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A Cruise in the Cutter Anyndah, 1935

HP Brownell

[Concluded from our last issue.]

Wednesday 13 February 1935

It was a beautiful warm sunny day, and we set off on what proved to be a very long walk to look for the wreck of the *Ethel*. We kept close to the coast and saw some magnificent sandy beaches and cliffs. At last we discovered the *Ethel* in a charming little bay closed in by two bold headlands (between Reef Head and West Cape). She was lying heeled over but outwardly intact well above high water mark, and there was a boiling surf on the beach. I remembered the *Ethel* in my boyhood in Hobart. She was an extremely smart [and] well kept barque, and I always admired her. The words *Ethel London* were still visible on her stern and a portion of the beautiful scroll work in carved wood near the figurehead, which has disappeared.

We explored and took some photos, and then we had a swim in the surf and also saw the remnants of the wreck of the steamer *Investigator*. [This is a mistake: the ship was the *Ferret*.]

[The barque *Ethel* was lost on 4 January 1904 and SS *Ferret* went up at the base of Reef Head on Sunday 14 November 1920.]

We stowed the dinghy on top of the house and put 2 reefs in the mainsail, as there were signs of a change coming up and we didn't want to be caught unprepared if we had to leave the anchorage in a hurry.

During the day several boats came and anchored in the Bay, Bermudian sloop *Vamp* RSAYS, Guy Haselgrove; MY *Martindale*, JT Mortlock; fishing cutters *Sunbeam*, Tickley; *Zephyr*, C Peterson, *Hero*; one unknown out of Port Pirie; fishing ketches *Sea Hawk* and *Janet*.

Thursday 14 February 1935

I left Pondalowie at 8 am, wind E, all signs of an unpleasant day. Weather forecast, southerly and westerly winds. Sailed with 2 reefs, jib and staysail, anticipating hard wind.

Sailed through Althorpes close hauled and approached KI opposite Snelling's Beach. We proceeded eastward along the coast of the Island by short tacks. There was almost a flat calm and we anchored in Emu Bay at a point where the highest sandhill closes in on a cliff between two table-topped hills with the reef on Cape D'Estaing completely covering the points further west. At about 11 pm the wind came from the NW and quickly increased in strength. We paid out 35 fathoms of chain, anticipating an early change to SW, when we would have been sheltered by the shore, but instead the wind kept in the same quarter and increased to a very hard blow. Conditions became increasingly difficult and we prepared to beat out to sea. A third reef was taken in the mainsail and the sail hoisted in readiness to clear out if the anchor dragged. It looked as if it would not be possible under those conditions to get the anchor. We were riding to a spring fastened to the mast. A line was also attached to the anchor chain clear of the bow.



A breeches buoy was rigged to the wreck of the *Ethel* to rescue men from S.S. *Ferret*, 1920.

The other end was on a life buoy, so that in the event of having to slip the anchor and let all the chain run out, the anchor could be recovered later.

As the anchor continued to hold, we finally lowered the sail and had a rest, but kept in our clothes all night. The wind gradually abated, and about dawn there was a change to south-west (light).

[They paid a brief visit to Kingscote.]

Saturday 16 February 1935

Up about 5 am and had a very hearty breakfast — 3 chops and 2 eggs each. Got under way at 6:40, wind very light south. When clear of the Kingscote spit, the jib was taken off and the balloon foresail hoisted. This sail proved very

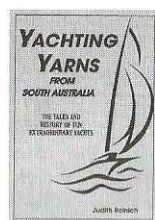
useful, as the wind became more easterly as the day advanced. Good progress was made, although the wind was never strong and there were some very light patches.

We passed Port Noarlunga at sunset. There was a fairly fresh breeze off the bay at Sealiff, but after that the wind fell away and there were long patches of flat calm. When opposite the pool at the Outer Harbor, it was necessary to lower the dinghy and tow the yacht to the Squadron pontoon, where we tied up. This was at 5 am on Sunday morning...

Thus ended a very successful and interesting cruise.

[The conclusion to the cruise was one of the many penalties paid for not having an engine in *Anyndoh*.] 60

Book Review



Yachting Yarns from South Australia: The tales and history of ten extraordinary yachts. Judith Roinich. ISBN 1 74008 156 0. Seaview Press, Henley Beach. 73 pages, 10 illustrations. \$19.95 (including postage) Obtainable from PO Box 32 West Beach SA 5024. Copy donated by the author to the Tom Hardy Library.

Reviewed by Peter Last

This publication has a lot of material of interest to Squadron Members. In easy prose Judith Roinich recounts salient information about ten local vessels. She strains the definition of a 'yacht' to include *Falio*, which was a commercial trading vessel before she was acquired by the South Australian government, as was the schooner *Punkeri*, which sailed long ago on the Lakes under several names. No matter, for the information on both justifies their inclusion.

The ten yachts include samples of those dedicated to racing, those who simply go

cruising, and those who take their skippers and crews to exotic places. It is a good mix, providing a balance of interest for all.

I found a lot of information I hadn't known, and at times would like to have known more. The method is journalistic rather than formal, so we are not given the full dimensions of the craft, only their stated lengths, without knowing if these are LOA or LWL, let alone beam or draft.

Being a pedantic editor, I would have liked more precise proof-reading of passages such as, "They had torrential rain without the wind, 2 playful whales accompany them, seen three other yachts, caught 2 big dorado and picked up a pigeon passenger who stayed for almost 2 weeks and named "Turdbird" because of his daily activities."

There are unnecessary exclamation marks and dashes sometimes replace proper punctuation. I must confess that details like that can grate enough to be distracting at times, especially as they are avoidable.

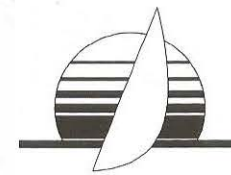
With that small criticism, I can recommend this little book as being intrinsically interesting and good value for its low price. Support from the History Trust of South Australia no doubt contributes to that.



David Atterton talks sailing to students of St Andrew's School, Blackwood during their annual excursion to RSAYS.

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