



**Playford/Alinta Power Station**

.... Continued from page 35

sandy beach, and very sheltered. The night became interesting with the boats dancing and circling with the tide. Alan Down had a picture of their overnight track which looked like a child's scribble. Two hours more motoring with no wind, past a number of often very big houses with views to the ranges on the western side of the channel and the three boats reached their destination on Friday 17 March.

#### Port Augusta

How different Port Augusta looked from the water! The small marina holds three keelboats, with many boats moored just across the channel. Still water, the long road bridge and the southern Flinders Ranges provided a spectacular scenery. Walking distance to the east was the very

attractive yacht club with its spectacular view. Committee members met the three boats and went out of their way to help. The shops are close by but the laundromat and fuel a long way off. Many trips were given to collect what was needed and the club opened for twelve showers. There was disappointment that this hospitality was not able to be reciprocated as it was drinks only that night, and donations were politely refused. As the night was still, Phil Tassicker volunteered to watch the boats on the marina while everybody else ate nearby.

A day later and on flat water, *Aqua Lass*, *Epiphany* and *Playtime* motored into Port Augusta having left Ward Spit at 0515 because of the 2 kt tide as the gulf narrows. As they went north, they waved to *Crusader*, *Salacia* and *Ellös* coming south. The welcome and hospitality from yacht

club members was repeated for them, although they returned to Curlew Point that night with a poor forecast coming.

#### Beating south

On the way south, the Colebatches checked out the new marina at Port Pirie. Peter Major, a long-time member of the Royal Port Pirie Yacht Club, welcomed them to the club's new marina, announcing that *Aqua Lass* was the first keelboat to tie up there. While the clubhouse was not open for trading, again they were given warm hospitality and access to showers. A club burgee will be presented to the Squadron at the next Members' Quarterly Meeting, and RSAYS and TSASA burgees have been mailed to their Commodore. While there was no fishing at Port Pirie, Phil coxed for a Masters' rowing eight as they were a member short for their training.

The Squadron keelboats and others from CYCSA reassembled at Wallaroo to restock for the homeward journey.

#### Home Again

From Wallaroo the unrelenting southerlies were not as bad as was feared. The cruise had gone far too quickly and all were sad to leave Port Augusta, the northern Spencer Gulf with its ranges on both sides and the marvellously hospitable country sailors.

Sue Richardson said "It was all great fun and our thanks to Annie Rogers and John Phillips for setting it up and giving us the nudge to explore more of our local waters."



## THE LITTLE BLUE SAIL - Moncer's Diesel Saver

By Di Moncrieff



**E**ARLY morning cruising in Tasmania, before the sea breeze kicks in, is often too light to make much headway.

Shorthanded and too lazy to hoist the old spinnaker, with all its attendant paraphernalia, Ian and Di Moncrieff on *Pied Piper II* ordered a self-furling MPS. What a beauty she turned out to be!

Dubbed *The Little Blue* to remind them just how big she appeared when they first saw her laid out at the sail loft, she proved perfect in the light morning airs and flat water of the d'Entrecasteaux Channel. So there was great fun last season trying her out.

Special attractions were the Seldon furler and associated AT-cable (anti-torsion) which enable the sail to be furled quickly and safely from the top. That cable allowed the rolled sail to drop through the forward hatch, curling into a bin below the forepeak bunk – or it could be left hoisted for later use. The *Piper* happily carried *The Little Blue* at apparent wind angles between 65 and 150 degrees.



**M**y yacht, which is 10 years old, was a 55th birthday present from my late wife, Kathy. She is a Bavaria 42 Cruiser, 12.8 metres long, with a beam of 4.27 metres and she draws 1.92 metres. Her mast is 22 metres off the waterline and she weighs approximately 11 tonnes. *Miakoda* is an excellent sea vessel and is adequately powered with a 55 hp Volvo-Perkins motor, which is attached to a sail drive with a three-bladed folding propeller. She was made in Germany, constructed in Pittwater and was displayed in the Melbourne Boat Show in April 2007. She was named *Miakoda* which is a North American Indian word meaning Power of the Moon. Naturally it suited the yacht.

We took delivery of her on the Thursday before Easter in 2007 at the Sandringham Yacht Club in Port Phillip Bay. With a crew of Barry Allison, Bruce Macky, Les Rishworth, my daughter Kerri and me, we headed off for the mouth of the Bay. Little did we know that the tide tables for the area were incorrect for that day and the slack water wasn't due until an hour later. This caused a little concern as the wind against the tide created waves of a significant size. Luckily Barry Allison, an experienced sailor, was on the helm and steered us to calmer waters through the heads. We endured big seas and strong winds for about two nautical miles before we could bear off heading west towards South Australian waters.

My daughter Kerri, who thought it would be a typical Garry Read adventure, was expecting champers and gourmet nibbles, but sadly not. Instead it was a new yacht, with a crew who were learning on the run. Even with moderate weather conditions, Kerri managed to test the plumbing early on in the voyage. The voyage was reasonably uneventful as the weather conditions improved, and we managed good speeds most of the way towards Cape Jervis. However, on the last leg the weather conditions deteriorated and the wind turned directly on the nose. We chose to motor the last stretch to the RSAYS. The voyage took us 68 hours from the marina at the Sandringham Yacht Club to the berth at the RSAYS.

*Miakoda's* accommodation consists of a forward master cabin with an ensuite and two cabins aft either side of the engine compartment,



**In her berth at RSAYS**



## MY BOAT: *MIAKODA*

By Garry Read



**Garry at the helm**

all with queen size beds. There is another head and shower for guests and day use adjacent to the rear port side cabin. The saloon has a galley with a gas stove and oven, a double sink and two refrigerators. Storage and bench space is considerable, with additional bench space when the stove hot plates are covered. The settees and dining table comfortably sit eight people. Like all boats, storage compartments are all over the place and they certainly hold lots of gear, clothing, safety equipment, food and drink.

In terms of the use of *Miakoda*, she has travelled around Gulf St Vincent extensively and to Kangaroo Island a couple of times. She has been a great source of enjoyment for my family and friends.

I'm happy to show *Miakoda* to members if they would like.



**Saloon**