

Act of God?

Is there someone out there in the marina legal world who can give me a definite and correct answer, not an assumption, regarding the following incident.

Who should pay for repairs to a vessel which is securely tied up in its pen at a new marina (6-7 years old), when the finger next door with two yachts securely tied up to it, breaks away from the main walkway during a storm, and collides with our vessel, causing damage.

No ropes on any of the vessels broke; it was only the marina finger.

'Baffled mariner',
N&A supplied.

Katwinchar

In response to Bill Barry-Cotter's enquiry (*Afloat* Mar'08) regarding *Kat Wincher*.

As a boy keen on sailing in Hobart in the early 1950s I remember a yacht *Katwinchar* arriving from England (via Panama I think), having been sailed out by (three?) members of the Mossop family, who were emigrating to Australia. The owner/skipper I remember as Eddie Mossop. The yacht completed the final leg to Hobart by joining the 1951 Sydney-Hobart race.

The yacht was double-masted, and probably a ketch, but perhaps a yawl. She had a canoe stern and I thought her quite low in the water for such a voyage. Her length must have been about 10m (30-35ft, in those days). She was wooden, painted white, with a varnished coach-house in the style of the day.

I recall seeing a photo of marine growth on her (starboard?) topsides, said to be a result of heeling for so long in steady trade winds. There may have been an article on her voyage in a *Seacraft* magazine of that time.

She was moored off Battery Point in Hobart near Jock Muir's slip. I remember seeing her dinghy on davits on one of the jetties there: wooden, clinker-built(?), painted white, and with neat name plates on the transom reading "Katwinchar Cowes".

Ted Lilley,
Canberra.

Timber Boat Awards

I read with great interest the article re John Gettens's nomination for rebuilding the 25ft Wharf Inspector's launch built for Maritime Services Board (MSB) 1947 (*Afloat*, Feb'08).

I was employed as a shipwright by the MSB after the war and one of my first jobs, along with the late Charlie Swinfield and George Montgomery, was to build that 25ft launch at Goat Island. It was named *Gooyong I*. The name being aboriginal for "a camp". She was fitted with a 2-cylinder 10/12hp Simplex engine (petrol).

In the same issue, Peter Chinn, History Officer for Australian Customs Services asks about the final years of the *Supply/Bramble*. She was rebuilt as replica of *Supply* at Goat Island for the 1938 150th celebrations. She was broken up and burnt in 1960s.

Jack Hubbard,
(Retired Foreman Shipwright, M.S.B. Goat Island)
Tweed Heads.

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