

# AFLOAT



*The Spirit of Australia's Waterways*

May 2021 No. 376

**PRICELESS**



**Harbour  
Angling**

Page 16

**Legendary  
cruiser  
Alan Lucas**

Page 20

*Take monthly with water*

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**Front cover:** It's all about #boatlife. Australia is blessed with some of the best boating waters in the world and boat clubs such as Boatlife Society are proving popular as more people seek to enjoy leisure time on the water <[boatlifesociety.com.au](http://boatlifesociety.com.au)>. Photo: Salty Dingo

# Editor's Column

Autumn is my favourite time to cruise in Australia. So, as I sat in the cockpit with dog at my feet, glass of red in my hand, watching a caramel sky with myriad hues of yellow and red filling the western horizon as the early evening sun set, my thoughts turned to upcoming voyages. A sojourn north of Sydney perhaps, once the BOM satellite shows the plume of inland debris clearing from coastal waters after the terrible floods. While doing sea trials on the Harbour last week on its coffee coloured waters I'd heard of a motor cruiser bending its drive shaft after hitting some of this debris, and the story of a more fortunate fisho finding a floating fridge filled with beer.

Fishos feature in the magazine this month, thanks to a contribution from an expert angler. A well overdue story after the sad demise of my colleague David Lockwood and his insightful and entertaining columns. Most agree our Sydney waters are in rude good health and teem with varieties of fish, even though authorities caution how much should actually be eaten, because of the legacy of pollution that remains, especially in my stomping grounds of the inner harbour. I recall at the last Sydney boat show in 2019, how a shocked diver was confronted by a bull shark breaking the surface among the pontoons.

Hopefully the boat show pontoons will be there this year, minus the men-in-grey-suits, when the renamed Sydney Festival of Boating takes place between 29 July and

1 August at its regular venue of the International Convention Centre (ICC). Many people have not been to a show since that Sydney one in 2019. I was fortunate to work at the three Miami shows in 2020 which gave me enough editorial to help with the Covid lock-down. As the world's largest recreational boating market, the 328 million population of the USA supports a vast industry, so Miami hosts three separate shows simultaneously: a superyacht show, a yacht show and a more prosaic boat show during February. Nearby is the boater's paradise of the Florida Keys and the gateway to the Caribbean. This all sounds wonderful and is, except for my yachting friends who keep their boats here year-round, when of course the hurricane season comes; so I'm more than happy to be back on sedate Sydney Harbour.

So I'm looking forward to sensing the mood at the first major show of the season, Sanctuary Cove (20-23 May), where expectations are tempered by the shadow of Covid hanging over events. The cancelled Bluesfest, despite stages erected, was a sobering and costly reminder of how authorities react to this pandemic, which has some way to go yet, both internationally and in Australia. But meantime, the show must go on! ⚓

**Kevin Green**



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# Letters

Photo: Yachtworld



Mainship 390.

## America's Great Loop

While catching up on the back issues of *Afloat* from Melbourne's lock-down, it occurred to me that I should thank the magazine for the review of Derrick Baan's book *America's Great Loop Aussie Style*. This appeared in the magazine about three or four years ago. I idly left the magazine on our dining table where my wife spotted the article and remarked that it was something we could tackle.

As owners of a Noelex 25, our great adventures had been two trips to the Myall Lakes, sailing around the Gippsland Lakes and racing in Western Port Bay. This was not really a sufficient qualification for this journey, which included the Great Lakes no less. In our case, as foreigners we had to find out how to own a boat in the US. Through the America's Great Loop Cruisers' Association, we found two other Australians who both had boats on the Loop, and they helped us enormously. One couple, from Adelaide, knew of a good boat that was becoming available and we flew to Florida to inspect it.

We took delivery of a low-hour, diesel powered Mainship 390 a few months later in Norfolk Virginia from where we commenced the journey. Unlike Derrick we only spent three days on the Mississippi. The river was in high flood with most channel marks off position or diving, threatening to surface under the hull. At times, we travelled sideways down the river – such was the intensity of the whirlpools, not to mention the huge waves from the commercial barges labouring up the river. These waves were high enough to capsize a boat if not approached appropriately.

The journey was high adventure – far more than we had expected. Once we had left the Florida Panhandle and crossed the Gulf of Mexico, we were able to relax in Florida's beautiful coastal waters. It felt like the holiday had really begun. Regrettably Covid-19 caught up with us in Fort Myers, Florida. We left the boat

## 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 **Martin & Denise,** from Brighton, VIC.



## Got Something to Say?

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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).

with a broker and caught the last Qantas flight out of LA. We had completed 4,500 miles out of a total journey of 6,000miles. It is too uncertain as to whether we will ever complete the journey. With only six weeks to go, the effort of buying and selling another boat is probably too much and one-way charters are almost impossible to find. Many thanks to *Afloat* for introducing us to this amazing adventure.

Martin Jones & Denise Williams,  
Brighton, Vic.

## Boat rego inspections

Recent letters in *Afloat* regarding boat rego inspections address what I feel is an important issue. I strongly contend that there should be a change of culture to start some checks on the hull and machinery of recreational vessels. Around 20 years ago there was a committee charged with the introduction of standards for boat building, very sadly the only enforceable



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outcome of the Compliance Plate was a maximum horsepower and a maximum weight/number of passengers.

The Authority has no effective plan to inspect vessels for safety at first registration. This should be mandatory.

The cost of safety on the water is eternal vigilance. Be aware of the risks and mitigate them.

Tom Hughes J.P.,  
Master < 35m (to 200miles offshore)

## BOA addresses ELVs

Graham Forsaith and David Tallis (*Afloat*, April '21) very neatly capture the sentiment shared at committee level of the BOA on the subject of derelict vessels. In our representations to RMS Maritime, these are referred to as "End of Life Vessels" (or ELVs), and the problems essentially relate to displacing otherwise usable vessels from our mooring fields, and the potential hazard to property and the environment if the visible neglect is an indication of a greater likelihood of sinking or breaking free.

The BOA has consistently rejected calls for the establishment of a "pink slip" system for the reasons outlined by Mr Forsaith. Similarly, we reject calls for a "green slip" system as this comparison with the insurance requirement of car registrations is one which deals with personal injury rather than property damage. In both scenarios, the barriers to low-cost boating would rise, serving only to push boating out of reach of those other than the cashed-up few.

RMS Maritime has the power to manage priority ELVs and in our experience, has an ear to the boating community about how this burden of work might be most-effectively addressed. BOA has established a sub-committee investigating various funding models which might help with thinning the ELV presence on

our waterways. One idea is to encourage the gifting of vessels for which the renovation cost might have become prohibitive for an elderly owner. The new owner is then well positioned to direct funds into the rebuild and thereby save the hull going to landfill. The key is to ensure there is some incentive to having the rebuilding work take place. Readers with thoughts to share would be welcome on the committee.

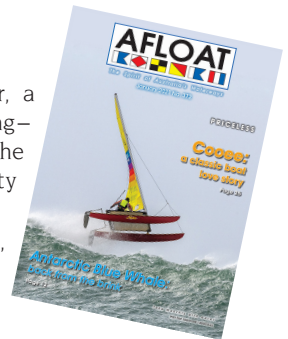
Another letter in April dealt with over-zealous policing of dogs below Mean High Water Mark on the shores of Broken Bay adjacent to land managed by the NSW National Parks & Wildlife Service. BOA can confirm that the sea bed below MHWM in these parts is Crown land, the ownership and management of which is vested with NSW Department of Industry -Lands, not NPWS, or RMS Maritime (as is the case with Sydney Harbour). BOA is in possession of written confirmation from the Deputy Director General of DoI – Lands that the department has no policy with regard to the casual movement of dogs across the intertidal.

Chis de Jong,  
President, Boat Owners Association of NSW  
[www.boatowners.org.au](http://www.boatowners.org.au)

## Hobie flyers

Just noticed the January cover, a spectacular shot showing extreme foiling – without foils – and well in advance of the AC boats. Once again Aussie ingenuity excels well above the Kiwi lads.

Rob Vaughan,  
Van Diemen, Tassie.



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*Sir Francis Chichester's yacht Gipsy Moth IV survived some rogue waves during its 1967 circumnavigation.*

## Rogue Waves

I have just read David Colfelt's letter in the march edition as well as Malcolm Riley's response. I recall reading a book by Sir Francis Chichester on his solo voyage around the world where his yacht was pitch-poled down the face of an enormous wave.

On his return to England he consulted with the oceanographic research centre to try to find an answer to the cause and he was advised that one wave in a certain number, maybe 270,000, would be seven times the mean average. They have to land somewhere!

Bob Dunn,  
Sunshine Coast, QLD.

## Unseen floating hazards

I am surprised by BOA's Chris Wyeth's letter defending unmarked fish floats being laid at sea (*Afloat* April). As a sailor with first-hand experience of snagging these twice on a voyage from Sydney to Southport I cannot agree that "Vessel operators should keep a proper lookout and proceed at a safe speed if there is any doubt about the presence of such materials on the waterway."

In any sort of a sea fish floats are nearly impossible to see until you are upon them. At night they ARE impossible to see.

Mark Rutherford,  
Gladesville, NSW.

## Plastic Pollution

Ahoy *Afloat*. Great mag. Keep up the good work. This letter is in response to Sir James Hardy's letter in the January edition entitled "Deep sea link", but I am sure the web link below would be of great interest to all your readers, regarding plastic waste.



There is a new(ish) website <https://noplasticwaste.org/> which I think is being organised and managed by Andrew (Twiggy) Forrest. It has a fantastic interview with Twiggy regarding this scourge. It also includes a nice article about Jon Sanders, AO OBE, who is doing a lot of research and gathered water samples while on his latest circumnavigation of the globe, at 80 years old.

I think it is so great that an Aussie is taking up this fight against plastic waste and putting his money where his mouth is. Goodonya Twiggy, well done.

Trevor Deslandes,  
Warradale, SA.

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Stack Island in north Tassie resembles a turtle.

## Tassie Turtle Tour

A cruising division fleet from Royal Geelong Yacht Club has just completed a Top of Tasmania Tour. Four yachts and a power cruiser went to Strahan and the Gordon and Franklin Rivers, while the other seven yachts went to Stanley and George Town via Grassy, King Island, and Three Hummock and Hunter Islands north of Smithton.

Two-up in the Marts 46 *PerSEAvance*, my skipper Mal Lawrence and I spent a rolly night anchored at Shepards Bay, Hunter Island, before a loop southward past Cave Bay on Hunter and back up to Spiers Nook on Three Hummock Island. We were abeam Stack Island at one stage and reckoned it should be renamed "Turtle Island". This picture puts our case.

Ed Featherston,  
Torquay, Vic.

## Darling Harbour's pricey pick-ups

I support the sentiments of Phil Newman, expressed in the letter "Throw a Rope, Receive a Love Letter", in the February Issue of *Afloat* magazine. I'm a relative newcomer to boating on Sydney Harbour. What a wonderful waterway, but with so few facilities for recreational boaters.

I quickly realised that most of the "public wharves" are not suitable to safely transfer guests to my typical recreational vessel (6 metres).

Over time, I identified a few suitable landings. In particular, I observed the potential of the Darling Harbour Marina at Cockle Bay Wharf, and made enquiries with the Marina office.

I was assured that I may land freely for a few minutes to transfer my guests, with condition that I must not moor there for

any length of time. And so it was for a year or two, that I would occasionally pick-up or drop-off a guest, at Darling Harbour Marina, never landing for more than a minute or two.

Marina staff were never obstructive, and typically friendly and welcoming.

Alas, it was not to continue. Last month on a Sunday, after an absence of many months, I had arranged to pick up two guests at Darling Harbour Marina.

I arrived early, and drifted safely just outside the yellow marks, at the Tumbalong Park end of Cockle Bay, well clear of any other vessel. Actually no other vessels were underway, and the marina itself was largely deserted.

It was quiet-as, and a beautiful day. I am thinking it's great to be alive, and in a boat. My guests arrived on the concourse, we waved happily, and I motored slowly towards the marina. My guests approached the marina, only to be confronted by a uniform, demanding money.

What a damper on an otherwise beautiful day!

Here's the new deal at Darling Harbour Marina: You want to pick up a guest, you pay \$20. You want drop off that guest later on, you pay another \$20. For \$20 you can stay 15 minutes. If you need only one minute, you still pay \$20 to pick up, plus another \$20 to drop-off.

But be quick! This deal is somewhat secret. The best advertised offer is \$30 for two hours, here <https://www.cocklebaymarina.com.au/>

I dunno what else to say. It just seems wrong, and totally un-Australian.

Next time I will describe my experiences at the new Convention Wharf, also morphed in the last 12 months, from very helpful to very disappointing.

Peter,  
South Sydney Amateur Fishing Association.



photo: Kevin Wingate

## Basin Radio Yacht Club

Thank you for *Afloat* which is very much appreciated by members of Basin Radio Yacht Club. Our Club is commencing its 12th season and the membership is mostly made of old guys who, after many years of skiff and trailer sailing, are no longer up to the 'big' boat demands but still have the desire to share the thrill of competitive yachting.

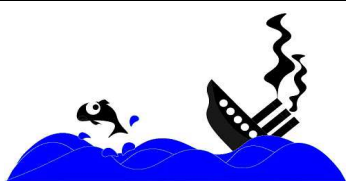
Your magazine not only keeps us up-to-date with general information but we look forward to and greatly enjoy the special articles. Our membership is currently 40 and we sail on St Georges Basin each Tuesday with one metre Solings and Saturday with a mixed fleet of boats under 1.3m LOA and at Shoalhaven Heads on Thursday and Friday with DF65 and DF95. Many members actually sail four days each week. The attached photo shows some of the group.

Kevin Wingate,  
On behalf of BRYC.

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## Archina Reminisces

I thoroughly enjoyed and was fascinated by *Afloat's* April article on the venerable *Archina*, and the work put into her by the said gentleman. I particularly loved the detail, beautifully written by David Salter with genuine passion. Of passing interest to some readers, I lived next door to the then owner of this handsome vessel, Phil Goldstein, during the period 1942-50, in Medusa Street Mosman. I was only a child then but I do remember him talking to me about her. My father even made me a basic model of her, using, I believe, the original plans.



Photo: David Salter

*Archina showing off her ketch rig on Sydney Harbour.*

I don't know who commissioned the vessel from Bode and Hayes; I doubt if it was Goldstein as that would have been a good ten years before. I also don't know if Goldstein took her on the 1945 or 1948 Hobarts. It is immensely satisfying to see her still flying at her pristine best today. Full marks to Bill and Joe for putting the time (and cash!) into achieving this.

Tony Bull,  
Balgollah, NSW.

## Cecil Boden's boats

It was with great pleasure, I read the article on *Archina*. Our Yacht *Ena II* was also designed by Cecil Boden and launched 1936.

I had often wondered if Cecil Boden was the designer because he would have been a young man then. I sought her history though *Afloat* some years ago and had some wonderful replies. I would love to share my website for *Ena* with your readers and with the owners of *Archina*, <Yachtena.page.tl>.

It carries her full history etc.

Andrew Craig,  
Pacific Heights, Old.

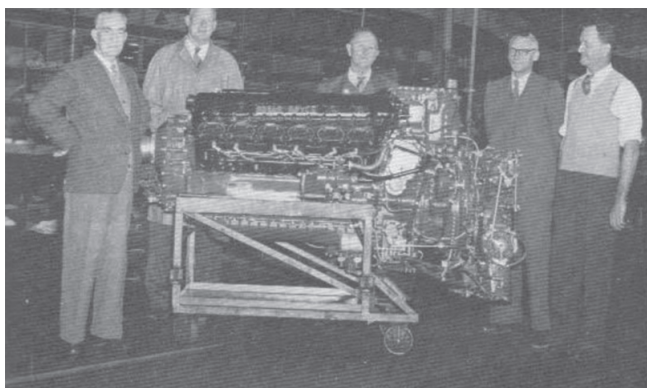


Photo: Mike Cumming

L to R: Arthur Marshall - Assistant Engine Superintendent, Roy Hollis - Foreman Engine Department, Bob Boulton - Engine and Test Superintendent, Bert Clifton - Engine Inspection and Don McCorquodale - Machine Shop Superintendent.

## Australian Merlin

After reading Quirk's very interesting article in February *Afloat*, I thought readers might like to know of Australia's involvement in the manufacture of this magnificent engine.

In 1938, Lawrence Wackett employed Bob Boulton (who had flown with Kingsford Smith, but that is another story) to establish

the Commonwealth Aircraft Corporation at Fishermans Bend, Melbourne. Bob was later tasked with commissioning an engine manufacturing plant for CAC in Birnie Avenue, Lidcombe. Here they produced the licensed Packard Merlin type 102 for the RAAF's Lancasters as well as Pratt & Whitney R1830s. The photo below shows the First of Type Merlin 102 at Lidcombe circa 1942.

When I joined the company (which by then was known as Hawker de Havilland) from the UK in 1966, I had the privilege of working with several of these remarkable men. Our continued involvement with the Merlin was in the overhaul and repair of the Rover Meteor engine (essentially an un-supercharged Merlin) for the Australian Army's Centurion tanks.

Mike Cumming,  
Carlingford, NSW.

## R.S.V.P.

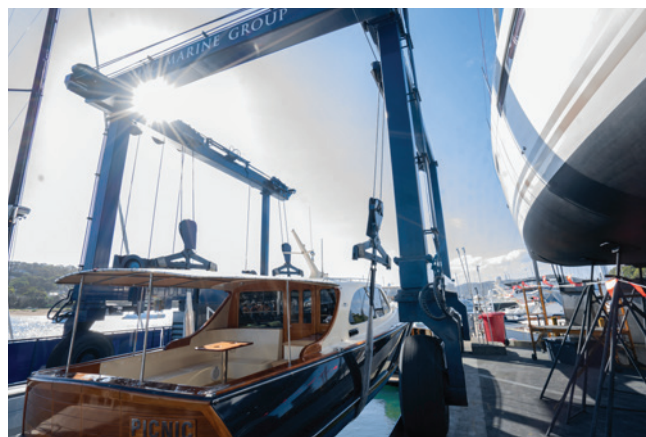
Please ensure letters to the RSVP section include your contact details (e.g. name, phone number, email address and suburb).

## The Yacht Fortuna

I am the Deputy Chair of the CYCA History & Archives Committee and I'm looking for information on a 38ft yacht *Fortuna* built by Dr. Ralf Wishaw at Sandy Bay in Hobart in 1947, she was later sold to yachtsman and navigator, the late Bill Fesq, who sailed her in the Hobart Race a number of times in the early 50s.

I'm interested to find out who was the designer. I believe it was an American design. Also does anybody know the present whereabouts of this vessel?

Chris Iacono,  
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Soundly defeated in the Prada Cup Final, yet the British INEOS Team are keen to secure a Deed of Gift one-on-one challenge with the America's Cup winning Emirates Team New Zealand.

# AMERICA'S CUP: Storm Clouds Gather

The America's Cup has featured multiple challengers in every edition since 1967 but now, its New Zealand defenders are opting for a radical change which will exclude all but one challenger from Britain.

**Bruce Stannard** reports on the troubled outlook for the America's Cup.

Team New Zealand's resounding America's Cup victory in Auckland has been eclipsed by the controversial revelation that it has entered into an exclusive arrangement with the new Challenger of Record, Royal Yacht Squadron Racing Ltd,

to conduct an exclusive one-on-one Deed of Gift Match for the Cup which is to be sailed off Britain's Isle of Wight, perhaps as soon as the northern summer. Although no dates have been fixed for the match, the deal, which was negotiated without the knowledge of other key stake-holders, has predictably infuriated the New York Yacht Club, which bitterly resents being not merely excluded, but blatantly blind-sided.

Christopher J. Culver, the Commodore of the NYYC, took the extraordinary step of issuing a strongly-worded rebuke to the Cup winners, Team New Zealand, describing reports of a Deed of Gift Match off the Isle of Wight as "a huge step in the wrong direction." The two previous Deed of Gift matches in 1988 and 2010 were, he said, "distinct low points in the history of the America's Cup. Regardless of the conditions, the New York Yacht Club will not support a Deed of Gift match or an America's Cup competition that, due to the schedule and rules for competition, is effectively open to only the Defender and Challenger of Record."

## Legal action

Commodore Culver points out that the NYYC, which was founded more than 150 years ago, has successfully defended the America's Cup 25 times. "We are hopeful," he says "that the



Emirates Team New Zealand won the 36th America's Cup 7-3 after an initially close tussle with Luna Rossa Prada in the final.



Photo: Prada Cup/Stelano Cattini

British INEOS Team skipper Sir Ben Ainslie acknowledged the lack of development in his failed challenge, so supports continuation of the AC75 Class to aid further R&D by the British.



Photo: NYYC

Christopher J. Culver, the Commodore of the NYYC, issued a strongly-worded rebuke to the Cup winners, Team New Zealand, describing reports of a Deed of Gift Match off the Isle of Wight as "a huge step in the wrong direction".



Photo: LUNA ROSSA/Carlo Borlenghi

Emirates Team New Zealand principal Matteo de Nora Race (L) with CEO Grant Dalton are in negotiations with the British INEOS Team.

rules for the next Match will allow the Club to compete once again, and will put the competition on the road toward regaining its place alongside the Olympics and the World Cup of Football as one of the world's most popular and successful sporting events."

As the world emerges from the COVID-19 pandemic, he says, there will be a thirst for the fusion of competition, tradition and social interaction that the America's Cup can provide like no other

sporting event. "To waste this confluence of opportunity on a two-team event, to potentially once again plunge the competition into the New York State Courts is," he says, "not in the best interests of the America's Cup or the sport of sailing."

Thus far, the New Zealanders and the British seem impervious to the criticism and Commodore Culver's ominous warning of possible legal action in the New York courts. The Kiwis and the British are pressing ahead with what they

euphemistically describe as a "bridging event" – one which is supposed to serve as a nostalgic nod to the original match in 1851 in which the NYYC's schooner America thrashed a fleet of English yachts in the first historic Cup race around the Isle of Wight. Both INEOS Team UK skipper, Sir Ben Ainslie and his principal backer, British billionaire industrialist, Sir James Ratcliffe, have indicated that even if they do win the Cup, the subsequent 38th Deed of Gift Match would still be held in Auckland

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The waters around Britain's Isle of Wight, home to the Fastnet start, may be the next venue for the Cup as the Royal Yacht Squadron plans to conduct an exclusive Deed of Gift Match, perhaps as soon as the northern summer.

where presumably it would be open to other international challengers. Without in any way doubting those stated intentions, it does stretch credulity to imagine that if the British were to win the Cup after "170 years of disappointments," that they would

willingly give it up to go to the far side of the world to defend it.

### Follow the money

Team New Zealand appears to be pursuing this course for one very cogent reason: like any profit-making company run by a Board and Executive Officers, it needs to secure revenue streams if it is to continue as major players in this high-stakes game. America's Cup costs have now ballooned to the point where \$100 million is said to be the absolute minimum required to conduct a serious Cup campaign.

The quest for cash has created some strange bed-fellows. Cup observers will have noticed the five Chinese characters emblazoned on the New Zealand cup defender's mainsail. They spell out the name of the China Sports Production Group, a state-owned arm of the same communist government responsible for a vindictive campaign of economic coercion, shocking human rights abuses in Hong Kong and the systematic genocide of the Uighur people in Xinjiang. No sporting body can afford to turn a blind eye. Earlier this year TNZ confirmed that it had engaged a British consulting company to invite bids from potential host cities in Asia, the Middle East and Europe. At the time, TNZ CEO Grant Dalton said the move was "to ensure the future viability of the team and guard against a repeat of the defections that flowed after 2000 when TNZ lost staff and sailors to other syndicates with bigger cheque books."

### Government support

The COVID-19 pandemic has had a significant negative impact on TNZ's financial position. The New Zealand government's stringent lock-down certainly saved the country from the virus but it also ensured that the 36th Cup Match was, to say the least, a financial embarrassment. Tens of thousands of potential spectators were barred from entering the country. Among them were a good many high-net-worth individuals who were expected to spend many millions of dollars. Four years ago, an assessment produced for the New Zealand government identified superyachts (those over 78ft) as being one of the key factors likely to make the Cup a financial success. The report predicted that if 159 superyachts came to Auckland for the Cup, the direct spending of their owners could be in the order of \$300 million. That rosy revenue projection helped to justify the decision by the government and the Auckland City Council to invest almost \$250 million in public funds for Cup-related Auckland waterfront infrastructure.

This was no doubt why Prime Minister Jacinda Adern was quick to signal that she "wanted to see it all over again in 2023." Notwithstanding the very considerable public funding poured into the 36th Match, reports from New Zealand suggest that if this Isle of Wight match or Union Jack Challenge, goes ahead and is won by the Kiwis, the next Cup match would not be held until at least (the Olympic year) 2024. Although the New Zealand Labour government has offered a \$5 million incentive to encourage TNZ to return to Auckland, this is reported to have been "brushed aside" while TNZ searches for other more lucrative venues. The hosting decision will not be made until Auckland City Council and the New Zealand government have presented their proposals, having been given 90 days from the Cup match.

Sir Ben Ainslie made his feelings plain in a column written for Britain's Daily Telegraph. "We are in a much better position now than we were four years ago," he wrote. "It is true that no Challenger of Record has ever actually won the Cup. And there is an argument to say that being COR can be a distraction; that it takes away focus from what you should be doing.

"Fortunately I'm not superstitious and I would say if you're well-structured and you have a good relationship with the Defender, which we do, we should be able to make it work to our advantage. It might be less of an advantage than it would be

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*NZ Prime Minister wants the Cup to be run in Auckland again, after spending an estimated \$250 million on infrastructure.*

if you were designing a completely new class of boat. But there will be changes to this class rule and being COR will help us to understand those and being a part of that development will be fascinating.”

## AC75 Class

Ainslie said he believes Team New Zealand are “the best” because of their continuity and experience. “We have stability now,” he wrote. We have learned so much from our two Cup cycles so far. It’s worth pointing out that Team New Zealand have been doing this for over 30 years. There is a reason they are the best.” Ainslie also touched on the class rule saying he was pleased it would stay the same for the 37th America’s Cup, but he hopes light air performance will be an area of focus in developing the (foiling monohull) AC75s for the next Cup cycle. Light winds on Auckland’s Waitemata Harbour throughout the 36th America’s Cup Match caused many delays and race abandonments as teams struggled to stay up on their foils. “We have already made good progress,” he wrote. “We are committed now to continuing in this exciting AC75 class and as a sailor I’m pleased about that. I think these boats are extraordinary; the scale of them, the speeds they are capable of generating. If there is a weak spot it is probably the light air performance. But that’s something we can work on.” The Kiwis and the British are expected to make further announcements over the next six months. ↴

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# AC37: THE WAY AHEAD

Photo: AC36



How can this constitute as sailing, when the hulls are out of the water when under way?

It was, until this year, utterly unthinkable that any Australian sailing enthusiast could be in a position to barrack for the New York Yacht Club to regain the America's Cup. Yet that is where I found myself during the elimination rounds of AC36 in Auckland. Why? Because an official spokesman for the NYYC syndicate had stated, on the record, that if they won the Cup then they would return the competition to some form of yacht that kept its hull in the water. In other words, a boat.

Regrettably, any hope for such an outbreak of sanity evaporated in an instant during the Prada Cup when *Patriot* lifted its nose skyward after a rushed mark rounding, crashed, almost sank, and ensured that the Americans would be the first team to head home from New Zealand. Instead, INEOS Team UK (who were eliminated by the Italians) will now represent the Challenger of Record, and were quick to confirm their continuing loyalty to the 75-foot swing-foil monomans of AC36.

## Arms Race

Sir Ben Ainslie seemed to think this was some kind of sacred affirmation, saying "The fact that we're committing to the AC75 Class is a massive boost for the Cup. I'd like to see that class committed to for the next ten years or more." Good luck with that, Benjamin. A quick look at the event's history post-1987 tells us that there has been almost constant agitation for ever-more



Photo: America's Cup

A return to the AC tradition of displacement monohulls has been mooted by the New York Yacht Club.

extreme development. The reason is simple: it is in the interests of that elite cohort of professional sailors, designers, builders and computer jockeys who make their living from the Cup to keep pushing for increasingly complex – and costly – "boats". Witness the leap from the IACC class to the multihulls, and then to the swing-foiling 75-footers.

The cumulative effect of these rapid development jumps has, to my mind, been a parallel undermining of general yacht-racing principles. The current boats can only function properly when they are out of the water. They sail so quickly and at such extreme apparent wind angles that it would be impossible to use even an asymmetric spinnaker. It takes eight strong men grinding throughout a 25-minute race just to deliver the power necessary to work the various hydraulic and electrical systems on board. This is "sailing"?

Perhaps the ultimate expression of this disconnect was the spectacle of the AC75s having to be towed by tenders in light air before a race just so they could struggle up onto their foils. Yet none of the TV commentators were moved to remark on the utter incongruity of that scene. The world's most prestigious sailing event relied on two large RIBs each powered by four huge outboard motors. Which leads us to the next logical step.

## Stored power

For more than a decade large ocean-racing yachts have been allowed, by amendments to the RRS, to use stored power to cant their keels and grind winches. They run their motors to deliver that power. There seems no reason why a similar exemption couldn't also be applied to the AC75 class. Install a small diesel motor and get rid of the eight muscled deck apes. That would yield major weight savings and leave just the three crew who actually sail the boat. And seeing as we'd now have a motor, why not fit a drop-down shaft and propeller so that the boats could lift themselves up on their foils?

Come to think of it, those 100-foot masts and sail-plans generate a lot of windage. If we dispensed with the rig entirely then there would be no real need for any crew. The helmsman could stay ashore and steer via a computer gaming console. So there we have it: the America's Cup for foiling speedboats driven by remote control. It's the way of the future.

✦ David Salter



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# FISHING THE HARBOUR



*Ambitious anglers could go with a professional charter company to learn about game fish offshore.*

It's hard to believe that such amazing fishing can be found in the middle of Australia's biggest city, reports angler **John Dory**.

**S**ydney Harbour with its deep saline water, accessible rocky foreshores and sheltered bays provides some of the State's best recreational fishing opportunities. Year round pelagic favourites are yellowtail kingfish, tailor, Australian salmon and bonito. Summer exotics like longtail tuna and cobia, flathead, bream, trevally, whiting, luderick, leatherjackets and mulloway are also plentiful year round. In the brackish and freshwater reaches there are mullet, bass and perhaps even the odd estuary perch. There is plenty

of fishing pressure on popular species like kingfish, so landing a legal sized fish can be difficult. Always carry a Fisheries length sticker and observe the bag limits. The Harbour is well patrolled by Fisheries Officers and the penalties for undersized fish and other offences are severe.

## Fishing Licence

To fish in the salt or freshwater reaches of the Harbour, just like the rest of NSW, you are required by law to pay the NSW Recreational Fishing Fee. This applies whether spear fishing, hand lining, hand

gathering, trapping, bait collecting, prawn netting or when in possession of fishing gear in, on or adjacent to waters. To find out how to pay the fee or if you are exempt go to <https://www.dpi.nsw.gov.au/fishing/recreational/recreational-fishing-fee>.

## Locations

The front of the Harbour and north and south headlands are prime hunting grounds for pelagic species, but kingfish and tailor range right up through Middle Harbour and well west of the Harbour Bridge. The sandy bays of the eastern



For those without a boat, Chowder Bay pier is a popular angling spot on the north shore of the harbour, with toilets nearby.





Bonito Sarda Australis are common in the Harbour.



Another undersized kingfish being returned to the water.



Small yellowtail kingfish Seriola Lalandi are easily caught.

suburbs are great for whiting and flathead, and the wharves and rocky shoreline everywhere deliver bream, luderick and leatherjackets. For more info on wharf fishing see <https://www.fishingworld.com.au/news/fishing-on-sydney-s-wharves>. It's not hard for boat fishers to find some action. When the kingies are biting there is usually a scrum of boats jostling for some action.

## Charters

For the novice fisher, or the proficient angler who wants to lift their game, nothing beats a day out with an experienced guide. A number of excellent licensed charter operators provide skilled guiding services ranging from dedicated saltwater fly fishing to trolling, spinning and bait fishing. This is the best way to see just how

good the Harbour fishing can be and to learn how to read the water from an expert.

## Boat Ramps

Given the popularity of this waterway, the number of boat ramps, particularly east of the Harbour Bridge is disappointing. So an early start is essential for weekend boat fishers, otherwise you may be queuing up

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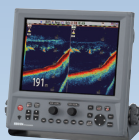
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Kayak fishing is a popular harbour pursuit, with easy water access in places like Balmoral Beach; just remember to use two all round white lights for navigation during night fishing.

and parking a long way from the ramp. The location of ramps can be found at <https://www.rms.nsw.gov.au/maritime/using-waterways/boat-ramps-map/boat-ramps/index.html>. I really like a ramp with pontoon access to make life easier. Taplin Park ramp at Drummoyne is great for accessing the western Harbour. Davidson Park ramp at Killarney Heights gives access to Middle Harbour but you'll have to pay to enter the Garigal National Park.

### Other users

Remember that the Harbour is a busy place, so boaters need to keep a good lookout at all times. While commercial fishing is

prohibited, the Harbour is well used by cruisers, sailors, yachties, rowers and paddlers. Not to mention the rapidly moving ferries, water taxis and other commercial craft. So boat fishers need to keep an eye out for possible collisions and dangerous wakes. Treat other users with respect, especially rowers and paddlers, and always observe the speed limits and no wake signs.

### Contamination

Sediments in some parts of the Harbour have been contaminated by industrial wastes and some persistent toxic chemical residues have found their way into the food chain. Dioxin tests have revealed elevated levels in many fish and crustaceans taken from the Harbour, the Parramatta River and other connected tidal waterways. Eating contaminated fish could result in elevated dioxin levels in the consumer and consequently commercial fishing was banned in 2006. While recreational fishing is permitted the government advises that no fish or crustaceans caught west of the Sydney Harbour Bridge should be eaten, and your catch should all be released.

Generally no more than 150 grams of fish caught east of the Sydney Harbour Bridge should be consumed per month, but extensive testing has allowed more accurate dietary advice on the recommended maximum total amounts that can be consumed for most popular species in any month. For this detailed information see <https://www.dpi.nsw.gov.au/fishing/recreational/fishing-skills/fishing-in-sydney-harbour>



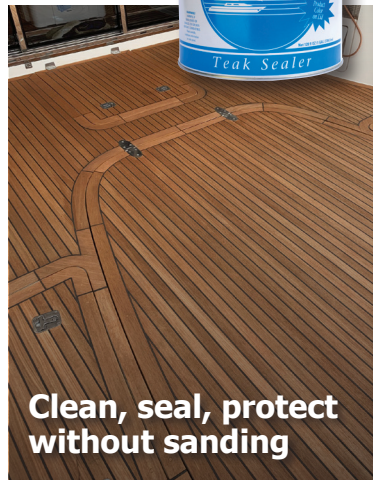
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When venturing beyond Sydney Heads, special safety measures are required such as an EPIRB and VHF radio.

## Fishing Closures

The fishing and invertebrate collecting rules for the Harbour are complex. There are Intertidal Protected Areas and a suite of area, species and gear type restrictions. The taking of shellfish is prohibited throughout most of the Harbour. Anyone intending to fish the Harbour should go to <https://www.dpi.nsw.gov.au/fishing/closures/location-closures/sydney-harbour-port-jackson> to familiarise themselves with these rules.

Note that significant parts of the Harbour are closed to spearfishing. See <https://www.dpi.nsw.gov.au/fishing/recreational/resources/spearfishing/recreational-spearfishing> for details.

## Personal Watercraft

Fishing from Personal Watercraft (PWC) is not an option as all PWC are excluded from the Harbour including the waters of all tidal bays, rivers and their tributaries connected or leading to the Harbour bounded by high-water mark and lying to the west of a line commencing at the southernmost point of North Head and running to the northernmost point of South Head. PWCs are not permitted to be driven in the exclusion zone at any time, unless exempt and Penalties apply.

## The Heads

There are many good trolling and bottom fishing spots around and outside the Heads. The Sydney Offshore Artificial Reef is just under 2 km south-east of South Head and is home to kingfish, silver trevally, snapper, mulloway, morwong, tailor and leatherjackets. (<https://www.dpi.nsw.gov.au/fishing/recreational/resources/artificial-reef/sydney-offshore-artificial-reef>). Other accessible spots near the Heads include the iconic Rosa Gully and offshore, the Colours. Boaters must ensure they carry the prescribed Open Waters safety equipment together with an EPIRB and marine radio if they venture more than two nautical miles offshore (<https://www.rms.nsw.gov.au/documents/maritime/safety-rules/safety-equipment-table-checklist-open.pdf>).

Boaters intending to fish the Heads should note the Open Waters boundary for the Harbour runs from inside South Head to Cannae Point to the west of Quarantine Head, not North Head (see <https://www.rms.nsw.gov.au/documents/maritime/usingwaterways/maps/boating-maps/9d-port-jackson.pdf> for closures rules and restrictions applying east of the Harbour Bridge). ⚓

## Fishing Safely

On such a busy waterway you must know the rules to prevent collisions including giving way to certain vessels. A summary is given at <https://www.rms.nsw.gov.au/maritime/safety-rules/rules-regulations/know-the-rules.html>.

It is also important to wear appropriately rated life jackets when fishing in boats and canoes. See <https://www.rms.nsw.gov.au/maritime/safety-rules/safety-equipment/lifejackets.html> for details.

Special boating rules apply in the area around the Sydney Harbour Bridge between Bennelong Point and McMahons Point (see <https://www.rms.nsw.gov.au/documents/maritime/licence/boating-handbook.pdf> p69).

Waterways patrol the Harbour and enforce the speed limits. Watch out for four knot zones in busy places like under the Spit Bridge and make sure your boat carries the required safety gear. I get checked often and it's a courteous reminder to make sure my PFDs services are up-to-date.

Rock fishing is dangerous and many accessible rock platforms in the Harbour and around the Heads are popular fishing spots. Those near the Heads and in Middle Harbour can be exposed to ocean swells and are dangerous under some conditions. All rock fishers should be aware of the state of the tide and the prevailing ocean conditions and wear a lifejacket and appropriate footwear. Warning about dangerous rock fishing conditions are posted by the Recreational Fishing Alliance at Recreational Fishing Alliance of NSW at [info@rfansw.com.au](mailto:info@rfansw.com.au). Specific rock fishing safety advice can be found at <http://safefishing.com.au>.

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# ALAN LUCAS

## a lifetime afloat

David Salter meets a living legend of Australian coastal cruising

At 85 years old Alan Lucas reflects on a lifetime of sea-going from his NSW home.

There can't be many sailors who can claim to have enhanced both the safety and enjoyment of offshore passage-making and coastal cruising. Alan Lucas is too modest to say that of himself, but his deeds and publications speak for themselves.

Few of us would contemplate an East Coast cruise without first consulting one of his many guide books, notably *Sydney to Central Coast Waterways*, *Cruising the NSW Coast* and *Cruising the Coral Coast*.

Venturing further into the Pacific, we might turn to *Cruising Papua New Guinea*,

*Cruising the Solomons* or *Cruising New Caledonia and Vanuatu*. There seems hardly an inch of coastline in our part of the world that Lucas has not sailed, surveyed and documented in astonishing detail. Alan has also distilled a lifetime of experience afloat into a series of practical 'how to' books for the amateur: *How to Build Small Boats*, *The Tools and Materials of Boat Building*, *Fitting out Below Decks*, *Fitting Out Above Decks* and *Fitting Out Mechanically*. In addition, he has written a dozen general interest books on everything from wreck tragedies in the Coral Sea to the art of sailing small yachts.

### Shore-bound

Lucas, in his 85th year, is boat-less and shore-bound now but still feels the pull of the sea as strongly as ever. His townhouse home at Point Clare on the NSW Central Coast is just a few strides away from Brisbane Water. As we chat Alan notes the low tide, the wind direction – and laments that he hasn't got a "nice little cruiser" to go exploring the upper reaches of the Hawkesbury. This is a man who is clearly uncomfortable on dry land. As a child growing up on the Lane Cove River his first boat was a WWII aircraft fuel tank. He tried racing in the 12-foot skiff class but disliked the competitive tension. Lucas then left school at 15 to begin a career as a commercial artist, entirely self-taught.

"But I was more interested in boats, in building boats, and sailing them. I was building my first boat when I was still working – a 32-foot plywood ketch called *Rendezvous*. I spent eleven years living on it sailing the whole coast, but mainly North Queensland, the Gulf of Carpentaria, then trips out to Lord Howe, New Guinea, Timor and New Zealand."

Lucas supported his wanderings by picking up odd jobs along the way, including stints as a carpenter, night radio operator at Port Moresby and workboat skipper. He'd been living on boats since



In the early 1960s Lucas first cruised the East Coast in very small craft.



Alan and Patricia restored Renee Tighe in the late 1980s.

his 20s and was undaunted by the insecure, improvised lifestyle. "You never know when you're going to make money – or owe money – but there was always something there."

Alan's great-grandfather, Francis MacCabe, was the first surveyor in the Gladstone area and the impulse to map and record the detail of his surroundings was apparently in the blood. Lucas started writing and sketching coastlines in 1963.

## Coastal surveys

"I'd done the coast up and down, making notes all the time. I enjoy it. Can't help myself. Got back to Sydney in 1964 and showed it to a publisher. He liked the idea and published it – five years later! I thought, 'This is my life'. I could barely go ashore. I loved being aboard. When we finally had some bricks and mortar to live in at Townsville I went stark raving mad."



At 50 tons, Alegrias proved too big and costly to maintain.

A pattern was set that defined the next 40 years. While he'd gained his Master 4 ticket, Alan's seafaring wanderlust would primarily be financed by his writing. In an era before the internet had undermined the economics of traditional book publishing in Australia that simple formula supported an extraordinary series of journeys.

It did, however, cost Lucas his first marriage. But soon afterwards he met Patricia Taylor from Sydney's leafy North Shore. She seemed to have nothing in common with the cruising adventurer yet quickly embraced the Lucas lifestyle.

Together they built the 50-ton three-masted ferro-cement schooner *Alegrias* on a farm in Hervey Bay. But after an extended East Coast and Coral Sea islands cruise the couple realised they were unable to afford the upkeep of such a large yacht and sold her in Darwin.



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Kathleen Rose passes through another lock on the French canals.

## Circumnavigation

What next? "Patricia didn't have any intentions of sailing around the world. Didn't even want to talk about it. Then suddenly one day she said, 'I think we should sail around the world', so we did. We went from a house in Wahroonga to living on board. That was a 48-foot ferro-cement boat called *Tientos*. Bought her as a hull in Darwin and fitted her out. She'd been rolled over in a cyclone."

That circumnavigation took six years, and included the memorable delivery of a motor cruiser, the *Kathleen Rose*, from Italy to England via the legendary French canals and a later cruise through the US Inter-Coastal Waterways system. Somehow, along the way, they managed to educate their youngest son to high school level.

A pattern of extended cruising mixed with odd jobs, buying, fixing and selling boats was now well established. Those projects included the re-build of an old Halvorsen cruiser and the restoration of the classic little American ketch *Renee Tighe* that had been rolled through 360 degrees in Bass Strait during a circumnavigation. Alan and Patricia then cruised her up and down the East Coast.

Lucas is happy to admit he has never been too concerned with the aesthetics of yachts. To the connoisseur, some of his boats have bordered on the unsightly. But for him, practicality and robust construction are paramount. He treasures a personal letter from Alan Payne in which the revered naval architect said how much he agreed with what Lucas has written about seaworthiness in offshore yachts.

That emphasis on self-reliance and traditional methods extended to navigation. "I enjoyed using a sextant so much that I couldn't bring myself to use anything else," he says. During



Lucas and his wife completed a six-year circumnavigation in the ferro cement cutter *Tientos*.

one long ocean passage he tested his 'dead reckoning' skills by leaving the sextant in its box. When, after a week, he finally met up with a freighter and asked the captain for a lat/long position he discovered he was only five miles out.

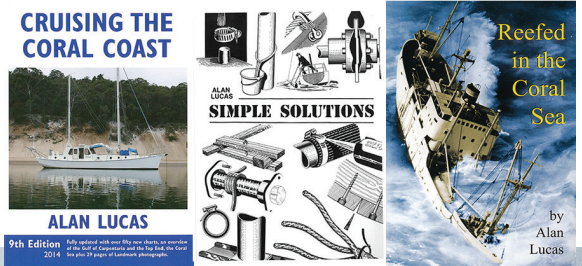
## Published legacy

Alan's serious seafaring days are behind him. The Lucas books are no longer handled by a mainstream publisher so he and Patricia now market them from a home office. Their lounge room is dominated by stacks of boxes all packed with freshly-printed books, ready for posting. That scene makes an odd contrast to the way of life they've known together for half a century.

There is an engaging smile and twinkle in his eye as Alan leans back in his easy chair to recount yet another memory from voyages completed long ago. But this is not so much melancholic 'sea fever' as enjoying the memory of the simple delights that flow from being a carefree ocean vagabond.

As our conversation nears its end he recalls how it felt to finally reach Australia again after their six-year circumnavigation. "When we got back, we decided to stop at Queensland. But I thought, 'Why would we stop here any longer than we need? Just load up and keep going. It just didn't make any sense to come home.'"

The Alan Lucas guides are available through Boat Books and at [www.alanlucasguides.com](http://www.alanlucasguides.com)



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# AUSTRALIAN OLYMPIANS

New sailing Olympians Nia Jerwood and Monique de Vries have just been told they are in the Australian squad for Tokyo in the 470 Class. It's closure after a long wait for the pair after breakout international performances in August 2019, when they presumed that the call was not far off. However, 2020 did not go as planned for the Perth-based duo, with COVID-19 and the postponement of the Tokyo Olympics giving them cause to wonder if it would come at all.

So when the call came through in March from Australian Sailing Director Iain Murray, to tell them they were Australia's Women's 470 selection for this year's games it was a "mix of relief and jubilation" according to Jerwood.

"We knew we were a good chance of selection after our performance at the World Cup event in 2019," Jerwood said. "With everything that has happened since that time it has been an absolute rollercoaster of emotion to now arrive here."

The team was on an upward trajectory in 2019 when they won a silver medal at the Hempel World Cup Series on the Olympic racetrack in Enoshima and posted a top-ten finish at the World Championships. Those performances saw the pair awarded the 2019 Australian Sailing Female Sailor of the Year Award, and they appeared destined for even better things in 2020.

The selection fulfils a lifelong dream for the team from Fremantle Sailing Club. For Jerwood, it was a visit from 2008 Women's 470 Olympic gold medal winning pair Elise Rechichi and Tessa Parkinson that set her on the pathway to today's announcement.

"I was ten years old sailing the Optimist when Elise and Tessa came back from Beijing with gold," Jerwood said. "They came to



Photo: Australian Sailing Team

Nia Jerwood and Monique de Vries qualified in March 2021 for the Australian 470 Team.

visit our club and it was the first time I really knew that going to the Olympics was what I wanted to do. I remember asking them to sign posters for me which I hung on my wall."

Chef de Mission Ian Chesterman welcomed the sailors to their debut Australian Olympic Team:

"Congratulations to Monique and Nia for earning selection to the Australian Team for Tokyo," Mr Chesterman said. "They have shown incredible resilience to stay focused on their Olympic dream over the last 12 months".

The team have spent the extra year fine-tuning their racing under some of the world's finest 470 minds. "When we are in Perth we train under Sydney Olympic gold medallist Belinda Stowell, when overseas we are with Ruslana Taran (three-time Olympic medallist) and in Sydney we train under Victor Kovalenko (six-time Olympic 470 gold medal winning coach) and alongside Mat Belcher and Will Ryan (Rio 2016 silver medallists)," said de Vries. "There are countless Olympic medals and World Championships between them, and we consider ourselves to be the luckiest 470 team in the world."

Australian Sailing President, Daniel Belcher, commended the young pair on what they have achieved: "Nia and Monique have come so far and thoroughly deserve their spot on the Australian Olympic Team," said Belcher. "We look forward to seeing what we know they can achieve when they get to the start line in Enoshima this July." The Opening Ceremony of the Tokyo 2020 Olympics is scheduled for Friday 23 July, with sailing to commence on Sunday 25 July. ⚓



Photo: Kevin Green

## Australian Olympic Sailing Selection – Tokyo 2020 Olympic Games:

470 (Men's) – Mat Belcher and Will Ryan

470 (Women's) – Nia Jerwood and Monique de Vries

49er – Will Phillips and Sam Phillips

49erFX – Tess Lloyd and Jaime Ryan

Laser – Matt Wearn

Laser Radial – Mara Stransky

Nacra 17 – Jason Waterhouse and Lisa Darmanin

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## Sanctuary Cove International Boat Show

The 32nd edition of the Sanctuary Cove International Boat Show (May 20-23) will again host leading brands like Riviera, Maritimo, Horizon, Princess Yachts, Palm Beach, Fleming, Grand Banks, Lagoon and Iliad are among those booked in for prime positions on water, while on land the likes of Yamaha, Quintrex, Jeanneau, JSW Powersports, Volvo Penta, Honda, Northside Marine and Zodiac are getting ready for major displays.

The latest gear will also be on display in The Pavilions presented by Stella, with notable brands such as Stella, Garmin, Fusion, Navionics, Raymarine, Seabreeze, Dometic, JL Audio, C-Map, Lowrance, Simrad, B&G, VETUS-Maxwell, International Paint, Awlgrip and HELLA. ⚓



## Young Guns

edited by Lisa Ratcliff



## Jesse Blackley from Maritimo

**M**y name is Jesse Blackley and I'm a fourth-year Marine Craft Construction apprentice with Maritimo. I am 24 years old and was born and raised on the Queensland Gold Coast.

My dad is a project manager for a big building company; that's where I get my construction and creative flair. My great grandfather and grandfather lived in Papua New Guinea and built boats up there. My great grandfather knew the local waters and was involved in the military, dropping Australian troops to defend against Japanese attack in WWII.

Having come from a family of builders and boat builders, working hands-on for Maritimo to produce a superior product is an extremely fulfilling and rewarding experience. Opportunities to explore the many stages of construction, from plan to production, have helped me identify the areas I am most interested in and where my skill set is best utilised.

My experience has not just been restricted to crafting. The invitations and opportunities to interact with guests and clients at boat shows and launches have made me feel a part of the Maritimo family, while opening my eyes to a luxurious boating lifestyle and a community I never knew existed and I enjoy being a part of.

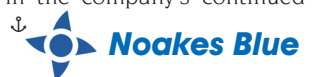
### **Apprentice of the year**

Maritimo has an effective and professional apprenticeship and mentoring program and places importance on the success of all apprentices, regarding us as the future of the company.

We get the benefit of working with some of the world's best craftspeople – they really care and are always very keen to share their knowledge and educate us. This instils a sense of pride and encourages us to perform to the best of our ability, ultimately striving for perfection. It has been an honour to be awarded apprentice

of the year for TAFE Queensland. I strongly believe my success comes down to the guidance and encouragement of the Maritimo apprenticeship program, which internally we refer to as the Maritimo Academy of Excellence.

Looking forward, I see myself cementing my place at Maritimo and am extremely keen to explore positions of leadership, perhaps in a research and design role creating new products or construction management. I would also love to be involved with Maritimo clients and owners, be that showcasing our fleet at boat shows across the world or talking to prospective owners. I genuinely believe the future is very bright at Maritimo, not just for me but for those apprentices nearing completion and those coming through. I look forward to stepping up and becoming influential in the company's continued success.



# ON THE WATERFRONT



R Marine Crawley mascot Ralph observes proceedings on the Riviera weekend adventure.

A fleet of 31 Riviera motor yachts, led by Riviera representative R Marine Crawley, enjoyed Australia Day long weekend on North Stradbroke Island. New friendships were made and existing friendships were strengthened on the escape, highlighting the enduring bond and camaraderie of the Riviera family.



Photo: Jervis Bay Maritime Museum

The Jervis Bay Maritime Museum Heritage Vessel Restoration Team was awarded the Hal Harpur Award by the Wooden Boat Association of NSW. This award is in recognition of the outstanding work done by the team in the restoration of the Crest. Built in 1911, Crest is a fishing boat that worked in and around Jervis Bay for 60 years. The vessel is a now rare example of the earlier style seine net fishing boats that were used in the Bay and Basin.

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Photo: Nic Douglass

Sail Port Stephens turned on a spectacular opening day for the Bannisters Port Stephens Commodores Cup 2021.

Photo: Salty Dingy



Newcastle Harbour has hosted sailing regattas for over 175 years, but never has it witnessed a sight more exciting or nail-biting than eight grand-prix TP52s planing across the line under spinnaker, fanned by 25 knots of wild sou-westerly. The well-oiled machines and racing teams displayed remarkable control and faith as they accelerated to 20+ knots within metres of each other's gunwales and further confined by breakwall rocks, shipping marks and the Queens Wharf pub, where punters watched in awe.

A Top Ten finish at the 2021 Finn European Championships, Vilamoura, Portugal puts Australian Sailing Team Finn sailor and Rio Olympic Jake Lilley (QLD) on Track for the Tokyo Olympic Games.



Photo: Joao Costa Ferreira

Photo: Doug White



Tevake II crew on their quest to honour their late owner/skipper Angus Fletcher in the 2021 ORCV Port Fairy race.

Photo: CYCA



Congratulations too for Gweilo co-owners Matt Donald and Chris Townsend on being named the Cruising Yacht Club of Australia's Ocean Racing Yachts Persons of the Year after an outstanding season of blue water racing.



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# Australians' SailGP

Olympic Silver Medallists 29 year old Lisa Darmanin and Nina Curtis (32) have joined Team Australia from the women's SailGP development program. The major step-up to the high-speed foiling F50 catamarans is a challenge the woman should be ready for said skipper Tom Slingsby: "Lisa and Nina will be the first female athletes to sail on the Australian F50, which is an important step in our mission as a league to increase opportunities for women in the sport. They are arguably two of the best female sailors in Australia, and I'm looking forward to seeing how they use their years of experience from competing in the Olympics and other competitions to develop their skill set on board the F50."

Returning athletes from the first season include Kyle Langford, 31, of Lake Macquarie, NSW (wing trimmer); Jason Waterhouse, 29, of Sydney (flight controller) Sam Newton, 35, of Sydney (grinder) and Kinley Fowler, 33, of Perth (grinder/flight controller). Australia begin their defence of their season one championship in Bermuda on 24 April where they will meet seven other F50 foiling catamarans, including new teams from New Zealand and Denmark plus existing crews from Great Britain, Japan, Spain and United States.

The Season 2 calendar will consist of eight Sail Grand Prix events, beginning in Bermuda on April 24-25, and visiting Taranto,



Photo: SailGP

Olympians Lisa Darmanin and Nina Curtis have joined the Australian SailGP team.

Italy (June 5-6), Plymouth, Great Britain (July 17-18), Aarhus, Denmark (August 20-21), Saint-Tropez, France (September 11-12), Cádiz, Spain (October 9-10), Christchurch, New Zealand (January 29-30, 2022) and San Francisco, USA (March 26-27, 2022).

The season will culminate with the Grand Final in San Francisco when the championship will be determined in a single \$1 million winner-takes-all final. Australian fans will be able to watch Slingsby and his crew defend their title on Fox Sports, who will air each of the global races on the network, starting with the Bermuda event, and via the SailGP phone app. [www.sailgp.com](http://www.sailgp.com) ↓

## PRSC – A Jewel on the Parramatta River

The three old sailors kicked back on the starter's porch, enjoying the warmth of the sun and the cool of the brisk nor'easter flapping the masthead race flags. To the west they were watching the race fleet beating back from Morrison Bay. The leading yacht tacked. The one close astern stood on towards the northern shore of the Parramatta River. As they frequently did, the old salts each offered a different opinion.

"She's turned too soon. She'll have to tack again to get down Hen and Chicken."

"Nah, she'll get a lift. Willo's sailing into a hole over there by Scots."

"Yuh both wrong. Willo'll get a lift and reach down. Mich'll need to pinch up to get around d'Alboras. Willo'll take 'er."

With more than 100 years of sailing experience on that balcony, much of it as members of Parramatta River Sailing Club, the three critics had earned their opinions. But who was right? Read on.

PRSC is emerging from a quiet 2020 like any social club in Covid-19 days. The club wants to attract new boats and sailors to join and race on the Parramatta River. The Board has announced discounted membership and free race entry to new boats and new members. Interested? Membership year opens 1 May. Contact PRSC at [info@PRSC.org.au](mailto:info@PRSC.org.au).

Come join us at a club where you can pit your sailing skills against competitors and local conditions to determine who wins. Which brings us back to the duel



between Willo and Michelle.

"See, told yers. She's ridin' the tide and getting a lift."

"Look at Willo! He's tacked and cracked."

"Bloody hell! Mich must have left a coat of paint on the marina."

"Told yer she'd make it. Neck and neck now with Willo, though. Should be a good finish. My shout boys." ↓

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# Australian Superyacht Industry Doubles

Australia is experiencing a boom in superyachts, with vessels attracted to the country and its buoyant domestic charter market. Australians normally spend \$65B annually in international travel and with borders closed many superyachts have moved to Australia to offer a luxury alternative to overseas travel. This increase in charter activity in local waters provides a huge economic lift with vessels spending around 10-12% of their value in operational expenditure annually, making every 50m vessel worth between \$5-6M in economic spend into a region per year.

This increase in vessels has a direct correlation to the new charter legislation passed by the federal government in December 2019. The passing of the Special Recreation Vessels (SRV) Act of 2019, coupled with the closure of international borders have contributed to an accelerated growth of the industry, drawing larger superyachts to be based in Australian waters.

The SRV Act removed red tape restrictions on superyachts operating commercially in Australian waters. Prior to this Act becoming law, the largest domestic charter yacht was 42m (138ft); now the largest Australian based yacht is 74.5m (244ft) which is one of eight vessels over 50m now based in Australia since the passage of the Act. ⚓



Photo: Silver Yachts/Cullianne Plisson

Superyacht Bold, build by Silver Yachts in WA in 2019.

## Boat Explodes on Hawkesbury

A motor cruiser exploded on the Hawkesbury River at Brooklyn on Sunday 4 April, badly injuring several occupants, including a 27 year old woman who suffered burns to 60 per cent of her body. Another woman, 25, had burns to 40 per cent of her body. While a 29-year-old woman and a 22-year-old man had burns to about 12 per cent of their bodies. All four were placed in induced comas, while two other males had minor injuries.

The RFS believes the fire was a result of fuel vapours being ignited by an unknown source. When the boat caught fire, the passengers jumped off, including a couple with a baby that were on the bow and luckily away from the main explosion. They were treated by off-duty emergency services personnel who happened to be in the area. Further damage was minimised by swift acting locals, including the postie, who towed the burning vessel away from the dock. ⚓

Photo: Yanmar



Yanmar engine test speed boat fuelled with hydrogen.

## Yanmar Hydrogen

Yanmar gave a demonstration of its maritime fuel cell system on March 24 in Japan, after developing it in conjunction with Toyota, from a car based Mirai engine. The system was installed into Yanmar's EX38A FC prototype boat, weighing 7,900kg and 12.4m long. Power output was measured at 250KW.

The motorcar industry is pioneering this technology, with several models of hydrogen cars publicly available in select markets: the Toyota Mirai which is the world's first mass produced dedicated fuel cell electric vehicle, the Hyundai Nexa, and the Honda Clarity. A few other companies, like BMW, are still exploring hydrogen cars.

According to Wikipedia 98% of hydrogen is produced by steam methane reforming, which emits carbon dioxide. It can be produced by thermochemical or pyrolytic means using renewable feedstocks, but the processes are currently costly. Various technologies are being developed that aim to deliver costs low enough, and quantities great enough, to compete with hydrogen production using natural gas. The drawbacks of hydrogen use are high carbon emissions when produced from natural gas, capital cost burden, low energy content per unit volume at ambient conditions, production and compression of hydrogen, the investment required in filling stations to dispense hydrogen, transportation of hydrogen to filling stations and lack of ability to produce or dispense hydrogen at home. ⚓

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The race winning JPK 1030s are a favourite among double-handers in the Fastnet.

Growing divisions for double-handed crews is promising to make Sunday 8th August 2021 an exciting start in England's Solent waters. The doubling in size of the short-handed divisions between 2009-2019 is being fed with national and international entries, including the successful French double-handers. For 2021, 89 crews are expected in the doubled-handed divisions – up from 64 in 2019 – including some possible Australian entrants.

Race organiser RORC (Royal Ocean Racing Club) attributes this trend to owners finding it increasingly difficult to maintain a full crew and more acceptance by the sport, plus increased media attention to this more challenging format. However, the most significant boost internationally has come from the possibility of mixed double-handed offshore racing in the Paris 2024 Olympics which is yet to be confirmed but a decision is soon expected.

With events like the Route du Rhum and Vendée Globe and classes like the Figaro, Class40 and IMOCA, France is the

world's stand-out nation when it comes to short-handed offshore racing, but surprisingly in recent Fastnet races, it is the IRC Two Handed class where French teams have faced some of the toughest competition. In 2019, of the top 10 in IRC Two Handed only five were French compared to eight in IRC Four and seven in IRC Three. This was probably because the A-list French talent mostly has confined itself to the Ultime, IMOCA and Class40 and not the IRC fleet.

Among new entrants for the 2021 race is Scottish Olympic gold medallist Shirley Robertson who is racing the new Sun Fast 3300. However, she and others will have a tough time unseating the dominant JPK yachts from the podium. Defending champion Alexis Loison competes again, on a new JPK 1030: "I love the Rolex Fastnet Race, it is special. I have participated five times and won [my class] on four of them and overall once. I am trying to keep my record for winning the Two handed division!". [www.rolexfastnetrace.com](http://www.rolexfastnetrace.com)

## Port Fairy drifter

Light Conditions made for a very challenging race in the ORCV 2021 Port Fairy Yacht Race, which was won by Carrera S, a Marten 49, skippered by Gerry Cantwell. After taking first on AMS and PHS plus line honours skipper Cantwell summed it up: "as a very challenging race. It wasn't a physical race and I must say I don't think I've ever had a race where the deck stayed dry and was so comfortable".

Traditionally held over the Easter holiday, the 135 mile race to the picturesque western district town of Port Fairy is one of three coastal races conducted by the club. The course is often a race in two parts. The first takes competing yachts south-westwards past the coastal resorts of Torquay, Anglesea, Lorne and Apollo Bay before rounding rugged Cape Otway. The second part is from Cape Otway to the finish line where it is often possible to ease sheets for a reach or run.

Among the seven boat fleet was *Tevake II*, *Maverick* and *Foggy Dew* who chose a more easterly course on the route from Melbourne to Port Fairy. "It was hard to predict but as we rounded the Cape and night fell, we sailed into a wind hole" explained the *Maverick* crew of Anthony Hammond and Rod Smallman. "We saw our lead being diminished with *Blue Water Tracks* our double handed rival going a little further out to sea and starting to catch up."

Paul Neilson, skipper of *Tevake II*, (3rd on AMS) said "It wasn't a *Tevake II* ideal race with light winds so we are so thrilled with the result especially being AMS which was Angus's favourite". They race to commemorate the passing of their former skipper Angus Fletcher. [www.orcv.org.au](http://www.orcv.org.au)

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# Tasmanians heralded kings and queens of Newcastle



The Royal Yacht Club of Tasmania in action at the SCL Asia Pacific Final.

The Royal Yacht Club of Tasmania has claimed the 'best sailing club' crown, their exemplary crew work in gusty westerlies and ability to strategise under pressure landing the young team the coveted SAILING Champions League: Asia Pacific 2021 open win in Newcastle.

Winning skipper Sam King was inundated by calls from home immediately after their victory was broadcast live. "I've had so many calls from our yacht club and all the family. I just got a call from my grandma, she is stoked for us," said the grinning skipper, a second year naval architecture student.

From the series outset on Friday morning to the deciding race on Sunday afternoon, April 11, using the supplied fleet of RS21s, RYCT's King, Chloe Fisher, Alice Buchanan and Charlie Zeeman quietly went about getting the measure of the nine other club teams.

RYCT's qualifying series top result earned them a precious one point advantage going into the first-to-two wins final that was delayed when the wind funnelling down the Hunter River climbed to 25 knots on the racetrack adjacent to the viewing platform at the waterfront Honeysuckle Hotel.

Royal Sydney Yacht Squadron's youth team of Jed Cruickshank, Aiden Mansley, Brooke Wilson and Emily Keg produced the first win, levelling the score with the Taswegians who were able to cast aside their first result and come back with a vengeance in race two.

"We had a nice start for the second race and it was super straight forward after that," King said. He is keen to do more events with the same teammates: "I really love sailing with these guys; they are amazing and I was lucky to get them – they were in hot demand."

RYCT has qualified for the SAILING Champions League: World Final in Porto Cervo in October and King promises they will take on the European might. "If we are allowed to travel, we'll be at the final."

The RSYS collected trophies for top youth team (U22) and second overall. "We are very happy; that's what we came here to do," Cruickshank said. "We gave the RYCT a good run for their money. It's been so much fun; I really don't want to sail with anyone else ... I've been spoilt!"

This season organisers mandated 50/50 male and female crew and the decision has the support of competitors. Mick Babbage from the Newcastle Cruising Yacht Club team that finished third overall said at the dockside presentation: "It's a great dynamic having mixed crews".

Principal Race Officer Ian Humphries was happy to share his last thoughts: "It's been a fantastic three-day event and the RYCT's last run down to the finish under kite with the rooster tail out the back was one of the most spectacular sailing sights you'll see anywhere in the world."

The SCL: Asia Pacific Final linked up with NCYC's SailFest regatta for the first time and given the success of the joint venture, the venue will be strongly considered for the 2021-2022 season when league directors hope teams from New Zealand, New Caledonia and Asia will send their best club teams to fleet race against the Aussies.

↳ Lisa Ratcliff

**Full results:** <http://sailing-championsleague.asia/wp-content/uploads/2021/04/2021-SCLAP-FINAL-Results-CURRENT-FINAL.pdf>

**For more information about the SAILING Champions League:** Asia Pacific head to <http://www.sailing-championsleague.asia>

## Fisheries Officer Careers

The Victorian Fisheries Authority (VFA) is hiring seven trainee fisheries officers. VFA Chief Executive Officer Travis Dowling said the roles would suit passionate individuals with integrity and wanting a challenging career protecting our fisheries resources for future generations. "It's a job outside the nine to five norm, where your office is Victoria's beautiful waterways," said Chief Dowling. Six of the trainee positions will be full-time with one part-time position based at Queenscliff.

Once candidates successfully complete the initial 10-week residential training course in Queenscliff they will then undertake on-the-job field training with experienced officers for the remainder of their 12-month traineeship. Daily duties vary enormously and range from educating new fishers about the basics, to enforcing recreational and commercial fishing rules, and apprehending people involved in serious illegal fishing activity.

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## How to get from January through December in power-boating.

If I told you I produced a boating book with the literary editor of the New York Times, you wouldn't believe me would you?

Forty-five years ago we found the perfect house in Westchester NY for our growing family. We made an offer which was accepted then asked our bank for a mortgage. Sorry, you earn \$500 a year below what you need for this size loan. During that despondent evening, the phone rang. It was a boating associate of my cousin, Martin Levin.

"I have good news and bad news," he said. "The good news is Harper and Row has accepted that book idea. The bad news is the budget for the illustrations is insultingly low."

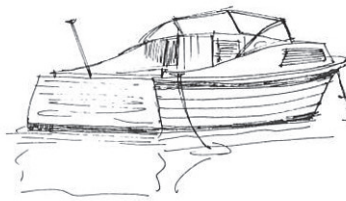
"How low?"

"\$500."

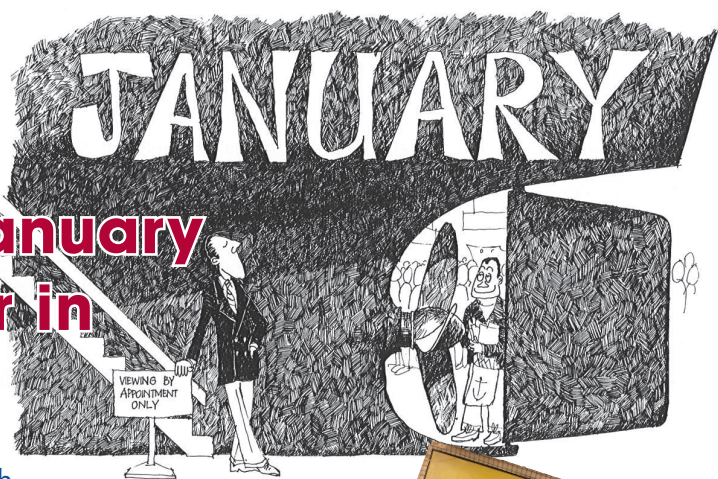
"I've been insulted with lesser amounts, I'll take it."

I told the bank the next morning that my annual salary had shot up by \$500 and we were in. The fees for book illustrators have actually declined since those halcyon days of big spending publishers.

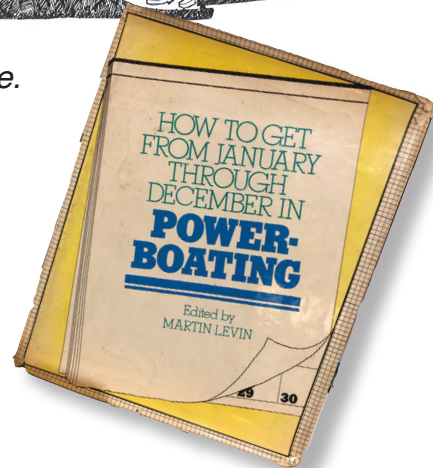
Until we arrived in NY in 1973, my cousin and her family had lived aboard a 42 foot Chris Craft at New Rochelle Yacht Club. Santa's delivery of bicycles for her two boys suggested a shore based lifestyle change but they still kept the boat. It was at NRYC functions we met Martin and Selene Levin. I had no idea that this cigar chomping, wise cracking wit was the literary editor of the *New York Times*. On my first Sunday in NY, I weighed this log of newsprint and found it weighed seven pounds. (3.2kg) Martin could review a book in detail and write a commentary about it in one day. He turned in an easy five a week to leave time for boating and writing his own books.



*Casting off.*

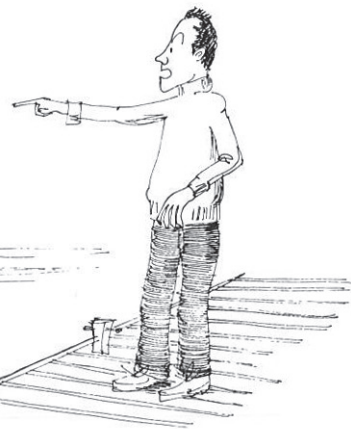


*Boat Show time.*



The teenaged Martin was taught sailing by a genial wild haired gent in New Jersey who did something at Princeton. Martin only knew him as Albert, an enthusiastic sailing instructor who had arrived from Europe. Many people will remember Albert Einstein for some of his other achievements.

At a club function with Martin, a NY lawyer was spouting off that he had attended law classes given by someone who was probably the period equivalent of Clarence Darrow. Delivering this statement with the aplomb of being made chairman of Mensa, he was irritating other guests as well as me. I cut in with a nonchalant



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comment that Martin here, was taught by Albert Einstein. A real conversation stopper. "What did you study?" asked the now outflanked Mensa kid.

"Gybing," said Martin. Exit stage left before anyone questioned what this had to do with nuclear physics.

The book was a compilation of articles by boating experts, grouped into monthly activities with introductions by Martin. All illustrations had to be black and white in those immediate post Caxton printing days. No shading, that would have meant



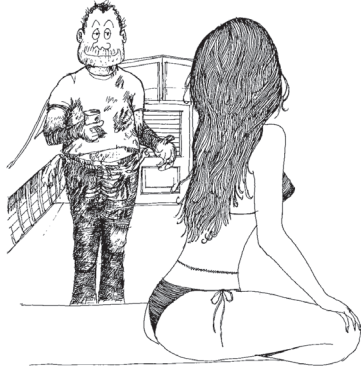
30 foot sea skiff named *L 49*, their laundry mark. "There is too much to remember in life" said Martin. "Phone numbers, birthdays, bank accounts. Keep it simple."

We were ready to cast off in *L 49*, when he hit the starter button. Nothing happened. And he tried again.

"So what do you do now?" I asked.

"It's obvious. Find someone who has read my chapter nine of engine maintenance and troubleshooting." ↓

# SEX and the single sailor



the expense of a halftone block. You could rub selections of patterns on from a sheet of Letraset which gave shading made from pure black dots, but in this case, I did not see the need. Colour? You've got to be kidding.

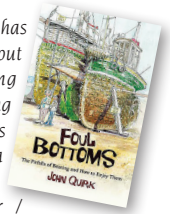
Martin's Nixonesque features were easy to draw and I made him a hapless character featuring throughout the book. I was delighted to receive a letter from the publisher, handwritten with a fountain pen, unique in my NY experience, commenting that my illustrations had allowed them to sell the book to a Book of the Month Club ... as a humour book.

The Levins escaped the oven of New York's summer by hopping the train to their

# DECEMBER



*\*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\*

Photo: Kevin Green

## Freak Coastal Waves



The deep water around shores, such as the Sydney coast, allows more wave energy to get closer to the shore thus creating a larger wave.

There have been a number of deaths of rock fishers along the east coast of Australia recently. Rock fishing is a dangerous pastime and the statistics make interesting reading.

During the period 2001 to 2017 there were 3,231 deaths in Australia while undergoing a recreational activity reported to the coroner. The vast majority of these (2,164) involved boating or water activities, with around 90% of the deaths involving drowning. Of these 2,164 deaths 548 (or 25%) were rock fishers.

Compared to the numbers that are involved in other water activities such as recreational boating or going to the beach (Bondi or Manly on a hot public holiday), rock fishers are not a large group. The statistics tell us that the average rock fisher who meets their death would be a

45-year-old male in NSW, fishing during the afternoon of a day in April or May and not wearing a life jacket.

Often in the media any report of rock fishing deaths usually involves the term "freak wave". In any given spectrum there are large waves that are to be expected but are not frequent wave behaviour. It occurs in the littoral or close to coast zone, which is also very complex. It is usually swell that causes a problem but wind waves can and do play a part. The waves that could occur on any given day is shown in the diagram on the next page.

The most common waves you will see are, unsurprisingly, in the region of the most probable wave and are not that high. The significant waves are the waves that are forecast and reported by the Bureau of Meteorology and most weather apps.

### Significant wave height

The significant wave height is the average of the highest one-third of waves. The maximum wave can be twice the height of the significant (forecast) wave height.

All of these waves mentioned and their statistical range are for open water not the littoral zone. In this open water zone with a forecast wave height of three metres (significant), the wave that you are most likely to experience and see would be around two metres. However, the maximum height could be just over six metres.

How often would this six-metre wave occur? Statistically one in around every 3,000 waves or about three times per day. But waves in the highest 10% of waves would be a lot more frequent.

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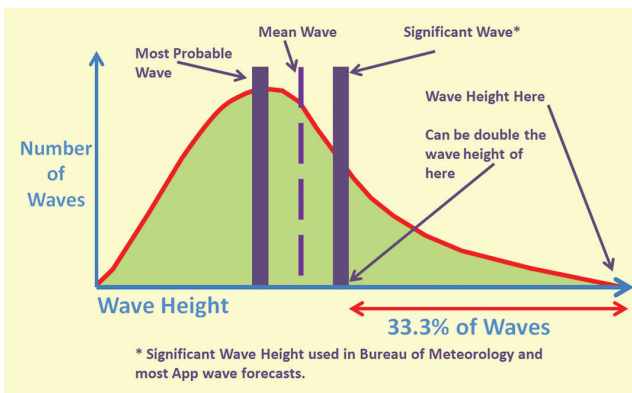
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The most common waves you will see are, unsurprisingly, in the region of the most probable wave and are not that high.

If you put some real figures into the above diagram, if the forecast was for two metre waves (significant height) the most likely and common wave you will see will be about one metre. It is hard to actually gauge a significant wave as they are an average of non-consecutive waves, but the significant wave would be two metres and the maximum wave would be four metres – a full four times the magnitude of the most common wave.

### Coast complications

The above statistics apply to the open ocean. Once you get to the near shore zone all sorts of complications need to be applied:

- Sea level (changes)
- Shape of the bottom of the sea
- Wind that is occurring and changes that occur
- Current
- Swell Sets
- Wave length and period and changes
- Wave Set Up

As waves move close to shore and reach a depth of about one half their wave length, they start to shoal. That is, they slow down and generally increase in height: which is exactly what surfers want.

**Sea level:** The sea level changes all the time, and one of the obvious changes is the tide. Other changes in sea level can be the barometric pressure, basically high pressure lower sea levels, low pressure heightens sea levels.

Another change is wave setup. Wind blowing onshore for a period can pile the water up in the near shore zone increasing the sea height. A set of swell can push more water into the near shore zone faster than it can get away, so increasing sea height. The deeper the water, the closer to the shore the waves get before shoaling and finally breaking. In a nutshell, the deeper water allows more energy (of the wave) to get closer to the shore. All of the above are constantly changing, some slowly, some can change fairly rapidly. One can cancel the other out or they can all combine to increase or decrease the water depth.



A Californian and an Australian (Victoria) sign warning of deadly waves. In the Australian one, the white circle shows people on the rocks and a wave a minute later.



**Shape of the Sea Bottom:** A slow and gradual slope of the sea bottom means that the shoaling waves gradually have the energy taken away from the wave over a large area. A steeply sloping shore will cause a larger wave and release the energy over a shorter period of time. A moderately sloping sea bottom with a three metre (significant) swell is likely to cause wave shoals to 4.5 metres and the maximum wave that could be expected could possibly shoal to over nine metres.

**Wind at the Time:** The wind blowing against the waves (offshore) can help slow the wave down and make the face steeper. This has the potential to make the wave smash against the rock shore rather than a slower flooding rise. If the wind is blowing from a slightly different angle from the swell wave it may form another smaller wave train. These smaller waves can combine with the larger waves. Often the smaller wave will be lost somewhat in the larger train, but they will combine at times increasing wave height for a few seconds at a given spot.



# OUTBOARD IN

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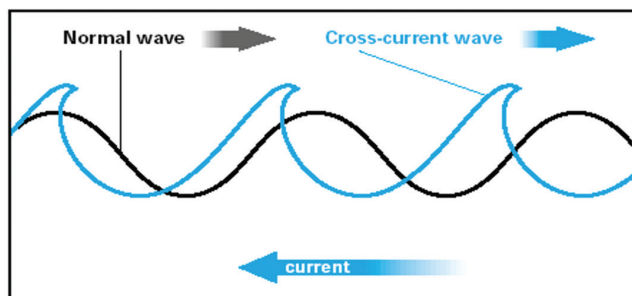


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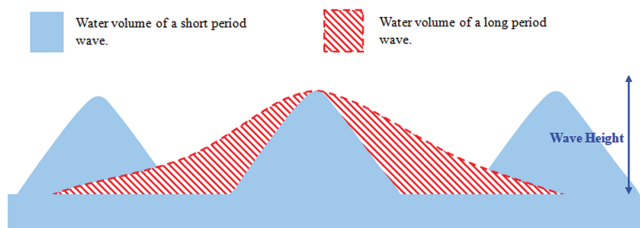
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**Currents:** Waves moving against a current will also slow down and have steeper faces. This is certainly the case against the East Australian Current. Inshore tides are complex and just how strong any current they develop close to the shore is hard to quantify. It depends on how large the tide difference is, the time in the tide cycle (mid-tide often generates the strongest current), and the shape of the coastline and sea bottom.



**Wave Length and Period:** Wave length is the distance between two consecutive wave crests and the period is the time it takes a crest to pass a given point. The longer the wave length, the greater the wave period. The longer the wave length and period, the greater the amount of water a wave of given height contains. Longer period waves also travel faster in the open ocean than waves of a shorter period. When a longer wavelength/period wave crashes onto the shore it brings more water to the near shore zone and is more likely to have greater run up on a beach or onto the rocks.



**Swell Sets:** A set of swell can be anything from two to about 20 waves. Swell is often generated from distant storms. As the waves leave the storm, similar waves group together and travel in sets. In a set, waves are often larger in the middle of the set than at the beginning or the end. A succession of larger waves (a set) can bring more water into the near shore zone quicker than it can get away, raising the sea level briefly. Each successive wave can raise the water level slightly, increasing the impact of the wave behind it will have, due to a higher sea level. One other danger with a set of waves is that if a set brings a lot of water

### Surf Lifesaving Australia Recommends:

- Check the weather, surf conditions and tides before going fishing
- Tell someone where you are going and when you will be back
- Always wear a lifejacket
- Wear appropriate non-slip footwear and light clothing
- Always fish with a friend
- Check the warnings signs for information about the area
- Never turn your back to the water
- Do not try and retrieve anything that has fallen into the water
- Do not jump in if someone falls into the water – wait for assistance or throw an 'Angel Ring' or lifebuoy if there is one nearby
- Call Triple Zero – Police to report an in-water emergency

to the near shore zone, then the outflow current (rip if you like) will be very strong as the water tries to rush back out. If you are washed into the water, these currents can drag you away from the shore very quickly. It was thought that this was the scenario that led to Bondi's Black Sunday in 1938 that killed five and washed 60 out to sea.

**Wave Set Up:** When the wind blows onto the shore it can pile up the water in the near shore zone increasing the sea height in the near shore zone. In any given situation all of the above can be constantly changing over a period of time. And these changes can to some degree mask the true situation. New swell regimes can also arrive. A potentially dangerous scenario could be that you are rock fishing as the tide is increasing (raising sea level), then an onshore wind develops or strengthens (further raising the sea level by setup). As the air pressure falls (further raising the sea level), a large set of waves arrive that progressively add to the sea level, so the largest ones in the set may overcome your fishing platform.

Initially the enquiry that generated this article wanted to know about freak or rogue waves and rock fishing. Waves that are often called 'freak' waves are usually near the top but within the statistical range expected for the waves on the day, combining with some local inshore effect. Rogue waves are an open ocean phenomena. There was a much publicised rogue wave that occurred at Mavericks Beach USA during a surfing competition, causing many injuries. These waves were just part of the normal wave train. A dangerous surf warning was issued by authorities for very large waves (six metres) with 20 plus second periods. The organiser of the surf carnival said:

"This area "acts like a catcher's mitt from waves that originate off the coast of Alaska and Japan. The way that the sea floor is shaped there acts like a funnel. It goes from 80 feet to 20 feet deep in a short distance, while the spectator injuries were regrettable, people were told not to approach the rocks along the shoreline. We had the police department there, the fire department, and yet people disregarded warnings and signs and got themselves in tricky spots."

News video of the day at Mavericks <https://youtu.be/SiHHz1yUaAU>. In the USA the waves we call "freak waves" are called sneaker waves.

There are many videos of rock fishers having near misses or getting into trouble. In this video a very lucky man gets saved by a passing boat. If the boat was not there the outcome could have been very different. <https://youtu.be/IEhFU152W5I>

**\*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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# Cruising Without An Engine

As **Jill Knight** discovers, tropical storms and busy ports make for hazardous cruising under sail alone.

**C**ooee exited Bacuit Bay in the Philippines. She was on her way from northwest Palawan to Borneo, our first offshore passage with me as owner and skipper. The engine revolutions had been fluctuating on and off, now suddenly there were none and the only engine procedure I knew was how to bleed the fuel system. A pathetic dribble of fuel came from one injector and none at all from the other, so with the genoa barely filled we crept back inside the bay. So, there I was living my dream alone among beautiful deserted islands, drunk on romance and excitement but ill-equipped to handle basic practical issues.

The Bukh workshop manual was detailed but I found the terminology foreign. Even in diagrams I could rarely recognise the part described since I had never looked, really looked, at an engine before. The most comprehensible section concerned fuel, so I found where the diesel left the tank and followed it through its ups and downs to the injector pump. Plenty of fuel was reaching the pump but almost none was coming out. Dismounting the pump sounded easy so I began. Then I lost my nerve. What if I found something broken? In this very remote region there was little to be done. I reconnected the pipes, decided to continue next day to Borneo or Singapore for repairs, then went to bed.

Next morning the wind was howling, rain was pouring, and Cooee's changed motion told me she was adrift. I sailed deep into the shelter of the bay and tuned into the radio to find we were on the edge of Typhoon Nelson. Sadly, I had threats of Odessa, Pat, Ruby, Skip and Tess to go before I sailed for Kota Kinabalu six weeks later. The engine was my constant preoccupation. Helpful Palawan locals then KK mechanics took up the challenge, but all went away beaten. I paid close attention to their efforts and underwent a crash course in diesel mechanics before setting sail for Singapore.

## Singapore Strait shipping

Kuching, where circumstances forced me to break my voyage, is on the western point of Borneo, halfway to Singapore, and I was delighted to find that friends living there wanted to join me. The distance to Singapore was only 450 miles, but alone with numerous ships and no self-steering – my two autopilots having died of abuse – it was a long way. With Gordon and Erica aboard it was highly enjoyable. The boom repair I'd made in Kuching lasted less than 24 hours but it didn't matter: with 20

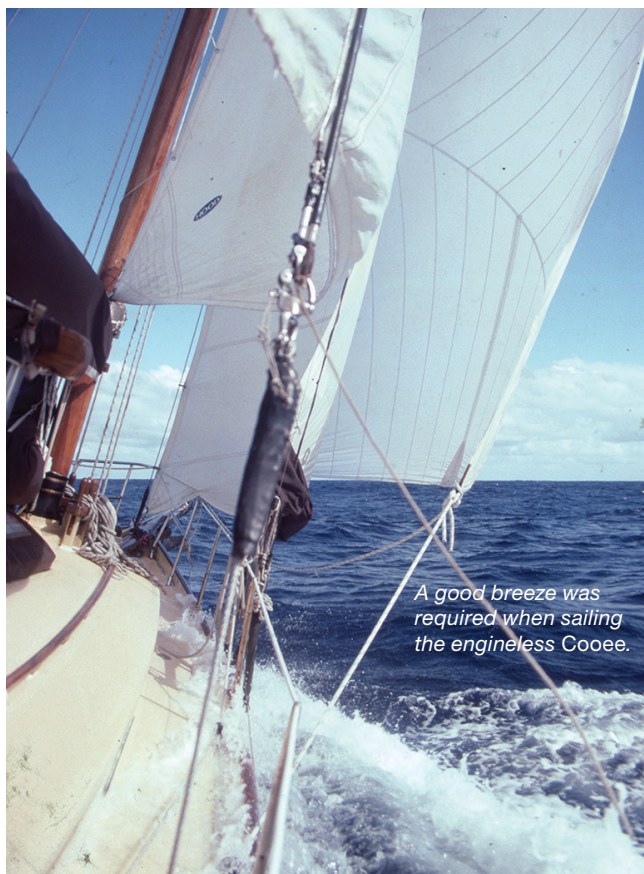


Photo: Jill Knight

knot northerlies the trysail was all we needed, along with the staysail and jib. Within three days we were off the Horsburgh Light at the entrance to Singapore Strait.

The Changi Sailing Club was our destination on the northeast corner of Singapore Island and I'd been advised to cross all the shipping lanes before they converged at the light into one steady stream. We did our best to keep up to weather but found ourselves in the thick of the action on the fourth morning. Erica roused me just before dawn, concerned about a ship directly behind us. As we watched, the picture I'd told her to panic at the sight of fell into place: the port and starboard lights on the huge silhouette appeared simultaneously and her two whites arranged themselves one above the other. She was coming straight at us.

Where was my faithless Bukh now? I took the tiller and brought us as close to the wind as I dared. Erica played the spotlight on our sails, then, in desperation, directly at the bridge of the ship. The response was immediate. Perhaps they had seen our tiny masthead lights rolling below and were already turning? Whatever the case, her whites separated immediately and her port disappeared. And the wind never let us down.

On entering a strange port in normal circumstances I'd approach a mooring under motor in a dignified manner. Not this time. We'd been three days on starboard tack and as we gybed towards a buoy chaos broke loose. I'd forgotten I'd put only one sheet on the trysail and we couldn't bring it around. The lazy jib sheet snaked beneath cockpit cushions, buckets and other debris which tumbled about as we unearthed it. Dignity was entirely absent. And right in front of the Club!

City sounds were thunderous and the air seemed foul to our sea-fresh nostrils. Nevertheless, we were where we wanted to be and well pleased with ourselves.

"Who needs an engine?" Gordon said grandly.

My reply was a reluctant murmur. "I think I do." ↴

# WHAT'S NEW IN 2021



Maritimo M600.



Energy Solutions: Molabo - ISCAD V50 Electric Drive.

## Energy Solutions: Molabo - ISCAD V50 Electric Drive

Energy Solutions provides electric drives to a range of marine products, allowing them to run silently without emissions. This year they have introduced the new ISCAD V50 by Molabo which is a 48V electric drive. The extra-low voltage is designed to keep drive systems safe in any situation, and also to be easy to maintain. Available as a stand-alone, and as a complete drive system, the 50 kW drive is suitable for yachts up to 55 feet and motorboats up to 35 feet (depending on weight). Designed to work equally well in conversions or new builds the drive has 4,350 rpm, similar to a combustion engine. When converting a boat from combustion to electric, the existing engine can be replaced by the ISCAD V50 without any major modifications. Perfect for narrow-boats, small coastal craft and inland waterway fleets that are looking to reduce both noise and emissions the motors offer an efficient and reliable electric alternative.

[www.energy-solutions.co.uk](http://www.energy-solutions.co.uk)

## Maritimo M600:

The 2021 Maritimo M600 is part of the new offshore series that fuses the latest advancements in nautical technology and design with the iconic features of Maritimo's M-Series models of the past. Australian built, its sharpened exterior design, extensive entertainment areas, and high performance reset the international standard for long-range cruising motors. The M600 is a fresh take on how an offshore flybridge motor yacht should perform and feel. A fully enclosed climate-controlled flybridge sky lounge with internal staircase access provides the essential comfort needed for long-range cruising and passage making.

[www.maritimo.com.au](http://www.maritimo.com.au)

## Smartphone GNSS antenna

The Veratron GO is the smallest NMEA 2000 certified GNSS antenna on the market, at a mere 2.4" in diameter. The Veratron GO GPS is the satellite-only version. Alternatively, Veratron GO Data offers a Bluetooth Low Energy (BLE) 5.0 gateway that enables users to monitor engine, battery, navigation and other vessel performance data on Veratron's new NavDash mobile app. Offering the most versatility of all the options is Veratron GO Plus+, which delivers both GPS and Bluetooth functionality. Built



The Veratron GO is the smallest NMEA 2000 certified GNSS antenna on the market.

for continual outdoor exposure and the occasional hard knock, Veratron GO has a white ASA plastic, UV-resistant housing. In addition to Veratron GO and GO Plus+ receiving GPS, GLONASS, and Galileo constellations, the devices are SBAS-WAAS, EGNOS, MSAS, and GAGAN-compatible. They have 72 channel reception and a 10 Hz update rate. Combined with high-tracking sensitivity of -165 dBm, they offer fast cold-start position fixes and will hot-start within one second. Position accuracy is 2.5 metres with a clear sky view, while heading is rated at 0.3° and velocity at 0.16 fps.

[www.veratron.com](http://www.veratron.com)

## Reelax is Back Bigger than Ever!

A year ago, Sam Allen Wholesale acquired Reelax during the pandemic and had a tremendous task ahead of them to get manufacturing up and running back to full capacity, which they say is now in full swing. Reelax, Australia's foremost Marine and Game Fishing Equipment manufacturer for more than 47 years is synonymous with top-quality outriggers, game chairs, tackle stations, rod holders, mooring whips, live bait tubes, and the unique range of Reelax helm chairs.

All Reelax products are masterfully hand crafted on the Gold Coast in their Bethania workshop, using only the best quality materials, and are now back exporting their range of proudly Australian made products to the world.

Reelax Game Fishing Equipment has been thoroughly tested in every South Pacific fishing ground, as well as many other bluewater regions throughout the world including Hawaii, Puerto Rico, Maldives etc. Through hard work and listening to anglers needs, Reelax has become a trusted name and brand of choice for many of Australia's leading professional and recreational fishing vessels. For further information on the range be sure to check out [www.reelax.com.au](http://www.reelax.com.au) or have a chat with one of their leading stockists throughout Australia and New Zealand.



Reelax Game Fishing Equipment has been thoroughly tested in every South Pacific fishing ground, as well as many other bluewater regions throughout the world.



The Cygnet 20 features water ballast, a carbon fibre rig requiring only 15 minute setup, light to tow, sleeps 4 comfortably, and sails well in light and strong conditions.



Simrad SY50 Omni-sonar.



TracPhone V30 Marine VSAT Antenna.

## TracPhone V30 Marine VSAT Antenna:

KVH TracPhone V30 is an ultra-compact Ku-band VSAT antenna that launched in late March 2021. It is designed to deliver data speeds as fast as 6 Mbps down/2 Mbps up for leisure and commercial boats wanting to experience the benefits of affordable internet at sea. Measuring just 37cm (14.5 inches) diameter and weighing 10.6 kg (23.4 lbs), the TracPhone V30 is designed to provide ease of installation and retrofit with a single power-data cable, versus multiple cables, and to utilize DC power, which is advantageous for small boats.

[www.kvh.com](http://www.kvh.com)

## Simrad SY50 Omni-sonar

Simrad's new SY50 omni-sonar offers a compact, high-performance fish-finding solution for smaller vessels. The medium-frequency SY50 boasts the same advanced functionality which characterises the larger units in the Simrad range; a first for sonars in this price bracket. Key to the sonar's suitability for vessels with limited space is an ingenious modification which sites all transceiver electronics within the transducer, negating the need for a transceiver cabinet while also reducing noise and simplifying installation. With a standard operating frequency of 57kHz, the SY50 allows users to choose any frequency between 54 and 60kHz, adjustable in 0.5kHz increments, which gives a potential operating range of up to 2,000m (depending on acoustic conditions). Sharing its familiar and well-proven Winson operating software with all other products in the Simrad range, the SY50 provides a clear and simple user interface, available in almost 20 languages. A compact operating panel can be easily and unobtrusively installed on the control deck of a vessel's bridge, communicating with the computer via a single USB cable. The Simrad SY50 will be available for installation from June/July 2021.

[www.simrad-yachting.com](http://www.simrad-yachting.com)

## Cygnet 20 - Explore Adventure Raid

Bluewater Cruising Yachts is one of the last boat builders in the Hunter Region, and are the Australian builder of the Cygnet 20. Situated two hours north of Sydney in Cardiff, Lake Macquarie, David Bradburn and his team of shipwrights, cabinet makers, and apprentices are proud to be building this beautiful, gaff rigged trailer sailer.

The Cygnet 20 features water ballast, a carbon fibre rig requiring only 15 minute setup, light to tow, sleeps four comfortably, and sails well in light and strong conditions.

Bluewater Cruising Yachts will be exhibiting at the Sanctuary Cove Boatshow in May and the Sydney Boating Festival in July/August 2021.

With the build number on the rise the Gaff Association has also been formed to "Raid" on Australian waterways such as Hawkesbury River, Hunter River, Myall Lakes, Lakes Entrance, and Lake Burley Griffin to name a few.

The Cygnet 20 is a fantastic entry level yacht for those new to sailing. Sailaway price starts from \$55,880 plus GST.

[www.bwcy.com.au](http://www.bwcy.com.au)

## NMEA OneNet Standard

The National Marine Electronics Association (NMEA) has released its latest protocol, the NMEA OneNet Standard, Version 1.000. This is an open industry standard based on Internet Protocol Version 6 (IPv6) and the IEEE 802.3 Ethernet Local Area Network. The standard brings together years of committee efforts and is designed for standardised IP networking of marine electronic devices on and off the vessel. OneNet provides a common network infrastructure for marine electronic devices and/or services on IPv6. The OneNet certification tool is planned for completion by the end of 2021. Until the certification tool is released, and manufacturer members can come forth to certify a OneNet device or OneNet application, NMEA will not charge manufacturer members for the standard itself.

[www.nmea.org](http://www.nmea.org)

- America's Cup 2021 was determined with a final race score of:**
  - 7 to 3
  - 7 to 5
  - 7 to 6
- Most recently acquired member of ANMM fleet is:**
  - Pearling lugger *John Louis*
  - Replica Dutch vessel *Dufyken*
  - Racing yacht *Akarana*
- The Panama-flagged vessel that blocked the Suez Canal in March 2021 was;**
  - MV *Ever Green*
  - MV *Ever Given*
  - MV *Never Agen*
- On 6 May 1770, Captain Cook named Port Jackson (Sydney Harbour) in honour of the:**
  - British seamen nicknamed 'Jack Tar'
  - British Flag flown from a Jackstaff
  - Sir George Jackson, Secretary to the Admiralty
- During periods of daylight saving, the Australian continent has:**
  - Four time zones
  - Five Time zone
  - Six time zones
- The Suez Canal has:**
  - No locks
  - Two Locks
  - Four locks
- To 'cheese down' is to:**
  - Turn the helm sharply
  - Signify the end of 'happy hour'
  - Coil a rope's tail to present a neat appearance
- The word 'kayak' is a:**
  - Palindrome
  - Anagram
  - Antonym
- A 'caisson' can be:**
  - An underwater enclosure used to build bridge piers
  - A water-filled tank submerged, pumped out and used as a lifting force
  - The structure that closes the entrance to a dry dock
  - A carriage for artillery ammunition
  - All the above

**WIN! WIN! WIN!**

After you have completed Jim Broadside's Quiz, email your answers to:

**info@afloat.com.au**

or post to:

**AFLOAT, PO Box 709,  
Willoughby, 2068.**

*Please include your mailing address.*

A winner will be drawn from entries received by **May 14, 2021**. The prize is an AFLOAT cap.

Answers to the nautical quiz and the winner's name will be published next month.



**10. The oldest 'HMAS' still commissioned in the Royal Australian Navy is:**

- HMAS *Cresswell*
- HMAS *Cerberus*
- HMAS *Ballarat*

**Last month's winner –**

**Arlo Porter,  
Woy Woy, NSW.**

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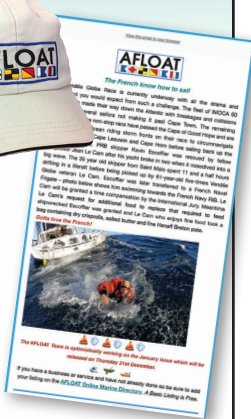


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Each month one lucky reader will win a snazzy Afloat cap, complete with wind-saver-clip ... you'll be the envy of all your boating crew!

This month's winner is **Bonnie D. from Strahan Tasmania**

**www.afloat.com.au**



## Answers to Nautical Quiz 297

- The only US Armed Force to conduct a ground combat operation on the Japanese 'homeland' was US Submarine USS Barb. On 22-23 July 1945 it landed a shore party on the island of Sakhalin which laid charges that destroyed a train. Its battle flag includes a locomotive's image.
- Sydney Heritage Fleet has a concept plan to move to Berrys Bay near Waverton, Sydney. This plan envisages a Museum of Sydney Harbour, berths for the Fleet, restoring existing buildings, a launch area for small vessels and a ferry wharf.
- The expression 'Coming home with a wet sail' may mean any of - finishing a race strongly, overcoming disadvantage to complete a task, and having the sails protected against fire (in anticipation of a battle). But it is most commonly used to commend a strong finisher in a competition.
- America's Cup 2021 races took place between NZ defender Te Rehuaui and Italy's Luna Rossi Prada Pirelli.
- The only US President who graduated from United States Naval Academy at Annapolis was Jimmy Carter. Between 1961 – 1993, all US Presidents except Ronald Reagan had served in the US Navy. President Reagan served in the US Army before and during WW2.
- Storm Cloud 'Hector' seen almost daily around Darwin in the wet season, is a Cumulonimbus thundercloud. These are dense and vertical, forming from water vapor carried by upward air currents. They can be very hazardous to aviation.
- 'Isogonic lines' are drawn to indicate points of equal compass variation. They were identified by Edmund Halley who was appointed by King Charles II in 1698 to observe and measure terrestrial magnetism. His name is better known for having identified the return of a (now 'Halley's') comet about every 75 years. Its last appearance was in 1986 with the next expected 2061.
- RAN reached its 'lowest ebb' on 7 April 1932 when it had four warships in commission. These were HMAS Australia, Canberra, Albatross, and one S class destroyer.
- A vessel was 'off soundings' when beyond the then measurable depth of 100 fathoms – using a deep-sea lead line.
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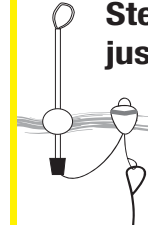
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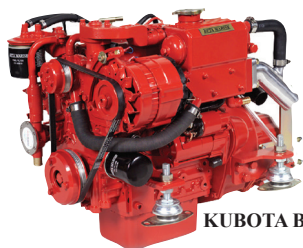
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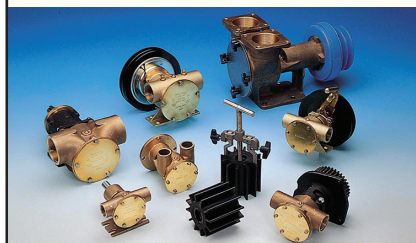
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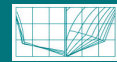
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# UPCOMING EVENTS



Photo: DBSC

## Laser celebration

**Sunday, 30 May 2021** sees Double Bay Sailing Club host a large exhibition of ILCA Laser dinghies to commemorate the 50th anniversary of this global class. Commodore, Andrew Cox, said, "The exhibition will be a visual spectacle, with up to 200 boats sailing en masse against the backdrop of the Harbour Bridge and Opera House, in what we expect will be the largest single fleet of ILCA Laser dinghies ever to sail on Sydney Harbour, and possibly anywhere in the world."

With one of the largest fleets of active ILCA Laser dinghy sailors in the world, Double Bay Sailing Club is inviting anyone who has access to a Laser across greater Sydney and beyond, to participate in this historic event, and sail from the Sydney Opera House to South Head, starting at 8.30am (time to be confirmed) on Sunday, 30 May 2021, followed by festivities at Double Bay Sailing Club.

[www.dbsc.com.au](http://www.dbsc.com.au)



## Bribie Classic Boat Regatta (May 29-30th)

Taking place at Toorbul at Pacific Harbour and on the Sunday at Sylvan Beach, Bribie Island, the regatta is not only a get-together for boat owners but also gives the public the chance to have a close look at the craft. The yearly gathering of beautifully restored vessels and their proud owners is organised by the Bribie Island Boating Club, and is as much a reunion as it is a regatta. Regatta Organiser Paul Hagger says boats come from as far away as Sydney and Canberra.

There will be music at Pacific Harbour Marina from 3-5pm on Saturday and classic cars will add to the fun at Sylvan Beach on Sunday.

Visit [bribieislandboatingclub.org.au/classic](http://bribieislandboatingclub.org.au/classic) or search Bribie Classic Boat Regatta on Facebook & Instagram

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Times and Tides refer to Fort Denison, Sydney  
**TIDES, SUN & MOON** Sydney - Lat 33° 51' Long 151° 14'

## MAY 2021

	SUN	MON	TUE	WED	THU	FRI	SAT
	<b>30</b>	<b>31</b>					<b>1</b>
	0542 0.34 1143 1.38 1709 0.66 2341 1.91	0642 0.42 1244 1.34 1807 0.73					0554 0.36 1155 1.39 1725 0.65 2359 1.88
● New Moon	<b>2</b>	<b>3</b>	<b>4</b> ☉	<b>5</b>	<b>6</b>	<b>7</b>	<b>8</b>
	0700 0.43 1300 1.31 1825 0.74	0100 1.77 0809 0.49 1414 1.28 1934 0.80	0209 1.68 0914 0.53 1525 1.30 2050 0.82	0320 1.62 1012 0.55 1626 1.36 2203 0.79	0423 1.59 1100 0.55 1716 1.44 2307 0.74	0516 1.57 1142 0.54 1759 1.52	0000 0.68 0601 1.55 1217 0.53 1836 1.59
☉ First Quarter	<b>9</b>	<b>10</b>	<b>11</b>	<b>12</b> ●	<b>13</b>	<b>14</b>	<b>15</b>
	0045 0.63 0642 1.53 1249 0.53 1911 1.66	0125 0.58 0719 1.51 1320 0.54 1943 1.71	0202 0.55 0757 1.48 1349 0.56 2015 1.76	0239 0.52 0834 1.44 1419 0.58 2046 1.78	0316 0.51 0913 1.41 1450 0.62 2119 1.79	0355 0.52 0952 1.37 1524 0.66 2155 1.78	0435 0.54 1033 1.32 1600 0.71 2232 1.75
○ Full Moon	<b>16</b>	<b>17</b>	<b>18</b>	<b>19</b>	<b>20</b> ☉	<b>21</b>	<b>22</b>
	0519 0.58 1117 1.28 1640 0.75 2314 1.71	0608 0.61 1207 1.25 1726 0.80	0000 1.66 0702 0.62 1303 1.24 1822 0.83	0056 1.62 0800 0.61 1407 1.26 1929 0.84	0158 1.61 0858 0.58 1512 1.33 2043 1.81	0304 1.62 0950 0.52 1609 1.44 2154 0.74	0407 1.65 1039 0.45 1700 1.57 2259 0.63
● Last Quarter	<b>23</b>	<b>24</b>	<b>25</b>	<b>26</b> ○	<b>27</b>	<b>28</b>	<b>29</b>
	0505 1.67 1125 0.40 1748 1.72	0000 0.51 0600 1.68 1210 0.37 1836 1.86	0057 0.40 0656 1.67 1256 0.37 1924 1.98	0153 0.31 0751 1.63 1343 0.40 2013 2.06	0249 0.26 0848 1.57 1430 0.45 2102 2.10	0345 0.25 0945 1.50 1521 0.51 2154 2.08	0443 0.28 1044 1.43 1614 0.59 2246 2.01

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Datum is Lowest Astronomical Tide

**SUNRISE** 1 0630 8 0635 15 0640 22 0645 29 0650  
**SUNSET** 1715 1708 1703 1658 1655

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## Pittwater Shaggers

The Shag Island Cruising Yacht Club (SICYC) has extended its annual Season of Sail to include a Sydney Rendezvous for the first time. This event is being hosted by the Royal Prince Alfred Yacht Club (RPAYC) from **14th to 21st of May**. All local "Vice Commodores" and friends are invited to come together to celebrate the camaraderie of SICYC, as well as hosting SICYC members sailing north during the cruising season.

The 2020 SOS is planned to commence in Pittwater on Friday 14th May 2021 with a dinner at RPAYC. This will be followed by an estuary cruise from RPAYC to Bobbin Head in Kuringai Chase National Park and a BBQ at Bobbin Head on Sunday 16th. A Pittwater cruise will follow from the 16th to 21st May 2021 including Hallets Beach, the popular Patonga Pub lunch and Barefoot Bowling at Dangar Island. Further details can be found on the RPAYC web site [rpayc.com.au/sailing/cruising](http://rpayc.com.au/sailing/cruising).

SICYC is a 'Not For Profit' incorporated club, the aim of which is to establish and maintain a Social Network for Cruising Yachts persons and to raise money in support of the Prostate Cancer Foundation of Australia. There are currently over 6,700 'Vice Commodores' with membership in 17 Nations.

[www.sicyc.com.au](http://www.sicyc.com.au)



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