

## 1987 DARWIN TO AMBON (INDONESIA) RACE .....

by Ambonese dancing girls and presented to MOONRAKER AGAIN.

Shortly afterwards the two SA yachts left Ambon to return to Darwin before continuing their circumnavigation of Australia. We look forward to their return and their tales of their experiences and adventures.

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## --- 1988 LINCOLN CRUISE ---

It's on again!

Arrival in Pt. Lincoln : 2 pm, Saturday, 6th February 88

More details in next Newsletter

Co-ordinator : John Smith

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## AROUND THE WORLD IN EXPEDITUS

EXPEDITUS is an 11.1 metre Ferco cement cutter, designed by Samson Marine of Vancouver, Canada. She was built by my wife Gay and I over a 4½ year period from 1973 to December 1977. Fourteen months after launching EXPEDITUS (Latin = free from encumbrance) we set off on a trip that would take us around the world and bring us back to Adelaide 8½ years later. With Cape Horn, 5 Atlantic crossings, and a "Roaring 40's" circumnavigation under her belt, EXPEDITUS has proved to be a safe, comfortable and dry cruising boat with which we are extremely pleased. Hopefully the following articles will be of some interest and possibly benefit to readers and would be voyagers.

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We set sail from Adelaide late in the afternoon in order to have an overnight sail to Kingscote and arrive early the following day. The Bay of Shoals gave us an opportunity to have a final scrub off, reorganise stowage, and generally get over the excitement of actually leaving before venturing further on our trip. Once or twice again, we confirmed the apt name of this bay. A large swell and strong southeasters kept us in Antechamber Bay for 5 days trying to pluck up courage to leave, and we made use of this time going for walks and discovering electric fences the hard way. Finally we got away for a pleasant sail to Beachport, passing the brilliant lights of squid fishing boats during the night. At Beachport we met a generous cray fisherman who invited us around for tea and then dropped off some crayfish for us the following morning.

Our next port of call was Portland which yielded an excellent protected harbour with friendly people. Again there were invites out for meals with various people, and a sailing trip out to the Gannet Rookery

on Lawrence Rocks with Ted Meissner on OCEAN REEF (currently cruising the Adelaide area). Our Aries self steering gear acted like a neon globe in attracting a friendly response from the natives, be they boat builders, owners, dreamers, or just ordinary folk wondering what the contraption on the stern of our boat did. Their generosity was repaid as best we could manage with cups of coffee aboard EXPEDITUS and conversations about boat building blues, or tales of ports we had visited or hoped to see in the future.

We had a quick sail to Lady Julia Percy Island where we anchored for a swim with the seals until we got nervous about 'Jaws'. Our chart of the island was the first of many sketches we utilised, either a freehand sketch by someone who had been there, or a tracing on lunch wrap paper from someone else's chart. The dozens of tracings we made over the years opened up many new harbours to us and saved us a small fortune in not having to buy every conceivable chart. Similarly, we found that we were able to construct outlines of coasts and harbours from the verbal description given in pilot books, and so get by without having large scale charts of every port we might possibly call in at.

Port Fairey gave us a nice sheltered mooring in the river. When we tried to leave against a stiff southeasterly, a wave plopped into our cockpit, so we turned back to the harbour to wait for a more favourable slant to the wind. It's always much nicer to leave port with a favourable wind. A sketch of Grassy Harbour on King Island enabled us to spend some time sheltering from strong southerly winds, and to visit the Island's mining community. The annual fete was being held where we witnessed miners competing at rock drilling.

Three Hummocks Island and Rocky Cape gave us additional

anchorage and an experience of the big tides on this part of Tasmania's north coast, before our arrival in Devonport. Once again we were staggered at the generosity shown to cruising folk including offers to use moorings, borrow cars etc. EXPEDITUS stayed moored to piles at the yacht club while we hitch hiked and bushwalked down to Hobart and back up the east coast. It was such a thrill to see the rivers, mountains, and greenery of this beautiful island at close quarters, even if it did mean blisters on our rather soft yachtie's feet.

The Tasman crossing to New Zealand took 14 days, and we experienced a couple of fairly severe gales, messy conditions associated with the wind boxing the compass several times during the journey, and swells and seas from a number of directions, all resulting in poor progress. It was a tremendous thrill to see Three Kings Islands north of New Zealand, our first landfall under sextant. However, with the gale we had blowing at the time, we felt rather anxious until under the lee of Cape Reinga. Our Tasman ocean gales remained a good yardstick for future gales, and we would often say "this is not as bad as the Tasman Ocean". Crew members Rod and Julie left us at the pretty harbour of Whangaroa, and we then took up time hopping down the coast to Auckland. What delightful waters these are for cruising, with a wide choice of harbours all down this north east coast.

In Auckland we met up with several friends, toured the zoo, museum, and city centre, and arranged to borrow a car for a trip further inland to Lake Taupo, and the thermal springs, geysers, and mudpools of Rotorua. The Hauraki Gulf out from Auckland was a great playground for yachts, and we enjoyed our time there as much as the Bay of Islands. A note in our log reads "A southerly change is expected tomorrow, so we will up anchor and move 2 or 3 miles

## AROUND THE WORLD IN EXPEDITUS .....

along to another island to get some protection from the south. Can't do that at Port Vincent!"

I will continue the description of our circumnavigation of the world in future editions of the Newsletter. However before proceeding further with our story, the following are comments on some of the more commonly asked questions about our trip.

### MONEY

Having used bank drafts and travellers' cheques during the early part of our trip, we eventually went "plastic". Funds were left in the bank in a high interest account and drawn out in local currency using Visa Card which allowed withdrawals up to £100 per day, for a charge of only 1½%. Naturally goods and services could also be purchased directly the same way. Arrangements were made for our bank to pay the monthly account in full.

### HEALTH

We had almost no health problems during the entire trip apart from a chipped tooth and a food allergy re-action. Our first aid kit was thoroughly stocked and included ample supplies of pain killers and broad spectrum antibiotics.

### OFFICIALS

In the 51 countries we visited, 35 by yacht, we were never "hassled" by officials. Our yacht only ever had one search, and that was on our arrival back in Australia at Port Lincoln. The search was courteously performed by a Quarantine official, not Customs. Some countries, eg Antigua, expected us to stay aboard until they cleared us, whereas others expected us to go ashore to clear. We generally picked up such information once in the area from

## AROUND THE WORLD IN EXPEDITUS .....

other yachties. A patient and courteous attitude to all officials was always of benefit.

### WATER CAPACITY

We had 105 imperial gallons. Using this conservatively we (2 people) sailed 84 days non stop from the Falklands to England, and had water in reserve on our arrival. On a long trip such as this we washed in salt water, using shampoo to lather, rinsed off with salt water, then finally rinsed off with half a pint of fresh water kept separately in jerry cans specifically for washing. Washing up was done in salt water.

In future editions I will describe our impressions of, and experiences in, the Pacific, Brisbane, NZ, Chile and the Falklands.

MIKE LEWIS

