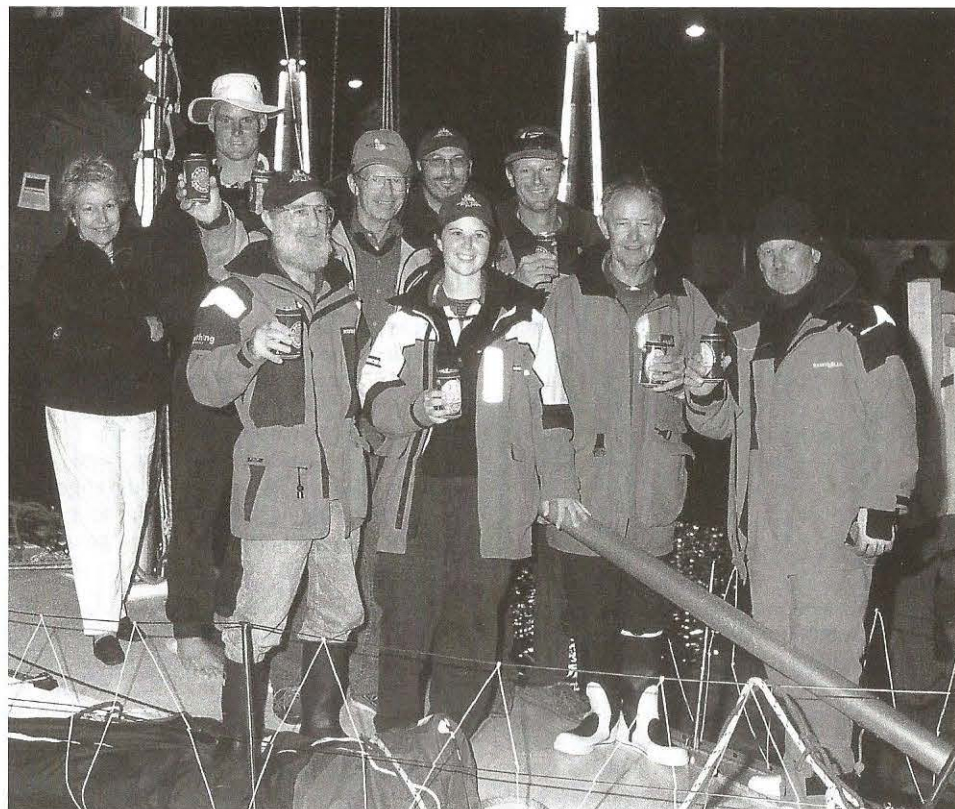




Epsilon in Constitution Dock. Front Row Fred Tromp, Amy Jordan, David Henshall, Rod Becker. Back Row: Dee Henshall (welcoming them to Hobart), Michael Birks, Jack Tromp, Lyndon Bartlett, Michael Tromp. (David & Dee Henshall)

remainder of Storm Bay and all the way up the Derwent River, averaging 8 knots from the Iron Pot to the finishing line. We crossed with spinnaker up in fading daylight at 2050 hours on 30 December, which was 24 hours better than last year. There was much applause and cheering from many onlookers, family and friends as we entered Constitution Dock in the gathering dark. It was a splendid finish to a great race!

The good result is put down to a basic good design by Van de Stadt; a very strong and well built boat (wood/fibreglass sandwich and no delaminating here!); meticulous preparations for soundness of the boat and rig; sail inventory; a lot of collective sailing experience, with much learned on all fronts from the first two

Sydney-Hobart Race campaigns; and great teamwork, with a crew (including a female member) who had worked together before. Four of them race regularly throughout the year and five were common to all three Sydney-Hobart Races. We all remained amiable and good companions throughout the often cold, hard and wet conditions.

All ably skippered and led by young Michael, of course!

Epsilon arrived back in Adelaide on Sunday 13 January, after a round journey of 2,870 nm. On 20 February I set sail on the replica of Captain James Cook's bark *Endeavour* from Hobart to Rio de Janeiro on a non-stop ten-week voyage via Cape Horn. SD

Reprieve's Adelaide-Lincoln win

David Barnfield

Weather conditions for this year's Quin's Blue Water Classic Adelaide-Lincoln Race were ideal. The 72-boat fleet started in a fresh 20-24 knot SSW for a hard beat to Henley, followed by a port tack to Marion Reef. The wind moderated to 14-17 knots and veered during the leg along the foot to Cape Spencer. Although it lightened, there was enough to keep leaders and back markers moving in the right direction all night.

On *Reprieve* we had our usual conservative start and enjoyed the 'sprint' to Henley in plenty of breeze, with full main and No 2 before rolling a short reef in the main off Grange. Once round the buoy at Henley, we laid the course to Marion Reef. It was a great night on the water: clear and warm, and the seas probably favoured *Reprieve* with her heavy displacement design, but may have slowed some of the lighter boats.

Around 0500 we changed to a bigger headsail and waited until the sun was up before setting a

kite abeam West Cape. Luckily we were able to carry the spinnaker to Dangerous Reef and finish under genoa with the breeze staying in.

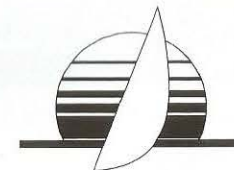
Being a 41 year-old timber yacht with a waterline length of 24ft, *Reprieve* has a generous handicap. Combining this with excellent crew work and attention to helming proved decisive. Crew Eric Taylor, Kate Jennings, Michael Fuss and Adam Tassicker deserve a special mention, as we all met as a team for the first time on race day. While three of us had sailed together before, Adam and Michael were last minute replacements who agreed to come along at very short notice.

It was fantastic to win overall and everyone was pretty excited. So excited in fact that only Kate managed to get to the presentation on time, making a fine impromptu speech.

The teams' trophy, claimed by the Squadron, was an unexpected bonus we were privileged to share with far more seasoned campaigners.

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Eric Taylor, Kate Jennings, David Barnfield, Michael Fuss, Adam Tassicker celebrate their win in *Reprive*. (David Barnfield)

As it may well be a long time between drinks, and as I missed the opportunity to say something in Port Lincoln, I wish to place on record my thanks to Jim Howell for the chance

to go to Hobart way back in '89; and to Bill Strangways and Jim for always taking the time to personally acknowledge *Reprive's* better performances!

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Wandering thoughts on South Pacific cruising

Di and Ian Moncrieff

Di and Ian Moncrieff left Brisbane last May on *Pied Piper II* to cruise New Caledonia and the Vanuatu archipelago. Vanuatu proved to be such wonderful cruising territory that they left *The Piper* on the hard in the Vila boatyard for the summer and flew home. They have persuaded Phil and Marlene Tassicker to let them crew on *Crusader* when she sails to Vila in May this year. *Pied Piper II* will then journey north through the islands again.

An enduring impression of our 2001 cruising season is one of doubt. Serious doubt that the time and energy we as Australians spend creating and maintaining our sophisticated society, delivers a lifestyle any better than that of relatively simple social and economic structures.

What has caused this nagging doubt? Vanuatu is the culprit! We cruised the central islands last year, spending about three months there.

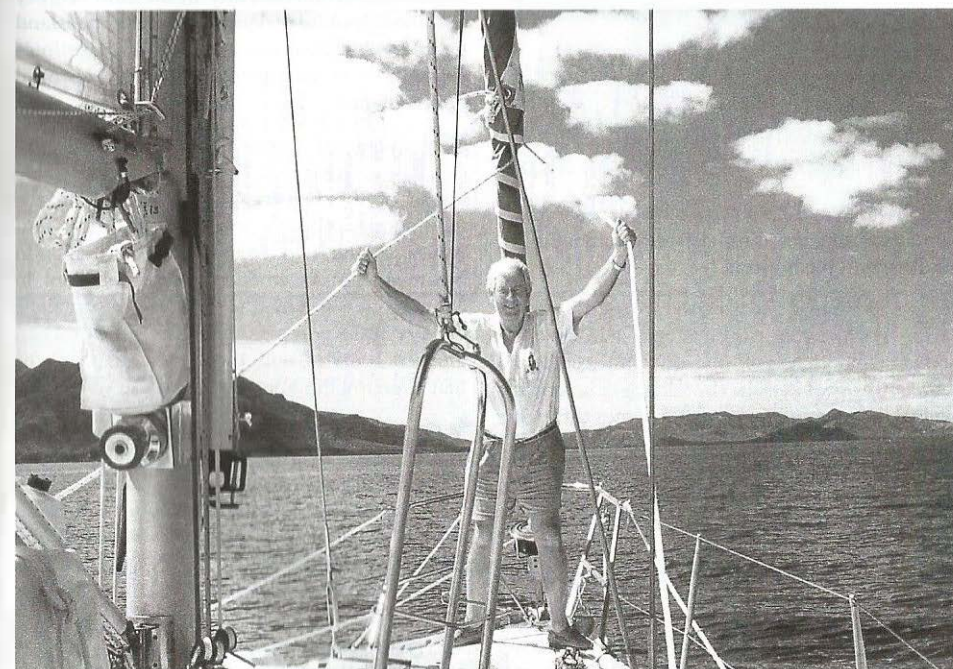
The balance sheet looks something like this:

Community life: Family connections are very strong amongst Ni-Vanuatu.

Children relate daily to a whole host of people of all ages. Each has a vast network of familiar people to care for it. We saw children cry twice only, when toddlers were afraid of us the strangers. We saw no attention-seeking children. They are safe to roam and play, in the rainforest, the garden, on the beach, in canoes or in the warm sea.

Restrictions on children are few. Tired? Then sleep, no matter that the little one is perched in the bow of a dugout canoe. Hungry or thirsty? Then eat and drink. Children climb coconut trees from an early age.

Adults also enjoy a huge network of familiar people; one can't imagine a Ni-vanuatu being lonely.



Ian Moncrieff at the bow of *Pied Piper II* inside the lagoon at New Caledonia towards Woden Canal.