



*The Spirit of Australia's Waterways*

April 2020 No. 366

**PRICELESS**

# Is Your Club Sustainable?

Page 20

# Geelong's Big Summer

Page 38



30,946    
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# CONTENTS



**PAGE 23**

## features

Demolishing the myth of Terra Australis Incognita	Bruce Stannard	14
Is your club sustainable?	Ian Thomson	20
From the sublime to the ridiculously fast	Lachlan Vaughan	23



**PAGE 42**

## every month

Editor's Column	6	Nautical Quiz with Jim Broadside	44
Letters	7	Product & Industry Review	45
Harbour Happenings	24	Classifieds	46
On the Waterfront Pictorial	32	Upcoming Events	59
Foul Bottoms with John Quirk	40	Calendar	60
Weather with Malcolm Riley	42	Tide Chart	60

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Front cover: Sydney Harbour Regatta 2020. Photo by Andrea Francolini.

# Editor's Column

Welcome to my debut edition as guest editor of *Afloat*. I've been a contributor to the magazine for more than two decades and have thoroughly enjoyed being on the other side of this issue.

As well as the regular historical pieces and columns, I sought ideas and content from younger sailors, artists and passionate conservationists whose livelihood revolves around the waterfront, including Pittwater artist Gemma Rasdall and Ian Thomson, founder of Ocean Crusaders.

My shout out on social media for a young sailor, shipwright or volunteer to profile generated amazing feedback. Victorian high school student Lachlan Vaughan got in touch, keen to tell his story of sailing both a Waszp and a Couta Boat – two boats that couldn't be further apart in design and speed.

May's issue will be similar so if you have a story idea or know a young person worthy of a profile, please let the editorial team know. Similar to clubs facing the challenge of aging memberships, I feel it's important to recognise and give a voice to sailing and boating's younger generation.

As events all over the world are cancelled and manufacturers and clubs shut their doors due to the Covid-19 pandemic, there is a deepening feeling of uncertainty in terms of health and financial security. The situation is changing by the minute and there are too many cancellations and closures to mention them individually.

Global panic and economic volatility will have repercussions for yacht brokers, coaches, clubs, hospitality and other casual workers, charter operators and those in the service and parts industries who rely on boat owners spending money.

Long-term consequences may be dire, but it's important to remain calm. Laying-low is the perfect time to review business and marketing plans, check whether insurances, loans and utilities are still competitively priced, and review website and other marketing content so we are ready to roll when the world bounces back.

Working from home we can collaborate remotely on potential future projects and market our businesses while legitimately taking time out to relax, exercise, DIY your home or boat, spring clean, take your vessel out mid-week and find a quiet bay, spend time with family and reassure children they're safe.

The storm will pass.

Once the virus has run its course there may even be a flipside. A rebalance of work to family and leisure, a greater sense of community and awareness of the vulnerable and a shift back to supporting local manufacturing and supply. For businesses and clubs there is time to plan for the upswing and innovate for the 2020/21 season.

With most Sydney clubs closing off racing within the week I'm planning to savor the Woody Point twilight on Pittwater aboard the Farr 1020 *Sequel*, then early next week the RPAYC Women's Twilight on the Crowther 50, *Top Gun*, after which all club racing is cancelled until further notice.

Stay safe.



Lisa Ratcliff



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# Letters

## Muddy waters of mooring inspections

I just had my mooring serviced one month early and after paying I received paperwork which has raised considerable concern, including:

1. the mooring is only warranted 90 days not 12 months, and should the wind exceed 28 knots the warranty is suspended up until the 90 days expire, then the mooring needs to be reinspected before the warranty will be revalidated
2. mooring contractors are fully insured for the extent of their policy, that is as per item one
3. I was charged for two shackles and swivel, with no supporting evidence, and a new rope, which is one size down on what was existing, and there was no chafe strip on the rope.

I phoned around to find that all mooring contractors servicing the harbour have similar terms and conditions, with one contractor wanting me to indemnify him, should any of his employees /contractors commit any acts of negligence/damage/poor workmanship and alike, and they kept referring to mooring reform and mooring audits instigated by RMS.

My insurance broker was astounded and checked with the insurance company who informed that my insurance policy would decline any claim where conditions exceed that of the mooring contractor's warranty, and any claim made will need to be accompanied by a receipt for the mooring service, and the terms and conditions.

Over the last months we had two separate occasions where winds reached close to 60 knots and many where winds exceeded 28kts.

Conclusion being, basically, we all are uninsured for the act of their mooring failing that then causes damage to our vessel, any other vessel, shore facilities, the environment or the salvage of vessels. Note, it is the same mooring contractors who do salvage and make good shore facilities.

I contacted RMS and have had better conversations with the fairies who live at the end of my garden. I implore boaties to check the Ts & Cs of both the mooring contractor and their insurance policy and contact me with their information so we can ascertain the depth of the issue. Email: imwright1951@google.com.

All this needs to go before the Premier as a 'please explain'.

Ian Wright,  
Annandale, NSW.

### 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 **Ian Wright,**  
from Annandale, NSW.



## Got Something to Say?

**letters:** AFLOAT  
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Please keep your letters short. Letters longer than 250 words are liable to sub-editing at the Editor's discretion.

All letters must be submitted with the writer's full name, suburb (both for publication) as well as contact details and phone number (for verification but not for publication).

## Crab pot menace

I agree with John Sutton's comments on crab pots fouling propellers (March 2020).

I am a commercial coxswain with VMR Bribie Island, and we are always playing 'dodgem boats' with crab pots on the Pumicestone Passage and Moreton Bay.

When people cast their crab pots, they often don't allow sufficient rope for tidal conditions, especially king tides, so the buoy goes underwater. Crab pots are placed in the shipping channels or not weighted enough to stop them drifting. Over time and when the pots drift away, the owner's details become obscured.

If owners of crab pots could take a little bit more care in where they place their pots, risks will be reduced and a great feed of crabs enjoyed.

Ian Grimes,  
Banksia Beach, QLD.

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## Messing about in boats

I recently picked up a copy of *Afloat* magazine (January issue) and was very interested to read the article on 'raids' titled *Cockleshell Heroics* by Robin Hilliard.

As I read the article it brought me back to my own youth and the many happy memories of time spent in sailing boats. I often enjoyed the activity of simply being out on the water and exploring the waterways more than the stress and repetition of racing around the buoys.

The author mentioned "growing up on a diet of *Swallows and Amazons*", and as a fellow fan of the *Swallows and Amazons* adventures I too enjoyed when our family took our dinghy on camping holidays and, along with other families, would explore the estuaries and creeks or be out on the bay, fishing from the transom.

As a young adult I remember sailing a dinghy from Southsea on the English mainland across to the Isle of Wight, a distance one-way of about 20 miles, and enjoying a pub lunch before sailing back again. It was a mini adventure and, while perhaps a little foolhardy, a lot of fun all the same.

I recently read a wonderful book, *The Unlikely Voyage of Jack de Crow* by Australian author A.J. (Sandy) Mackinnon, who sailed and rowed his Mirror dinghy from North Shropshire in England down to London, across the busy English channel and through Europe until he reached Sulina, on the Black Sea. A staggering distance of more than 3,000 miles. The book is a wonderful tale of perseverance and adventure, and a must-read for any 'raid' enthusiast.

In summary, it would be fantastic to see more sailing clubs providing young and old with the opportunity for 'raids'; where the simple pleasures of sailing and camping are combined in a great adventure, big or small. This might also encourage more youth to join up and participate in sailing and boating, as there really is no better way to spend a day than "simply messing about in boats".

Clive Thomas,  
Galston, NSW.

## Buyer beware – misleading classic yacht claims

An S&S 1980 Swan 60 is promoted in Victoria and when pointed out to the broker that no such "animal" existed, the broker changed his text to advise it is a Swan 57 with an add-on stern. Nice yacht.

Another 66 classic is listed, built by the famous Merani Mauro Cantiero yard, and designed by De Mico Milano. I have searched and no such boatyard exists and the designer, I guess from Milan, equally escaped Google. The seller only knows what is listed. The yacht appears to be a waif.

And the winner is a 1950s 64ft yacht marketed as an Alden. I had some doubts when no history was available other than she was owned and built by SG Heaton and raced in the 1952 Hobart race. That proved correct. The listing describes her as a racing greyhound but from CYCA records she came last, last and second last in her three Hobarts. Maybe a slow greyhound! The Alden design collection is online at USA MIT Museum and







REGISTER OF YACHTS, 1954											NIR	
Yacht's Name Material of hull	Type Reg.	Tonnage Gross	HULL		BUILD		Engines and Boilers		Owners	Port of Registry	Port of Construction	Character of Vessel
			Builder	Year	Builder	Year	Make	Year				
5328 Nina V	AuxCat	—	50'0"	11'0"	7'0"	Cantrell	1953	Old Engine	—	Transport Inter-	—	—
5329 Minette	Sc	8'65"	22'0"	8'5"	5'1"	W. Ashman, Lathrop	1926	Patrol Motor	—	Alfred R. Smith	Lithuania	—
5334 Minerva II	AuxCat	3'70"	24'7"	7'0"	6'0"	D. B. Bush	1948	Patrol Motor	—	F. Dawson	—	—
5335 Nison	AuxCat	—	44'0"	9'0"	6'0"	A. Robertson	1927	Patrol Motor	—	Oldman-Johannson	—	—
5336 Niobe	AuxCat	—	24'7"	10'4"	5'4"	W. Ashman	1928	Patrol Motor	—	W. Tongue	—	—
5337 Niobe	AuxCat	—	24'0"	6'0"	—	G.F. Cook	1924	Patrol Motor	—	S. Lever	—	—
5338 Niola	Hull	—	22'0"	7'5"	5'0"	W. Ashman	1927	Patrol Motor	—	John A. Peters	—	—
5339 Niina	AuxCat	—	4'25"	27'0"	8'7"	W.A.A.	1927	Patrol Motor	—	Christopher D. Wilson	—	—
5340 Nippa	Tugs	—	4'00"	30'0"	8'0"	J.P.A.	1929	Patrol Motor	—	Thomas M. Fitzgibbon	—	—
5341 Nirvana	AuxCat	—	52'0"	14'0"	6'5"	E. Christian	1929	Patrol Motor	—	Arne Hoerth	—	—
5342 Nirvana	AuxCat	—	53'0"	15'0"	7'5"	G. B. B. B.	1929	Patrol Motor	—	S. G. Hinton	—	—
5343 Nirvana	AuxCat	—	52'0"	14'0"	6'5"	E. Christian	1929	Patrol Motor	—	A. van Buren	—	—
5344 Nirvana	AuxCat	—	52'0"	14'0"	6'5"	E. Christian	1929	Patrol Motor	—	Page	—	—

no design exists for Heaton. Having advised she was not in the Alden collection, it was suggested the plans were possibly "stolen", based on a listed 1950 65ft Alden yawl but converted to cutter. Maybe. By this stage I was caught up by the story.

From a newspaper search, there are many references to the yacht/Heaton/Newcastle and one clip was sent to the broker. The yacht was designed by the carpenter owner and built in his Newcastle NSW backyard over six years from about 1944. This detail was again not accepted by the broker, but the newspaper dates made the concept that she was from nicked 1950 Alden plans a stretch. The National Maritime confirmed a 1954 Lloyds Registration by Stanley Gordon Heaton, as the owner, clearly states *Builder S G Heaton and Designer S G Heaton*. But the yacht remains listed as an Alden.

John Alden was a naval architect of high repute, and that reputation adds significant provenance and subsequent value

to any vessel he designed. Conversely, a vessel of her heritage, designed by an owner with no experience, and home-built over many years, would be considerably low valued. A scammed and disillusioned buyer would find his vessel more difficult to sell, of lesser value, and the scam has the potential to undermine the classic yacht market.

The broker knowingly ignores the facts. Buyer beware.

The yacht's information has been passed to the Newcastle Historical Society. I would be interested if anyone has information on Heaton/N in 1954, as she was registered after years of ownership, then for sale by a third party in Point Piper, then sold again.

Steve Gunns,  
Roseville, NSW.

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## Sunny outlook at Killcare Marina

There are marinas and there are marinas, and they are not all the same. I know of one that likes to charge for water over 10 litres. They have an attitude to match.

Then there is Killcare Marina located in Hardys Bay, Brisbane Waters, which is where I met Sam. I went there recently to try and find a short piece of pipe to repair my broken solar panel frame. We tried different sizes with no result until Sam told me to wait while he went off in search for the appropriate part. Over half an hour of the marina's valuable time was used up but we eventually found a suitable piece which Sam cut to size for me, and, after all this trouble, he refused payment.

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Don Hartley,  
Balmain, NSW.

## Restore the Harbour's hidden natural beauty

With infrastructure increasing around the foreshores of Sydney Harbour, it is important, where possible, for the beauty of the natural rock formations to remain visible for all to see.

The stretch of harbour between Balls Head and Goat Island is a case in point. The Balls Head foreshore to the north is completely free of infrastructure and its beauty is obvious. Looking to the south however, the northern shore of Goat Island is obscured by an obsolete, unused and decaying wharf structure, which hides the beauty of the natural rock formations behind it.

This structure could easily be removed and the beauty of the natural foreshore in this stretch of Sydney Harbour would be visible again for all to enjoy.

Geoffrey Lucas,  
Riverview, NSW.

## Fidelis in a hard southerly

In 1966, when Jim Davern, the owner/skipper of *Fidelis*, was asked prior to the Sydney to Hobart Race: "What do you do when a hard southerly pipes in?", his reply was: "We batten down the hatches and breathe through the mast".

Bill Manning,  
Cremorne, NSW.

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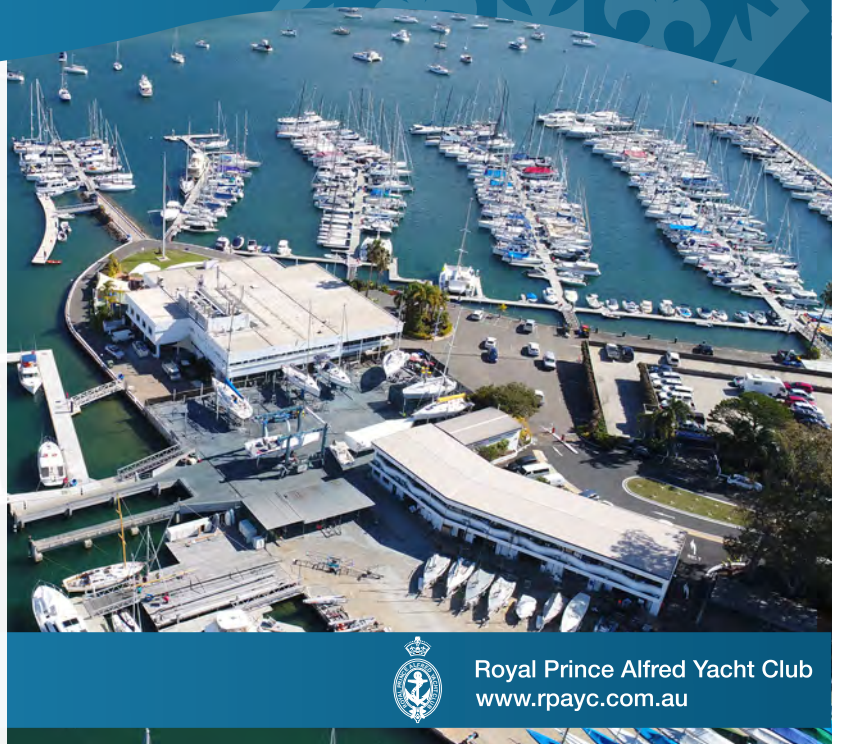
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## Rebell vs Bligh

In the March issue, Capt (Ret) Paul Doney asserts that William Bligh was an amateur sailor compared to Paul's hero Fred Rebell.

Comparisons are odious but Bligh had 19 people in a boat not much larger than Rebell's Couta boat, and brought them safely home. I am not too sure how many Rebell had in his.

I can understand the Pitcairners think of Bligh as a tyrant, but being expert open boat voyagers themselves I think they would balk at the term 'amateur' to describe him.

It is amazing that Bligh seems to give rise to these passionate, partisan perceptions more than 200 years after his death. I am not sure whether he, being a Vice Admiral in the Royal Navy with several major battles under his belt, would be proud or amused that he is remembered and talked about so often.

Len Watson,  
Bribie Island, QLD.

## Sailing centrefold

Just wondering why *Afloat* doesn't have centrefold pictures of great boats or current boating events and personalities?

There was a cracking shot of *Comanche* in February my 7-year-old son has cut out and stuck on his wall. He would love to get an F50 up there too. Seems like a good opportunity, especially for kids interested in our sport, history and adventures.

Greg Van Winden,  
Concord, NSW.



## Riders on the Storm

The vessel was our host that we clung onto tightly, totally dependant upon.

It seemed to understand the situation and so was in charge, plugging along in a nonchalant fashion.

It seemed far less concerned than we were, like a quiet sort of confidence that resembled amusement.

And then things seemed to falter and the sky wallowed heavily  
A tremendous boar of thunder shook the world.

The storm that was brewing had the air of a true maniac,  
dense with no remorse.

Like an evil genius riled up, ready to toy with us further.

Furious, as though it was starving and we'd stolen its food.

Arguing wouldn't solve this oncoming situation, neither would doubt.

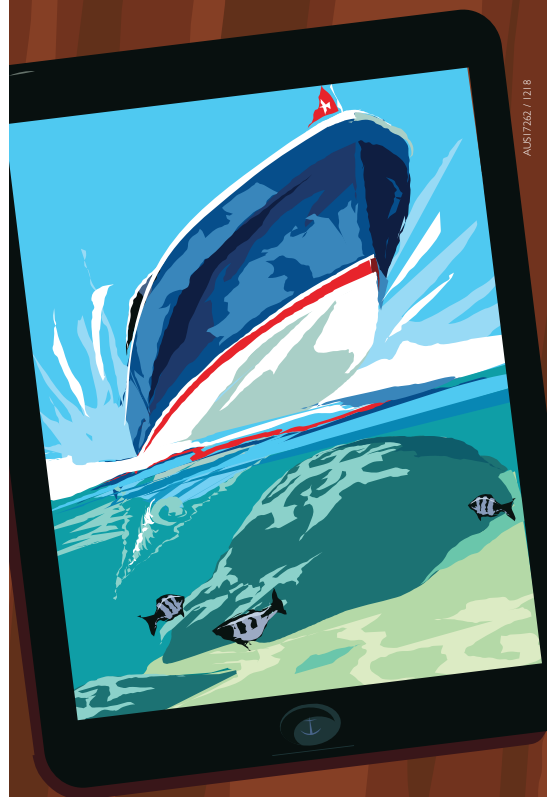
True dread started mounting.

The only way was to squeeze our mount fiercely in unfortunate positions,

while we pounded on insanely into the relentless rapture of whitewash.

Cameron Cooke,  
Sydney, NSW.

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**Bruce Stannard** continues his tribute to Lieutenant James Cook, Commander of the *Endeavour* Bark, in this the 250th anniversary of their history-making voyage.

# Demolishing the myth of *Terra Australis Incognita*

The *Endeavour's* first port of call after departing Plymouth was Funchal on the Portuguese island of Madeira. There Cook purchased a staggering 3032 gallons of wine, green vegetables, a live bullock and enough onions to issue 30 pounds to every man and boy on board. Although gimlet-eyed Admiralty accountants would later query the need for so many onions, they took no notice of all that wine. Cook was demonstrating his determination that this would be a healthy voyage, free from the debilitating scourge of scurvy. He was a taut but humane commander and although he had no hesitation in punishing those who disobeyed his orders, he also understood the psychology of seamen well enough to set his own example with officers and gentlemen in the Great Cabin all eating

vitamin-rich sauerkraut (pickled cabbage). It wasn't long before the Foremast Jacks sent a delegation to the quarterdeck asking for the same.

On November 13, 1768, *Endeavour* arrived in Rio de Janeiro where Cook hoped to procure further fresh food supplies and careen the bark prior to her passage into the Pacific. But there, despite Britain's 50 years of peace with Portugal, Cook encountered implacable bureaucratic intransigence from the the Viceroy, His Excellency, Don Antonio Rolim de Moura, Conde de Azambuja.

Don Antonio, a wily old soldier, made it clear that he saw through the Admiralty's charade. *Endeavour*, a plain little collier, could not possibly be a ship of the Royal Navy, he reasoned, let alone one on a scientific mission on behalf of

the British king and the Royal Society. She must, he concluded, either be working as a merchantman-cum-smuggler or spy. It was a situation made all the more difficult by Cook's determination to evade any mention of *Endeavour's* secret missions in the Pacific. The Viceroy dug his heels in, insisting that no Englishman was to come ashore without his express permission.

Cook and Banks wrote indignant letters, but to no avail. With *Endeavour* lying at anchor under the Portuguese guns of Fort St. Sebastian, Cook was in no position to argue. *Endeavour* remained at anchor in Rio for three precious weeks while letters went back and forth. The lanky Banks, at 6ft 4ins or 193cm tall, was so frustrated that several times he climbed through a stern window at night and under the cover of darkness rowed ashore to obtain botanical

specimens. Eventually Cook secured his supplies and completed essential work in cleaning and caulking the bark, repairing rigging and attending to minor repairs, ready for the next leg, the 2000-mile passage through squalls and contrary currents to the Strait of Le Maire.

*Endeavour* made a spectacular entry into the Pacific when on January 31, 1769, she rounded the notorious Cape Horn. At 3am with a moderate breeze at ESE, Cook took the unprecedented decision to “set the studding sails” – the equivalent of flying modern-day spinnakers. In that reference, which would astonish later Cape Horn sailors, Cook records how *Endeavour* carried on with all her top-hamper. Not until the following afternoon did he see fit to strike the stun’sails and tuck a reef into his topsails. It was, he noted in his journal, “a circumstance that perhaps never happen’d before to any Ship in these seas so much dreaded for hard gales of wind.”

This was a bravura performance, but the always prudent Cook understood precisely how far he could push his little bark. He knew her intimately and had served his apprenticeship and become Master in identical vessels sailing out of Whitby. He was unstinting in his praise for



*Mar di India: Detail from The Sea Atlas by Hendrik Donker 1659 after Jan Jansson. Charts like this were included in Endeavour’s Library. At the bottom of the chart, under a fanciful coastline, are the evocative words “Promontorium Terra Australis” and “Terra Australis Incognita”, indicating the prevailing idea that a great southern continent must lie undiscovered at the bottom of the world. Mar di India does however show the recognisable shape of the western coast of Western Australia or Terra del Zur as it was then known to the Dutch.*



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This striking portrait by Captain Cook's shipmate John Webber captures a vivid image of Cook "the seaman's seaman" as Captain Alan Villiers so accurately described him. The sunburned or "sea-stained" visage and the pale forehead suggests he was a sea officer who kept his hat on. The glove on his right hand conceals a vivid red scar, the battle wound received in Canada when a powder horn exploded in his palm during an attack by French forces in the River St Lawrence.

her abilities and so were his officers and crew. Even the lubberly young botanist Joseph Banks, who suffered from sea sickness throughout the voyage, referred to the bark affectionately as "our little collier, Mrs Endeavour".

*Endeavour* had a top speed of only seven or eight knots but she was sea-kindly, untroubled by gales and only rarely shipped a green sea. On April 13, 1769, she came to anchor in the crystal clear waters of Tahiti's Matavai Bay. There, Cook had plenty of time to establish good relations with the Tahitians and set up his telescopes within the protective palisades at Fort Venus, ready to observe the transit of the planet over the disk of the sun on June 3, 1769. Tahiti was, in Banks' words "the purest picture of an Arcadia the imagination can form" and he made the most of it, botanising, and even stripping down to a traditional tapa loin cloth and dusting himself with ashes to join in Polynesian ceremonies. He made an effort to record and learn the language, and went as far as acquiring a traditional Tahitian tattoo on his right arm.

Cook was deeply impressed with the Tahitians. He praised their fine white teeth, their manly bearing, their attention to cleanliness and their open, affable and courteous behaviour to strangers. Although Cook made every effort to cultivate good relations and respect Tahitian culture, he allowed his crew to indulge their sexual appetites ashore where they paid for pleasure with iron nails. Needless to say, the armourer's forge remained hot.

The Royal Society's official astronomers, Charles Green and Cook himself, conducted their observations with the best of their instruments at Fort Venus, while as a precaution against inclement weather, additional observation stations were established on the adjacent island of Moorea and on an islet to the west. When the big day arrived, the weather was hot but perfectly clear. Cook wrote: "This day prov'd as favourable to our purpose as we could wish, not a Cloud was to be seen the whole day and the Air was perfectly clear, so that we had every advantage we could desire in Observing the whole of the passage of the Planet Venus over the Sun's disk."

With his scientific work for the Royal Society at an end, Cook was free to leave the paradise after three months spent exploring and charting the islands while Banks continued his botanising. During his time, Cook was under the impression that Tahiti had seen no European visitors since the English Captain Samuel Wallis came upon the islands in 1767. When a Tahitian brought an iron tool to be sharpened, it became clear this was not the case. The tool was not of English design but Cook satisfied himself that it must have come from a Spanish ship sailing from the South American coast. If he had realised that it was in fact traded the previous year by the French explorer Bougainville, he might have acted with greater urgency as he opened his secret sealed orders. The Admiralty's instructions for the second phase of Cook's Pacific voyage ordered him "to make discovery of the Continent or land of great extent that there was reason to imagine existed," searching to the westward between latitudes of 35 degrees and 40 degrees south "until you discover it or fall in with the eastern side of the land discovered by Tasman in 1642 and named by him New Zealand".

As *Endeavour* was being prepared for her departure, two Tahitians, Tupaia, a native priest from the main island, Raiatea, and his boy servant, Taiata, came aboard and asked to be taken to Britain. Banks, who agreed to pay for them both, wrote of Tupaia, "I do not know why I should not keep him as a curiosity as some of my neighbours do lions and tygers." Tupaia would soon prove an invaluable guide, navigator and interpreter as *Endeavour* began to thread her way through the archipelago that Cook named the Society Islands "because they lay contiguous

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with each other". Tupaia understood the intricacies of ancient Polynesian navigation, the so-called star paths. Although the deep sea swells told Cook and Tupaia that there was no possibility of a significant land mass ahead, there were to be many false alarms as Banks' would-be continental landfalls proved to be no more than towering cloud banks.

On August 25, 1769, the first anniversary of their departure from England, Banks brought out a Cheshire cheese and tapped a keg of port so the gentlemen "liv'd like English men." With the weather turning cold, others among the crew managed to surreptitiously tap into the bark's spirit stores. John Reading, the drunken bosun's mate, fell into an alcoholic coma and died after consuming three half-pints of rum, neat, which the bosun had given him "out of mere good humour".

On September 29, a seal was seen asleep on the surface of the sea and a barnacle-encrusted log was hauled aboard and scrutinised by the botanists. Both were taken as sure signs that land was not very far away. To encourage a sharp lookout, Cook offered a handsome prize – a gallon of rum and the promise to name the land for the first to sight it. At 2pm on October 7, 1769, that honour

fell to the youngest member of the crew, when 12-year-old Nicholas Young at the mainmast head shouted "Land!" Young Nick's Head on the eastern coast of New Zealand's North Island, bears his name. As *Endeavour* drew closer and inland ranges appeared higher, the triumphant Banks and his "Continentalists" among the crew felt certain they were at last looking at the coast of the fabled southern continent. James Cook, the seamen's seaman, begged to differ. He knew, as the Admiralty instructions stated, this was "the land discovered by Tasman and now called New Zealand". He then proceeded to give all the doubters a master class in surveying and

*Right: Captain Cook's astronomical compendium – an instrument that includes various devices for telling the time and performing astronomical calculations. It was probably made in Germany in either the late 16th or early 17th century. Cook's compendium is beautifully engraved in gilt brass and includes a sundial, various lunar and solar volvelles, a compass, tables of latitude and a perpetual calendar. The compendium, complete with its oak case was in the possession of Cook's wife at the time of his death in Hawaii in 1779. It came to the National Library of Australia as part of the vast Rex Nan Kivell Collection.*



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These portraits of two Maori warriors produced by Sidney Parkinson probably show the men from Poverty Bay who visited *Endeavour* on October 12, 1769. Parkinson wrote in his journal: "Most of them had their hair tied up on the crown of their heads in a knot ... Their faces were tataowed, or marked either all over, or on one side, in a very curious manner, some of them in fine spiral directions like a volute, being indented in the skin very different from the rest."

chart-making, proving in the process that New Zealand was not one but two large islands. Cook's charts were so accurate that they would safely guide mariners for the next century. Looking at them laid out in *Endeavour's* Great Cabin, Banks and his supporters had to admit that he and Dalrymple and so many others had been utterly wrong about the existence of the unknown southern continent.

By far the most important aspect of Cook's mission still lay ahead. The Admiralty's orders directed him to steer to the west south-west until he arrived at the latitude at which Abel Tasman had taken his departure from Anthony Van Diemen's Land (now Tasmania) in 1642. This was about 41° 34' south. From there he was to sail north, charting the entire eastern coast of New Holland. But on his approach to Tasman's coast, severe southerly gales blew him off course, pushing *Endeavour* much further north than Cook intended – all the way up to 38°.

In the second week of April, 1770, Cook encountered unmistakable signs that land was close; floating weed, a butterfly, a school of porpoises and a gannet flying north-west. In wretched Tasman Sea weather, fresh south-westerly gales and steep green seas big enough to sweep her

from end-to-end, *Endeavour* was running under foresail and mizzen with a man in the chains sounding the depth every two hours. *Endeavour* had begun to enter the eastern end of what we now call Bass Strait: 150 miles wide and 240ft deep. Cook did not need anyone to tell him that the enormous waves rolling in from the west were clear pointers to the presence of a significant sea strait separating what was obviously the island of Van Diemen's Land from what must be the southern-most part of the eastern coast of New Holland. Cook did not need to *sight* the strait: he was able to *feel* it, to *read* it like a book.

At daybreak on April 19, Second Lieutenant Zachary Hicks was the first to sight the mainland. Cook held his westerly course, sailing into Bass Strait for two further hours and then bearing away for the easternmost land in sight, calling the southernmost point he could then see, Point Hicks. It is now known as Cape Everard, a little west of the south-eastern extremity of Australia. Cook's carping critics have never tired of "querulous speculation" over the conundrum – why did the great navigator not include Bass Strait on his chart? The answer may be found in Cook's personal experience of the trouble that possession of the French islands of

Miquelon and St Pierre off Newfoundland caused the British following the end of the Seven Years' War. Cook charted those islands so he knew the geopolitical situation well.

In the treaty negotiations, the French Foreign Minister, the Duc de Choiseul, made it a precondition of peace that France must retain her fishing rights in the North Atlantic. These islands, he maintained, were essential to those rights. Although the British Prime Minister William Pitt famously declared that he would rather suffer his right hand to be cut off than allow France back into the Grand Banks fishery, he was over-ruled by his Cabinet, Choiseul got his concessions and Britain lost her sovereignty over the islands. Just as the Admiralty predicted, the French soon took advantage of the loophole to encourage smugglers and a gradual build-up of spying and naval activity, establishing in the process an uncomfortable French presence on the very doorstep of Britain's North American colony.

Cook never stated his reasons for omitting Bass Strait from his chart of New Holland's east coast, but as a sea officer with a clear understanding of British strategic interests in the Pacific, he certainly would not have wished to produce a document that could very well encourage enemy activity. In following the Admiralty's instructions, he was about to claim New Holland as a purely British possession. The same principle of non-disclosure was to be applied several times as *Endeavour* headed north and passed potentially significant strategic objectives. This was most notably the case with Cook's cursory description of Port Jackson.

Thus began Cook's long-awaited running survey of the entire eastern coast of New Holland, a necessary exercise for legal possession and one that both the Dutch and the French explorers had failed to prosecute. The Lords Commissioners of the Admiralty had chosen Cook wisely, knowing his dedication, his resolution and his extraordinary cartographic skills would get the job done. He was to make a chart which would remain an invaluable guide to coastal navigation for more than a century. It was a truly extraordinary feat which, even today, 250 years on, still leaves many of us in awe of the great man. Cook went where no man had ever been and any objective person must, I feel, have the greatest respect and admiration for all his extraordinary achievements. ⚓

**Bruce Stannard** continues his 250th anniversary tribute to Lieutenant James Cook, Commander in the next issue.

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# IS YOUR CLUB SUSTAINABLE?



By Ian Thomson,  
Ocean Crusaders Founder

For those who don't know Ocean Crusaders, I founded it after seeing firsthand the destructive consequences our laziness and convenience items have on marine life. I recovered a turtle that had swallowed a plastic bag, 12 cigarette butts, a water bottle cap and half a Coke can – the third turtle I tried to rescue that ultimately died due to plastic ingestion.

In 2019, our small group removed 82 tonnes of debris – that is 225kg every single day – which was predominantly plastic. This year is off to a flyer with a recent event on the Cooks River seeing 13.8 tonne removed in just 11 days and 10.2 tonne removed in a week on the Georges River. Not sailing grounds, but boating waterways that lead into Botany Bay and ultimately, the ocean.

I am a member of the Royal Queensland Yacht Squadron. Over the last three years, OC has worked with the club to make some subtle changes and while initially there was kickback, slowly change happened, starting off with phasing out single-use plastic water bottles.

ROYS installed taps and bubblers, so people could easily fill their own drink bottles. Near the main rigging lawn and launch ramp, a series of taps, similar to the old school ground style, were installed. In the sailing office area bubblers were added – very simple and cheap things any club can do.

ROYS then sought a stainless steel branded reusable water bottle they could sell, which carries the club's branding and reduces plastic. The final stage is happening now – to stop selling water in plastic bottles altogether.

We recently introduced container collection on ROYS grounds as part of the Queensland Containers for Change program. Bins



Container collection bins on Royal Queensland Yacht Squadron grounds as part of the Queensland Containers for Change program raise money for the club's sailing programs.

are heavily labelled, and people are increasingly using them. Queensland Recycling service them for us, we get 7c per container and they keep 3c for their efforts. The same kind of deal can be set-up with Tomra and other organisations. Darling Point Sailing School has just implemented the program, to raise funds for Sailors with disABILITIES.

When we were in Darwin, Darwin Sailing Club raised \$8,800 for junior sailing in just one year. That's some serious money that previously was ending up in the bin.

When I say club, I mean yacht club, boat club, sports club, scout group, youth club; it can mean many things however in this instance I'm focusing on those involved with the ocean. But it isn't just the clubs, it is the sailors.

We have choices on how we treat our playground. We can choose to say no to single-use plastics. Some older club members seem reluctant to make changes – my response is when they were young there were no water in plastic bottles or single-use plastic cutlery so if they were able to change TO these habits, surely they can change AWAY from them.



Rubbish bins at Constitution Dock in Hobart were overflowing with bags placed beside the bins. When a front came through Hobart the unsecured rubbish ended up in the water.

I am hoping that we can work with Australian Sailing on a sustainability rating for all yacht clubs. How yacht races are conducted in terms of sustainability would be incorporated. It would create some great competition, and we know that competition leads to better results. We are happy to consult to all clubs on how they can make changes, so we can do better by our oceans.

On a personal note, every sailor can change too. Why not purchase a set of water bottles for your boat. In the recent Sydney to Hobart we raced on RQYS Rear Commodore John Warlow's Beneteau 40.7 *Dodgeball*. We had 10 one litre reusable bottles donated by Anaconda, and Jimmy's Canvas whipped up water bottle holders. There you have it, no more water bottles on the boat. To refill, we did a very strange thing...we used the onboard tanks. They taste bad; use vinegar and clean them out. Don't have tanks, buy water bladders. It's not so hard.

In a recent rant I called out the Cruising Yacht Club of Australia for not doing enough towards a sustainable 75th Rolex Sydney Hobart Yacht Race. I was so disappointed at seeing no additional rubbish bins for the surplus yachts, both at the CYCA and at Constitution Dock. Rubbish bins, instead, were overflowing with bags placed beside the bins. When a front came through Hobart the unsecured rubbish ended up in the water.

It takes leadership to bring about change and now is the time for every club and sailor to step-up and make changes to protect our oceans. We enjoy the ocean for our sport and recreation but



Royal Queensland Yacht Squadron installed taps and bubblers, so people could easily fill their own drink bottles.

we also need it and the sea life it nourishes to keep the natural order. If we upset the ocean, we risk losing 60-80% of the world's oxygen.

So what can you do? STOP IT AT THE SHOP. Stop buying single-use plastics, that's the simplest thing all of us can do. Follow us on Facebook and our website <http://oceancrusaders.org/> ↓

Afloat's editorial team would like to know what your club and you personally are doing to reduce plastic and other waste from ending up in landfills and waterways, while enjoying your boating and sailing. Email us at [info@afloat.com.au](mailto:info@afloat.com.au)

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## All-female ocean plastic research mission sets sail for South Pacific trash gyre

In March the eXXpedition ocean plastic research mission set sail from Easter Island towards Tahiti, on the eighth leg of a pioneering all-female sailing voyage around the world for scientific research into ocean plastic.

The aim of eXXpedition Round the World is to study ocean microplastics, with a focus on pinpointing solutions and innovations back on land.

The two-year scientific research mission first set sail from the United Kingdom in October 2019, sailing through some of the most important and diverse marine environments on the planet.

This includes crossing four of the five oceanic gyres, where ocean plastic is known to accumulate, and the Arctic.

Over the two years of eXXpedition Round the World, 300 international and multidisciplinary women will take part as crew on board. The catalyst for developing the all-female program is the fact that globally, women occupy only 13% of the STEM workforce (including health professionals) and are underrepresented in sailing and sport.

Website <http://newsroom.tomra.com/exxpedition-south-pacific/>

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# Lachlan Vaughan – from the sublime to the ridiculously fast

I'm Lachlan Vaughan, 17-years-old and I live in Melbourne. My home clubs are Royal Brighton Yacht Club and the Sorrento Sailing Couta Boat Club. I'm in year 12 and doing a part-time apprenticeship, following my dad in building and trying to finance my sailing career.

I started sailing when I was young, maybe six-years-old, in a bathtub style Opti. I went through all the sail and play/learning to sail courses until I was around 9-10 when I switched to basketball. From time-to-time I did some social sailing on my dad's 26-foot Couta boat, *Sorrento*, then at 15 I jumped back into sailing, this time in a friend's old Laser Radial, and very quickly fell in love with the sport.

My first dinghy race was the Victorian Youth Champs where I finished mid-fleet. I found a love for racing and knew I wanted to improve, so started training with the Victorian Sailing Team (VST). Competing at more regattas, I couldn't crack top placings, despite all my training. At 55kgs I was a little light for the Radial rig, and this is when I discovered Waszps.

After the first few tries in the Waszp I was addicted to the feeling of the boat floating across the water. My dad helped me purchase my cousin's Waszp and now I'm well and truly hooked with foiling boats. The Waszp is all about achieving top speeds, consistent flight time and pulling off foil manoeuvres.

In between Waszp training sometimes I take up a skipper role on my dad's Couta boat. I find Couta boats great to sail because they're not overly fast, so the gains are made through decision making and strategy, which is great for developing race plans, from starts to mark roundings.

Sailing a Couta boat also provides frequent racing, and it's competitive which helps develop decision-making in tight situations. Usually when I sail the Couta I'm just filling in, but I do get on the tiller quite a bit. I think the veterans like seeing a young fella sailing a classic boat.

The next generation of Couta boat sailors are starting to come through and SSCBC is pushing for young talent to have a go. I'm defiantly the youngest consistent sailor.

For the annual Portsea Cup, my dad was out with an injury making him tactician and I took the tiller. The racing was tricky, light winds and big tides, but the crew managed to take out the main

handicap prize, making me the youngest winner of the Portsea Cup.

Fast forward to a few weeks later and it was time for Waszp Nationals at Port Stephens where I had great fun sailing with a bunch of good people. With gear failure and a collision, I finished 14th. The final day was my best, posting an 8th and a 4th.

I continue to train in both the Couta boat and the Waszp, and my goal is to make into SailGP and hopefully give Tom Slingsby a run for his money. I've always looked up to people like Tom, who went from Lasers to the America's Cup and now SailGP. My dream is to skipper a SailGP boat and expand my learning, to improve my sailing. ⚓



Lachlan and dad Ken.

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# Yang Ming ship arrested for pollution debt

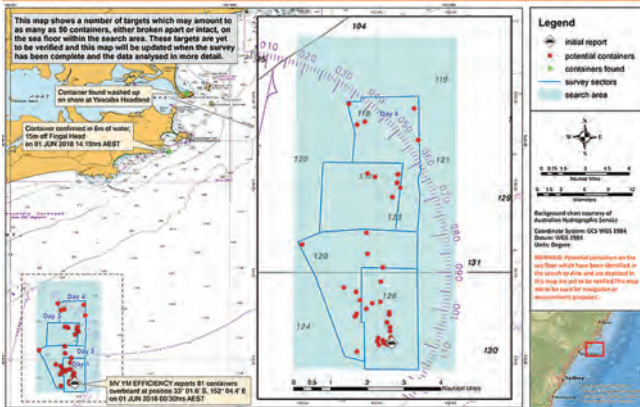


The sister ship of the *YM Efficiency*, which lost 81 shipping containers off the coast of Newcastle and Port Stephens in June 2018, was arrested in Sydney for a pollution debt that could reach as high as AUD \$20 million.

The Federal Court Admiralty Marshall arrested the *YM Eternity* at Port Botany after AMSA petitioned the court to recover the outstanding debt.

Both the *YM Eternity* and *YM Efficiency* are owned by a subsidiary of Taiwanese shipping company, Yang Ming Marine Transport Corp, which refused to pay for the clean-up of the remaining pollution, including the containers and their contents which have been located on the seafloor off the coast of Newcastle. Sixty containers have been identified, five containers have been recovered while a further 16 are still missing.

MV YM EFFICIENCY - sunken containers survey results overview as at 9 July 2018 10:00 (AEST)



AMSA Chief Executive Officer Mick Kinley said the arrest of *YM Eternity* shows that AMSA will not allow international shipping companies to pollute our waters without consequence.

“If you pollute our waters and refuse to pay the price of cleaning up that pollution, we will hold you accountable. Our ocean won’t pay the price of Yang Ming’s pollution – Yang Ming will,” Mr Kinley said. ⚓

## Marina Industries Association Announces New CEO

The Marina Industries Association (MIA) is pleased to announce the appointment of Suzanne Davies as the next CEO. Suzanne was selected for her high-level business and club marina management track record and her clear vision for the MIA.



MIA chairman Andrew Chapman said he and the MIA Board are delighted to have someone of Suzanne’s calibre to take the reins from Colin Bransgrove at the end of his 13-year stint. “Suzanne has an intimate understanding of the MIA and the needs of our members. Her most recent position was CEO of d’Albora Marinas and previously as GM of Royal Prince Alfred Yacht Club in Sydney for 12 years. Suzanne is also a current director of Australian Sailing, which is another valuable synergy she will bring to the role.”

Andrew Chapman and Suzanne Davies.

“I look forward to continuing on this journey and to playing a lead role for the benefit of the MIA membership,” Davies said. ⚓



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# Action urged after new report highlights dangers of bushfires for our oceans

A new report backed by the Australian Marine Conservation Society (AMCS) has highlighted the dangers for our delicate estuaries and coasts of the recent bushfire crisis. AMCS fisheries spokesperson Adrian Meder said the devastation caused by the fires on land was stark, but the full fall out for our oceans could take months to materialise.

Authored by independent marine conservation expert Chris Smyth, the report is the first to focus on the impacts of the bushfires on coastal and marine environments.

“The extensive heavy rainfall following the bushfires has resulted in rivers turning black as they are choked with debris, ash and sediment. We’ve already seen fish kills downstream from bushfire impacted areas and oyster farms in New South Wales have closed due to contamination fears,” Meder said.

“As highlighted by everyone from fire chiefs to scientists, farmers to quiet



Smoke and ash drifts over the mid NSW coast during 2019/20 bushfire crisis.

Australians, our governments need to face the facts on climate change and take real action to achieve net zero emissions and transition meaningfully to renewables. Otherwise we will keep seeing fires on this scale sweeping through Australian

communities, with knock on effects for our oceans.”

The report, titled *The impacts of bushfires on coastal and marine environments*, is available to read at <https://www.marineconservation.org.au/>



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# Sydney Harbour Regatta trophy spoils divvied up

Photo: Andrea Francolini



More than 20 clubs from two Australian states and Hong Kong made up a starting fleet of 185 divided into 19 divisions for the 15th Sydney Harbour Regatta conducted on seven course areas by Middle Harbour Yacht Club (MHYC) and its partner clubs.

On International Women's Day, Geoff and Pip Lavis' Inglis/Dovel 50 UBS *Wild Thing* (Cruising Yacht Club of Australia) took it to the rest of division 1, completing four Sydney Harbour courses over the weekend of March 7-8 to edge out Jiang Lin's Balmain Sailing Club based X43 *Min River* by a single point.

Ray Parrott's X-Ray, an X332 from Drummoyne, took top honours in division 2 and in division 3, Peter Francis' *Wind Charmer* (Greenwich Flying Squadron) proved the strongest in the autumn southerly flow.

The Interclub Teams Event for Performance Spinnaker divisions went to the host, MHYC, on 122 points followed by the Royal Prince Alfred Yacht Club (RPAYC) on 137 points and the CYCA third on 145 points.

Adrian Walters' racy Shaw 11 *Little Nico* prevailed by a point in the Super 12 division and Andy Wharton's borrowed Melges



Yngling fleet in Taylors Bay.

Photo: Andrea Francolini

24 +GST (RPAYC) posted a very handy set of scores to nail the Super 30 division by a very convincing 10.7 points.

The top two results in the Sydney 38 division mirrored the recent class Australian Championship final scores, Peter Byford and David Hudson's *Conspiracy* (RPAYC) beating Peter Sorensen's *Advanced Philosophy* (MHYC).

Mitchell Miller's Adams 10 *Rock Solid* moved past *Powderhulk* on points thanks to a bullet in the deciding race. In the Yngling

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Open Class overall winner Nine Dragons.

division racing out of Taylors Bay, Hamish Jarrett's *Miss Pi66* beat *Karma* and *Black Adder*.

MHYC boat Nine Dragons, skippered by Bob Cox, who recently turned 75 and has new vigour in his step following a heart operation, out-sailed the rest of the Open class offshore, the DK46 creating an eight point gap on IRC results between them and second place, Gerry Hatton's Mat 1245 Bushranger (RPAYC).

Special events chairman for MHYC, Ian Box, said: "Sydney Harbour Regatta is a collaborative effort, and that is the hallmark of the event and the reason for its continued success. Owners like it because it creates an opportunity for club racers to compete in a broader fleet, well beyond their usual club program."

MHYC acknowledges the event's ongoing success and stature is due to the ongoing assistance of the Cruising Yacht Club of Australia, Manly Yacht Club, RANSA, Royal Prince Alfred



Adams 10 start day two.



Ray Parrott's X-Ray Performance Spinnaker Div 2 winner.



Adrian Walters' Little Nico – Super 12 winner.

Yacht Club, Royal Sydney Yacht Squadron, Royal Prince Edward Yacht Club, Sydney Amateur Sailing Club and the Sydney Flying Squadron.

All results for Sydney Harbour Regatta at <https://shr.mhyc.com.au/>

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## Riviera signs record number of apprentices

Australia's luxury motor yacht builder Riviera recently welcomed 33 new apprentices to its highly respected program, growing the talented group of future craftspeople to more than 80 for 2020.

The apprentices will undertake their training at Riviera's 14-hectare manufacturing facility at Coomera, where they will be mentored by the 600-strong Riviera team.

The specialist trades offered in the four-year program include boatbuilding, engineering, electrical, cabinet making, timber and composite machinists, upholstery and composite technicians. They are facilitated through TAFE, Skillstech and Plastic and Rubber Technical Education Centre (PARTEC).

Riviera's owner Rodney Longhurst, a TAFE qualified carpenter and joiner, said the training program fosters life-long skills in craftsmanship excellence.

"Our philosophy is that to build world class luxury motor yachts, we need to create world class craftsmen and women. We welcome the next generation of master boat builders to our industry."

Apprentices are rotated through all areas of the business relevant to their trade to become specialists in their chosen field and ensure all trade qualifications are met.

Riviera's apprenticeship program invites students, teachers, schools and families to an evening information session and site tour in July each year. Those who express interest are offered work experience in Year 11, which may be followed by a school-based apprenticeship in Year 12.

Riviera apprentice enquiries or applications may be directed to Keira Shanks, Safety and Training coordinator, Riviera Australia Telephone 07 5502 555 or fill the form on Riviera Australia's website [rivieraaustralia.com](http://rivieraaustralia.com).



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**B14 World  
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The Australian B14 Association will host the next World B14 Championship at Woollahra Sailing Club from 2-7 January, with the Australian National Championship the week preceding.

Designed in 1983 by Julian Bethwaite, the B14 is a two-person body-swung skiff which suits a variety of crew combinations. The carbon mast and wings have been a terrific improvement to the boat and as a one design class, the B14 holds its value, and competitive edge, well.

We have a number of teams, both from overseas and locals, seeking B14s for charter or sale. If any of your readers know the whereabouts of unused B14s out there, we'd love to hear from them.

Contact us via [b14aus@gmail.com](mailto:b14aus@gmail.com).

**Lissa McMillan, B14 Australia**

## Seafaring artist –

# GEMMA RASDALL

Life is never dull for a seafaring artist. Whether it's juggling giant canvases in my pink Poly FRANK on the way to a gallery or scooping up puppy Arkie when she falls overboard at 4am. Every day is an adventure.

Based in Pittwater, I live onboard my Niagara 35 with my dog and work from my Scotland Island studio creating paintings of the local waterways for boat lovers and Sydney residents.

Growing up in Clareville, sailing dinghies from Avalon Sailing Club and later on match racing from Royal Prince Alfred Yacht Club every weekend, instilled a love for the water and boats from a young age. With a yachtie father and artist mother, somehow I've combined the two into a life career - painting on recycled sailcloth.

Despite attending university and taking a 'real' job to avoid being a poor artist, my love for art snuck up on me. I quit full time work and pursued the artist life, simultaneously buying an old bluewater cruising boat up in Tin Can Bay. I haven't looked back on either decision.



It's hard to know which passion inspires the other, boating to art or art to boats. It doesn't seem to matter, it's all so intertwined. Through the sale of sailcloth paintings, I am slowly funding the refurbishment of my yacht in preparation for heading off sailing and painting along the east coast of Australia within the next few years.

My work tells stories of the ocean from the perspective of those who live upon it.

The beautiful texture of old Dacron sails creates the most amazing matte surface and I love all the wrinkles and stitching lines that become part of the composition.

If you are interested in supporting my journey by purchasing artwork, donating your old sails or offering your shipwright or metalworking skills in exchange for art, please get in touch:

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# Race between two sailing meccas to the America's Cup

With the 36th America's Cup as the centrepiece, the summer of 2021 in New Zealand is set to be a sailing jamboree, including two ocean races across the Tasman Sea, the first from Sydney to Auckland starting in January and the second from Auckland to Southport in June.

Interest is building in the ocean crossings which will challenge contestants and provide irresistible opportunities to stoke always intense sporting rivalries between Australia and New Zealand.

Both are timed to coincide with celebrations marking the 150th anniversary of the Royal New Zealand Yacht Squadron (RNZYS) and enable competitors to engage in additional fixtures in both countries, creating an attractive Australasian circuit.

In June last year the Royal Prince Alfred Yacht Club (RPAYC) announced a partnership with the RNZYS for a 1,250-mile race to Auckland starting in Sydney on January 30. The Moonen Yachts Sydney to Auckland Ocean Race is classified Category 1 and open to offshore cruising and racing yachts, superyachts and ocean racing multihulls, as well as incorporating a rally for cruisers.

Moonen Yachts is a Netherlands-based builder of luxury superyachts, which was recently acquired by Australian owners Matthew and Louise Baxter. Welcoming the support, RPAYC's Robert McClelland, chairman of the race organising committee, said: "We are delighted to be entering this partnership with Moonen Yachts. Their commitment to producing global voyaging vessels of the highest standard adds to the prestige of this great ocean challenge."

Anticipation surrounds this new bluewater racing event. "A race between these two sailing meccas is incredibly exciting," said RPAYC Commodore Michael Lockley, a passionate offshore racer. "The historic rivalry between us will only add to draw sailors from both sides of the Tasman Sea, as well as internationally, to compete."

Aaron Young, RNZYS Vice Commodore and chairman of the 150th anniversary organising committee, said: "The initial announcement has generated more than 100 expressions of interest, from which we already have 10 confirmed entries – eight from Australia and two from New Zealand. The interest we have received also involves a couple of the 100ft supermaxis, which would be outstanding."

Nick Elliott, race director at the RPAYC, said: "We are trying to create a circuit to justify the cost and logistics of committing to an international campaign."

This would include the 2020 Rolex Sydney Hobart classic with its traditional Boxing Day start, giving yacht crews sufficient time to return to Sydney to prepare for the January 30 start of the race to Auckland.

Auckland will have a packed calendar of sailing events over the summer including the America's Cup, J-Class and superyacht regattas, international classic yacht racing and a number of events around the RNZYS' Sesquicentennial celebrations.

Conversely, New Zealand competitors could cross the Tasman in mid 2020, build a campaign that includes Hamilton Island

Race Week and the Sydney Hobart race and then race back home in the Sydney to Auckland event.

One of the large racing yachts already committed is *Alive*, the 22m Reichel-Pugh canting keeler owned by Phillip Turner, winner of the 2018 Rolex Sydney Hobart race overall and victor in IRC division 0 and ORC division 1 the next year.

*Alive's* navigator, Wouter Verbraak from the Netherlands, has been working closely with Elliott, helping to coordinate shipping options for European owners.

The Moonen Yachts Sydney to Auckland Ocean Race will include a two-handed division, one of the fastest growing forms of sailing in New Zealand, with events like the Round New Zealand and Round North Island races oversubscribed.

As many as a dozen RPYC yachts have shown strong interest in rallying across the Tasman and then returning home via the Bay of Islands and the Pacific islands.

RPYC has lodged a formal entry for the Youth America's Cup to take place in Auckland during the summer of 2021, adding incentive for Australian sailors to head to New Zealand in support of their compatriots.

Both clubs have appointed race ambassadors, although diplomatic exchanges might be lively on occasion. RPYC has chosen one of its most accomplished members, Jimmy Spithill, while the RNZYS has appointed Bianca Cook as its flagbearer.

Over many years of America's Cup rivalry Spithill has wielded the verbal needle with ruthless enjoyment. He wears the badge as the "Aussie Kiwis love to hate" with considerable pride.

Bianca Cook is no shrinking violet either. Having completed the last Volvo Ocean Race campaign, she is currently preparing to lead a New Zealand crew in the rebranded 'The Ocean Race', and plans to compete in the Moonen Yachts Sydney to Auckland Ocean Race in her VO65.

Website <https://www.rpyc.com.au/sailing/sydney-to-auckland-yacht-race>



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Photo James Blake The Ocean Race



Bianca Cook during the last Volvo Ocean Race.

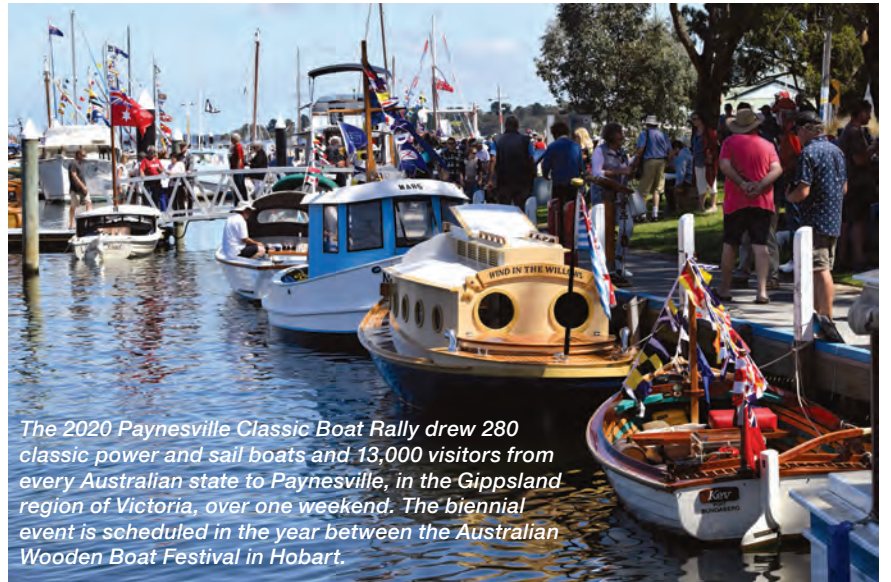
# ON THE WATERFRONT



Season one defending champions Australia SailGP Team, skippered by Tom Slingsby, on Sydney Harbour during the opening round of season two. The local crew made the two-boat final but Sir Ben Ainslie/SailGP GBR Team INEOS, competing in their first GP event, stole the show.



Lift-off for SailGP Japan skippered by Nathan Outteridge.



The 2020 Paynesville Classic Boat Rally drew 280 classic power and sail boats and 13,000 visitors from every Australian state to Paynesville, in the Gippsland region of Victoria, over one weekend. The biennial event is scheduled in the year between the Australian Wooden Boat Festival in Hobart.



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## Radar's rebirth

Radar's rebuild / rebirth to the ferry's new name, Haiveta, has been an emotional journey for yachtsman and managing director of Noakes Group, Sean Langman. "I'm hoping the story I wish to articulate through art is understood and appreciated. My company Noakes has rebadged our community initiative from Noakes Youth to Noakes Blue. Only Blue sky ahead," Langman said.

Almost 20,000 work hours have gone into the \$2 million refit. Noakes Boat & Shipyard replaced the engine, resheathed the hull with fibreglass, and replaced the upper deck with timber from the World War II destroyer HMAS Adelaide. Radar's traditional red and yellow markings have been transformed and now feature traditional tattoo markings celebrating and honouring women of the Pacific Islands.

Haiveta's first job is to deliver visitors attending the 22nd Biennale of Sydney: NIRIN 2020, a First Nations-led exhibition of contemporary art that connects local communities and global networks.

Photo: John Curmow



Above: Reigning Etchells World Champions, Richie Allanson, Colin Beashel and Iain Murray are presented with their medals by Class Secretary Niesje Hees after winning the 2020 Victorian title.

Below: Finishing in second place overall was Magpie (Graeme Taylor, James Mayo and Tom Slingsby) seen here heading out to the course in the windiest part of the day.

Photo: John Curmow



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# CYCA-HARKEN 2020 Youth Match Racing World Champions for second year

The Cruising Yacht Club of Australia's team of skipper James Hodgson and crew Harry Hall, Louis Schofield and Nick Rozenauers were crowned HARKEN 2020 Youth Match Racing World Champions after defeating American Jack Parkin 3-0 in the final.

The world championship, hosted by the sailing epicentre Royal New Zealand Yacht Squadron, played out in an afternoon sea-breeze that worked in the CYCA's favour, the team's performance over the qualifying series demonstrating they thrive in breezier conditions.

Hodgson was great in the pre-starts, forcing penalties on Parkin in two of the matches and faster around the track, cantering on to win the final without losing a race.

This is the second year in a row that a CYCA team has taken out the world championship title and the second consecutive year for Hodgson and crewmate Harry who crewed for Tom Grimes' winning team in Russia in 2019.

"We sailed super clean around the track and did all the basic stuff right, and we were super stoked to get the win 3-0. I was main trimming for Tom (Grimes) last year when we won; I'm really stoked to win it for the second year in a row, and who knows, there could be a third in a row coming", Hodgson said.

by Andrew Delves



Photo Andrew Delves

Harken 2020 Youth Match Racing world champions Louis Schofield, Nick Rozenauers, James Hodgson and Harry Hall prevailed in Auckland.



Photo Andrew Delves

Hodgson v. Parkin.



Photo Andrew Delves

Parkin (USA) and team during the 2020 Harken World Championship hosted by the RNZYS.

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# First Australian title for **Lazy Dog**

Shaun Lane and Quentin Stewart's MC38 *Lazy Dog* from Middle Harbour outran the pack at the class' 2020 reduced national title on Sydney Harbour, posting a low-scoring 13 points that included five wins from eight starts.

The hours *Lazy Dog's* crew has banked in their campaign translated to top-notch boat work and handling, which in turn delivered the worthy winners their first Australian Championship. "The same guys have been sailing with us for a long time, the same team did the Sydney to Hobart Race on *Maverick* (Stewart's Infiniti 46r keelboat), and last weekend we used the Sydney Harbour Regatta as training. We put the hours in," Lane said.

The combination of Stewart/Lane and Co. have also put time into identifying any areas that might let them down. "This regatta we went downhill better than we normally do, that was a weak part of our sailing," Lane added.

Next on the MC38 Australian Championship scoresheet was John Bacon's *Dark Star* from the Royal Prince Alfred Yacht Club, with 26 points, and third was Steve Barlow's *Lightspeed*.



Middle Harbour Yacht Club ran the pinnacle class title for the MC38 group and race officer Steve Tucker summed up the long weekend perfectly: "Friday was nice and balmy with nor'easters, Sunday was written off, and today it blew solidly

from the south, 15-20 knots, showers and grey skies. The umpires were pretty busy at both the top and bottom marks."

Follow the MC38 class on Facebook.



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# Deussen clinches second Melges 24 title in a row



It was a windy day to finish off the Melges 24 Nationals at Adelaide Sailing Club.

Two-time Melges 24 Australian Champion Robin Deussen capped off his second title in dominant fashion, closing out the three-day event with three wins in big breeze off Adelaide Sailing Club, South Australia.

While the talented fleet was able to manage the gnarly conditions, the day was not without carnage, Dan O'Connell's *Kowabunga* breaking its mast and Doug Watson's *Rank Bajin* suffering a torn mainsail clew.

But it was Deussen and his experienced crew of Nick Deussen, Andy Dyer, Matt Hansen and Rachel Paterson who shone in the blustery conditions to finish eight points ahead of second place after heading into the day with a one-point buffer. "It feels great, it's always a lot better winning," Deussen joked.

He praised the same crew who have been with him since the 2014 worlds in Geelong. "I've got a really good crew; they just do

everything right. They're all good sailors in their own right. We all know what each other's thinking and we try and commentate the race the whole way through, so everyone knows exactly what's going on."

Finishing second overall was Sandy Higgins and his team of Alex Higgins, Jason Webb, Doug Nairn and Lauren Thredgold on *Scorpius*.

The fast-finishing team on *The Farm*, skippered by Dave Alexander with crew Joal Mackenzie, Peter Royle, Jonas Barrett and Issy Royle, brought it right to Higgins', finishing third overall on a countback.

Full results [www.melges24aus.com.au](http://www.melges24aus.com.au)



Robbie Deussen and his team on Red Mist came away with their second national title in a row.

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## Offshore legends gather

Sure to be a highlight of the Classic & Wooden Boat Festival in Sydney on the first weekend in May will be a unique discussion featuring some of the all-time legends of Australian offshore sailing.

To be held in the theatre of the Australian National Maritime Museum from 1pm on Sunday 3 May, the session is titled *The Sydney-Hobart Race: History, Hazards and Heroes*.

Sharing their experiences and insights will be five ocean-racing veterans who have each played a major role in shaping the sport:

↓ **SIR JAMES HARDYOBE**, who competed in the first of his many Sydney to Hobart races in the 1950s, was a helmsman in the Australian team that won the 1979 Admiral's Cup and then campaigned his famous offshore racer *Police Car*.



↓ **VANESSA DUDLEY**, a world champion sailor whose contribution to the advancement of women in the sport has been immense, including 24 Sydney to Hobart races and an impressive record in transoceanic events.



↓ **JOHN 'STEAMER' STANLEY**, one of the national treasures of Australian sailing who began as a bailer boy on 16-foot skiffs, crewed in the America's Cup and whose participation in the Sydney to Hobart Race stretches over four decades.



↓ **SEAN LANGMAN** is one of the most versatile sailors in the world and races everything from 18-foot skiffs on the Harbour to maxi yachts and ocean-going trimarans. He has competed in 29 Sydney to Hobart races.



↓ **DAVID KELLETT AM**, whose depth of offshore knowledge and experience made him one of the most influential Commodores of the Cruising Yacht Club of Australia. As radio officer, he is now the voice of the Sydney to Hobart Race from the radio relay vessel *JBW*.



The session will be moderated by regular *Afloat* contributor, **David Salter**.



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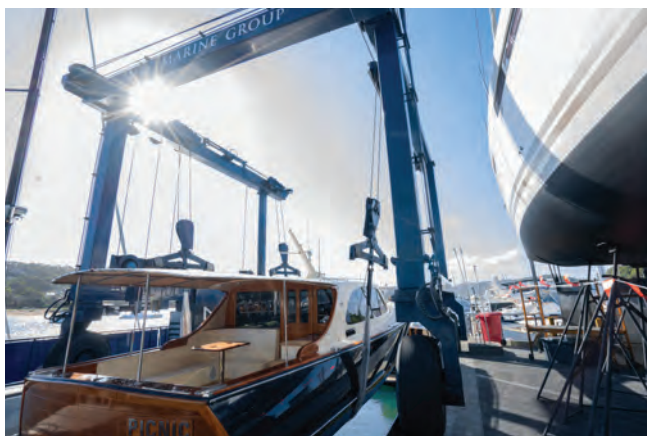
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Photo Tom Smeaton

## Huge summer for Royal Geelong Yacht Club comes to a close

The 9th edition of the biennial Wooden Boat Festival of Geelong in March celebrated Australia's maritime heritage and local history and gave insight into the craftsmanship of wooden boat building and maintenance.

Royal Geelong Yacht Club hosted a range of boating races and displays along the waterfront including boat, art and cultural displays, demonstrations of boat building, yacht and rowing races, a vintage car display and children's activities.

The festival was the penultimate event for RGYC in their busiest summer ever starting with the International Cadet Australian Championship and rolling into the iconic MacGlide Festival of Sails, followed by four Olympic Class world championships, the Wooden Boat Festival and finally, the Oceania and Australian Laser Masters Championships.

The 34-boat Masters Championships Grand Masters fleet was the biggest in the regatta and one of the most fiercely fought, with the leaderboard changing race by race. Mark Kennedy from Queensland took the title by six points from Ulf Myrin of Sweden. David Early of NSW was third.

The first three in the Great Grand Masters were hard to separate but eventually Canadian Paul Clifford triumphed, just two points ahead of Jeff Loosemore (NSW) who beat William Symes of the USA on a countback.

Four-time world champion, Kerry Waraker, dominated the Legends division. His good friend Lew Verdon was philosophical in the boat park, admitting he had lost the silver medal to fellow New South Welshman Kevin Phillips.

Matt Blakely (VIC) and Ian Elliott (CAN) fought out the Standard Rig Apprentice division, with Blakely winning by a single point. There was a big gap back to third place, which Jonas Nissen (GER) took on a countback from Jason Hegert (VIC).

Prior to the Wooden Boat Festival the 49er, 49erFX and Nacra 17 World Championship drew 168 teams representing 32 nations for the second in the two-part Down Under series, and the final big class title prior to Tokyo 2020.

Top 10 performances secured country qualification for Aussie brothers Will and Sam Phillips in the 49er class while the fledgling 49erFX pair of Tess Lloyd (VIC) and Jaime Ryan (NSW) will be on the plane to Tokyo alongside Ryan's brother Will, who was selected earlier in the Men's 470 class alongside Mat Belcher.

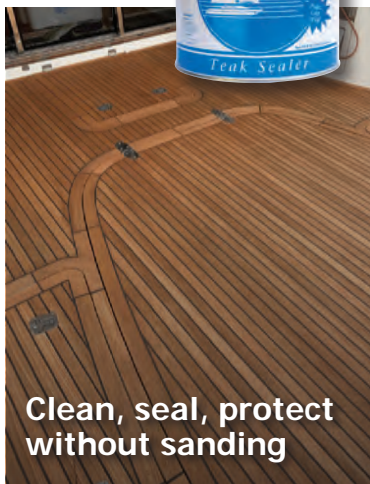
The New South Welsh pair of cousins Jason Waterhouse and Lisa Darmanin made selection after backing up a stunning 2018/19 Nacra 17 season, which included a run of four international



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The 49er, 49erFX and Nacra 17 World Championship drew 168 teams representing 32 nations to Geelong. Tess Lloyd and Jaime Ryan (right) are headed for Tokyo 2020.

victories in five events, with consecutive bronze medals at the 2019 and 2020 Nacra 17 World Championships.

As *Afloat* was being put to bed came the official news that Queensland Laser Radial sailor Mara Stransky had made the Australian team bound for Tokyo, assuming the world's largest sporting contest goes ahead as planned.

Congratulations to the athletes who made Olympic selection and to RGYC and the many clubs and their administrators and volunteers, particularly Victorian, that showcased Australia's outstanding summer sailing conditions and event expertise by hosting, in some cases, multiple international and national championships. ↓

# COVID-19

When it came time to write about the impact the COVID-19 virus is having on the industry and sport, it was overwhelming and timely that Facebook Yacht Club posted a request for sailors to list worldwide events the virus has impacted.

Some of the best-known include the **Clipper Round the World Race**, **BVI Spring Regatta**, **Antigua Sailing Week**, **Hempel World Cup Series**, **Congressional Cup** and the **America's Cup World Series** in Sardinia. Locally the **Club Marine Pittwater to Coffs Race** and **Brisbane to Gladstone Races** are off and at club level, reduced operating hours, tighter entry restrictions and the cancellation of organised races is the new way.

In terms of manufacturing, **Fountaine Pajot** shipyard in France is one of the largest to suspend production, opting to batten down the hatches for the health of employees and their families.

For those event organisers whose races, regattas or boat shows sit outside the 4 month period Australia's Prime Minister is suggesting, there is limbo. They must choose whether to cancel early or hold out, and give people something to look forward to.

**Hamilton Island CEO Glenn Bourke** says, "we'll cut our cloth to suit the conditions". Meaning, unless the crisis deepens or they are directed otherwise, **Race Week** will go ahead in August, adjusted to suit the number of entries.

The BIA is continuing to plan for the **Sydney Boat Show**, scheduled for the end of July, and the **Brisbane Boat Show**, planned for 21-23 August, with earlier deadlines for the decision to proceed. As the BIA points out, "these shows are important to the prosperity of the boating industry".

Separate to economic volatility, **Tokyo 2020** is the great unknown. The IOC insist the show will go on but it's difficult to conceive as borders shut, planes stop flying and lock-down becomes an everyday word. What a tough time for our Olympic sailors who are training under a huge cloud of doubt.

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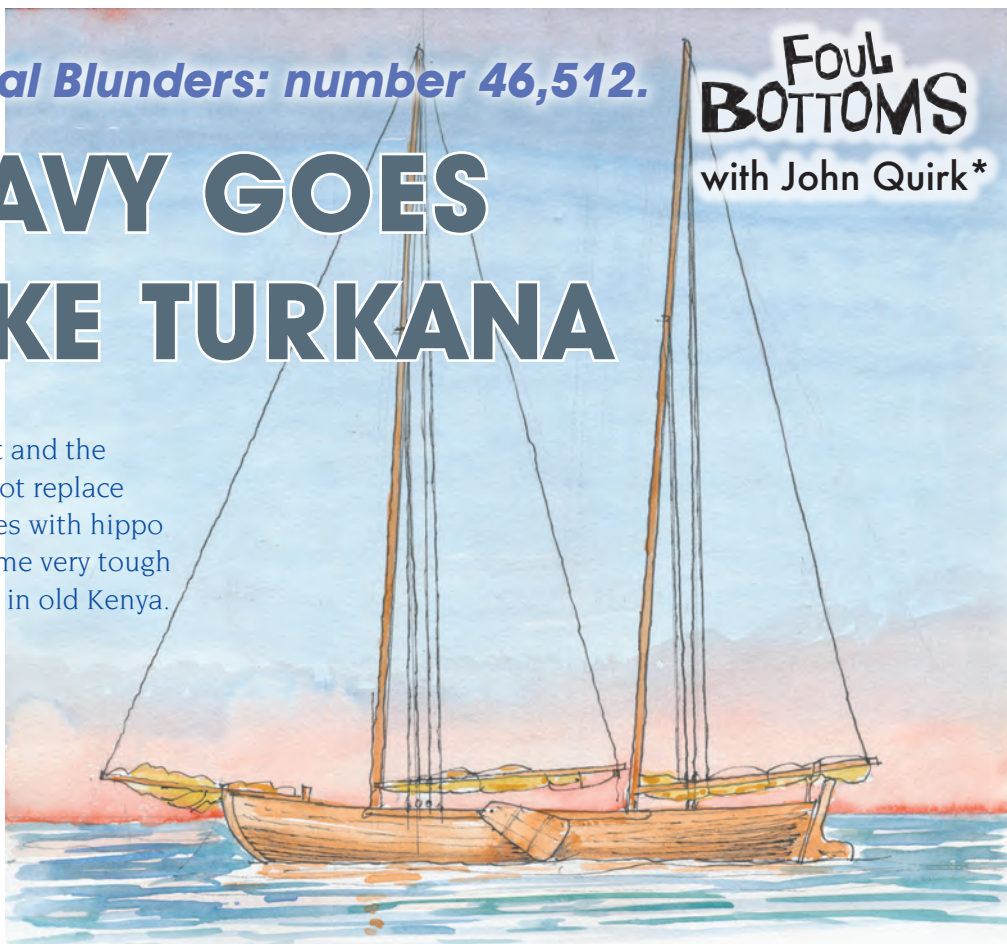
**British Colonial Blunders: number 46,512.**

# THE NAVY GOES TO LAKE TURKANA

**Foul  
BOTTOMS**  
with John Quirk\*

Need a part for your boat and the chandlery is shut? Why not replace your broken rudder pintles with hippo teeth? **Quirky** salutes some very tough and resourceful pioneers in old Kenya.

*There are no pictures of Sahani sailing. The mast and crossrees seem absurdly high for a gaffer. A lot of rig for a boat reportedly drawing two inches – particularly for the windy conditions on Lake Turkana – now the location of Africa's biggest wind farm.*



When some people hear I spent a near decade in East Africa, they feel compelled to unload all their grievances about the British Colonial system on me.

Hey, I was the bloke who went out there just *after* independence when the country was calling for expat expertise to help do a bit of Nation Building. I met Kenya's first president, the enigmatic Jomo Kenyatta on several occasions when he opened government and commercial projects I had designed.

I was recently lectured on the evils of Colonialism by a middle-aged Australian with a younger African wife. He knew Africa. He had visited several parts of it on business trips, some of many weeks' duration. He did not speak any African languages, but he was glad those white supremacists have gone and Africa is free to govern itself.

He saw not the slightest irony that he was making his comments during a lavish lunch in the comfort and security of a Central Coast garden. We had visited his wife's country last year. There was not a single edible-sized animal in any of their game parks. They had been consumed by a starving population. While their banknotes

were worth less than used Kleenex, their president and his wife kept their looted billions of hard currency in western banks.

Fifty-five years ago I worked with many of the Colonial Civil Service on projects as they handed over to Kenyans. They all followed the rules scrupulously to avoid the dire shame of possibly losing their positions and standing within the community.



*Commander Laurence Vernon RN – a smooth looking dude but a rough and indomitable toughy. Pity his administrators weren't as bright as him.*

But all this strict following of rules and budgets, often overriding common sense, undoubtedly led to some monumental screw-ups. This incident shows the toughness and ingenuity of the early settlers and the ineptitude of some administrators.

To contain cattle and slave raids from Kenya's northern neighbours, the King's African Rifles (KAR) had posts in the Northern Frontier District. The KAR Colonel planned a new post at the northern end of Lake Turkana. A boat could bring supplies and be used for pursuing the raiders.

In 1923 he ordered a prefabricated boat to be built in Mombasa and looked for someone to lead the expedition, finding a uniquely qualified 28 year-old naval officer, Commander Maurice Lloyd Vernon, who was bored out of his gourd working on his father's farm after minesweeping in WWI.

Arriving in Mombasa, Vernon was aghast to find the boat had been ineptly designed by the harbour master. It was 36 feet long, flat-bottomed with semi-circular sides. The fundis working on it called it 'the sahani' – Swahili for 'the dish'. It was to have two masts with sails of khaki army drill. Vernon pointed out that this shallow



keelless craft would simply blow sideways and make no headway.

"Don't you worry about that," he was told. "The harbour master has allowed for lee boards. Just like those Dutch chappies."

The frames and planking were of two-inch teak. The anchor was a trinket, about one tenth of what Vernon considered necessary. He again protested and was told there was no money.

The assembled boat was taken apart by the three Indian carpenters who had built it and loaded onto railway wagons together with rations for the KAR. Vernon also stole a large iron plate from the PWD, which he hoped to use as a keel.

At Thika, everything was loaded onto fourteen ox wagons each pulled by sixteen animals. With spares, there were over 225 oxen, all of which had to be fed and watered. They travelled around 12 miles a day until the heat became unbearable. To water the animals, they had to dig four feet into dry river beds, bail water into canvas-lined troughs dug in the sand from which the herd could drink.

The boat took nearly a month to assemble onsite. The planks had dried out and cracked during their desert journey. Vernon immersed them in the lake, steam bent them over a charcoal fire and crowbarred them into position.

It drew only two inches and the lee boards hardly met the water. Under sail, it blew sideways and then the lee boards snapped off. Vernon careened the hull and fitted the steel plate as a keel.

With a fair wind they sailed briskly across the lake loaded with vital Army stores. In failing light they struck a sand bar which pushed the iron plate up through the bottom and the boat sank in moments. Only three of the 25 aboard could swim. Twenty-five Turkana tribesmen helped to tow the non-swimmers ashore on their backs.

The indomitable Vernon and his men salvaged the hull and cargo, removed the plate and repaired the hull. He replaced the broken rudder pintles with planed down hippo teeth! With his now ailing and exhausted crew, they hauled this unwieldy craft along the lava-studded shallows. One night, despite burying their charm bracelet anchor in the sand and piling rocks on top of it, it pulled out. *Sahani* was never seen again.

Before I left Kenya I had enough conversational Swahili to ask tribesmen around the country their views, comparing the Colonial days and post Independence. The results were a bit like Brexit; the younger generation was in favour but the older



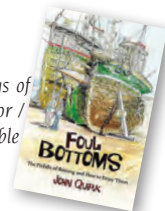
The Northern Frontier District (NFD) was under constant attack.

generation missed the honesty and fairness of the old days. "If you went for a job then, you got it on merit, not because of your tribe or by paying a bribe..."

They were united in a common complaint: "In the old days, you saw a few white men driving around in Fords and Austins. Today, you can't cross the road for all these Wabenzi."\*

\*A derogatory term for a tribe of Mercedes owners.

\*John Quirk has been writing about and illustrating the joys of messing about in boats for over half a century. He is the author / illustrator of *Foul Bottoms*, published by Adlard Coles and available from Boat Books in Crows Nest and from Amazon.



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# Weather

by Malcolm Riley\*

# Sea Breezes

Photo | JarralTree commons.wikimedia.org



Pilot boat Parmelia facing the Fremantle Doctor at the Fremantle harbour entrance.

Last month's issue covered the storm named Hector, which forms over the Tiwi Islands north of Darwin on the majority of days between October through to March, largely due to the sea breeze.

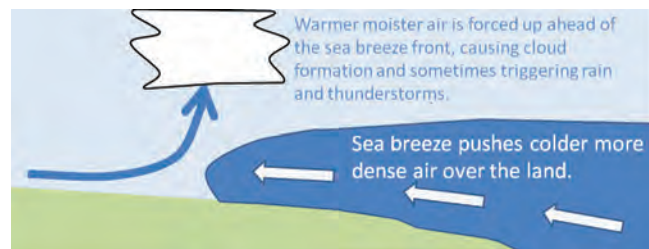
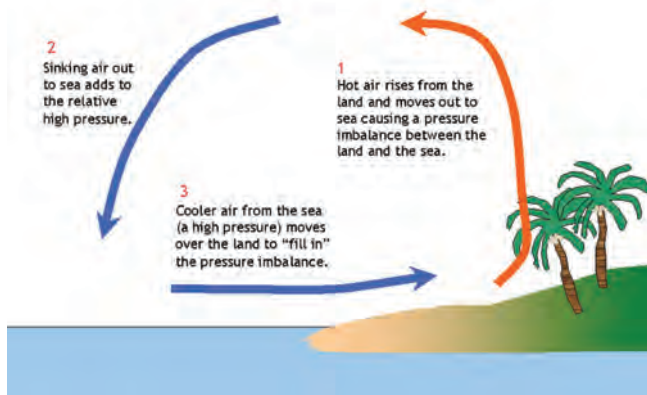
The sea breeze doesn't only form storms over the Tiwi Islands. The Florida Peninsula in the USA experiences thunderstorms triggered by the sea breeze acting, in many ways, like a mini cold front. This does occur in Australia, but it is not a common event and the generation of thunderstorms is even less common.

Sea breezes occur at anytime of the year around the Australian coastline but are a feature of the warmer months in the southern parts of the country.

Sea breezes are caused by the temperature difference between the land and the sea. During the day the land surface heats and this warm land in turn heats the air immediately above. The now warm air rises, causing an area of low pressure over the land. The temperature of the sea surface remains cool; the air above it does not rise so the air pressure remains initially the same. Wind is generated from the cooler (higher pressure) area over the sea toward the lower air pressure over the land.

On straight coastlines the sea breeze begins perpendicular to the coastline. As the breeze strengthens the wind will turn to the left of its flow. For example, on an eastern coastline a sea breeze will start as an easterly but become northeasterly as it strengthens. This is due to the Coriolis Effect.

Sea breezes can reach up to 25 knots in southern latitudes and strongest sea breezes in southern parts generally occur during November and December, when the land can get hot but



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Two satellite images of Sri Lanka, on the left at 1030 and right at 1330. In the left picture (1030) there is no sea breeze and cumulus cloud is somewhat uniformly over the island. By 1330 (right) the cold dense air of the sea breeze has pushed in and has cooled down the land 15-25 kilometres adjacent to the coast, and it is now cloud-free. Where the sea breeze has pushed in, the lifting that it has caused has further developed the cumulus cloud in a distinct ring around the island.

the sea remains cold. The height a sea breeze reaches in the atmosphere varies with location. In temperate regions the height is around 500 metres. This rises as you move into warmer locations, to around 1400 metres in tropical regions.

The air the sea breeze pushes over the land is cooler and denser than the air that it replaces. The colder dense air in a cold front forms a wedge of air that lifts the warmer air ahead of it, causing cloud formation and often storms (on the front).

The difference is that the cold front's cold dense air extends very high into the atmosphere and may cover thousands of kilometres, and the sea breeze front is largely a local effect. More often than not, the sea breeze front just forms lines of cloud, but occasionally if the air is unstable over the land, the lifting caused is enough to develop some showers and occasionally thunderstorms.

The sea breeze is a variable phenomenon. It can start from late morning and build in strength through the early afternoon. It can be strong enough to overcome the wind of the day and start well into the afternoon, or can be short-lived and weak. It can also arrive very quickly and fairly strongly.

All of these scenarios are really just functions of two parameters: the difference in heating between the land and the sea

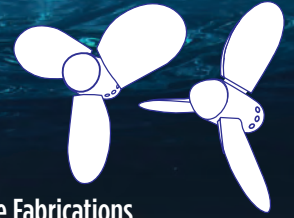
and the wind of the day (is it with or against any sea breeze?). Strong heating and a weak wind regime often brings an early, strong and sustained sea breeze. If the sea breeze has to fight against a strong wind of the day, the onset is likely to be later and the sea breeze weaker and not as sustained. There is a scenario where a very strong land heating overcomes a strong wind and this scenario may lead to a strong sea breeze that arrives at a point very quickly.

I am often told the sea breeze only comes in once the tide has turned. I have never found any evidence whatsoever that supports this. It is of course possible that the current flowing in and out has some kind of fractional affect. However, it is a bit like a swallow landing on the port side of *Ovation of the Seas* (a 160,000 GT cruise ship). It would tilt the vessel slightly to port, but how much? This is one for you budding naval architects to work out. I know the purists will ask: "An African or European swallow?" For the exercise I will say Australia's *Welcome Swallow* weight 20g. ↓

*\*Malcolm Riley worked for the Bureau of Meteorology for 34 years and gives marine weather training to boating groups. He sails on tall ships in various parts of the world and skippers the Lady Nelson in Hobart.*

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# Nautical Quiz 284

compiled by  
**Jim Broadside**

- 1. Australian Maritime Safety Authority (AMSA) is not responsible for:**
  - Testing skippers for consumption of alcohol and other drugs
  - Removal of pollution caused by losses of containers at sea
  - A national search and rescue service
- 2. Mariners Handbook for Australian Waters (AHP20) is published by:**
  - Australian Hydrographic Office (AHO)
  - United Kingdom Hydrographic Office (UKHO)
  - Australian Geospatial-Intelligence office (AGO)
- 3. Sinking of P&O Liner SS *Egypt* in 1922 is especially notable for:**
  - Survival of all passenger and crew
  - Retrieval from a record depth of its gold and silver cargo
  - Use of airborne Search and Rescue assets
- 4. Superyacht *Aqua* incorrectly reported as being ordered by Bill Gates would be powered by:**
  - Steam from burning compressed plastic waste
  - A small nuclear reactor
  - Hydrogen
- 5. The 'otter principle' is applied in:**
  - Fishing and minesweeping
  - Navigation relative to a shoreline
  - Clearing fouled propellers or rudders
- 6. The civilian-crewed motor vessel contracted to RAN is:**
  - MV *Sassafras*
  - ML *Silky Oak*
  - MV *Sycamore*
- 7. Wind speed limit reported as agreed for 2021 America's Cup in Auckland is:**
  - 20 knots
  - 23 knots
  - 25 knots

- 8. The 'trim' of a vessel is the:**
  - Measure of how clean and tidy it is
  - Ratio of length to maximum width
  - Floatation in relation to its fore and aft line
- 9. Designer of the first Australian challengers for the America's Cup was:**
  - Ben Lexcen
  - Alan Bond
  - Alan Payne
- 10. A vessel is 'ghosted' when she is:**
  - Making headway under sail in apparent calm
  - Sailing on autopilot
  - Sailing with fewer crew than specified

## 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](mailto:info@afloat.com.au). Please include your mailing address.

A Winner will be drawn from entries received by **April 17** and they will receive an AFLOAT cap.

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



### Last month's winner –

**Roger Smith, Meridan Plains, QLD.**

## Answers to Nautical Quiz 283

1. The order 'Easy' is given when it is intended to take pressure off the sails, reduce the rate of turning swing or the heel angle of the vessel.
2. US submarines operating from Fremantle WA on 1 May 1944 numbered 36. A further 6 were based occasionally at Brisbane.
3. Sails are 'hardened-in' when hauled in to achieve a more acute angle to the wind.
4. To 'Jonah' a ship is to bring bad luck to the vessel and its crew. Jonah was a minor prophet of the Old Testament who was allegedly swallowed by a whale but survived.
5. Port Said is the Egyptian Port that marks the northern entrance to the Suez Canal.
6. Chester is the most important Roman town in the UK with an extensive port and shipbuilding facilities. It is considered the town planned as the centre of the Roman Empire in Britain.
7. First Fleet Flagship HMS *Sirius* ended her working life as a wreck on March 19, 1790 in Sydney Cove, Norfolk Island. Most guns and stores were salvaged. Artefacts are displayed on Norfolk Island.
8. March 2, 2020 was the 75th anniversary of the first use of the Captain Cook Graving Dock at Garden Island, Sydney, by aircraft carrier HMS *Illustrious*. It was officially opened on March 24, 1945.
9. The yacht racers to Hobart from Sydney and from Melbourne sail down opposite coasts of Tasmania. The Sydney-Hobart tracks down the east coast and the Melbourne-Hobart down the west coast.
10. The country whose yachts have dominated 'European Yacht of the Year' since 2004 is France by a large margin, with almost double the combined titles achieved by Germany and Italy.

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# Know your anodes

Most *Afloat* readers have a reasonable understanding of what anodes do and why they are important. You don't need to be an expert; there is a whole industry of scientists and engineers dedicated to the science of corrosion. Here are a few basic facts to keep in mind when considering your anodes.

## 1. Chemical composition

Our Navy, port authorities and water corporations only specify anodes that comply with Australian and internationally recognised standards, so why take a risk with your boat?

Decades of research and field testing has been undertaken by engineers and scientists from universities, Defence organisations and private companies around the world. Their combined research has identified the best combinations of elements to create the most effective anodes.

Anodes that do not meet recognised standards may still offer limited protection against corrosion, but it can be a gamble. Just like using substandard engine oil, it may seem OK in the short term but ultimately there are long term consequences.

The simple solution is to make sure your anodes come from a reputable manufacturer, as these anodes will be cast according to recognised standards.

## 2. Anode types – aluminium, magnesium or zinc

In terms of your vessel, aluminium and zinc anodes offer a similar level of protection in sea water. Aluminium anodes are slightly more efficient, so ships and wharves which require very large anodes gain the benefits of aluminium over zinc, but for most pleasure vessels the performance benefits are marginal. At the moment aluminium is cheaper than zinc.

Keep in mind that for some vessels in some conditions, aluminium anodes are not as effective as zinc. We have seen examples of aluminium anodes that are less efficient in brackish and fresh water.

In some cases, where vessels are in and out of the water, a crusty layer forms on the anode

and the aluminium does not have the drive potential to break down the layer, so the anodes become passive and stop providing protection.

If you try anodes that you have not used in the past, keep a close eye on them, to ensure that they are adequately protecting your hull and/or metallic fittings.

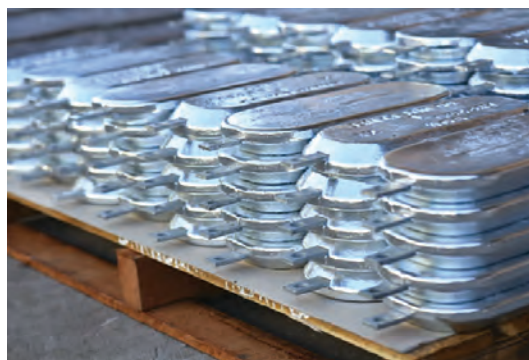
Magnesium anodes are for fresh water only, they must not be used in sea water. They will bubble away like a Berocca and can potentially cause damage to coating systems and hulls.

## 3. How do I know if my anodes are working?

If you have owned your boat for a long time, it is well maintained and has been operating in the same waters, chances are you will be familiar with how long your anodes usually last, and whether they are doing their job.

If you have just purchased your boat or your vessel has just undergone a major overhaul, been re-wired, or even if you have moved to a new marina, you need to be extra vigilant when it comes to checking that your anodes are working.

A simple reference electrode that plugs into your multimeter is a valuable tool, providing a more definitive assessment of the effectiveness of your anodes (and coating) compared to visual observation. They have been a valuable part of every corrosion engineer's tool kit for many years.



As well as giving peace of mind that your vessel is adequately protected, a reference electrode can also be used to identify the source of stray current. For more information visit [www.rustseeker.com.au](http://www.rustseeker.com.au)

While anodes may not be the most exciting part of your relationship with your boat, they are one of the most important. Keep them in mind, check them the next time you are snorkelling around your boat, or next time you are washing down your hull and engine. There is nothing worse than that sinking feeling you get when you realise you've forgotten to replace your anodes.

**Author: Brent Linde,**  
Cathodic Anodes Australasia  
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## ANODE SELECTION – Quick Reference Guide

	Aluminium Anodes (A1,A6*)	Zinc Anodes (Z1*)	Magnesium Anodes (M3*)
Sea Water	✓	✓	✗
Brackish Water	✓	✓	✗
Freshwater	✓	✓	✓
Comments	Slightly more efficient than zinc, but can exhibit a lower rate of efficiency in brackish and fresh water when compared to zinc.	Performs well in all water types. Best option if your vessel is used in sea water, brackish and freshwater and is regularly in and out of the water.	Magnesium anodes are for freshwater only. They should <b>not</b> be used in sea water. They can cause damage to coating systems and hulls.

\*Australian Standard AS2239 - 2003

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**Sail Catamaran 10m.** Roger Simpson design. Carbon Mast Easy Rig. Ideal for Coastal Cruising, fractional rig, unstayed carbon mast (rotates), self-tacking jib only main sheet to control sails. Well maintained. Excellent Condition. **\$130,000. Ph 0432 519 368**



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**Adams 10 Twilight/club racer.** Refurbished 2016. Well maintained. Dayboat configuration. Antifouled Nov 18. Club champion. Sails: 1xNo.1, 2xNo.2's, 2xNo.3's, 1xstorm, 2xmains, 1xM/H spinnaker, 1x3/4 spinnaker, boom tent. All good condition. 2017 XLS 9.9 Merc, elec start & tilt, Serviced Nov 18. Moored Eden **\$15,500, Brian 0428 645 830**

## Boats for Sale



**Centre Cockpit Motor Sailer 12.2m Timber Classic.** All new: Yanmar 130hp engine, Simrad navigation, 8kva Generator, Two electric toilets, Watermaker, Vetus Bow thruster, New sails and rigging. King Billy Pine hull taken back to the timber two pack finished. Completely re-furnished Mahogany panelled interior. **\$275,000. Ph 0418 584 369**



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**Custom Young Gaff Cutter.** Constructed to a very high standard, the hull has been epoxy sheathed Int' and Ext'. The cockpit is self-draining with a Teak floor and hatches with coamings. The outboard is located in an inboard secure well. Additional photos can be emailed. Lying Sydney Harbour. **\$17,000. Ph 0409 825 325**



**Cape Barren Goose Wybalena Centre cockpit.** \$75,000 refit 2007. Integral keel skeg hung rudder, Yanmar 55hp, Davits, RIB and 5hp OB. Fully equipped for Ocean Cruising. Aust Registered, one owner **\$89,000. Bob 0423 810 689**



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**Careel 18ft,** good condition. Main sail, 2 jibs, furling head sail, Messent tilt trailer 12 month rego, 1979 6hp Evinrude 2 stroke outboard motor with trolley. **\$5,000. Ph 0438 532 208**



**WARWICK / CARDINAL 46 Yacht.** Luxury cruising and performance racing. VG condition, built 1990. 2019 survey available. Yanmar diesel 60hp. Full set B&G instruments. Auto-pilot, bow thruster, 3 freezers/ fridges. Gas stove/oven. Sleeps up to 8 people. New covers. Many sails and spare parts **\$150K. Ph 0405 387 470**



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**42' Cheoy Lee 1981.** Aft cabin w/ ensuite and bathtub, plus 4 forward berths and ensuite. 2 x Volvo TMD40A Diesels, reg serviced. New Anodes and Batteries, just Antifouled. One owner 19 years. Excellent condition. Complete, ready to go. **\$99,000. Ph Ray 0408 628 677**

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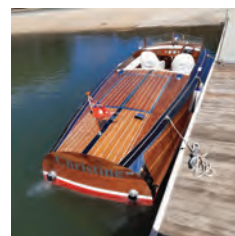


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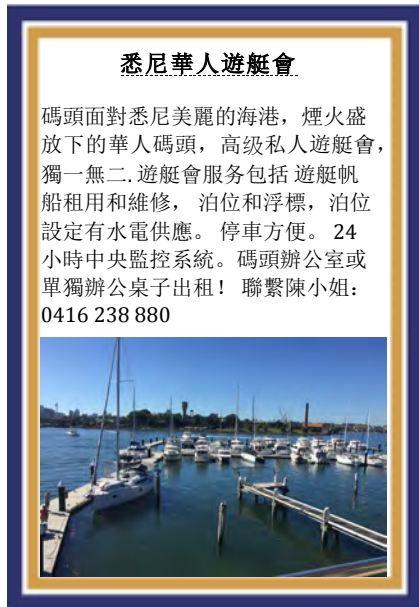
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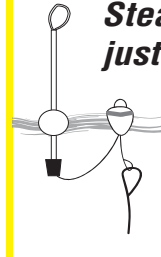
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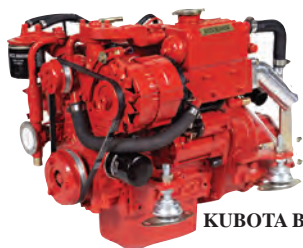
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Shipwright company seeks a hardworking & skilled shipwright or 3rd year apprentice shipwright to join their busy enterprise in Rozelle. Driver's license and own transport preferable. Available to start immediately. Contact Yoav at [yoav@ypmarine.net.au](mailto:yoav@ypmarine.net.au) YP Marine Shipwrights P/L

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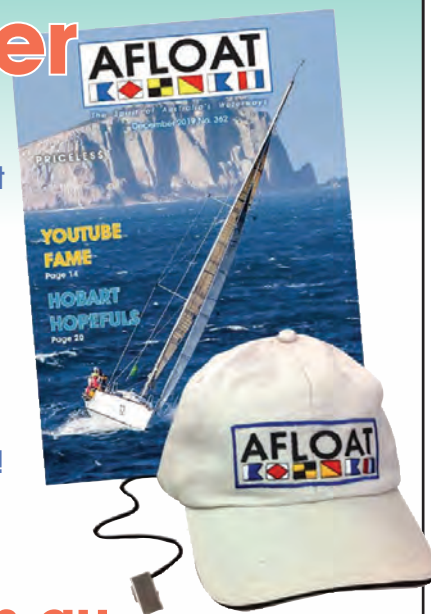
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# UPCOMING EVENTS



## AWKR heading to the record books – again!

The Australian Women's Keelboat Regatta (AWKR), hosted by Royal Melbourne Yacht Squadron (RMYS) each year, has deservedly earned the reputation of being the largest all-women keelboat regatta in the world.

Numbers for the 30th edition, to be held from **6-8 June**, have the potential to exceed last year's record 40 boats, committee chairwoman Kristen Buckland saying: "The regatta just keeps growing in popularity."

Open to yachts for AMS, IRC and EHC divisions along with S80s, the regatta is the brainchild of past RMYS Commodore and former entrant, Gai Clough, and sailed on Port Phillip, with all its vagaries.

The fundamental attraction to the annual event is that it is open to experienced sailors and to those who are making their way in the

sport. Some skippers bring through talent from their club's youth academy, while others offer spots to newcomers.

Apart from the winners' trophies, the AWKR also contains some special awards.

To enter and for the Notice of Race visit: [www.awkr.com.au](http://www.awkr.com.au)

## Queensland State Jubilee Championship

The Tingira Boat Club will host a Queensland State Championship for the Jubilee one design class yachts on **Easter Saturday and Sunday**, on the waters of the western side of Macleay Island.

The local Jubilees are a mixture of the traditional timber boats and more recent fibreglass boats. Jubilees are usually sailed with a crew of three, have a swing centreboard and are ideal for the shallow waters of Moreton Bay.

There are six races scheduled; three on Saturday commencing from 10:30am and another three on Sunday from 11:30am.

Further information:

[tingiraboatclub.com](http://tingiraboatclub.com)

or contact the club's sailing master, Ian Waller-Wilkinson, via [admin@tingiraboatclub.com](mailto:admin@tingiraboatclub.com)

## Batemans Bay Marina Regatta April 25-26

Batemans Bay Sailing Club will host the annual Batemans Bay Marina Regatta **April 25-26**, the largest annual sailing event on the NSW south coast that has been running for 40 years.

The regatta is open to dinghies, off-the-beach catamarans, trailerable yachts and sports boats. Trailerable yachts and sports boats can overnight in the Batemans Bay Sailing Club boat park or take a casual berth at the marina.

The regatta is a favourite weekend for Canberra sailors, who are after some real ocean sailing, and class associations often use it as their end of season event.

The Notice of Race is available at [www.bbcs.org.au](http://www.bbcs.org.au).

## SeaLink Magnetic Island Race Week 2020 – first in best dressed

Townsville Yacht Club opened entry for its annual SeaLink Magnetic Island Race Week last month and Mal Pirret, event chairman, warned entries would be capped at the marina capacity of 80.

The annual event, from **27 August to 2 September**, will play host to the Northern Queensland Sports Boat Championship, in conjunction with Port Douglas Race Week which will host the first round.

The championship will be decided at Magnetic Island and the chairman hopes to see an increase in sports boat numbers. "We are pushing to grow this side of the regatta. The boats will be housed ashore, next to the boat ramp located inside the marina precinct at Nelly Bay - without marina fees - to allow them to be left on their trailers fully rigged each night."

Early Bird entrants (by May 31) will receive multiple entries into the draw for a chance to win the fantastic prize of seven nights' accommodation in a three bedroom apartment at the stunning Peppers Blue on Blue Resort and free berthing at Magnetic Island Marina for 2021 Race Week.

Entry and Notice of Race at [www.magneticislandraceweek.com.au/](http://www.magneticislandraceweek.com.au/)

## Entry open for Airlie Beach Race Week 2020

Entry for the Whitsunday Airlie Beach Festival of Sailing is now open on the official Whitsunday Sailing Club (WSC) race website. The hallmark regatta, now in its 32nd year, will be held from **6-13 August** and feature some of the world's most scenic courses.

Entry is open for IRC Passage, One Design, Performance Racing, Performance Cruising, Non-Spinnaker, Sports Boat, Trailable Yachts, OMR Multihull and Multihull Cruising divisions. By popular demand, AMS divisions will be added this year.

Based on competitor feedback, improvements to the 2020 series include merging the WSC clubhouse and the Race Week central marquee under one licence, to allow the portability of food and beverages between the upstairs and downstairs venues. A wider range of food options will be on offer, but best of all, sponsored happy hour will be added every race day evening from 5.30 to 6.30pm at the WSC.

Entry and the Notice of Race at [www.abrw.com.au](http://www.abrw.com.au).



## Pittwater rendezvous for Shag Islet Cruising YC

The Shag Islet Cruising Yacht Club\* (SICYC) has extended its annual Season of Sail (SOS) to include a Sydney rendezvous. This event, hosted by the Royal Prince Alfred Yacht Club (RPAYC) from **May 1-6** extends an invite to all local 'Vice Commodores' to celebrate the camaraderie of SICYC, as well as hosting SICYC members sailing north during the cruising season.

The 2020 SOS will commence in Pittwater on Friday May 1 with a dinner at RPAYC featuring guest speaker Ken Thackeray OAM (Vice Commodore and Founder of SICYC).

This will be followed on the Saturday by an estuary cruise to Bobbin Head in Kuring-ai Chase National Park and a BBQ at Bobbin Head on Sunday 3. Bobbin Head is accessible by both boat and car, so those not planning to attend the cruise can still join in the BBQ. A Pittwater cruise will follow from May 4-6 including Halletts Beach, the popular Patonga Pub lunch and Barefoot Bowling at Dangar Island. Further details [rpayc.com.au/sailing/cruising](http://rpayc.com.au/sailing/cruising).

\*SICYC is a not-for-profit incorporated club which aims to maintain a social network for cruising yachters and raise money in support of the Prostate Cancer Foundation of Australia.



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## TIDES, SUN & MOON Sydney - Lat 33° 51' Long 151° 14'

### APRIL 2020

	SUN	MON	TUE	WED	THU	FRI	SAT
Daylight saving ends in NSW on Sunday 5 April 2020 when clocks go back one hour at 3:00am				1 ☉	2	3	4
				0115 1.54 0809 0.66 1406 1.19 1940 0.78	0222 1.54 0923 0.62 1528 1.21 2100 0.77	0335 1.59 1030 0.54 1640 1.29 2215 0.70	0443 1.69 1128 0.43 1737 1.41 2319 0.58
	5	6	7	8 ☉	9	10	11
	0541 1.79 1217 0.33 1827 1.54	0016 0.46 0634 1.87 1248 1.31	0111 0.35 0725 1.91 1357 1.23	0203 0.27 0816 1.89 1431 0.22 2045 1.87	0257 0.24 0907 1.82 1515 0.27 2132 1.92	0352 0.25 1000 1.70 1615 0.27 2219 1.92	0448 0.30 1053 1.56 1643 0.47 2308 1.87
New Moon							
First Quarter	12	13	14	15 ☉	16	17	18
	0547 0.38 1148 1.42 1729 0.60	0000 1.80 0650 0.47 1248 1.31 1819 0.71	0056 1.70 0758 0.54 1357 1.23 1920 0.79	0200 1.61 0906 0.59 1513 1.22 2033 0.83	0310 1.55 1009 0.60 1622 1.26 2148 0.82	0416 1.54 1102 0.59 1715 1.32 2253 0.77	0512 1.55 1146 0.56 1759 1.40 2346 0.71
Full Moon	19	20	21	22	23 ●	24	25
	0557 1.56 1223 0.53 1835 1.48	0030 0.64 0637 1.58 1257 0.50 1909 1.55	0110 0.59 0714 1.58 1327 0.49 1941 1.61	0146 0.54 0749 1.57 1356 0.49 2012 1.67	0222 0.51 0824 1.55 1425 0.50 2043 1.71	0300 0.49 0900 1.51 1454 0.53 2115 1.74	0338 0.49 0938 1.46 1526 0.57 2149 1.76
Last Quarter	26	27	28	29	30		
	0418 0.51 1017 1.41 1559 0.62 2226 1.74	0501 0.54 1100 1.35 1636 0.67 2306 1.72	0550 0.57 1149 1.29 1719 0.73 2353 1.68	0646 0.60 1246 1.26 1813 0.78 2408 0.80	0048 1.64 0750 0.60 1354 1.25 1920 0.80		
						Add one hour to tide times during Daylight Saving Time	
	© Commonwealth of Australia 2019, Bureau of Meteorology Datum is Lowest Astronomical Tide When daylight saving time is in force, add one hour to times						

SUNRISE 4 0710 5 0610 11 0615 18 0620 25 0625  
SUNSET 1846 1745 1737 1729 1721

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Correct at time of publication. Please check to be sure events are still going ahead in light of the unfolding Covid 19 health crisis.

- 3 Club Marine Pittwater to Coffs Harbour - RPAYC/ CHYC - CANCELLED
- 4 Varuna Trophy Race - RSYS
- 4 H'cap Ptscore R13 - PBSC
- 4 Short Passage R4 - ROYS
- 4 Brighton C'ship Ht 10 - RBYC
- 4-5 Rosehill Trailer Boat Show - CANCELLED
- 5 Ranger, Couta & Folkboat Sprints - SASC
- 5 Darren Lowder Memorial Trophy - KCC
- 5 Werribee Sth Small Boat Festival - WRA @ Boat Ramp & Reserve - CANCELLED
- 5 Autumn Series 3 - Blues Pt YC
- 5 Association Cup - SYC
- 7 Seashells Night Series - RPYC
- 9 Bob Brown Race to Pittwater - SASC
- 10 72nd Brisbane to Gladstone Yacht Race - QCYC
- 10-12 Flying 15 WA State C'ship - RFBYC
- 11-12 Endeavour National Titles - BBYC
- 11-12 Jubilee QLD State C'ships - Tingira Boat C, Macleay Is, tingiraboatclub.com
- 11-13 GLYC Easter Regatta
- 14-21 RSYS Annual Cruise
- 17-19 Sail Fest - Newcastle Regatta - NCYC
- 17-19 Canberra Classic Boatfest - TBSA - CANCELLED
- 18 H'cap Ptscore R14 - PBSC
- 18 Brighton C'ship Ht 11 - RBYC
- 18 Hitchhiker Trophy Day - RPYC
- 18 Queenscliff Cup - BYS
- 19 Women's Series Race 1 - CYCA
- 19 Autumn Series 4 - Blues Pt YC
- 19 Swan River Retro Series - RPYC
- 24 Club Marine Port Stephens Race - RPAYC
- 25 Anzac Day Two Up Cup - MHYC
- 25 Transit Race 6 - BBYC
- 25 Lone Pine Trophy - BYS
- 25 Diggers Cup & Closing Day Party - RPYC
- 25-26 Batemans Bay Marina Regatta - BBSC
- 26 CYCA Winter Series Race 1
- 26 Cruising Event - BBYC
- 26 ORCV Double Handed Race - Port Phillip
- 27-3/5 Sail Port Stephens

### UPCOMING EVENTS

#### MAY

- 1-3 Classic & Wooden Boat Festival - ANMM Darling Harbour
- 1-6 Shag Island CYC Pittwater Rendezvous @ RPAYC
- 2-3 Yorke Peninsula Saltwater Classic - ypsaltwaterclassic.org.au
- 3 23rd Swan River Regatta Old Gaffer Assoc - RFBYC
- 10 Brisbane to Gladstone Yacht Race - RQYS

#### JUNE

- 6-8 Australian Women's Keelboat Regatta - RMYS

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 May calendar must be in by April 15th. 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.

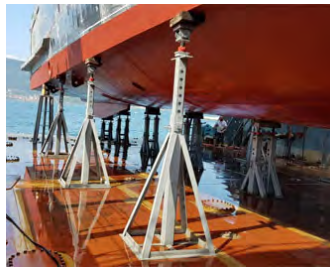
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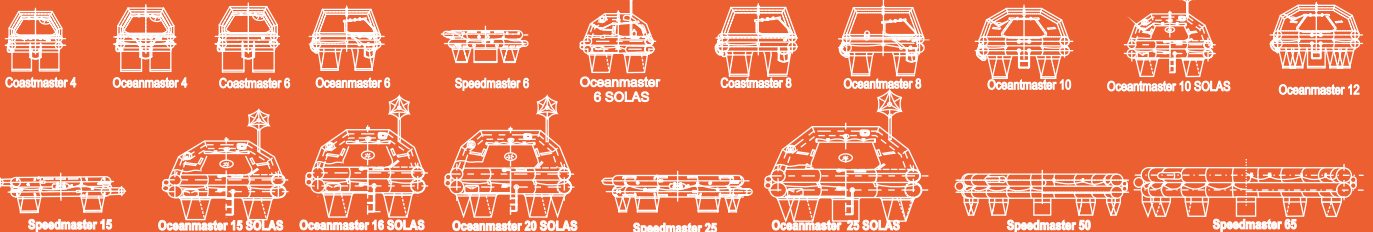
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