vessel with deck machinery and loading derrick. If my memory serves me correctly, it may have been called Aquacit.

As far as Southern Maid is concerned, the rest is history and a sad, sorrowful ending for the crew, their families and a grand lady of Australian yachting.

Allan Lowther Porter,
Avalon Beach, NSW.

Sea Mist in Queensland

I was surprised when I saw the photo of the former Sea Mist nudged ashore on Gippsland Lakes (Afloat July'14).

Unless two of were built, then she is the boat I spent a lot of time on in Moreton Bay, Queensland when she was owned by my late uncle during the 1950s and early 1960s.

Sea Mist was a real lady, easily managed and very responsive. I was 17 when I sailed her back from Southport to Brisbane and in a fierce storm crossing from Cleveland to Mud Island. She handled this weather and seaway safely and I never felt concerned at any time.

After my uncle sold her she went to Sydney ... hence my surprise.

Alan Wilson,
Cleveland, Qld.

Anahata involved in guarding
Sydney Harbour

With reference to Susie McCarthy's article on the Gippsland Lakes (Afloat July'14) I believe Anahata (ex-Sea Mist) was part of the RAN auxiliary fleet in WWII and was involved in the defence of Sydney Harbour during the attack by three Japanese midget submarines.

Later she was owned by Jack Davey of radio fame and was used for the entertainment of many visiting notables.

Jack was also an ardent game fisherman and indulged in great rivalry with Bob Dyer who also was a prominent radio man and game fisherman.

John Paterson,
Granville.

World champion fishing schooner commemorated on Canadian coin

So significant to Canada is the history of Bluenoise that perhaps it should be a Canadian who responds to Roger Borrow (Afloat July'14).

Pending such input, however, I am pleased to advise that, as a tourist, I bought a print of the same photo in Lunenburg, Nova Scotia, in September 1964. The photographer is J.E. Knickle, of Lunenburg. Unlike Borrow’s photo mine does not, alas, have the extra interest of being signed by Angus J. Walters, the long-term skipper of Bluenoise. Walters’ achievements in winning sailing races against challengers from the USA made him a Canadian national hero.

From a 1964 brochure from the Bluenoise Gift and Handcraft Shop, Nova Scotia, I quote:

This celebrated undefeated world champion fishing schooner, sometimes called “Queen of the Atlantic”, was designed by Wm. J. Roue of Halifax, and was built by Smith & Rhuland of Lunenburg, Nova Scotia, in 1921. She was built entirely of Nova Scotia materials, with the exception of her masts.

“This 285 ton vessel was launched on March 26, 1921, and was sailed by her owner, Captain Angus Walters. She won every

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international competition in which she sailed. In 1921 against Gloucester’s great vessel Elise she won the Halifax Herald International Fisherman’s Trophy which she never lost. She defended it four times — in 1922, ’23, ’31, and ’38. Bluenose finished a champion, winning the final series in 1938 against the Gertrude L. Thebaud.

In 1942 she was sold to the West Indies Trading Company and was put into war service as a freighter. She sank off Haiti in 1946.

“This great ship has been commemorated in the Canadian 10 cent piece and in a beautiful postage stamp.”

No doubt the photo was taken in the 1920s or 30s. A full-scale replica, Bluenose II, was built which I saw at Lunenburg in 1964 (see photo). Decades later I saw Bluenose II again, at Victoria, Vancouver Island, British Columbia, where she was used for youth sail training. In Australia, there is a quite large-scale model of Bluenose in a glass case at the Canberra Yacht Club.

Generally, the Grand Banks fishing fleet of a century ago is immortalized in Rudyard Kipling’s book Captains Courageous. This book is still a wonderful adventure story for young people, and enjoyable for all ages.

Ted Lilley, Canberra.

Bluenose

Regarding Roger Borrow’s RSVP (Afloat July ’14) and I have a full-rigged half-timber model of the yacht Bluenose.

On the mounting board there are two plates, the first says “Bluenose 1924 H. Leclerc” which could be the model-makers name but only a guess. I got the model in Montreal years ago.

The second plate has some history, but only short.

One of the last traditional slipways in MORETON BAY, QUEENSLAND is up FOR SALE

Pelican Slipways has been operating as a slipway since 1949. This is a rare opportunity for the maritime-minded, looking for a fully functioning business with plenty of potential. Some of the fantastic features of this yard are:

- It is located in the protected waters of Wannambee creek with direct access to Moreton Bay.
- 1326m² of prime waterfront land with a seabed lease and a 20m pontoon.
- Allows for 5 boats, up to 40 tons, to be on the hard.
- Unique system of rails and trolleys allows boat to be pulled up and moved sideways.
- This unique site also has a second business: Pelican’s Nautical Treasures, a well established cafe with exclusive 360 degree view of the bay.

For more information on 2 unique businesses please visit www.pelicanslipways.com or call +61 407 157 293

R.S.V.P. Please ensure letters to the RSVP section include your details (e.g. name, phone number, email address etc)

French yacht Antares

I am searching for information on a wooden sailboat named Antares. She was built in France in the 1960s, under the plan of the naval architect Maurice Armet.

I think she was once owned by Australian Andrew Strachan. She’s an old vessel (38ft), a canoe-sterned cutter, with a timber mast.

Do any of your readers know something about her?

Francis 
<cd6vdg@n

Searching for relatives associated with 1914 shipwreck the Antares

This year marks the centenary of the loss of the wir Antares near Nullawarre, Victoria. Built in Glasgow in 1914, she was originally named Suile but was renamed by the Brothers of Genoa, Italy who purchased her in 1907. The Italian authorities reveal she was a regular visitor to Australia, braving her general cargo, including roofing tiles and marble.

Antares was long overdue and her disappearance a mystery until a local resident, while horse riding along cliffs, discovered the remains of a ship. Police contacted Warrnambool Harbours Master who investigated the site, discovering wreckage and her cargo was strewn across the base of metre high cliffs.

The shipwreck was visible in eight feet of water and described by Captain Marshall as split open, with debris lying over one side. He discovered the remains of a lifeboat and a board bearing the name Suile, most likely the last lifeboat.

The recovered body was buried in Warrnambool Cenotaph in recent years a headstone marking the grave and commemorating the event has been erected. It remains a mystery as to how she came to her fatal end, and the fate of the others who perished.

Descendants of the resident who reported the wreck are asking for help in finding relatives of the lost crew. Without a manifest, it has been difficult. A commemorative and dedication ceremony will take place in December.

John 
<jmath5@bigpond.com>
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