

By Kevin Kelly, *Passport*



Kevin Kelly with *Passport* at the Squadron

**S**TATE borders opened on 23 November 2021 and I was on the next plane to Sydney. After following a boat on an online sales site for two months, chatting to the owner and reviewing the pictures, the time had finally arrived to inspect the boat and negotiate a sale. The boat, currently called *Passport* was to replace *Musetta*, my previous boat of 13 years. The boat, an Austral Clubman 8, was moored in Sydney Harbour outside the owner's property at Balgowah (near Manly). The inspection went well, and the boat had all the features I was looking for, with good sails, good trailer and various extras. I agreed a price with the owner and arranged to pick the boat up the following week. The owner then took me for lunch and a chat in Manly. He had enjoyed the boat and was keen to stay in contact with me and learn about her adventures after I returned to South Australia. The following Tuesday morning, the Road Trip to Sydney began when I picked up a friend Rob Hutson at 0600 hrs. We shared the driving in great conditions and made it to Wagga Wagga on the first day. We had a COVID-19 test as soon as we crossed the border into NSW so we could meet the 72-hours testing rule for our return. On the way we noticed flooding in the waterways and along roadsides as a result of heavy rains in Northern NSW. The next day our trusty GPS enabled us to navigate the remainder of the way to Sydney, and quick navigation by Rob enabled us to reach Manly by mid-afternoon. We stayed in beach-front accommodation that night and enjoyed a relaxing few drinks after the long drive. The boat was waiting for us at Noakes Shipyard (McMahons Point) the following morning. Noakes is located at the bottom of a typically steep harbourside hill, and the entrance is via a single lane driveway with a hairpin, sloping bend. After about two hours preparing the boat for the road trip, handing over the money and receiving the papers, we were ready for the return trip. The first challenge was the hairpin bend at the top of the driveway. We measured it out while stuck at the top of the driveway, with other vehicles waiting to get in or out. It just wasn't going to work! Fortunately, Rob noticed a council worker opening a gate to a fire track directly in front of us, so he followed on foot and realised the track led to an oval. We quickly took advantage of the opportunity and followed the track to the oval to do a U-turn and get back up the hill in the right direction. The previous owner led us to the motorway and we were on our way. Towing on the unfamiliar motorway was quite stressful, but we eventually made it to the Hume Highway. The traffic was crazy, with a constant procession of heavy vehicles passing us. We stopped at Marulan for a quick break and to purchase meat and wine for the evening stopover barbecue. As I was unfamiliar with the trailer, we kept our speed to around 80-90 kph on the highway. This proved to be a good move because as we were approaching Gundagai

en route to Wagga Wagga, the trailer shredded a tyre. We stopped quickly, and found no damage other than the tyre. Luckily, I had the right gear on board so we were able to replace the tyre without too much drama, despite the heat and constant trucks. That was enough for the day, and as I was concerned the same thing might happen with another tyre, we pulled in at an RV park at Jugiong on the banks of the Murrumbidgee River. This was a great spot and the boat was our accommodation. We had a great barbecue, a bottle or two of red and shared our stories of the day. Coincidentally, another camper in the park was a member of the NSW Trailer Sailer Association and joined us to talk about their sailing exploits. Other campers asked if we planned to sail the boat down the flooded river back to SA! The next day I inquired in Gundagai about replacement tyres but they were sold out so we had to travel inland through livestock farms and hilly countryside to Cootamundra, where the local dealer had three tyres (our spare was brand new). He was very accommodating and replaced the tyres within an hour. While in town, we also stocked up on wheel bearings, just in case. The time taken to replace the tyres meant we were delayed and would not make the border within 72 hours of our original COVID-19 test so we stopped at Hay and had another test, fortunately with no waiting. We made it to Balranald that night and again stayed in an RV parking space next to silos and an oval. Rob cooked another great barbecue and we went to pub for a few quiet drinks with the locals. The next day we received the results of the COVID-19 test before reaching the SA border, so we felt confident about getting home without any problems. There were no check points crossing the border from NSW into Victoria so we continued on to Yamba. The police check at the SA border went well, as we had completed the check-in app and received our test results. One more COVID-19 test was required, which we did straight away at Yamba, again with no waiting. The remainder of the trip was fine and we made it to RSAYS by about 1700 hrs that afternoon to end the *Passport* Sydney-to-Adelaide journey. The boat is now ready for sailing and I can't wait to take her cruising with the Trailer Sailer Association of SA and race her at RSAYS. The first major event will be the King of the Gulf regatta. I would like to say a big thanks to my co-driver Rob Hutson for sharing the adventure with me.



*Passport* under sail

State of Origin Yachting  
In the State mooring facilities race, we come last.

By David Eldridge

**I**F you register a motor or sailing yacht in Queensland or New South Wales you pay around \$414 per annum, the same as you would pay in South Australia. In Tasmania you would pay \$81 per annum, but that is another story. In Queensland and New South Wales, you get access to a network of some 300-plus state-installed and maintained public/safety/courtesy moorings as pictured here. In South Australia there are none. The registration fee on a 40-foot yacht in South Australia in 2022 is \$414 per annum and this fee increases every year. Out of that registration fee \$127 goes into a 'facilities levy'. As a South Australian registered yacht owner, what do you get from that levy fee? When I recently proposed to the Minister of Infrastructure and Transport, the Hon Corey Wingard, that a mooring network similar to that in Queensland, New South Wales and Tasmania would result in increased local and interstate tourism and associated safety, the reply from the Minister was: "DIT has advised that the State Government does not provide mooring areas due to the existing services provided around the state." I suppose the next question should be, what existing services? Over the last 10 years it is estimated that yachts, both motor and sail in the 30-foot to 50-foot range, have paid over \$6.5 million in registration fees. It is surely not too much to ask that a portion of this fee be used to establish and maintain a network of quality moorings in areas like Kangaroo Island, Yorke Peninsula, Port Lincoln, the Port River and the Sir Joseph Banks group. Any yachts that travel along the eastern seaboard or to Tasmania are blessed with a magnificent network of safe state-maintained moorings. If a South Australian state network could be established, then South Australia would attract interstate boats to cruise the areas suggested and a wide range of other areas of our coast, significantly increasing regional tourism. Please contact your local Member of Parliament and suggest that some equity of service needs to be provided here. If we don't ask, we will not get.



**RSAYS Cruising Moorings**  
RSAYS moorings have been laid at Edithburgh, Oyster Bay, Port Vincent and Black Point. Please refer to page 20 of the current Year Book for the approximate positions. We suggest that Members refer to the safety advice and protocols for using these moorings.

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