

AMENDMENTS TO THE REGISTER

The following amendments to the Register of Squadron Vessels included in the 1985/86 Year Book have occurred since publication of the previous newsletter:-

ADDITIONS

BREMEN	H & E Reich
CROWEATER	B J Purvis
JADE	J P Gaylard
MISS ANNE	J DALE
OM SHANTI	A Cremonesi
PELORUS	K White
PEREGRIN	C J Pearman
RUBICON	P L Jarman
SUSANI	F C Holmes
TAIZ	B Everitt
TEMASEK	C J Mackie
TERADITA	R S Lawson
TRITON	B Mellors & R Knill

ALTERATIONS

BELLA	R Henshall
FAT CAT	R D & N H Graham
FIONA	D Seaton
SHADOWFAX	P H W & H H Van Beusichem
WAR GAMES	Add YC prefix to sail number
WATERFRONTIER	Add YC prefix to sail number
ZITA	D Wison

NAME CHANGE

FARR BRIGADE to AMON RA

DELETIONS

SERENE
SHELLEY LEE

DAVE HURFORD

TALL SHIPS AUSTRALIA 1988

There is a certain dignity and splendour associated with the era of the square-riggers. In the mid 1800's, seafarers pitted their strength and their wits against the unpredictable elements in conflicts which, every so often, were unequal. Opium clippers. Lumber schooners. Silk and spice clippers. Grain windjammers. Tea clippers.

Those that sought safe anchorage in Australian waters opened the way to an era of sail in the Southern Hemisphere that was unprecedented in contemporary history. As the wool trade developed, magnificent sailing ships vied in friendly competition in an effort to grab the record and the glory of being the fastest clipper ship on the Australian run.

It was the beginning of a maritime adventure that has seen sailing ships visit Australia from all over the world.

Sadly, there are too few square-rigged and fore-and-aft rigged ships remaining these days. Too few reminders of the romantic ceremony of yesteryear. Today, not more than a few dozen are afloat and most of these serve as sail training vessels.

There is an obvious anachronism in maintaining a sailing ship for training in an era of ships using modern technology. The point is often argued but there remains another side. Many countries maintain the belief that nothing can equip a young person better for the future than a spell in a real wind-ship. And although it is understood that seafarers are not made by a few weeks every year under sail, at least they are better off for the experience. The experience of being in active, intimate contact with the sea.

In Australia, this form of sail training is as yet in its infancy, but the spectacle of a fleet of tall ships, both large and small sailing in Australian