

A Cruise in the Cutter *Anyndah*, 1935

H.P. Brownell



We have acquired copies of a heterogeneous collection of old yacht logs, dating from the delivery of *Stormy Petrel* from Sydney in 1922. Others have turned up in the process of recording all the historical artefacts the Squadron possesses.

This is an account written by Dr H.P. Brownell as sole crew to Norman Ford in a cruise of the *Anyndah* in February 1935. All that we know of him is that he was a medical doctor, but not a graduate of Adelaide University. Norman Ford, who lived into his 90s, was sometime Treasurer of the Squadron. He was Richard Colebatch's grandfather. Unfortunately, only extracts can be published.

Anyndah was designed by A. Strange, built by Scarles and launched in 1928. Her dimensions were L.O.A. 28.2 ft, L.W.L. 25.0 ft; Beam 8.5 ft; Draft 5.5 ft; and sail area 546 sq ft. She was 6.23 registered tons, 6.73 tons gross and 8 tons Thames Measurement. She did not have an engine until after Norman Ford sold her, so everything was done under sail, by

towing her with the dinghy and by warping with the anchor. On a point of pride, Mr Ford almost always rejected offers of a tow.

After briefly visiting Eastern Cove and Pelican Lagoon, the log continues on Tuesday 5 February 1935 —

At daybreak lifted dinghy on board and set sail (wind light SE). Rounded Ballast Head and steered towards Pt Marsden. Wind fell light and shifted to S. We were opposite Cape Dutton, 20 miles from Cape Borda, about 9 pm. We set a compass course for Wedge Island. A fine night, light southerly and heavy swell with cross sea making uncomfortable sailing conditions. The stars were very brilliant, we could see four lights at the same time (Borda, Neptunes, Wedge and Althorpes).

Wednesday 6 February 1935

Arrived at Wedge anchorage opposite Golley's barn at 4 pm, but the sea was breaking into the bay, rendering conditions unfit for anchoring. We therefore rounded the Island and steered for Thistle Island. Sailing still uncomfortable. *Stormy Petrel* passed us half a mile south.

Arrived at Whaler's Bay, Thistle Island (Horny Point) at 11:30 am, but conditions for anchoring still unfavourable and we both decided to go on to Taylor's Island, where we anchored about 3 pm. Dined on *Nerida* (Tom Hardy, George Eimer, Len Wigan, George Cleland and Jack Willoughby). Went for a walk and swim on Taylor Island in the evening. The piece de resistance was goat cooked in a waterless cooker. The goat was shot on Wedge Island.



Anyndah at American River, 1932 (Wigan album)

Thursday 7 February 1935

A cutter anchored alongside and the men, Sydney Beach and Bob Nugent, came on board and invited us to shoot goats on the Island, but we set sail in a fresh S Westerly, rounded Pt McLaren, past Boston Island and into Port Lincoln. Five sailing ships were in the harbour...

Friday 8 February 1935

Breakfast at 7 (fish) and set sail for Dangerous Reef at 8. About five miles from Dangerous Reef we ran through a bad southerly rain squall and the main sheet parted. There was a heavy sea running and it

was very difficult to reeve a new sheet. In doing so the topping lift fitting on the boom was broken and the port jib sheet was nearly sawn through on the fluke of the anchor. We drifted to leeward about a mile. We then had a beat to windward to reach the Reef, and finally anchored beside the *Nerida* at 1:45. There was some difficulty in landing from the dinghy owing to the swell. We saw two dead seals and a number of birds, mainly fairy tern.

Got under way again at 3 pm and had a fine lead to Spilsby Island (Sir Joseph Banks Group), anchoring at 5 pm. We landed and met a man called Scruby, who has been living with his son on the Island for some time. An impressive looking man, over 6 ft. The Island has been overrun with Chinchilla rabbits. Some were liberated there 5 years ago by a man called Kerrison. The rabbits are showing signs of reverting to type and are of no commercial value. From the Island we could see seals on Seal Rock...

Monday 11 February 1935

Up early, had breakfast, cleaned up the boat and set sail about 10:45 with a light beam wind (S) and headed for Wedge Island. The day being misty, it was only just visible on the horizon. Arrived and anchored opposite Golley's barn at 4 pm. We immediately went ashore and walked to West Bay.



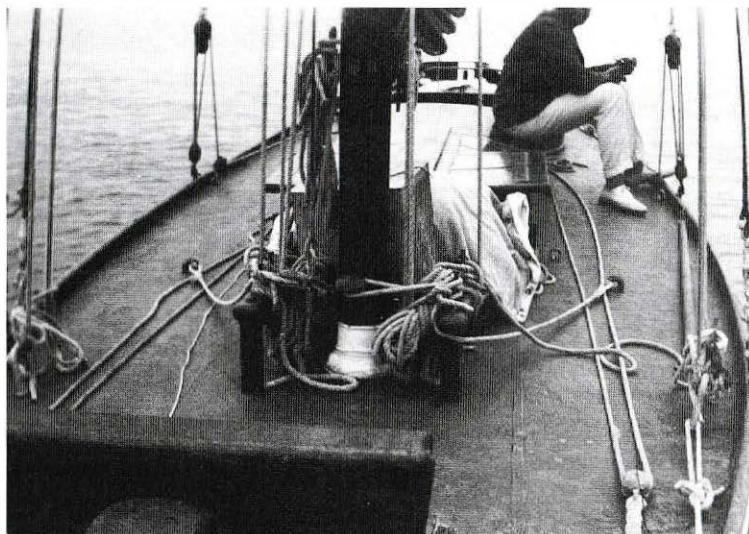
John and Neil Wigan, cruising with Norman Ford in Anyndah to Kangaroo Island, 1946. (Wigan album)

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Anyndah looking aft from the bow, showing staysail sheets and that in those days yachts had no lifelines ('fences').

There is a beautiful rugged coastline with high cliffs similar to those at Eaglehawk Neck in Tasmania.

We then called upon Andrew Golley, sole inhabitant. He was about to go to Adelaide for a holiday, and a man called Nelson and his wife were preparing to do a *locum tenens* for him. He had not been away from the Island for five years. We looked at his stallion and

horses, which he breeds, and returned to the *Anyndah* tired and hungry. We saw a number of quail on the Island...

[They took nearly seven hours to cover the 19 nm to Pondalowie Bay.]

To be continued next issue.



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Letters to the Editor

Bruce Marriott
[mailto:bruce_marriott@hotmail.com]
28 April 2001

We are in New Zealand!

What a trip! To get here we had to survive the storm from hell. We were 800 miles from Eden and still 300 miles from the northern tip of New Zealand when the storm hit. We hung on our parachute sea anchor for 40 hours while the winds screamed at 60 to 70 knots and the sea became spray-scarred mountains 10 meters high. It was my 65th Birthday, and all I could do was to hope and pray it would not be my last, that the boat would hold together and we would survive. The boat suffered only minor damage and we are now safely tied up at a marina berth in Opuia trying to recover. We have only been here a few hours, but are finding ourselves amongst sympathetic fellow cruising yachties who heard us on the radio at the height of the storm and stare wide-eyed as we recount the details.

We are torn between documenting it for its learning values or trying to erase it as quickly as possible from our memory banks.

We arrived in the Bay of Islands in gentle weather, but when we tried to lower the main sail a line wrapped tightly around a sidestay and jammed tight. Bonnie was quickly hoisted to the second spreader in the bosun's chair with a knife to cut the snagged line free. She said it wasn't at all scary after what we had been through.

We need to make a few repairs to the boat, recover (chill out) and then I'm sure we will sail on again.

Please let us know if any of you are planning a trip to New Zealand in the next 12 months. We love to have visitors.

Love from Bonnie and Bruce

We apologise that through our oversight, this letter is no longer as topical as it should be. — Ed.

patley11@hotmail.com

23 June 2001

At the time the latest *Quarterly* went into publication, it was correct that we were going to Tokyo. However, the week the *Quarterly* was distributed our plans changed.

Bob has been offered, and accepted, the position of 'Foundation Chair of Governance' at the Northern Territory University in Darwin. We had to decide whether to go to Tokyo for ten months and then return to Dunedin, or accept the Darwin offer and move back to Australia for good.

There was no deliberation on our choice!

We will be in Darwin from January 2002, and welcome all friends cruising those waters to visit us. (Non-cruisers are also welcome!)

Best regards,

Pat Catley

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8 July 2001

Wandered down to the Bowen Cruising Yacht Club one day last week and noticed fine looking yacht on the pier. Then recognised *Eliza*, from the RSAYS. Barry and Anne were in port for about a week, awaiting the end of a persistent S/Westerly. The two came ashore for a barbecue with Dorothy and myself and later left for Townsville. NB: the palms indicate the wind-strength.

Enjoyed the last *Quarterly*.

Best regards,

Michael Hambidge

