

THE SEVEN SEAS CLUB of AUSTRALIA

"TO PROMOTE AND FOSTER THE COMRADESHIP OF THE SEA"

Founded 1968

Incorporated 1996

An elected COM shall run the Club in accordance with the Articles of Incorporation & Standing Orders

NEWSLETTER No. 96 Autumn 2024

Greetings Members

After a windy summer, it was good to have a late burst of good weather recently and I hope that many of you have been able to enjoy time on the water.

It was on a sad note that I was informed recently of the demise of the old Port Adelaide Sailing Club building to make way for residential development. SSC member Dave Rickard spent a lot of time there along with his father, who kept his historic boat the "Lincoln" in the pool for many years. Dave sent me an article that he wrote for the Advertiser to include in this newsletter.

As shown in the articles about recent meetings, once again we have enjoyed the illuminating presentations from our guest speakers and the fellowship of members.

Thank you to those who have sent in contributions for this edition of the Newsletter; in particular:

Kel Watson, for the President's Report, Captain Peter Thomas for his monthly historical notes as well as the "Dollface" article; Trevor Powell, who once again has shared his excellent photos of ships at Port Adelaide as well as those photos taken at recent meetings. Trevor has also included descriptions of the ships that he has researched. These are always an interesting edition to the newsletter. Thanks are expressed to Peter Allen AM, who has sent in the Annual Report from the Baxter and Grimshaw Foundation and thanks to Capt. Bob Smedley for sending the Banyan story.

Thank you once again for the contributions from our members and please keep the articles flowing in.

Fair Winds,
Terry Beaston



This model of the HMS Investigator has been donated by Ken Messenger to St. Mary's Church, Donington, in England as part of the ceremonies commemorating the 250th anniversary of the birth of Captain Matthew Flinders, as mentioned in the report below.

PRESIDENT'S REPORT Kel Watson – April 2024

Fellow members, this is my first President's report, but as I have only just been appointed, I really do not have much to say, certainly in the context of accomplishments of this presidency.

We do have a few things to consider in our future. One is the question of venue. A lot has been done to try and rectify this situation. Sometimes it feels like we are taking two steps forward and one step backward.

After speaking with several of the members, it seemed that the consensus is that we need to raise the prestige of our club. The venue has a significant bearing on this.

I do feel that pubs are not the answer for the club that ours professes to be.

Most of us seem to think the Naval Military and Air Force Club is our favourite choice, given the previous issues that we have had with the PSC.

One consideration though is the cost. However, costs at PSC and other venues are increasing to a similar level.

It would be easier to attract new members and guests to this type of establishment. This might also attract speakers that also have a direct relationship with the sea, which is desirable.

We also have a marketing plan underway and more information will be available as milestones occur. The website is to be revamped with links to files such as videos of speakers and photographs of events. A recent successful brainstorming session by members of the Focus Group identified positive signs of increased marketing opportunities.

Trevor Powell has started a club Facebook page and although very much in it's infancy, with little content so far, it is another way we hope to promote the Club.

In July, Ken Messenger is travelling to the Old Country to attend the reinterment of Captain Matthew Flinders. This is to happen at St Mary's Church, Donington, Lincolnshire.

Ken has donated a model of HMS Investigator made by late Commander Dennis Smith, a previous President of our club.

This model will be permanently mounted in the church adjacent to Matthew's final resting place.

Whilst in the UK, he will meet with members of the SSC of London.

Don't forget our special 'Flinders Night' dinner meeting for April 17th. A notice for this meeting will be distributed shortly.

So that wraps it up for me.

Fair Winds.

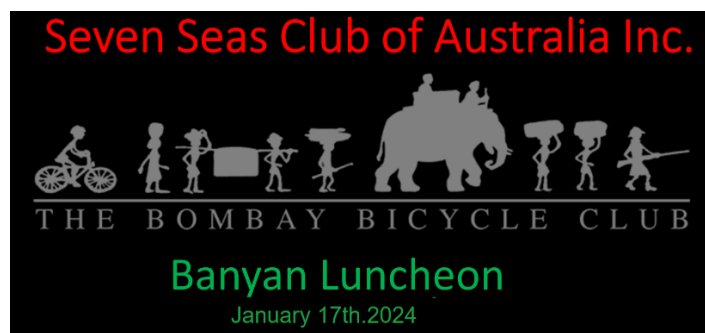
[Kel Watson](#)



President elect Kel Watson (middle) inducted two new members, Jeanne and Colin Harrison at our March meeting of the Seven Seas Club of Australia

Recent Seven Seas Club Meetings:

January Meeting 2024 at the Bombay Bicycle Club- "Banyan Luncheon"



Following the success of making our Banyan last year as a luncheon, we held our meeting at The Bombay Bicycle Club this time in a secluded room called 'the Nook'. This turned out to be a bit cramped, but we had a good meeting in a cosy setting. 16 members and guests attended.

We remembered our member Ken Wood, who passed away too soon on April 2nd. 2023, and who had a connection with Banyan as the name of his Company.

David Milsom gave us a definition of the origins of the term 'Banyan'. It is also the national tree of India.

Several members gave short talks on a variety of subjects and the following story is one of them from Capt. Bob Smedley.

Elephants at Sea

I first went to sea as a navigating cadet in 1967.

I spent 3 years, 3 months at sea doing my 'time' and then earned the opportunity to attend one of the several nautical colleges around Australia, where you are expected to cram for your exams which will result in you obtaining your first certificate of competency as Second Mate of a foreign going steam ship.

In 1970, I decided to do this cramming in Newcastle, NSW, at the Nautical College Dept. of the Newcastle Technical School.

The head of this College was Captain George Nahapiet. He was of Burmese descent and had a wealth of experience in nautical matters. He was very knowledgeable, after having gained all his certificates in the U.K. and was always ready to share this knowledge with his students and he became a friend to us all.

I was at this College for about six weeks with others, studying for the Second Mates exam. There were about ten of us and George invited us to his home several times for barbecues and other social gatherings. I remember one of the stories George told us, was that at one stage in his early days at sea, he was engaged in the transport of elephants at sea.

The trade was to take Asian elephants by sea to Africa (possibly Kenya), to work in the forestry industry, because the African elephants were very hard to train in this work. They'd load these elephants into the holds of ships with the help of their handlers, called Mahouts (or an oozie in Myanmar). They were usually slung on board, using the ship's derricks. This was usually a one-off experience for

the elephant, and it can't have been a very pleasant experience, as it was often extremely difficult to get a sling around the animal again to get it off the ship. They are renowned for having a good memory and if they don't want to do something, they can be very stubborn.



Once in the hold of the ship, the elephant would be chained by their feet to ring bolts welded into the deck and the animal would stand up practically for the whole voyage, rocking and swaying back and forth to the movement of the ship. From memory I think they used to have 4 elephants in each hold spaced so there was plenty of separation between them. There is a hierarchal system among elephants and George told us that at on one occasion, an elephant broke free and began attacking another elephant. He did this by standing next to the elephant and swaying sideways, pushing the victim into the ship's side framing. Fortunately, the mahouts were able to bring the situation under control quickly and separate them before any damage was done. Without their intervention, he could have broken ribs and done internal damage. Generally, I got the impression that they travelled well and were well cared for on passage.

When they arrived in Africa, it was usually in some remote place where the wharf facilities were not very good. A herd of elephants walking along the jetty could have destroyed it. One solution was that once they could get a sling around them, they'd lower them into the water on the opposite

side to the jetty and they'd swim ashore or, if the water was shallow enough, they'd sink to the bottom and walk

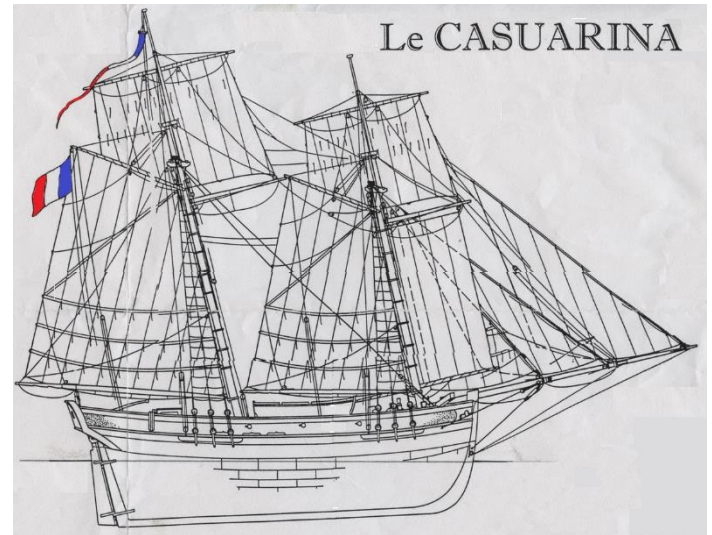
along the seabed, using their trunks as snorkels. They'd just walk up the beach and be met by their handlers.

I found this subject fascinating; I hope you have too.

-Thanks To Capt. Bob Smedley

February Meeting 2024 at the Maid and Magpie Hotel-

Le Casuarina-By Bob Sexton



Our guest speaker for the evening was Bob Sexton, who has been involved extensively, throughout his life, with documenting many aspects of Australia's maritime history, especially here in South Australia.

Bob presented the full story of 'Le Casuarina', a small ship which became an addition to Baudin's fleet, he described the role she played in Baudin's further exploration of Australia and her short history as a French ship.

-Ed note -I have been given the transcript of Bob's notes and as this is a fascinating story, I hope to include this in a future edition of the newsletter.



*February meeting at the Maid and Magpie
-photo thanks to Trevor Powell*

March Meeting 2024 at the Maid and Magpie Hotel-

Our guest speaker for this meeting was Brett Yardley. Brett was recognised in 2019, as the Sailing Instructor of the Year.

He is the sailing professional at the Brighton Seacliff Yacht Club and as such has a particular interest in training and supporting our youth in their early sailing endeavours.



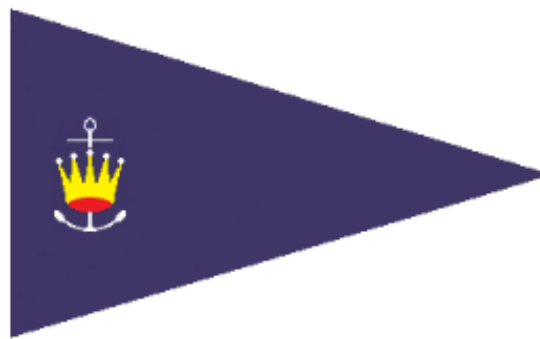
Brett spoke of his sailing experiences, his innovative approach to youth sailing programs plus his thoughts on potential pathways to encourage their continued interest in maritime activities.



President elect Kel Watson presided over his first meeting as President at the March 2024 meeting.



Ken Messenger received the "Anchor" for the night and spoke of his upcoming trip to the UK to attend the Matthew Flinders ceremonies.



On this month

Compiled By Capt. Peter Thomas

Historical notes for the month of March 2024

March 1st, 1579

British admiral and explorer Francis Drake and captures the Spanish treasure ship Nuestra Señora de la Concepción (Our Lady of the Immaculate Conception) off the coast of Peru, Drake's richest plunder.

This ship has earned a place in maritime history not only by virtue of being Sir Francis Drake's most famous prize, but also because of her colourful nickname, Carafuego ("fireship").

March 1st, 1866

War of the Triple Alliance: Paraguayan canoes sink two Brazilian ironclads on the Rio Parana.

March 2nd, 1498

Portuguese explorer Vasco da Gama's fleet visits Mozambique Island.

March 2nd, 1989

Tanker Exxon Houston runs aground in Hawaii, spilling 117,000 gallons of oil.

March 5th, 2022

Explorer Ernest Shackleton's ship Endurance that sank in 1915, is rediscovered after 107 years in excellent condition in the Weddell Sea, Antarctica.

March 6th, 1521

Portuguese navigator Ferdinand Magellan is the first European to sight Guam in the western Pacific.

March 6th, 1788

The British First Fleet arrives at Australian territory of Norfolk Island to find a convict settlement.

March 6th, 1987

A British-owned cross-channel ferry the Herald of Free Enterprise left Zeebrugge, Belgium, with bow doors open; it capsized, killing over 180 passengers.

March 11th, 1941

During World War II, the Lend-Lease program began allowing Britain to receive American weapons, machines, raw materials, training, and repair services. Ships, planes, guns, and shells, along with food, clothing and metals went to the embattled British while American warships began patrolling the North Atlantic and U.S troops were stationed in Greenland and Iceland.

March 24th, 1989

The supertanker Exxon Valdez runs aground in Alaska's Prince William Sound and ruptures, spilling millions of gallons of oil.



www.baxtergrimshaw.org.au

ANNUAL REPORT, December 2023

Building self-confidence and empowering disadvantaged youth through maritime training and experience.

The 2023 Directors were: Peter Allen (Chair), Scott Rickards (Secretary), Lucus Cree (Treasurer), Sallyann Geddes (Director), David Linder-Patton (Director), Ken Messenger (Director).

Meetings were also attended by Tim Readman and Ian Small. The 2023 Board Directors had a diversity of experience, added to by Tim Readman and Ian Small, to contribute to the 2023 operations and planning the future of the Foundation. Business was conducted through Directors' meetings and e-mails.

Activities during 2023:

Governance of the Baxter & Grimshaw Foundation Inc.

The Directors agreed to a Foundation Investment Strategy covering the investment of funds to maximise returns with a conservative level of risk. The Directors also agreed to a Communication (Publicity) Strategy prepared, voluntarily, by Denese Wyatt, Denese Wyatt Marketing. The strategy was welcomed to contribute to the much-needed promotion of the Foundation.

The Directors also agreed to a Marketing Strategy with main emphasis centred on reviewing Philanthropy Australia's "Better Giving Hub" to seek connections with donor charities that may benefit funding for 2024 Foundation projects. The Foundation is an active member of Philanthropy Australia.

The Foundation contributed articles to the Seven Seas Club Newsletter during the year and regularly informed Seven Seas Club members about Foundation happenings at Club dinners.

Longitudinal study:

The Directors initiated a longitudinal study to follow any benefits a Foundation Scholarship may give to a recipient over time — a measure of the value of a Foundation investment.

In 2013, the, then, B&G Trust funded a cerebral palsy sufferer, Hannah Fabig, to sail from Adelaide to Melbourne on the British tall ship, Lord Nelson — a vessel designed for able and disabled people.

In 2023, Hannah claimed that the voyage was amazing, setting a course for her to be the confident and independent young woman she is today. Hannah is now establishing her own on-line, youth mentoring company, Navigate Youth — an initiative that the voyage 10 years ago helped to give her the courage. Supported by the Foundation, she gave a radio interview in October discussing the value of the voyage in building her confidence.

One & All Scholarships, 2023:

In May/June 2023, the Rotary Youth Sailing Challenge program organised the tall ship, One & All, to sail from Adelaide to Melbourne and return as part of Rotary's International Conference in Melbourne. The Foundation's sponsorship for the voyages included funding Max Sargood, Adelaide to Melbourne leg, and Reece Szolnoki, Melbourne to Adelaide leg, with each submitting a report to the Foundation and addressing a Seven Seas Club dinner — responses from Max and Reece included "helped me expand my comfort zone" and "teamwork is paramount, rewards are immense".

In October 2023, the Rotary Youth Sailing Challenge program organised a five-day training voyage in South Australian waters on the One and All. The Foundation sponsored a berth, funded by the Glenside Lions Club, on the voyage and worked successfully with the Clontarf Foundation to select a youth to join the voyage. "The voyage was a mix of great lessons and unforgettable moments", Aiden Yon.

This was the first time that the B&G Foundation worked with another charity with a similar purpose to select a disadvantaged youth for a scholarship — it opened the opportunity for the Foundation to work with other charities in the future.

Activities proposed for 2024 :

The Foundation has an opportunity in 2024 to discuss continuing sponsorship with the Glenside Lions Club. It also has the opportunity to put into effect the investment, communication and marketing strategies agreed to this year.

The Foundation's website will be upgraded with the addition of more "Success Stories". 2023 Board Directors

The Foundation's Rules stipulate that Directors shall retire at the end of each calendar year with the right for re-appointment for a total of five consecutive years in a given position. The Office-bearers must be members of the Seven Seas Club of Australia Inc.

The 2023 Board elected the following Directors for 2024: Sallyann Geddes (Chair), Scott Rickards (Secretary), Lucus Cree (Treasurer) and Directors, David Linder-Patton and Ian Small. A vacancy (Director) is being advertised through Philanthropy Australia.

Peter Allen and Ken Messenger retired from the Board after many years of committed contribution to the B&G Trust then the Foundation. Ken was an original signatory to the Baxter & Grimshaw Trust Deed, 2001.

Finance;

In 2023, the Foundation gratefully received sponsorship from the Seven Seas Club of Australia Inc. an anonymous donor and was named in a bequest. The Foundation also appreciated sponsorship from the Glenside Lions Club, supporting the Foundation to fund a youth on a One and All training voyage.

Financial report 31st December 2023:

Total income 2023: \$7,095.98

Total expenditure 2023: \$8,910.30

Total equity 2023: \$81,564.08

A full disclosure of the accounts is available from the Treasurer, on request. The Foundation looks forward to the continuing support of the Seven Seas Club of Australia Inc. in its endeavour to achieve results that fulfil its purpose, reflecting that the Seven Seas Club has a long- standing connection, initially, with the B&G Trust then the Foundation — the Foundation's Office-bearers are members of the Club.

Peter G. Allen AM -Chair

Scott C Rickards -Secretary

Lucus Cree -Treasurer

Portfolio of Photographs of ships at Port Adelaide recently by SSC member Trevor Powell:



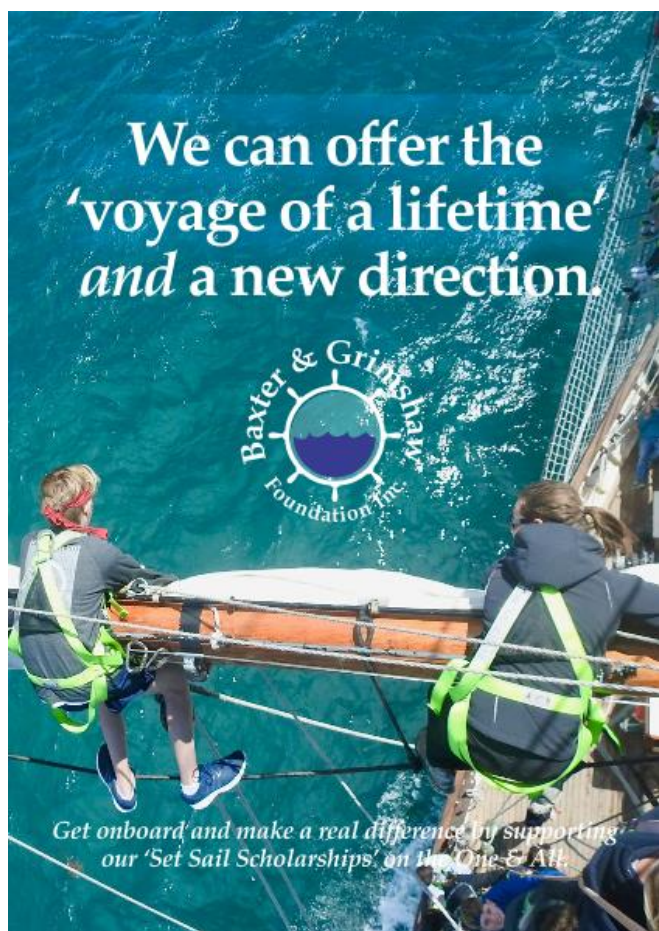
Cruise ship MS Ambience departing from Port Adelaide - 28/02/2024. -IMO – 8521232-Home Port - Nassau. The MS Ambience is a cruise ship owned and operated by Ambassador Cruise Line. Description - AMBIENCE is a Passenger vessel built in 1991 by FINCANTIERI MONFALCONE - MONFALCONE, ITALY. Currently sailing under the flag of Bahamas. Formerly also known as SATOSHI, PACIFIC DAWN, REGAL PRINCESS. It's gross tonnage is 70285 tons.



Flinders Ports brand new Pilot Vessel 'Spirit' entering the Outer Harbor breakwater - 28/02/2024



MS Queen Mary arriving at the Outer Harbor, Port Adelaide - 21/02/2024. As part of a world cruise.





Holland America Lines MS Volendam arriving at the Outer Harbor, Port Adelaide - 24/02/2024. -IMO number – 9156515-Home port - ROTTERDAM
Owner - HAL ANTILLEN - CURACAO
Manager-HOLLAND AMERICA LINE - SEATTLE WA, U.S.A. Description-VOLENDAM is a Passenger vessel built in 1999 by FINCANTIERI TRIESTE - TRIESTE, ITALY. Currently sailing under the flag of Netherlands. It's gross tonnage is 61214 tons.



Cruise ship MS Pacific Explorer arriving at the Outer Harbor, Port Adelaide very early morning - 19/02/2024. IMO number - 9103996 Home port - London Owner - P&O Australia. Manager - P&O Australia.

Description

PACIFIC EXPLORER is a Passenger vessel built in 1997 by FINCANTIERI TRIESTE - TRIESTE, ITALY. Currently sailing under the flag of United Kingdom (UK). Formerly also known as DAWN PRINCESS. It's gross tonnage is 77441 tons.



Royal Australian Navy Minehunter HMAS Diamantina arriving in the Outer Harbor, Port Adelaide - 22/02/2024 as part of Navy Week celebrations. HMAS Diamantina (II) is a Huon Class Minehunter, delivered to the RAN in May 2002.



MV Tientsin departing from 27 Berth, Port Adelaide laden with wheat, bound for Lae, New Guinea - 27/02/2023.

Tugs assisting were Heron and Endeavour (with provided the downriver assist) - 27/02/2024. -IMO Number - 9768930. -Home Port - Hong Kong.

Registered owner - SWIRE BULK HOLDINGS PTE LTD
Care of The China Navigation Co Pte Ltd, 27-01, The Concourse, 300, Beach Road, Singapore 199555 (since 18/04/2021)-Ship manager/Commercial manager - CHINA NAVIGATION CO PTE LTD
27-01, The Concourse, 300, Beach Road, Singapore 199555 (since 01/08/2016)



Sail Training Vessel "One and All" out on the Port River, Port Adelaide - 24/02/2024.

TIENTSIN built in 2016 is a vessel in the Dry bulk / Handysize segment. Its IMO number is 9768930 and the current MMSI number is 477913300. The vessel has callsign VRPZ5. Summer deadweight is 37657 DWT. TIENTSIN is sailing under the flag of Hong Kong.

Sailing into history

Boomer reader Dave Rickard reflects on the recent loss of an integral part of Port Adelaide's rich maritime history ...

Since the beginning of this year, frequent visitors to Port Adelaide will have noticed the disappearance of the quaint little two-story building that was in the small cove nestled beside the Birkenhead Bridge.

It was formerly the clubhouse of the Port Adelaide Sailing Club.

After its existence in that spot for almost 100 years, the vacant structure was erased by developers to make way for the continuation of the Fletcher's Slip waterside housing project.

All that remains now is the slipway rails, still peeping out of the sand.

The long-running Port Adelaide Sailing Club was established way back in 1897 when a group of boating enthusiasts gathered in a Port Adelaide pub to discuss the formation of a club for boating enthusiasts to be able to enjoy a fellowship that involved a variety of water activities together.

The association that evolved was considered a "working man's club", in contrast to the yacht club located nearby at the time, the Royal South Australian Yacht Squadron, whose



Boats at the Port Adelaide Sailing Club in 1939, with Hart's Mill in the background; and a part of Port Adelaide artist John Giles' work, The Port Adelaide Sailing Club 1937.



members were often deemed a little more well off.

In 1925, their new clubhouse was opened, then later, the upstairs room was added in 1930, thus forming the historic building that remained until recently.

The club initially consisted of moored riverboats, but in its boom days of the 1950s and 1960s the members sailed in a large range of small racing boats that held events further down river off Snowden's Beach.

Many of them sailed back or were towed back to the Birkenhead clubhouse where they were washed

off and stored. When the Port Adelaide Sailing Club moved its boats and headquarters down river to a new marina in 2007, the old clubhouse became a venue for community organisations, until developers took over the area.

The purchase included the nearby famous Fletcher's Slip, where ships had been regularly built and repaired since the mid-19th century.

It was hoped that the old historic clubhouse might be retained and renovated to become a gathering point for the new community.

But that became untenable when it was discovered that the building was

not in as good a state as it appeared. As someone was heard to say: "The white ants holding hands were the only thing that was keeping it together!"

Dave Rickard's father kept a boat at Port Adelaide Sailing Club for about 50 years from the late 1930s, with Dave sailing with him in it during his "younger years" until he joined the navy. "I couldn't let the clubhouse and the memories of the thousands who used it over the previous century fade into the mists of time without a final reminder that it actually existed there for so long in the heart of Port Adelaide," the Hallett Cove resident writes.

-The article above by SSC member Dave Rickard appeared in the "Boomer" section of the Advertiser recently. Dave kindly sent me a copy of the proof for the article along with a current photo of the location of the PASC site as it now appears. -ED.



The Adventures of Dollface



The following story was sent in by Capt. Peter Thomas. His friend Kelly has written about his recent adventures aboard his Jeanneau 349 sailing yacht "Dollface".

After departing Adelaide I sailed solo around Yorke Peninsula into Spencer Gulf then over to Port Lincoln then around the West coast of the Eyre Peninsula to Elliston South Australia then took on crew there, a male, 71 years old, much experienced as a cruiser who had previously sailed across the Great Australian Bight with two others (without autopilot!). John Turpie, husband of the Doug-Moran-Award-winning artist Siv Grava, and an artist and art teacher himself, has a long whitish ZZ-Top-like beard and two sailboats including one in Queensland on which he spends the colder half of the year. He befriended me last year when a series of mistakes that began with my foot slipping on my boat's rain-slick deck in Coffin Bay ultimately led to the loss of two anchors in Elliston; it's a convoluted story. Our friendship has continued over the year including his and Siv's trip to Adelaide to conduct business with a gallery owner. He volunteered to crew with me this year in my several days crossing of the Bight, relieving me of the need to attempt it solo.

Of all the ocean sailing I have done, over 30,000 miles, I naturally have anchored several times solo in the dark following my boat's instruments, but I have never done solo overnights when I would have to catch cat naps and regularly check the sails and sea as the boat sails throughout the night and am not eager to break my record. I am content to do coastal sailing while alone and get a full night's sleep without worry.

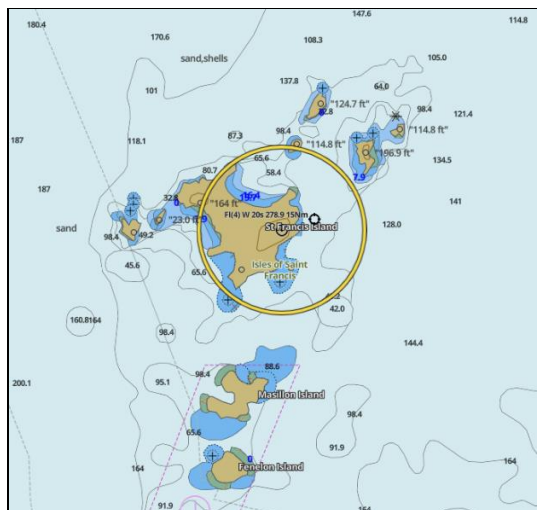


Chart of the Nyut's Archipelago of Masillon Island

After John came aboard, he and I sailed along the coast of South Australia for a couple of weeks anchoring each night. Besides the civilised ports of Venus Bay and Streaky Bay with their groceries and restaurants, we visited the Franklin Islands (where on a longish hike I stumbled into around fifty mutton-bird burrows), St Francis Island, Masillon Island (with only a dozen or so stumbles into burrows), Goat Island, and Davenport Creek, all uninhabited. They were without exception fascinating places, mostly with sandy beaches with expanses of rocky shoreline and cliffs, except for sand dune-and-mangrove-lined Davenport. We were alone in the islands everywhere but Petrel Bay on St Francis Island where a sailboat flying the French tricolor and a local commercial fishing boat joined us.

Muttonbird is what they call the short-tailed shearwater who live in flocks of tens of thousands in burrows on sandy islands. Evidently the sealers and whalers who were the first whitefella inhabitants around here made meals out of them. At dusk I watched thousands of muttonbirds stream back ashore after a day spent hunting at sea, where I have also encountered them in mild weather lounging on the surface in large rafts. (I have not observed their departure from an island in the morning.)

This coastal cruising, by the way, consists of sailing approximately 5-10 hours during the day, anchoring by evening, then spending a day or so using the inflatable dinghy (RIB) to go ashore and explore, for me personally an ideal way of life. The water is too cold for me to swim, but I have donned a wetsuit and snorkeled on a very rare occasion, although here there are no gorgeous coral reefs like in the tropics, just ribbon weed and other grasses and seaweed. So far, I have been unsuccessful in spearfishing -- I haven't even seen anything to shoot. One also gets wet from about the thighs down landing and relaunching the dinghy when going ashore.



I love the stark beauty and loneliness of the western South Australian coast, almost entirely treeless, fairly high up to about 100 meters or 300+ feet, and rocky with massive granite slabs, some with modern-art type striations in various colors, coupled with large expanses of a crumbly slate-like rock, probably what the canyon country of West Texas and Eastern NM would look like if that area had an ocean. (Kelly is originally from that area of the USA-Ed) One would think that this barren outback country along the coast would be hot in summer, but I only experienced four days of 30 degrees C / 86 degrees F or more (two of which were in Ceduna at the edge of the desert) during the over two and half months I've been underway and wearing a jacket and long pants has been much more common in the cockpit than wearing short sleeves and shorts. Overnight it drops to around 15 C / 60 F.

John is an excellent fisher and forager and unlike my prior unsuccessful cursory attempts where I succeeded only in losing a lure, we -- well, mostly John, 80/20 about -- harvested the following edible species: King George Whiting, snook, salmon-trout, Tommy Ruff, wrasse, leatherjacket, squid (including the largest I've ever seen), razorfish, buckets full of blue swimmer crabs and oysters, mussels, and cockles. John also introduced me to a seaweed, sandfire, and sea lettuce salad collected along the shore. We remained at Davenport Creek for four full days because the harvest there was so bountiful and easy and fun and the weather pleasant. A first for me: while rowing the dinghy (for exercise), I trolled a lure behind me and nabbed a nice fish (snook). John is also an excellent chef (he worked as a short-order cook as a young man) so my diet with him aboard has been particularly

rich and tasty, much superior to my own attempts at cooking. I do cleanup.

We reluctantly ended our South Australian cruising at Ceduna in the Thevenard Marina, a facility for commercial fishing boats, largely crabbers I think, then we took an approximate week's break because of a long-planned visit to Elliston by John's 40-something-year-old daughter and her partner. I rented a vehicle and drove to Port Lincoln where Carol flew from Adelaide and she and I rented an Air BnB.

John and I left Ceduna for the crossing of the Bight on 4 March. I tossed out my 100-lb trolling line on a hand spool with heavy plastic jig on departure and the next morning found the line tightly wrapped around some part of the boat as we moved through the water at about 5 knots. After an approximate hour-long struggle that involved us circling the deck to unwind the line, it was finally freed, and we hauled in a bluefin tuna 90cm (35.5 inches) long. I have no means to weigh such a creature. We have been eating tuna sushi and John's delectable, seared tuna bits and other tuna creations ever since. The problem with catching such a fine large fish is that you can't in good conscience fish again until you have almost finished it off; more than a week after catching the tuna we're still eating it virtually every meal, and I estimate that the large purplish red slabs still crowding our refrigerator can feed us for a week more.

After an uncomfortably lumpy four-day crossing during which we employed a six-hour watch schedule, we dropped the anchor just after midnight at Daw Island in Western Australia. (The time difference in WA is 2.5 hours later than SA.) The night after arrival a 20-knot SE wind turned N then at 0200 became a boisterous 30-knot W wind before returning to the SE at dawn and moderating down to 15. In anticipation of this quick wild wind shift, we attempted to find a mooring buoy (which would allow us to swing 360 deg.) 20 nm away (3.5 hour sail) off the mainland whose location was reported in the authoritative Western Australia Cruising Guide, but we could not locate it so had to return to Daw, wasting an entire day and getting beat up on the return trip in 20-knot headwinds and confused seas.

When out of mobile phone and internet coverage, which is surprisingly excellent along the isolated SA coast but does not exist across the Bight and in the islands of WA we have visited so far, I employ a rather costly and excruciatingly slow satphone service to get weather forecasts and send emails. I can send this message through my regular server only because I have climbed a hill at Cape Arid and show two bars on my phone.

Since arrival in WA winds have been relentless in the 15-25 knot range, with a high temp of around 20 deg C and the skies overcast, rain off and on every day, making for a rather bleak experience. On Daw Island we finally got so bored in the cabin (I even had to endure an interminable report on ABC radio about women's cricket) we decided to go ashore regardless of the weather, then went for a hike where we encountered a fat, absolutely still Death Viper snake just in front of us in the bush -- there was no trail or path to follow -- and later I fell into a muttonbird burrow and hit a fledgling bird, burying him in soil so dug him out with a stick -- he seemed injured or dazed -- both experiences new for me. Later at Middle Island with Flinders Peak (165 m) covered in cloud and mist we also went ashore for some exercise, as we are doing now at Cape Arid with Mount Arid (357 m) similarly enshrouded. It's like being in Seattle or England -- the bad weather has lasted a solid week now. We encountered an unidentified small black snake on the beach here. The scenery here is almost otherworldly with gigantic rocks eroded and broken into fanciful shapes, but the grey sky and biting wind detract mightily.

During this cruise my boat has suffered many indignities from a leaking toilet mechanism to a mainsail batcar breaking. The most

serious problem has been the partial breakage of the two right spreaders on the mast so that they move forward and backwards when going downwind and the mainsail rubs on them, undoubtedly caused by a crash jibe one of which I caused early in the trip and two caused by others due to their inexperience with the rig. The problem was partially resolved by John's friend, Dave Beaty, who fashioned an aluminum-plate cover and riveted it on the lower spreader while we were in Streaky Bay, but I have gone ahead and ordered full spreader replacements which are already in Adelaide and I hope to have shipped to some port here in WA and hire a rigger to install them. The other problems we have already largely taken care of ourselves (I keep a good supply of equipment manuals, general repair info, and tools and spares). I thank John's handyman skills for much of the repairs. Two heads are definitely better than one.



Dollface off Outer Harbour

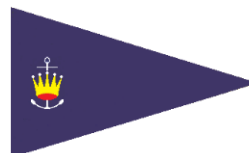
All told my boat, Dollface, has proven itself a great sailing vessel, being fast (I momentarily attained a speed over 10 knots on a broad reach and over 9 knots several times), with an excellent single-line reefing system on the mainsail that allows reefing on any point of sail (that is, don't have to head up), although it limits me to two reefs rather than the preferred three, and the addition of dinghy davits and improvement of the anchor rode that together have cured the dinghy and anchor anxieties I suffered last year. (As a result, I am in a non-self-medicating period.)

However, the boat is not really a long-range cruiser. Dollface is from Jeanneau, the largest boatbuilder in the world so was good value at purchase, but really is more of a club racer than a cruiser. I would not attempt an ocean crossing in her but she serves fairly well for coastal cruising.

I have no set plans for the rest of this cruise after attaining the town of Esperance, about 120 nm from Daw Island, where I will drop off John and return to solo cruising. I likely will continue westward but if the frigging weather doesn't improve, I may well take the first westerlies back to sunny SA, even if I have to cross the Bight singlehanded.

My log has not been reliable, no doubt because of my own misuse, so I do not have an exact figure, but quick figuring puts me around 1500 nm since I set off from North Haven (Adelaide).

Best wishes,
Kelly



Book of the Month



After listening to Robin's fascinating World War Two Diaries program on ABC radio with David Bevan, I looked forward to reading his latest book on the military history of Britain in both World War One, World War Two and events in between. The book explores the complex strategies between the civilian and military leaders and how this effected the battles that were fought along with the relationships with the allies. The profiles of the Politicians and Generals involved are very well researched and explains how the different personalities played out in the war strategies. -Terry Beaston

About the Author:

Robin Prior is a professorial fellow at the University of Adelaide. He is the author or coauthor of six books on the two world wars, including *The Somme*, *Passchendaele*, *Gallipoli* and *When Britain Saved the West*.



From the Archives



An early view of the Port Adelaide Sailing Club

On the Lighter side



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