



Ilina

Jim Polson renamed her *Ilina*, which is Aboriginal for 'we two' — not *Ilena*, as suggested by both your correspondents. With Polson as skipper and Murray Gowling as sailing master, *Ilina*, often

with a crew press-ganged from the skipper's business, took on a new lease of life. She took part in most of the Squadron races and cruised extensively, often with a crew of sea scouts or anyone else who had a bit of spare time. She always seemed to be coming and going, and attracted media interest with her role in rescuing shipwrecked sailors and boats in distress.

In 1960 the World big Game Fishing Championships were to be held off the North Island of New Zealand. Jim Polson, by then better known as the Master, decided he had to be there, and, of course, one needed a boat, and what better than his own. So six of us were invited to help him take her to New Zealand, which we did. We covered Adelaide to Mercury Bay, Whitianga (the last resting place of HMS *Buffalo*) in just sixteen fairly interesting days.

On her return to Adelaide, *Ilina* carried on cruising, and at one stage took on the role of coastal freighter. The Master decided to build a holiday house at American River, so nearly all the timber, roofing material and fittings were shipped over, along with some helpers. It took a number of trips, but it was done.

During the sixties the Master won an aeroplane in a lottery, learnt to fly, became hooked and decided to sell *Ilina*. At the same time he gave thought to winning a Sydney-Hobart Race with a new boat. That's another story.

A young Rupert Murdoch became her new

owner. He sailed her extensively out of Sydney. She did several Sydney-Hobart Races and cruised to New Zealand before he sold her. He told me this was to a group intending to sail her to South Africa, which they did. Unfortunately she piled up on a reef off the coast of Africa and was declared a total loss. It was a sad end for such a magnificent ship.

About two years ago I was reading an English yachting magazine and noticed an advertisement for charters in the Virgin Islands, complete with photographs. To my surprise, there she was, storming along under spinnaker and mizzen staysail, manned by a lusty looking crew, obviously on the lookout for virgins. She was advertised as the famous Australian built Alden ketch *Ilina*, now fully restored, once owned by media baron, Rupert Murdoch.

Brian Taylor

According to Gifford Chapman's magisterial book *Wooden Fishing Boats*, Peter Clausen set up a boat building business on Fletcher Road, Birkenhead in 1916. In 1923 he built a vessel named *Four Winds* on the bank of the River Murray at Mannum for Captain JG Arnold. Quite likely it was his first large keelboat. One of the newspapers, frustratingly not identified in the Large Red Newsclippings Book, reported, 'The staunch little vessel, which will be yawl rigged, is built of Australian timber, the hull being of

well-seasoned jarrah and the deck and fittings of kauri pine. She measures 51ft 6in overall, with a 15ft beam and a 46ft 11in waterline. She has a moulded depth of 4ft 9in and a draught of 7ft 2in, and her sail area is 1,561 square feet. The vessel will be fitted with a 15hp petrol engine, built by the Berguis Launch Company of Glasgow. The yacht will have cabin accommodation, including the necessary cook's galley.'

Her proud new owner took her through the Murray Mouth to Port Adelaide, before setting out to cruise the Pacific and the islands of the Dutch East Indies. He never got there. On 1 July 1923 *Four Winds* was dismasted in a gale off Cape Liptrap and driven ashore, to become a total loss. Captain Arnold was washed overboard and was lucky to survive. He bought a second vessel in Sydney, also called *Four Winds*. In January 1928, off Henley Beach, she burned to the waterline and sank. There is no record that Captain Arnold tried again.

The shed expressly built on Fletcher Road for the construction of *Suzelle* is still there. Her length of 59ft 10in was deliberate, as at that time vessels 60ft and over required a pilot or a pilot's exemption to enter and leave the Port River for the Gulf.

Jim Polson named *Gip* for his three sons, Geoffrey, Ian and Peter. She passed to Don Taylor, was sold to Sydney and brought back to the pool as *Reprise*. Polson's motor boat *Pegria* similarly derived her name from his sons. *Yampi* was South Australia's first aluminium yacht and her name was an acronym for the company used as a vehicle to build her — Yachts Aluminium Pty Ltd. Advertising in yachting was then strictly forbidden, and Jim Polson wanted a name that would place him at the end of the radio skeds for the Sydney-Hobart Race. He installed the Squadron's first refrigeration unit in the Clubhouse for what were then illegal drinks in about 1963. For all we know, parts of it may still be working. — Ed.



Mock Sarah, Owen Trewartha, Jim Polson, Jim Howell, Brian Taylor, Paul Bruer, Reg MacDonald, delivery crew to New Zealand in 1960. (Brian Taylor)

New Vessels on the Squadron Register

<i>Family Matters</i>	Andrew Holmes
<i>Hoodwink</i> (change of name)	Donald Halley
<i>Its Magic</i>	John Deniet
<i>Kinetic Energy</i>	Andy Shipp & Lesley Smith
<i>Livingstone</i>	Kevin Read
<i>Mereki</i> (new owners)	David & Madeleine Searle
<i>Oberon</i> (new owners)	Warwick Williams & Linda Tuckwell
<i>Obsidieme</i> (new owners)	Kevin & Mariana Ormsby
<i>Sea Lark</i>	Rod & Chris Evans
<i>Sole Trader</i>	Ross & Karyn Almond
<i>Southern Myth</i>	Peter Riddell
<i>Spindrift of Belair</i>	John Mc Donald
<i>The Other Annie III</i>	John Phillips & Annette Rogers
<i>Windsong</i> (new owner)	Trevor Chilman