

## High cost of moorings in Sydney Harbour east of the Bridge

I am disappointed that *Afloat* has still made no mention regarding the savaging of mooring holders east of the harbour bridge by NSW Maritime.

My mooring licence fee has gone up over 30% this year. I gather they did it to everyone having a mooring east of the bridge. It's time someone worked up just a little indignation for this terrible treatment of a section of your readers.

In 1983 the Waterways Authority gave an undertaking that there would be no hikes in mooring licence fees that are greater than the CPI without there first being public consultation.

No public consultation has been undertaken regarding this unconscionable gouge and unfair treatment of those of us who happen to moor east of the bridge.

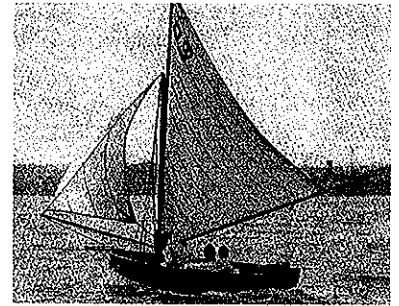
It's undoubtedly another example of the bankrupt Labor government getting stuck into the 'rich silvertails in the eastern and northern harbour-front suburbs'; but I happen not to be a silvertail and I happen to live in Berry, NSW among the poor dairy farmers of the south coast.

David Colfelt,  
Berry.

## Sail training for the young

Thanks to Harry Brennan of Caringbah for submitting the old photo of *Rand II* (*Afloat* Dec'09). The boat looks to be a 12ft Cadet Dinghy, a very successful training craft of the mid 20th century, which raced with a crew of three and competed nationally for the Stonehaven Cup.

The medal described was no doubt awarded by the Prince Edward Yacht Club, and the pennant described is appropriate for the club at the time. This club was granted its warrant for the 'Royal' prefix later, in 1935. The medal was likely awarded for second place in the club pointscore for the 1931-32 season, a result no doubt of much exciting sailing and much success.



The photo is interesting because it shows how the jib was set as a flat spinnaker in those days. A parachute spinnaker was introduced for the class in 1948. The photo is also interesting because it shows a number on the sail. At that time and later, it was common practice around Australia to have insignia on cadet dinghy sails, like those seen on Sydney Harbour most famously on 18ft skiffs.

Cadet dinghies kept racing in the more southern states for many years after they faded from the Sydney scene, with moulded fibreglass hulls introduced in 1977. However, a beautifully-built replica cadet dinghy of wooden clinker construction (a Police Boys Club project?) has been in the vicinity of the Sydney Flying Squadron at Careening Cove in recent years.

One can imagine that Harry's workmate treasured the photo and medal, and that the training he received at PEYC set him up for a lifetime of sailing enjoyment and interest.

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Harry's letter thus conveys a great plaudit to those who over the years, and still today, put effort into providing sail training for the young.

Possibly the RPEYC at Point Piper would be interested in the medal and photo for its archives.

Ted Lilley,  
Canberra.

## I feel like a Toohey's

Further to Phillip Bowman's letter researching his Top Hat *Seaka* (Afloat Nov'09).

The boat was owned by the late Ian Hart who was a very successful film Director in the 1970s and '80s. Ian was a wonderfully larger than life Scot who really lived life to the full.

I believe he named his company Seaka or Seeka Productions, a major television commercial production company, after a boat he had in Scotland.

Among his many award winning successes were the justifiably famous Toohey's *I Feel Like a Tooheys* commercials including the sailing version with *Ballyhoo* and *Apollo* owned by Jack Rooklyn.

After two days shooting the boats offshore in Sydney prior to the race, the film crew flew to Hobart and armed with plenty of the sponsor's product jumped on the boat just after she crossed the finish line.

The boys were naturally enough extremely thirsty and immediately set to knocking off as many frosties as they could. The resulting footage was certainly very real and added to the commercial's appeal. The sales went through the roof.

Prior to Australia, Ian worked in Canada where he raced cars including a Lotus Cortina against Allan Moffatt and F5000s. He later emigrated to Australia with his new Australian wife Maggie and started Seaka.

When I worked for him as an Editor I raced with him on a Cole Half-tonner, the name of which I've forgotten.

Ian didn't have an office as such. We worked out of an old terrace in Milsons Point overlooking Lavender Bay in which Ian's office consisted of a bar and a ¾ pool table under which we stored his spare sails. I'm not sure of this but ... on the books they were listed as 'Camera Covers'. Friday evening 'Client Meetings' were a great success.

He was a great character, a terrific sportsman, a fabulous Director and is sadly missed.

Chris Gardiner,  
Neutral Bay.

## Byrne's 'blue' lesson in seamanship

When Arthur Byrne (Afloat Nov & Dec'09) started his illustrious sailing career in VJs and VSs at Kogarah Bay SC in the mid 1950s, I like to think that what he learned in these little centreboarders provided the foundations that made him such an accomplished campaigner and skipper.

In an article 'Salacia the Beautiful' (Seacraft 1970), author Dan Moody wrote:

"Arthur Byrne is a natural raconteur and one of the stories he most enjoys telling concerns his first two times steering a VJ, some 15 years ago.

"On both occasions the crew was a young red-headed fellow, 10 years younger than Arthur. On the first day the skipper was quiet and patronisingly patient with his pupil,

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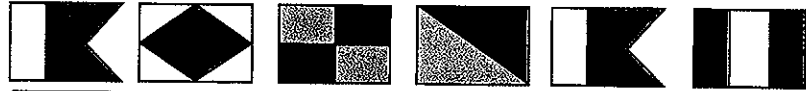
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