hawkesbury Riv YC | 15 | Short Handed R2 8:30 – WMSC |
| 7 | King Is Race 0400 – RMYS | 15 | ISAILWhitsundays Ht3 Sprint Series 11:30 – Whitsundays SC |
| 7-8 | BIA Sydney Trailerboat Show – Olympic Park | 17 | MSC <i>Orchestra</i> ETA 0700, ETD 18/3 0100 @ OSPT |
| 7-8 | Sydney Harbour Regatta – MHYC | 18 | WAGS – ROYS |
| 7-8 | Classic Yacht Regatta – RMYC Pittwater Festival 02 9997 5511 | 20-23 | Australian 18' C'ship – Brisbane 18 Footers |
| 7-8 | Laser QLD State C'ships – ROYS | 20-22 | 4x4 Fishing & Boating Expo – Brisbane Showgrounds |
| 7-8 | Etchells WA State C'ships – RFBYC | 21 | New Year race #4 – Botany Bay YC |
| 8 | Club C'ship 10, Commodore Cup – 18 Footers | 21 | 35 Years of Riviera Boat Parade, Pittwater Festival – RMYC Broken Bay |
| 8 | <i>James Craig</i> Sail the Tallship from Sydney 0930-1600 ph 02 9298 3888 | 21 | Inshore Harbour Race – MHYC |
| 8 | Combined Clubs R2 8:30 – WMSC | 21 | Sat Racing – SASC |
| 8 | ISAILWhitsundays Ht2 Sprint Series 11:30 – Whitsundays SC | 21 | <i>James Craig</i> Sail the Tallship from Sydney 0930-1600 ph 02 9298 3888 |
| 10 | WBA NSW Meeting 7:30@ Gladesville Bowls | 21 | Ptscore Race 1400 – StGeo SC |
| 11 | <i>Queen Victoria</i> ETA 0600, ETD 12/3 0500 @ OSPT | 21 | Season Ptscore 8 – Hawkesbury Riv YC |
| 11 | WAGS – ROYS | 21 | Club Marine Series 1:30 – Sandringham YC |
| 12 | <i>Queen Mary 2</i> ETA 0600, ETD 2100 @ OSPT | 21-22 | Sail & Seafood Cruise to the Gong – Botany Bay YC |
| | | 21-22 | Helly Hansen Womens Challenge – MYC 02 9977 4949 |
| | | 21-22 | Pittwater Sail Expo – RPAYC |
| | | 21-22 | Ocean Ptscore Race Syd-Wollongong & Return – CYCA |

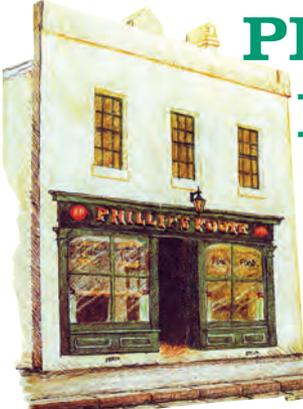
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AFLOAT Calendar

March 2015

- 21-22 Offshore 7 Syd Harbour & Return 8 – RMYC Broken Bay 02 9997
- 21-22 Vic Lucas Cup & Traditional Boat Regatta – WMSC
- 21-22 Victorian Trailable Y C'ships – Gippsland Lks YC
- 21-23 Farr 40 NSW State Titles – RSYS
- 22 Pittwater Festival Scotland Is SUP Race – RMYC Broken Bay 02 9997
- 22 Club/Class C'ship – Kurnell Cat C
- 22 ISAILWhitsundays Ht4 Sprint Series 11:30 – Whitsundays SC
- 24-1/4 Mates4Mates Serve II Sail – Mooloolaba YC
- 25 Sydney – Mooloolaba Race – MHYC
- 25 Queen Mary 2 ETA 0600, ETD 1900 @ OSPT
- 25 WAGS – ROYS
- 25-28 John Calver-Jones Trophy Farr 40 National C'ships – RSYS
- 27 Sydney to Mooloolaba Race – MHYC**
- 27 Diamond Princess ETA 0700, ETD 28/3 2000 @ OSPT
- 28 New Year race #6 – Botany Bay YC
- 28 Summer Trophy Day – SASC
- 28 Steam Launch Waratah Sydney Harbour Secrets 1200-1515 ph 02 9298 3888
- 28 Sprint Series, Inshore 10, Classic Series – RPAYC
- 28 Little & Browne Shield Final – StGeo SC
- 28 Metung Challenge 2pm – Gippsland Lks YC
- 28 Club Marine 5 – SYC
- 28-29 Rottnest Festival of Sail – RFBYC
- 29 Darren Lowder Mem Trophy – Kurnell Cat C
- 29 ISAILWhitsundays Ht5 Sprint Series 11:30 – Whitsundays SC
- 30 Steam Launch Waratah Steam'n Mondays 1030-1400 ph 02 9298 3888

Twilight Races

- Monday** RMYC Broken Bay 02 9997 5511
- Tuesday** RPAYC Ladies/Spinnaker 1800
RSYS 17:15
Gippsland Lks YC 5:30
- Wednesday** Whitsunday SC 1630 ph 07 4946 6138
RSAYS
RMYS 6:00
- Thursday** MHYC 1800hr
RPAYC 1800
SYC 1800
RPYC 1800
- Friday** Manly YC 1800hr Ph 02 9977 4949
RMYC Broken Bay 1700hr Ph 02 9997 5511
Botany Bay YC 1800
RANSA 1800
RSYS 1700
SASC
Abell Pt YC 1630

Upcoming Events

- APRIL**
- 3 Good Friday**
- 3 67th Brisbane – Gladstone Yacht Race ph 07 3269 4588
- 3-5 Classic Boat Festival – Lk Macquarie, Toronto
- 6 Easter Sunday**
- 13-19 Sail Port Stephens – CPASA
- 18-19 Sydney Sailboat Expo @ ICMS Manly 0409 614 901
- MAY**
- 3-6 Marine15 International Conference – Royal Pines Resort, Gold Coast

Calendar items for listing in the following month's issue should be received no later than the 15th of the preceding month. All items for the April calendar must be in by March 15. Please submit entries in Calendar List Format as shown above. Entries should include contact name and phone number or the yacht club name and phone.



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TIDES, SUN & MOON

Sydney – Lat 33° 51' Long 151° 14'

MARCH 2015

	SUN. TIME M	MON. TIME M	TUES. TIME M	WED. TIME M	THURS. TIME M	FRI. TIME M	SAT. TIME M
	1	2	3	4	5	6 ☉	7
	0519 1.55 1204 0.53 1804 1.27 2344 0.60	0609 1.58 1246 0.48 1847 1.34	0030 0.55 0651 1.62 1322 0.44 1924 1.40	0110 0.51 0729 1.64 1355 0.41 1958 1.45	0147 0.47 0803 1.66 1425 0.39 2030 1.49	0223 0.45 0837 1.65 1454 0.38 2100 1.52	0259 0.44 0911 1.63 1524 0.39 2133 1.55
● New Moon	8	9	10	11	12	13	14 ☾
	0335 0.45 0945 1.58 1554 0.41 2206 1.56	0414 0.47 1020 1.52 1625 0.45 2242 1.56	0454 0.50 1058 1.45 1659 0.49 2320 1.54	0539 0.54 1139 1.37 1735 0.55	0003 1.52 0630 0.59 1227 1.30 1820 0.60	0055 1.50 0730 0.61 1326 1.24 1915 0.65	0156 1.50 0842 0.60 1438 1.22 2026 0.66
☾ First Quarter	15	16	17	18	19	20 ●	21
	0306 1.53 0955 0.54 1556 1.25 2142 0.62	0416 1.61 1100 0.44 1704 1.35 2251 0.53	0518 1.72 1156 0.33 1801 1.47 2351 0.42	0615 1.82 1246 0.23 1852 1.59	0047 0.32 0708 1.88 1334 1.17 1941 0.71	0142 0.24 0800 1.90 1419 0.14 2029 1.79	0235 0.19 0850 1.86 1504 0.17 2116 1.84
● Full Moon	22	23	24	25	26	27 ☾	28
	0329 0.19 0941 1.78 1549 0.23 2204 1.85	0422 0.24 1032 1.66 1634 0.33 2253 1.82	0517 0.32 1124 1.52 1719 0.44 2343 1.75	0615 0.41 1218 1.38 1807 0.56	0034 1.66 0717 0.51 1316 1.27 1900 0.66	0132 1.57 0824 0.58 1424 1.21 2003 0.73	0236 1.51 0930 0.61 1537 1.21 2114 0.75
☾ Last Quarter	29	30	31	Add one hour to tide times during Daylight Savings Time. DST ends on 5th April.			
	0343 1.48 1031 0.60 1643 1.25 2222 0.73	0444 1.49 1123 0.57 1734 1.32 2320 0.67	0534 1.51 1205 0.53 1816 1.39				
SUNRISE	1 0642	8 0648	15 0654	22 0659	29 0705		
SUNSET	1932	1923	1914	1905	1855		

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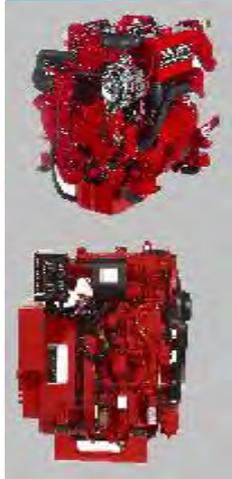
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