

YSA Instructors Courses

Well known local yachtspeople, Genevieve White and Brett Young have been engaged to co-ordinate YSA's Instructors and Assistant Instructors Courses to be conducted during August and September 92. Comprising both theory and practical sessions, the courses will enable proficient yachtspeople to become qualified coaches under the world wide recognised AYF/Australian Sports Commission Accreditation Scheme.

Applications which will close during mid July, are open to yachtsmen and women with a good understanding of all aspects of sailing and an interest in training juniors and newcomers to our sport. Previous coaching experience is not a prerequisite, however preference will be given to sailors currently involved in club training schemes.

Theory sessions will be held on Tuesday evenings from 7pm to 9.30pm from 4th August 92 to 1st September 92 incl and a practical session will be conducted from 10am to 3pm on Saturday, 5th September 92 at the Brighton and Seacliff YC.

Subjects covered in the courses include:— AYF

Training Schemes, Course Planning and Conduct, Teaching Methodology, Dinghy and Rescue Craft Handling, and First Aid and Resuscitation. Students will be assessed during a practical training day and successful participants will be presented with appropriate certificates.

Course fees will be \$50 for the Instructors Course and \$35 for the Assistant Instructors with an AYF Log Book if required costing \$7.

For further information and nomination forms please contact either Genevieve at (08) 31 2911 (home), or Brett (08) 295 1511 (work). **SQ**



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FOR MORE INFORMATION CONTACT YOUR LOCAL SAILMAKERS:



Doug & Joan Humphries ☎ 356 2942

ALLIANCE: Shalom from Israel

In April 91 Howard and Myra Wright left the Squadron in their motor sailer, ALLIANCE for the Mediterranean. By Christmas they had arrived at Tel Aviv after an interesting cruise via Christmas and Cocos Keeling Islands, Sri Lanka, the Maldives, Aden and the Suez Canal. Recently we were very pleased to hear from Howard and the following is his account of their travels as far as Israel.

We arrived here on 19th December exactly 8 months after our departure. The trip was uneventful except for a storm near the entrance to Jervis Bay where we lost our dinghy from the davits complete with motor, oars, anchor, etc. We also lost our mainsail but the good news was that the dinghy and its contents turned up 2 days later 40 NM north at Pt Kembla. Ted Hargreaves, a new Squadron member was crewing with me at the time and with unusual dry wit remarked that had we waited in The Pittwater for a few more days, the dinghy would have found us.

Myra and Ted's wife, Mary joined us in Brisbane and we sailed through to Airlie Beach where unfortunately, Mary took ill and they had to return home, prematurely ending Ted's trip with me. Myra and I cruised onto Townsville (in great weather) where she flew home. A good friend, Ron Cooper, the Commodore of the Victor Harbor YC flew in and together with a German backpacker, we set off for Darwin.

At Lizard Is we dived at the famous Cod Hole where the extremely tame Potato Cod who are members of the groper family came up and nuzzled us for food. One big bass, approximately 2 m long came up between our legs unexpectedly and took all of our small fish at one gulp. It was very scary at the time.

The Albany Passage approaching Cape York was the most beautiful area that we have encountered including some of the passages in and about PNG and the Solomons. We stopped at Thursday Is for a few days and

found it no where near as grotty as we had been led to believe. Our next stop was Gove which was most enjoyable. The members of the Gove YC went out of their way to make us welcome and their lunch and dinner meals were excellent and well priced.

Our next interesting trip was through the "Hole in the Wall" in the Wessels Group. Whilst we were waiting for the tide to become slack (as it runs up to 9 knots) we could see approximately 1 m of variation in the height of the water over the 1/2 NM of the passage. When the tide became slack we went flat out to get through, and along the rock edges we saw 6 m saltwater crocs basking in the sun. It was quite breathtaking.

We took the inside track around behind Golbourne and Crocker Is and over to Darwin. Ron and the backpacker left in Darwin and I advertised on the noticeboard at the Darwin YC for crew. We received numerous applications from which we selected 2. On 20th August we left Darwin for Ashmore Reef.

On arrival at Ashmore we radioed the local Ranger who came out and piloted us into the inner lagoon. AURELIA IV was anchored here having been chartered with its skipper to bring the Ranger and wife out to the reef. The next day they took us over to the Middle Is which was about 2 hectares in area and just a mass of bird life. We could not move above the white sand line because the whole island was covered in eggs and the young of numerous species. It was a fantastic experience.

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We encountered about 30 Indonesian proas that had come over to the reef to fish. The Australian government allows this providing that they respect the protected species, and they are not allowed near the rookeries. A couple of vessels came in and anchored nearby. They wanted our rubbish bags as they are so incredibly poor that they were prepared to eat any scraps that they could find.

Our next stop, a 100 NM west was Christmas Is. The anchorage here was very rolly and it was quite difficult to land a dinghy on the shelving pebbly shore. We only stayed here a few days and one of the crew found himself a well paid job on the casino. A Parks and Wildlife Officer took us on a tour and we saw masses of soldier and hermit crabs that covered the roads causing numerous punctures.

We enjoyed a quick trip across to Cocos Is, 530 NM away in a 20 knot SE. We anchored in behind Direction Is along with some 26 other yachts from all over the world. Most afternoons we played volley ball on the beach followed by a BBQ tea. The locals had erected under cover tables, chairs and BBQ's together with solar powered lighting and rain water tanks. The main island, West Is sent over a ferry to pick up the yachties who wished to shop and returned us late in the afternoon. This service was free and the prices at the supermarket were the same as Oz, being subsidised by the Australian Government. The alcohol was duty free and we spent a glorious fortnight of relaxation and making new friends.

We departed for Male in the Maldives but ran into a very stiff NW on the nose so we laid off slightly and ran up to Galle in Sri Lanka. Sri Lanka has a rule that an agent must be used to clear Customs which ended up costing us

US\$150. However, our agent, Don Windsor, made us very welcome and was of great assistance. He also made his home available every evening as a meeting place for all yachties. Sri Lanka is a very poor country but extremely beautiful. Their mountains are some of the most scenic in the world. Although there is a lot of world news about the Tamil Tigers, we never experienced any problems. We did however, notice very tight security, especially in Colombo.

Our sail though the 8° Passage in the Maldives and then the Southern Arabian Sea (running along 8° N to keep south of the cyclone belt) was uneventful. As we approached Socotra Is we heard of one ship having run aground on the island and another had sunk just showing the top of her cargo mast in almost calm conditions. So we kept clear!

Our next port was Aden, a very sorrowful place. The Russians are pulling out en masse and the whole area is in limbo. It was interesting to see that Iraq had a lot of her shipping tied up here out of harm's way. Photography was restricted but the price of commodities was very cheap. Diesel was 50¢ per gallon and Johnny Walker was \$5 per litre. Needless to say, I stocked up on both.

The trip up the first part of the Red Sea to Pt Sudan was fairly easy. We were invited to go on board a Turkish salvage ship to watch the removal of a recent wreck. The first operation was to remove the cargo of Australian iron ore and then to cut up the wreck into 3 pieces. Each piece was then rolled over in turn and then towed out into deeper water and sunk.

Sudan is a country of extreme wealth in the east and extreme poverty in the north and south. The east is run by Africans but the Arabs who run the government are intensely

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disliked by the southern Sudanese resulting in civil war. The first thing that the officials required when they came aboard was the disconnection of our HF radio for security reasons. We were constantly shadowed by plain clothes policemen when ever we went ashore and not many months previously 2 blackmarket money changers were publically hanged. Needless to say we did not feel very comfortable in Pt Sudan and left as soon as we could.

The trip up the Red Sea was very interesting and were intrigued by all the ship wrecks on the reefs and islands. There are literally hundreds of large and small ships (including some quite recent incidents by the look of their paintwork). As we approached the entrance of the Gulf of Suez, an Australian warship called us on VHF and asked where we were bound for. We immediately changed channels and had a great yam with the radio operator who was from Sydney. They could not give us their name or position for security reasons, but they suggested that we steam along a certain course and join them for some Christmas cheer. Just after we changed course, the Captain called us and apologised that he had just received an urgent call to intercept a possible blockade runner and had to abort our meeting. What a shame. I was beginning to drool at the thought of downing a cold Fosters.

There were Australian, USA, French and Italian warships at the entrance of the Gulf of Suez forming a peacekeeping force and also making sure that the blockade of Iraq was being maintained. The trip through the Gulf of Suez was incredibly tight with a constant flow of ships in both directions with some super tankers up to 150000 ton. Small vessels such as ourselves were expected to use the space between the east/west traffic zones and of

course ships overtaking left us with what appeared to be very little space. What with a confined space, and the burn-off flares from the hundreds of surrounding oil wells killing our night vision, we were pleased to eventually reach Pt Suez.

We tied up at the Pt Suez Yacht Club and went on an inland trip for Egypt. The highlights were the Cairo Museum, the Pyramids and the Sphinx, and the trip down to Luxor to visit the Valley of Kings and Queens. We then travelled to Aswan where we saw the great dam and temples, and then on to Abu Simbal where the UN lifted a great temple in pieces and rebuilt it above the water line of the huge dam.

Our trip through the Suez Canal required us to have a pilot on board. As we were only allowed to travel during daylight hours, we had an overnight stop at the half way mark in the Bitter Lakes. The next day another pilot took us to Pt Said. These pilots expected boats to go as fast as they could, and everytime I turned my back, they pushed the throttle wide open as they were not happy until they saw black smoke coming from the exhaust. Both pilots were Muslims and at some time known only to them, they disappeared to the bathroom, washed their feet and hands, came out on deck barefooted with their prayer mat, and for about 15 minutes faced Mecca and prayed. This was the only time that I was allowed to steer ALLIANCE. We discharged our pilot at Pt Said and took on the Said pilot who stayed with us until we reached the Mediterranean.

We then turned right and enjoyed a lovely sail to Tel Aviv. We cleared Customs and then moved to a berth at the Jaffa Marina. The Security Police at Tel Aviv went through ALLIANCE with a "fine tooth comb" and I mean "fine". This was because we had come

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through Arab countries and they were concerned that someone may have planted a bomb. They were concerned?

Jaffa is the oldest known port in the world and Richard Burton (Mark Anthony) gave it to Liz Taylor (Cleopatra) as a token of his love. Myra has said that she would have preferred the diamond that Richard gave Liz.

Despite a lovely Christmas I was homesick and missed Myra and the family. My Christmas lunch was aboard CHRISTIAN VENTURER a yacht from Bermuda. The owners are wonderful people who invited as many as they had room for, to a fabulous turkey dinner. Myra arrived on 3rd January 92 and we then travelled around Israel enjoying the sights of this country. Just after my arrival, the worst storms in living memory hit Israel with snow storms, torrential rain and winds up to 120 km causing damage everywhere. The rain and snow was a Godsend as they were desperate for rain after many years of drought.

The Sea of Galilee has dropped to a record low and as a result, they believe that they have found the fossilised remains of Peter, the Fisherman's boat.

Myra and I plan to stay in Israel until the end of the northern winter, after which we will cruise around Cyprus, the southern coast of Turkey, the Greek Islands and wherever the mood takes us.

We have just returned from 7 great backpacking days in Egypt. It was a lot warmer there and it was good to be able to thaw out. Myra enjoyed her visit as much as I did. Saad, the owner of the Pension that we stayed in at Luxor offered me 1000 camels for Myra. Regretfully, I had to refuse his generous offer as my mind boggled at the idea of all that camel dung on ALLIANCE.

Our regards to all our friends at the Royal SA Yacht Squadron. **SQ**

Anchorage in SA: The Banks Group

In previous editions of "SQ" Jamie Cowell one of SA's most experienced offshore sailors has described the cruising anchorages between Adelaide and Pt Lincoln. In this edition we are pleased to publish his description of the Banks group of islands north of Pt Lincoln.

The Sir Joseph Banks Group comprises some 18 or 20 islands and rocks lying about 22 miles NE of Pt Lincoln. They extend about 12 miles north and south and, including Buffalo Reef, a little more east and west.

The Group is of entirely different character from the islands of Thorny Passage being very low lying and, to the casual observer, characterless and boring. From a distance they tend to merge into one another making individual islands difficult to identify. What appears to be a rocky point on one island may turn out to be part of the island behind it. And a small island may not be visible at all against the back drop of a larger island. But the Group has a lot of interest and is well worth exploring. Once a few land marks are identified the first time visitor will easily find his way out.

It should be noted that under water rocks occur in a number of places and the headlands of many of the islands have rocks extending underwater up to several hundred metres. Care should be exercised navigating in the area. Polaroid glasses are a great help in identifying shoal water.

When approaching from the south, say from the vicinity of Dangerous Reef, it is useful to know that the bald looking island visible slightly east of north is Stickney and the one further east with some vegetation is Spilsby. When a little further north, Sibsey will appear to the west of Stickney.

When approaching from Pt Lincoln, Sibsey will be visible as soon as one clears Donnington. A few miles out Stickney

becomes visible and shortly after, Spilsby appears slightly to the north of Stickney. Next Kirkby appears to the NE. Kirkby is quite distinctive being dome shaped from all aspects. This makes it appear higher than the other islands although it is not. It also has the appearance of being smooth and grassy. The south end of Reevesby appears next to the south of Kirkby.

A vessel making for Reevesby from Pt Lincoln should steer to pass close to the south of Kirkby and thence enter Reevesby Lagoon between Lusby to starboard, taking care to clear the rocks extending north from that islet, and Partney to port. Lusby, from this aspect, is difficult to see against the southern part of Reevesby.

ANCHORAGES OF THE SIR JOSEPH BANKS GROUP

REEVEBY IS

Reeveby Lagoon, ie that area of water on the west side of Reevesby Is between Reevesby, Lusby, Partney and Marum Islands, provides virtually all weather shelter. Lusby Islet and Reevesby are connected by a shallow sand bar as are Partney and Marum. The south end of the lagoon is sheltered from NE through south to west and northerly shelter is available in the anchorage on the SE side of Partney Is.

There is also anchorage on the NE side of Partney and anywhere where the depth is suitable in the coves on the eastern side of the lagoon. Care is needed to avoid the rocks and shoal area, the latter marked by a red beacon, extending from the west side of Reevesby. The