

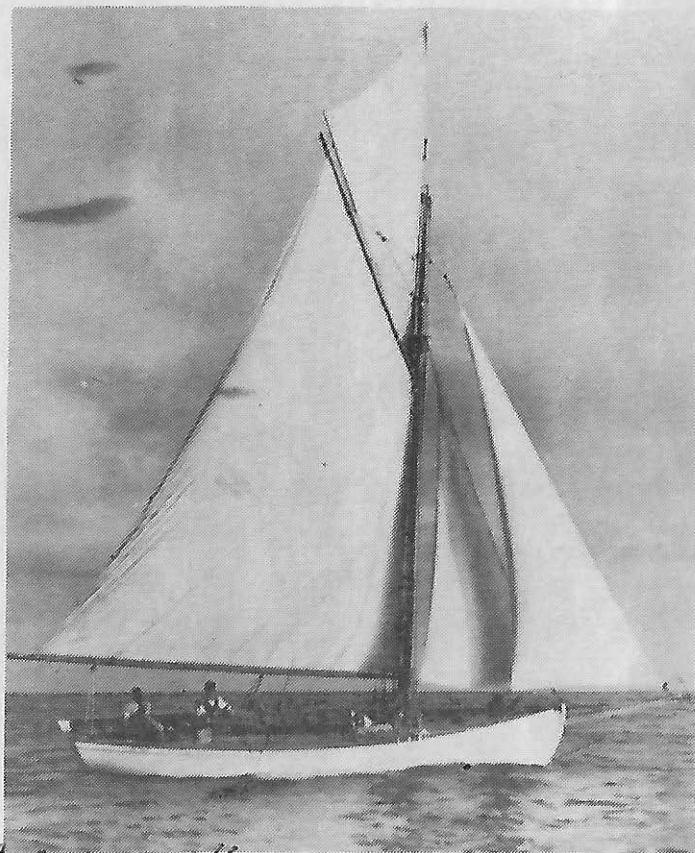


SQUADRON QUARTERLY

Vol 2 Issue 2

June 1988

SEE PAGE 23-27. FINE ROMANCE IN BASS STRAIT.
PAGE 18-22. AROUND THE WORLD IN 157 DAYS



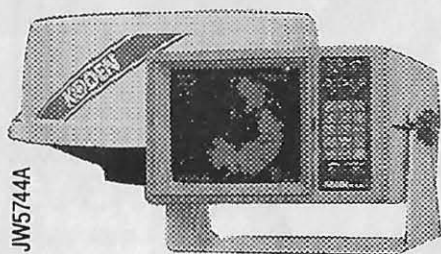
HAJINDAH

Published Quarterly
Registered by Australia Post

Price 5¢
Publication No SBQ1387

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BEFORE!**

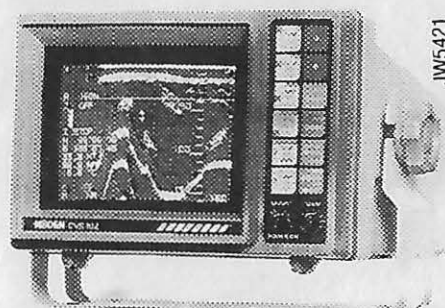
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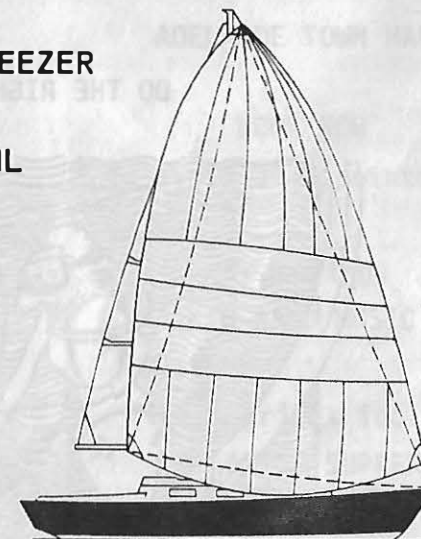
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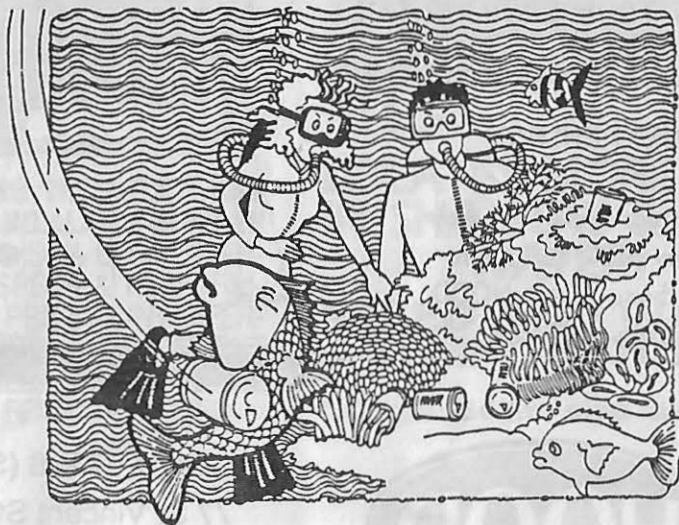
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COMING EVENTS

- Friday, 10th June 88 : *American River Race and Cruising Event to KJ*
- Wednesday, 29th June 88 : *Annual General Meeting*
- Sunday, 3rd July 88 : *Plympton Cup*
- Saturday, 16th July 88 : *Commodore's Vice-Regal Ball*
- Sunday, 14th August 88 : *Port Line Regatta*

* * * * *

DO THE RIGHT THING!



Just think of yourself as a diver exploring a beautiful coral garden - then you come across a pile of broken stubbies and cans in the coral.

It's time to check the dinner suit, find the diamonds,
brush up on your dance steps for

THE COMMODORE'S VICE-REGAL BALL



SATURDAY
16th JULY 1988
8 pm

ADELAIDE TOWN HALL

BOOK NOW
to avoid disappointment

featuring
BIG BAND MUSIC

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A LAVISH SUPPER
AND REFRESHMENTS

DRESS FORMAL

So invite your friends and book your table now,
and be assured of "A NIGHT TO REMEMBER"

SQUADRON QUARTERLY

Vol 2, Issue 2 June 88

Published quarterly for members of the
Royal South Australian Yacht Squadron Incorporated

Editor: Dave Hurford, phone 216 2630 (W), 352 2834 (H)

All correspondence to the Manager,
R S A Y S Inc,
NORTH HAVEN, S AUST 5018

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COVER PHOTO: Harry Cook's ANYNDAH. Full story begins on page 8.

FROM THE OFFICE

BOAT LICENCES

Recently the DM & H have been vigilant in checking licences of people that are in charge of a vessel.

All vessels that have a motor (including rubber ducks) require the person in charge to have a licence and below is an extract from a DM&H publication:-

"Every type of pleasure craft that is propelled by a motor (even if it also has sails) in coastal or inland waters requires a licensed operator, regardless of the size of the boat or the power of its engine. Whenever a motor boat is being operated under power, there must be a licensed person in charge. Subject to that requirement being met, an unlicensed person may operate the boat provided both of the following conditions are met:-

- The unlicensed person must be at least 12 years of age; and
- the boat must not be operated at a speed in excess of 18 kilometres per hour (10 knots)."

We trust that all boat owners of the RSAYS have this licence or any person that could be in control of your vessel.

DINGHY DONATION

Recently we had a 10' clinker built dinghy kindly donated to the RSAYS by Mr Schiphorst. This dinghy although solidly built has been out of the water for quite a while and requires some maintenance. We are looking for volunteers with boat building knowledge to form a 'Working Bee' and if you can offer some time, please contact the Office.

FROM THE OFFICE

COMMODORE'S BALL

Bookings are now up to 120 and if you are considering attending this prestigious event may I suggest you make your booking now.

The price of \$50 per person includes a big band, supper, champagne, squadron riesling and claret, beer, soft drinks and port with coffee.

Tables are in tens, so make up a party and book with the Office.

AMERICAN RIVER RACE - The long weekend on 10th June 88.

We are conducting the above race and have organised a fun weekend. Showers have been organised, with BBQ, Fun Race around the harbor and a presentation dinner on the Sunday night.

Accommodation, at a good rate, is available for wives and if required, bookings can be made on the PHILANDERER.

The American River Motel have been very helpful in assisting us in making this a great weekend but we do require bookings.

Programs and booking slips are available from the Office.

ALAN WILKINSON

AMENDMENTS TO THE REGISTER

The following are amendments to the current Register of Squadron vessels not previously published in the magazine:-

ADDITIONS

ALCYONE	M J Hall
BEACHCOMBER II	T Mills
CHATTI	P A Reuter
HANNAH	R Phillips
JERRY HATRICK	C & D J Eaton
JOANNE	A Henderson
MARY DEE	J A & J M Morris
MARY ANN	P M & J M Last
RUBICON	M J Howels
SCOTCH N' SODA	T R George
TOP GUN	S Roccatti
VAGRANT	S Lord
VALHALLA I	R J Braid
WIRRA	R Harris

CHANGE OF OWNERSHIP

HOODLUM	D Smylie
MORNING AFTER	J Culshaw
SWEET CHARIOT	P Lucas
THE EMPIRE STRIKES BACK	H & M Soulsby
ZANTE	R Colebatch

CHANGE OF NAME

PLUTO (prvsly SHADOWFAX)
WILD ABOUT LINCOLN (prvsly WILD FIRST)

DELETIONS

ANDROMEDA, ARIEL IV, AUSSIE ROOLES, BIBBI, CELESTE III,
EVERGREEN, INDEPENDANCE, PELORUS, RUFUS L, SATIRICON,
EUSANI, WILLYWAG, ZONJA

DAVE HURFORD

Featured on the cover of this edition of "Squadron Quarterly" is Harry Cook's ANYNDAH. Designed in 1914 by Albert Strange, England's best known designer of small sailing craft in his time, this cruising cutter was built in 1928 by Searles for the late Norman Ford. She is 28' overall, 25' at the waterline with a beam of 8'6" and a draft of 5'6". She has a displacement of 8 tons and her original gaff rig had a sail area of 519 square feet. She is powered by a Volvo Penta MD2 twin diesel motor.

Originally ANYNDAH had no motor and was later fitted with a Morris 4 cylinder petrol engine by the late Doug Vercoe, who purchased her in 1954. Incidentally, she is the only vessel that he owned that was not named NAUTILUS. A later owner, Bill Martin, who took her to Sydney altered her original rig to her current bermudian sloop arrangement. Other owners include Keith Flint, Mark Tostevin and Roy Wooding. Harry has now owned her for over 10 years.

Her designer, Albert Strange, was a prolific designer of small craft. Many of his designs had canoe sterns, although ANYNDAH departs from this style. He won many yacht design competitions in his lifetime and his vessels received considerable publicity in yachting journals of the period. His supporters credit him with inventing, if not the saildrive, at least the concept of the inboard/outboard in 1915. He was also an accomplished artist and on his many cruises he sketched the places that he visited, and he also recorded many of the incidents that occurred during his trips in this manner.

The original vessel of this design, PHANTOM, was designed for a single hander who required a headroom below of 6'2". This amount of headroom was unusually large for a yacht of this length at the time.

Her designer described her as "a tubby little thing built round a cabin plan", however the yachting press of the day, whilst recognising her roomy well laid out interior, also praised her seaworthiness, speed, and her ability to windward.

In 1927, a larger version of ANYNDAH designed by Albert Strange, the 44' LWL cutter TALLY-HO, won the Fastnet Race. This has been recorded as the first of the "classic" Fastnets. There were 15 starters but due to the bad weather, only 2 finished. TALLY-HO was beaten over the line by 50 minutes by the larger 48' LWL schooner, LA GOLETA, but won the event by nearly 4 hours on corrected time.

Harry is a member of the Albert Strange Association, an English organisation dedicated to the preservation of the designer's creations for posterity. They are constantly tracing the history of the many Strange designed craft and recruiting current owners to their cause. Their present Chairman, Harry Murphy, is currently in Australia and he will return to Adelaide for a brief visit shortly. Harry Cook has been invited by the Association to go to England to address one of their meetings and he hopes to take up their offer. If anyone has any knowledge of Albert Strange designed vessels, Harry would be pleased to pass the information on to the Association.

Harry is committed to the maintenance of his vessel and she is well kept. Her french polished mahogany interior is a credit to him, and the mast is stripped right back every 3 years and 6 coats of marine varnish applied.

ANYNDAH is in regular use, and despite recent major surgery, we are pleased to see Harry back again

ANYNDAH

at the Club every Saturday. He has sailed her as far afield as Coffin Bay and he is a frequent sight off the Harbor on Saturdays with his all girl crew.

Although ANYNDAH is now 60 years old, it is very pleasing to see her still providing regular enjoyment for those who sail her. As a result of the efforts of her designer, builders, and her owners there is no reason why she should not continue to fill this role well into the future.

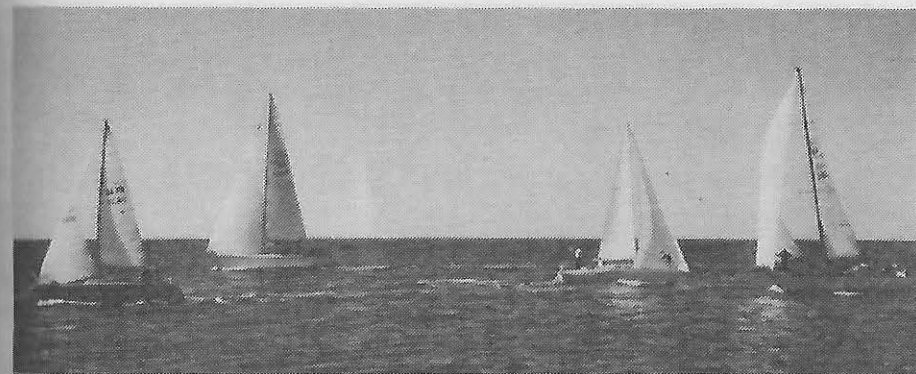
DAVE HURFORD

DO THE RIGHT THING!



Just think of yourself as a turtle slowly starving to death with an accidentally eaten plastic bag clogging your stomach.

EASTER AT VINCENT - 1988



(1)



(2)