

By John Willoughby, OAM

John Willoughby, Darren Papalexion and Geoff Tomlinson on board *Enchantress* at the CYCA

In last year's Sydney to Hobart race we had a lanky (6 ft 9 in or almost 206 cm) Sydneysider Geoff Tomlinson as our for'ard hand. He had been referred to us by Stuart Johnson from *Audacious* and Geoff fell in love with *Enchantress*. He brought over a team of Queenslanders to do the Port Lincoln race in which they came third on PHS in *Enchantress's* fastest ever finishing time. Buoyed by that, they set their sights on the Sydney to Hobart race with just two RSAYS members in their team, Paul Craig and me.

Geoff came over to help when *Enchantress* was slipped for pre-race maintenance, having moved to Queensland to allow him to border hop. Then on Friday 13 November the full team was on board for the Haystack Island race on a dark moonless night. We were the only entrant. The wind died out during the night and that, combined with enormous amounts of weed stirred up by prawn trawlers, made for slow progress and it took 21 hours before we rounded Haystack Island. Then the wind went on the nose and time was running out for the crew who had optimistically booked their return flights. With SA's Parafield cluster growing,

we had to abort the race and get them to the airport. Even so, one had to self-quarantine and another had to go into hotel quarantine for a fortnight. That proved too much for him, so he pulled out of the team. He had done the 2019 Hobart with us.

Four keen Queenslanders came over on 11 December to help with the delivery voyage. The life raft hadn't appeared as it was hiding in a freight depot, so Stuart kindly lent us his from *Audacious*. We set off at 1830 hrs to a rousing cheer from the Quarterdeck, and with a helpful south-easterly made good time until we passed Wirrina where a strong gust blew out our No 1 delivery jib. We sailed on and anchored at Rocky Point (on Kangaroo Island) until dawn. We then continued with a smaller jib into a fitful south-easterly, which caused us to go due south, thereby avoiding all the craypots by sailing over the 100 m depth contour. We stopped at Portland for a shower, a counter lunch and a few more supplies, then motor-sailed through the night into a 3 kt easterly only to grind to a halt off the Twelve Apostles when some kelp locked the propeller. After daylight, Harry volunteered to dive and cut away the kelp. Once free we galloped

in front of a south-westerly to Wilsons Promontory, where we were punched in the nose by a 28 kt north-easterly and initially sought shelter in Refuge Cove. However, the waves coming in through the entrance made it very uncomfortable, so we set off into the blast. One of the crew, whom we shall call Mr Bean, put his head through our largest window made of 8 mm polycarbonate which required some creative repair work.

As we approached Gabo Island we were entertained by the usual lightning storm, and a 35 kt south-westerly blasted us around the corner at 16 kts. We then pushed on as hard as possible to Sydney, making good speed with two reefs in the main and a No 4 jib, and arrived at the Heads at sunset on Saturday 19 December with an average speed of 5.6 kts for the trip, and a total usage of 80 litres of diesel. We were met at the dock by Geoff with the grim news that they had called off the race two minutes prior, and that SA and Qld were closing the borders at midnight on Sunday.

The four Queenslanders disappeared at dawn and arrived home safely without further restrictions.

I caught a 1630 hrs flight which then got embroiled in controversy when the police mistakenly brought forward the border restrictions. I waited 3 hours for a COVID-19 test which I had to repeat on days 5 and 14, and I had to isolate for the first 36 hours until my test was proven negative. I had only set foot in NSW at the CYCA then gone by cab from there directly to the airport, wearing a mask the whole time.

Such is COVID-19 and the medico-political strategies it provokes!

Enchantress was moved to Botany Bay and then up to Newcastle by the Sydneysiders. They were met by the banana benders who took her up to Southport where she sat out two weeks of lockout from Brisbane. She is now safely in Brisbane and will race this season from there before moving to the Whitsundays for the Hamilton Island race week. Then she will head to Sydney for this year's Sydney to Hobart with Paul Craig and me in the crew.



THE shed was established in the early sixties, according to David Borg, by Murray H Gowling. It was later joined by a larger shed put up by Fred Townsend. Grumpy, as Murray was commonly known, continued operating in the smaller shed until 1979, when it was handed on to his son-in-law John Barrie.

In 1983 Wendy Jones (later Simpson) and myself bought the shed and traded as *Albatross Marine Products*. We had been doing canvas work aimed at the boating trade, so we had a pretty steep learning curve to find out the right (and the wrong) way to paint a boat, overhaul chain moorings, and scrub countless hulls etc. After a few years Wendy moved on and married Colin, leaving just yours truly!

The shed is a bit run down structurally these days, some might even say a bit untidy, but I used to be able to find anything in there, and some treasures have turned up occasionally. Being the first building, it is now lower than the rest of the yard, so a heavy rain means the water finds its way in, as have termites in the past.

There is talk of a new, huge shed to replace the existing ones and accommodating up to five entities. That will be something to see! But, my current shed has been pretty good for a long time. I have to say I have seen a lot and learned a lot while working there. Altogether it has been an interesting time, sometimes pretty hard work, but there is always the chance of a good laugh, preferably at someone else's expense!



Julian inside his shed.



Interior panoramic view. What treasures are yet to be uncovered?

THE FRIENDS OF THE PAUL MCGUIRE LIBRARY

By Barry Allison

MANY of our Squadron Members may have heard of the Paul McGuire Maritime Library, but are not familiar with the background of how this Library was established. Paul McGuire was a distinguished South Australian born at Peterborough who wrote more than 30 books, including fiction, history, travel and politics. He was particularly interested in ships and the sea. One of his books, *Westward the Course*, was written to engage American interest in the Western Pacific. It went to press the week Pearl Harbour was attacked in 1941 and became a best seller.

During World War II Paul McGuire served with naval intelligence, reaching the rank of Commander. He later went on to a successful career as an Australian Diplomat, being the Ambassador to Italy in the 1950s. He died in 1978 and in memory of her husband Mrs F M McGuire donated a considerable amount of money to the Libraries Board of South Australia to establish a trust fund for the development of a special Maritime Library. The Paul

McGuire Library was established, and today contains over 4,000 titles from all over the world covering all aspects of maritime life, shipping, naval forces, maritime art and history, navigation, pleasure sailing and boating. Included in the Library is the Thomas Walter Hardy America's Cup Collection and the A D Edwardes collection of 5,000 shipping photographs. There are also important collections of papers and photographs amassed by R R Le Maitre and A L (Tony) Arbon, and the Walker Collection given in memory of Commander Jefferson H Walker DSO, RAN.

To maintain interest in this valuable collection a support group, the Friends of the Paul McGuire Maritime Library, was established and now has 40 members who meet regularly in the Port Adelaide area for interesting programmes of lectures on maritime subjects. Sir James Hardy and Stan Quin are Patrons and Julian Murray, the Squadron's Slip Master, has been the President of the group for the last 20 years. The Secretary, Neil Waller, produces an excellent quarterly publication, *The Traverse Board*, which is distributed to members.



Mr Dominic Paul McGuire, RAN

The members also support funding for a suitable applicant to sail on the *One and All* each year. Those wishing to discover more about this unique organisation should call Neil on 7127 4563 or email neil@fpmml.org.au.

