

Carinya SA154S

Built 1928

J.P.Clausen & sons Birkenhead SA

Launched as Pioneer

Owner – Unknown

Naval Forces of the Commonwealth of Australia appointed Skipper Albert Stennett N.A.P to duty on His Majesty's Australian Ship "Pioneer". 3rd April 1944

Sold - Renamed Glenmona

Owner Harrold & Clarice MacDonald (Harold then purchased the motor sailor Para still floating in the gulf somewhere)

Sold - Renamed Carinya

Owner Dr Max & Joan Cooling Bought 18th August 1967 Sold 17th November 1986

Sold - Renamed Key Largo

Owner Wayne Lowen

Sold - Owner (CYC live aboard)

Owner Peter Gibbard

Carinya (Aboriginal for Family Home)– Cooling history

Motor Sailor

Moored at RSAYS Chain Moorings

DR Max Cooling RSAYS Commodore during ownership

Family of Four daughters and one son.

Slipped at Searles Boatyard every September for 2 week duration

Slipped at RSAYS mid year for bottom scrub

Canvas Sails replaced with modern sailcloth

Current Perkins engine and engine box was installed at Searles during early ownership.

Deck canvas and forward upper gunwales replaced and raised.

Upgrades included Aux engine for power generation and propulsion. , Deep Freeze, Power Generation, Dinky Davits, anchor winch and anchor bowsprit, auto pilot etc. Extended rudder area to improve steerage when attempting sailing – never 100% success.

Always painted White with Navy Blue waterline, cream decks and pale blue roof with varnish/oiled cabin. Red antifouling.

Cruised including various family members to Port Vincent, North Shore of Kangaroo Island, Port Lincoln, Sir Joseph Banks Group at various times during traditional holiday times.

Always used sail to steady her from rolling seas. Max speed was around 8.5 knots and cruised at 7.5 all day. Auxiliary motor achieved around 4knots.

A very well used and loved boat whilst Max was alive.

Often cruised in company with Dean and Norma Patterson's Pauline now at Goolwa

During early ownership almost sank on mooring after another boat broke loose from their mooring and holed the Port side bow at waterline. Limped to Searles for repairs that resulted in revised stem post design.

Well maintained and had full cover to protect cabin varnish and later oiled cabin.

Carinya was a registered British ship and had the right to fly the blue ensign (without stars)