

March 2020

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Auckland 0744
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Website: www.dyc.org.nz
Email: webmaster@dyc.org.nz
Location:
174° 48'.18 E
36° 49'.87 S

FROM THE QUARTERDECK



A Report from
The President
Peter Strathdee

Azure's Christmas cruise

Raewyn and I departed from our marina at Gulf Harbour on Boxing Day around 1pm, having loaded the boat down with a good selection of food, the tanks full of water and diesel and the customary selection of liquid refreshments aboard. The day being sunny with light winds, yes this is what we had been looking forward too, motoring sailing for the first hour or so to run the freezer, we headed for Kawau Island dropping anchor in Two House Bay where we spent the next day swimming, walking and enjoying the

sun. On the 28th we headed off to The Barrier and enjoyed a good and reasonably quick trip, a flat off run across dropping anchor in Nagle Cove for the night and then spent the next day in Port Fitzroy.

As it had always been our intention to explore the eastern side of the Barrier and then go down to the Mercury Islands, we departed Fitzroy in a good 12-15 knot south-westerly heading north rounding the Needles Islands and then beat south, to finish up in The Cove at Arid Island. On arrival the cove was packed with boats and luckily, after I had anchor far too close to the rocks, a launch owner called out that he was about to leave, we managed to re-anchor in a much better and safer spot. That night we enjoyed the company to see in the New Year.

The next morning things were rapidly changing, the wind was increasing and swinging further to the west which meant a nasty chop was now coming into the cove, time to move.

The previous afternoon we had noticed a 35ft trimaran and a very tidy looking Townson Twilight rafted up in the middle of the bay and I guess to avoid swinging around they had tied their sterns to a buoy, only to have late in the day, the buoy owner come in, at which time they had to release it.

That's when the fun starts.



The Townson's anchor warp was wrapped around the trimaran's chain!! at which time the young guy on the trimaran donned a mask, jumped over the side to see which way the warps were twisted, he must be fit as he reach up caught hold of the toe rail and hauled himself back on board, impressive. Then instead of tying the Townson to the stern of the trimaran, they cast off, throwing the warp to the trimaran owner, who with some difficulty untangled the mess. During this time the Townson was doing circling the trimaran at about six knots. After what you would call a close encounter between the boats and the rocks the Townson owner managed the retrieve his anchor and proceed to motor out.

Drama over no. The trimaran then lifted their anchor and started motoring out, only to get 150m before the engine over heated and had to be shut down. The Townson seemingly still doing 6 knots proceeded to circle the trimaran in an attempt to throw them a towline. Again the trimaran owner jumps over the side to get the tow line only to have it ripped out of his hands and again pulled himself up over the side, back on board he realises they are in danger of drifting onto the rocks, he quickly drops the anchor, just in time as they finished very close to the nasty's. Shortly after a runabout which was coming out of the bay towed him out to open water. This was a relief as I did not fancy our chances of getting close enough in Azure to tow him out ourselves.

The moral of the storey is to only put down one anchor if you want to raft up or don't raft up.

On leaving the cove and went across to the northern end Whangapoua Beach and anchored for a windy rock and roll night, only to be woken up at about 3am by the bright lights which turned out to be the coast guard. In the morning we were surprised to find the trimaran anchored on the outside of the bay. We found out later that they had attempted to sail back to Port Abercrombie and not being able to make any

headway south, some twelve hours later, exhaustion had set in and they hove-to and then still heading for South America, had dropped all the sails. In the early hours of the morning they has contacted the coast guard who went out and towed them in. Good on the Coast Guard.

The next day, the wind was 25 knots plus and looking for a more sheltered anchorage we motored across to Harataonga Bay where we were to spent the next week trying to find the prefect anchorage and trying to keep warm, I have never known it to be so cold in January. By this time Raewyn had read all the books she had brought on board and wanted to go home.

As there was no indication the wind was going to drop at any time soon, we decided that as soon as there was lull we would make a run for it. The next morning we were up at 5am put the hammer down motored back to Fitzroy. Gee, do I like my new 30hp Volvo motor.

Later that day we were anchored in Forestry Bay and my son turns up in his launch unexpectedly and for the next week we dined on fresh and smoked fish, and crayfish - yum. We spent the next week or so in the Two Island Bay area enjoying the shelter, and a few days in Whangaparapara before taking advantage of an easterly sail back to Kawau spending another couple of good days and getting home on the 18th January.

So, still on the bucket list is exploring the east coast of the Barrier and The Mercury Islands.

We had two great weekends away Anniversary Weekend and Mahurangi and four day on Waitangi Weekend at the bottom end of Waiheke Island.

Have a great summer sailing and enjoy the club activities.

Peter Strathdee



DIRECTORY UPDATE



A warm welcome to our newest members.

New Member	Member Type	Proposed	Seconded
Howden, Chris and Fay	Associate Family	Paul Walter	Denis Nicholson
Kiti Suomalainen	Ordinary Member	Hugh Pollock	Geoff Evans
John Stratton	Associate Individual	Chad Thompson	Marg Thompson

A different summer cruise

Sometime in the middle of last year my old skipper, boss, friend Peter Warner suggested that I join him and his grandson (20's) for a 5-day cruise on a 59 ft brig, up the East coast of Tasmania. Accordingly, having decided that, 'it's only money'. I flew to Hobart in early January.



On boarding the "Lady Nelson", the 3 of us were assigned berths in the focsle, and I was able to get my preferred top bunk.



She is a timber replica built in Tasmania in the 1980's. The original vessel was very forward thinking when she was built in 1800, in that she was designed and built with "3 sliding Keels (or centreboards). Many comments were made at the time that she was too small to survive the voyage to Australia. Reading the log of that voyage out makes interesting reading, as to how the Master used the keels etc. She did survive the voyage and then went on to do extensive Government service around Australia.

We duly left Hobart, but due very light southerly headwinds had to motor down the river and Storm Bay then motor sailed into Port Arthur, passing the photogenic Cape Raoul on the way. Port Arthur is the well-known old convict prison. The red brick ruins are an imposing sight as you swing into the bay.



After a quiet night and a prompt start, we again motor sailed North as the long-range forecast was for strong northerlies. We reached Maria Isl.



another old convict site and now a National Park and went ashore just on dusk and met some of the locals, wombats and kangaroos. Next morning, we walked overland a short distance to the old settlement of Darlington before then motor sailing (still light breezes) further north to Schouten Island another National Park and spent some time ashore before moving to an anchorage in the lee of Freycinet Peninsular.

The following morning the forecast was 40kt northerly which left Triabunna on the mainland as the only safe option for the following night although a day early. On this leg running with all of the squares, I glued myself to the wheel for the next 3 hours, as we slowly increased from 3 to 6.5kts, just as we needed to shorten sail to enter the channel.



Spent the night quietly at the fish factory wharf .Next day as we went on a short sail for a barbecue lunch , finally all “the pieces of string “ (my words) made sense , buntlines ,clewlines , braces ,etc as we wore ship and handed the squares and I actually felt comfortable doing a job .



Just as an example, the fore course, the lowest, biggest square sail, has sheets leading both forward and aft, clewlines to pull the clews up to the yard, buntlines to pull up the saggy bit in the middle. So, to hand or furl this sail it was a matter

of,” heave clews and bunts, ease all sheets “and the sail rose to the yard, before being secured with gaskets. Then later a harbour stow would be done. To achieve that for several sails at the same time is partly why square-riggers require so many “hands “or crew.



After lunch we motored back to Triabunna and disembarked about 1530



Onboard there were 10 crew and 8 passengers, both being a mix of male and female, all the passengers were encouraged to participate in everything as much as they wished, (though I was denied permission to try and go aloft!) so yes, we peeled potatoes, hauled lines and washed dishes, and sometimes just sat and watched or read. All of the crew and the Trust that runs her are volunteers ,not one paid hand . We were very lucky in how well everyone hit it off and I thoroughly enjoyed myself both onboard and on our various visits ashore peering into history and the bush.

After leaving Lady Nelson, I overnighted in a campground cabin, before taking a ferry to Maria Isl and spent the day exploring the other side of the island before catching a bus back to Hobart, to fly out at 0600 next morning back to Auckland

(Words and most photos by Bill Cole)



WAITANGI DAY PASSAGE RACE
THURSDAY 6TH FEBRUARY 2020

TE KAWAU BAY, PONUI ISLAND
Start 10:00hrs

Sponsored by: **PARADOX BOOKS**

MAN O' WAR BAY
FRIDAY 7TH FEBRUARY 2020
Club visit to Man O' War Winery.
Everyone welcome.

ROUND THE ISLANDS PONUI
SATURDAY 8TH FEBRUARY 2020

A DIVISION Start 10:00hrs B DIVISION Start 10:05hrs

Sponsored by: **NEW WORLD DEVONPORT**

For notice of race and sailing instructions refer to DYC Yearbook.

Waitangi weekend on Waiheke

These were totally enjoyable days with a display of sportsmanship, competitiveness and friendship. The weather was ideal: four days of clear blue sky and nice mild winds.

The race on Thursday was exciting because the wind was changing all the time both in strength and direction. In addition, there was only one division, 11 very different boats with very keen and skilful skippers. Apart from the leading

group, the rest of the boats were fairly spread during the race but got a good breeze at the end that brought them closer and cut their time to finish line.

On Friday we visited Man O' War bay and garden restaurant. Excellent meals, wines and company. I felt there is something strange at our tables, but I was not aware what was it. Then, I realised that was a very unusual sight for 2020, to see 30+ people sitting together without any mobile phone in their hands or at the table, and still in good mood, all involved in good old fashioned face to face conversation: all kinds of topics from sailing to family and travel... It was so ordinary, so relaxing, warm and human. Maybe, this is what sets sailors apart from the rest ...

Saturday's morning brought us again nice weather, perfect conditions for another race. Our crew (Explorer) had a rare enjoyment to watch for a while Northerner sailing behind us. However, this enjoyment did not last long as for the rest of the race we were looking at her stern!

The day ended with prize giving and BBQ on the beach. Good food, lot of talking and laughter, some wine and beer, were a matching conclusion of a successful weekend.

A big thanks to all those who made it happen 😊.

(From the crew of SY Explorer)





Duder Cup Regatta 2020

Result



(Photo – Deirdre Dean)



(Photo – Geoff Evans)

This year we had good racing conditions, a bit of congestion at the start (!) but fewer of the classic yachts than anticipated. For results please go to the [DYC website](#).



Giverny Forbes is a masters student at University of Otago doing a thesis on the interaction of leopard seals and humans. She gave a fascinating presentation at DYC Seataks last month.

She's looking for more data, so please report any sighting to her; details below.



Last week we heard from the marina office that Auckland's famous leopard seal Owha is back in residence at Bayswater and has been seen swimming around.



LEOPARD SEAL MANAGEMENT RESEARCH



ASSIST RESEARCH INTO THE DEVELOPMENT OF BETTER LEOPARD SEAL MANAGEMENT IN MARINAS BY CONTRIBUTING TO THE FOLLOWING...

GIVE YOUR OPINIONS

Tell us your thoughts on living with a leopard seal and what you think should be done to improve management

[HTTPS://TINYURL.COM/YAELLTBN](https://tinyurl.com/YAELLTBN)

Tell us about your encounters with leopard seals so that we can learn more about their behaviour

[HTTPS://TINYURL.COM/YCZNTNNY](https://tinyurl.com/YCZNTNNY)

SHARE YOUR ENCOUNTERS

REPORT DAMAGE

Tell us about damage so that we can design management to prevent future damage

[HTTPS://TINYURL.COM/YYYYLY2D2](https://tinyurl.com/YYYYLY2D2)



SSANZ Round North Island race 2020



(Photo - Chris Leech)

Club member, Sally Garrett is competing in the Two-hand Round the North Island Race sailing with teammate Rob in Coppelgia, a Farr 11.6. For those that would like to follow their progress, download the YB Races app and search for the SSANZ Round North Island 2020 race. The app is free to download from the iTunes app store and the race tracker is also free to view. Sally and Rob finished the second leg to Wellington 4th in PHRF Division 4. The next start is Monday 2 March.

2:13

Back **SP TRACKING** On Map

Coppelgia

Type: Farr 11.6 (K4522)
Skipper: Rob / Sally
Position at: 01/03/20 14:00 NZDT
Position: 41° 17.38 S, 174° 47.14 E
Speed/Direction: 0.0 kn @ 90 degrees

Finished in 4d 16h 25m 42s

4th	in PHRF Div4
21st	in PHRF Overall
26th	in Line Honours

RNI 2020 COPPELIA Farr 11.6 SKIPPERS Rob Croft & Sally Garrett SSANZ

Map Teams Leaderboards Social

2:12

Round North Island 2020 - Leg 2

Home **SP TRACKING**

Coppelgia Rob / Sally

Map Teams Leaderboards Social

All the race details can be found on SSANZ website at:

<https://www.ssanz.co.nz/round-north-island-2020/>

The race tracker can be found at: <http://yb.tl/ssanz2020>



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Remembering John Mitchell



Long-time member of our Yacht Club, John Mitchell died on 4th February 2020. He was born in Kent, England on 19th September 1945.

His father died in a motorcycle accident in Hamilton and as it had been his wish to

move his family to New Zealand, John's mother brought her two sons out anyway and settled in Devonport. Life was hard with little money and no social security but she worked in the canteen at the Naval Base and rose to the position of manager.

John became an apprentice shipwright at the Naval Base and spent his whole working life there. On his first day he was given a boatbuilding task and completed it so quickly there were complaints from the other staff that he was working too fast. While removing asbestos from the deckhead of a naval ship he contracted asbestosis which caused a reduction in lung capacity and eventually prompted him to retire twelve years ago, to Kerikeri for the clearer air.

John built two catamarans, both named Isis and both were lost in shipwrecks.

These were followed by Dawn Star a forty-two foot launch.

There is a story which has never been told how John took Alec Hill and Joe McCallum scalloping at "Bostocky Bay" on Kawau. After lunch they had a few drinks and fell asleep including John who did not drink. John woke them up much later to say that he had to get back to help Glenys close up the shop and it was getting very late. By motoring at flank speed John hoped to make up time but with the increased speed the diesel tank ran dry off the Rangī light. John wanted to hoist the auxillary sails but Alec insisted they needed the Coastguard and he would pay for the tow.

On the occasion of their wedding anniversary John threw a party at the Yacht Club and presented his wife Glenys with a brand-new Toyota Prius which was the latest and greatest in the development of EV. Glenys however was not impressed as she loved her old Mercedes Saloon and it took considerable negotiation for her to accept the new car.

For many years John was Haulage Master at the Yacht Club yard and was always on hand for help and practical advice for the members working on their boats and was renowned for his lifeboat style launchings if there was any suggestion of the trolley sticking on the rails.

When Glenys closed her shop before their move to Kerikeri they generously donated most of their unsold stock of

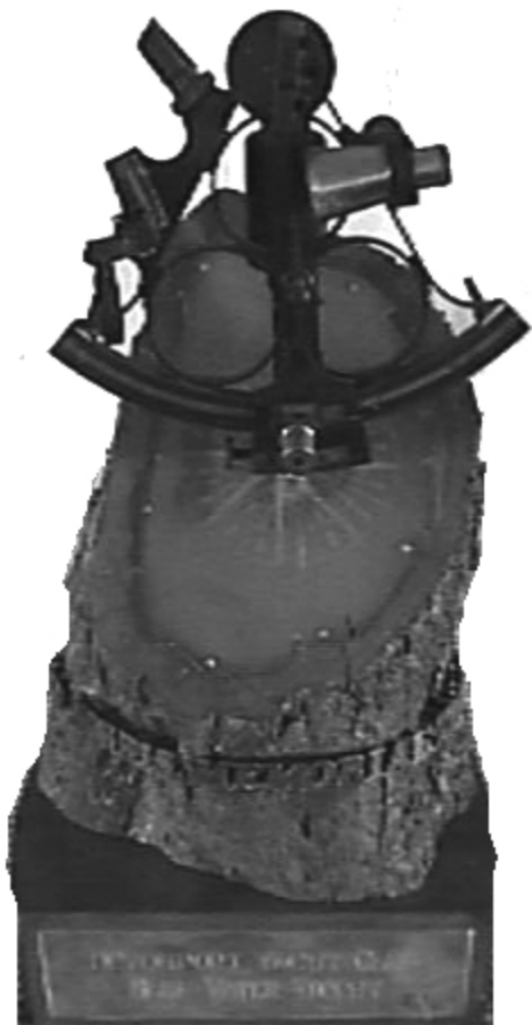
antiques and curios to the Yacht Club. This formed a large part of a garage sale which raised a substantial amount for the Clubhouse renovations.

John was a larger than life character who contributed considerably to the volunteer workforce while he was in Devonport. It was a standing joke that leaving for Kerikeri was the only way he was going to avoid a lifetime job as Haulage Master.

Graham Pettersen



The Fred Norris Memorial Trophy



This is the Devonport Yacht Club Blue Water Trophy.

The concept of a trophy to commemorate the exploits of New Zealand pioneers of blue water sailing and to acknowledge his years of dedicated service to navigation education, passing on his knowledge to others was the inspiration of Brian Johnstone, one-time pupil and friend. In Brian's words "It was his way of showing my respect and affection for the man." Phil Warring, another pupil and colleague was approached, the seed of an idea was sown. That seed was scattered and germinated in good soil. Sufficient funds were raised by canvassing persons who had made Fred's acquaintance over the years.

What form was the trophy to take? Peter Minter a local jeweler of repute who had won many design awards was approached. Ideas were tossed around. Ray Shaw who had possession of Fred's sextant agreed to a response for its return. A block of pohutukawa driftwood from the coast of the Coromandel Peninsula was fashioned into a plinth. Today we can observe the magnificent result of the deliberations, Fred's sextant, the pohutukawa plinth and the inscribed chronology of his association with boats sailing offshore. Previous worthy recipients, Sir Peter Blake, solo navigators Dame Naomi James, Dr. David Lewis, Dick McBride, Gerry Clarke and our own Neil Coleman. It was last awarded to Shaun Quincey in 2010.

It has crossed my mind that none of our indigenous blue water navigators are represented. Matahi Whakataka Brightwell, Jim Siers, Francis Cowan, Jack Thatcher, Huturoa Barclay Kerr would all be worthy candidates.

Colin Tubbs

Book reviews from DYC Library

Many thanks to our club librarian, Colin Tubbs.

<p>SPIRIT OF ADVENTURE TESSA DUDER, CLIFF HAWKINS, BARRY THOMPSON</p> <p>The work of sifting material following a nationwide appeal for information, articles and photographs, fell to the three authors, each responsible for different but equally important aspects of the book.</p>	 The cover of 'Spirit of Adventure' features a large white sailboat with yellow sails on a blue sea. The title 'SPIRIT OF ADVENTURE' is written in large, bold, orange letters at the top. Below the boat, there is a smaller line of text: 'THE SWEDISH YACHT "MAGNET" ON TRAVEL'. The authors' names are not clearly visible on this cover.
<p>THE COMPLETE BOOK OF NEW ZEALAND FISHING GARY KEMSLEY, STEVE STARLING</p> <p>This book shows you how to fish, the gear you will need, what to fish for and where to go.</p>	 The cover of 'The Complete Book of New Zealand Fishing' has a blue background. At the top, it says 'THE COMPLETE BOOK OF NEW ZEALAND FISHING' in white and yellow text. Below the title is a photograph of a man in a yellow jacket holding a large fish. At the bottom, the authors' names 'GARY KEMSLEY STEVE STARLING' are listed. The publisher's name 'aaabooks' is visible in the bottom left corner.
<p>HEARTFELT JOURNEY D. E. BARRY-MARTIN</p> <p>Designing and building the beautiful 42-foot yacht Majando 2 and sailing her around the world on a unique course, the author steered her towards the remote, the romantic and the most colourful places on earth</p>	 The cover of 'Heartfelt Journey' shows a wooden boat on the water. The title 'HEARTFELT JOURNEY' is in large, bold, white letters. Below the title is a smaller inset image of a man on a horse. The author's name 'D. E. BARRY-MARTIN' is visible. A short blurb at the bottom reads: 'A remarkable New Zealand's land-based adventures in many books plus his sailing around the world fighting unexpected heart disease.' The publisher's name 'aaabooks' is in the bottom left corner.
<p>HOW TO DESIGN A BOAT JOHN TEALE</p> <p>This book takes you step by step through the stages of designing both power and sailings boats, explaining the reasons behind the procedures, using sketches and reproductions of working drawings to help understandings.</p>	 The cover of 'How to Design a Boat' has a blue background. The title 'HOW TO DESIGN A BOAT' is in large, bold, white letters. Below the title, it says 'Sail and Power' and 'JOHN TEALE'. The cover features a photograph of a boat's interior. The publisher's name 'SAILMATE' is in the top right corner, and '3rd edition' is in the bottom left corner.

WILD IRISHMAN PEGGY HAMILTON

Bill Hamilton's talent for invention and love of boats developed at an early age. He grew up to become a high-country farmer, racing driver engineer and almost by accident the first man to make the jet propulsion of watercraft a reality.



Officer of the flags – Nelson Webster



Nelson Webster is calling it a day and retiring from his role coordinating hoisting the flags on the club flagstaff. You may have seen him and the team, ensuring the club burgee and the New Zealand flag are hoisted with due decorum, up at sunrise, retrieved at sunset, every day. Apart from Nelson, the flag hoist team are Bill Rimmer, Rob Ferguson and Nigel Wilson. Nelson arranged the roster.

Nelson has more than his name to give him nautical heritage and links to Devonport. He is first cousin to DYC ex-president John Duder. Their family were the first Europeans to move to Devonport, after Thomas Duder survived the sinking of HMS Buffalo in Mercury Bay in 1840 and settled here.

Nelson was brought up in Belmont, spent some of his youth crewing on DYC yachts and spent some years as an engineer at sea, where he met wife Fran while his ship was docked in Cardiff. He and Fran brought up their family where the work took him, then settled back in the area in the 1970s. For a while they owned Manaroa II, a Townson 32 and have lived in their lovely home on North Head since 1980. Nelson is also on the DYC starting committee. Nelson and Fran are regulars at the club, and their daughter Karen regularly races her SR26 Lambretta in the DYC yacht races.

Nelson, thanks for your contribution to the club. Much appreciated!

(As you'll appreciate, we're looking for help with the flag hoist team. Please let us know if you would like to contribute or know someone who might be interested. Thanks. Geoff Evans)

Stories from the Cockpit

Beam Sea - A situation in which waves strike a boat from the side, causing it to roll unpleasantly. This is one of the four directions from which wave action tends to produce extreme physical discomfort. The other three are `bow sea' (waves striking from the front), `following sea' (waves striking from the rear), and `quarter sea' (waves striking from any other direction).

Berth - Any horizontal surface whose total area does not exceed one half of the surface area of an average man at rest, onto which at least one liter of some liquid seeps during any 12-hour period and above which there are not less than 10 kilograms of improperly secured objects

Boom - Laterally mounted pole to which a sail is fastened. Often used during jibing to shift crewmembers to a fixed, horizontal position, called boom for the sound that's made when it hits crew in the head on its way across the boat. For slow crew, it's pronounced 'boom, boom'

Bottom Paint - what you get when the cockpit seats are freshly painted.

CR Leech ED*
Past Commodore



For your diaries

Sailing events from the Yearbook:

March 2020

14	Saturday 7th	Cruising Series Race 8	Rocky Bay	1000 hrs
15	Fri /Sun 20th – 22nd	Shorthanded Series Race 23-Handed Gulf Rally		0900 hrs



DYC – Seataalks



Nigel & Amanda Richards – Island Cruising NZ (ICNZ)

Nigel and Amanda Richards run ICNZ to provide information, resources and training for cruising sailors sailing up to the South West Pacific.

The ICNZ Pacific Circuit Rally visits Tonga, Fiji, Vanuatu and New Caledonia in the New Zealand winter months, exploring some very faraway places, tasting the local culture and some fabulous locations.

Come along and hear about the attractions of island cruising how ICNZ can help us yachties get there.

7.30pm Thursday 19th March 2020

All welcome. The club bar will be open



DYC PRESENTS THE 2020

ROCKY BAY BALL

*Dress: formal
(from the waist up)*

TICKETS \$35

INCLUDES DINNER BY 'URBAN ESCARGOT'
& LIVE MUSIC BY THE 'BUZZ BARS'.
BYO DRINKS & GLASSES.

SATURDAY 7TH MARCH, 6PM FOR 7PM
DINNER, @ ROCKY BAY HALL, WAIHEKE.

TICKETS FROM DYC BAR OR EMAIL
LAURA@THEMAGUIRES.INFO

Situations vacant

Officer of the flags

As you will have read earlier in the newsletter, Nelson Webster is retiring from the position. If you are interested in this role or helping with the team, please contact Geoff Evans commodore@dyc.org.nz

Secretary for Auckland Yachting and Boating Association (AYBA)

Long-time secretary of AYBA Tanya Ankersmit is retiring from the above position so we are looking for someone to fill the role. Please contact Rhys Cole rhyscole99@gmail.com if interested.

CRADLE AVAILABLE

I have a steel cradle -in bits, but all the bits are there including nuts and bolts. I made it and used it for years for a 24 ft keeler at DYC, but it's now been stored (dry) under our house for a long time since we moved on to a bigger boat. I made it such that I could transport it in/on top of a small car and assemble it on my own.

The central spine is a 200X300 H section 2m long, and the width of the (150X75 U section) cross beams is 2.5m, but the side arms of the cradle are adjustable so it should fit most any boat up to (say) 26 ft. Happy to give more detailed measurements and let you see it if it might suit you, and I'll volunteer to assist at its first reassembly. No price, but I'd like the new owner to make some donation to DYC funds.

It will have to be collected from my basement no later than 24 April.

Bob Stevens 0284143112
bobstevensnz@gmail.com



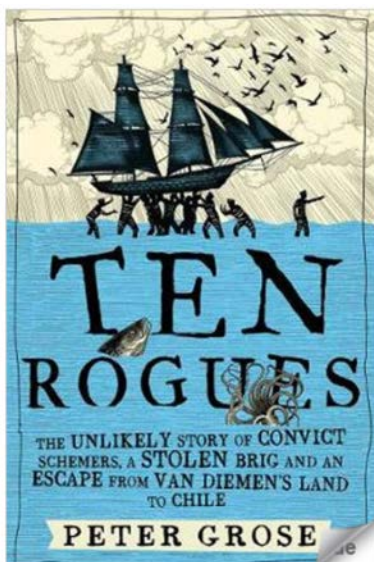
What is moorings4u.com?

Well, one night a couple of us complained about how annoying it was to motor into a bay at dusk and see all the empty, but unavailable moorings. We then proceeded to search for a safe spot with enough swing space to avoid all the empty moorings in the extremely unlikely event that all the mooring owners turned up during the night and tied their boat to their mooring. Following that discussion, we thought about how great it would be if there was a website like Airbnb where you could identify and pre-book moorings in less than a minute. So, we started researching various sites and apps and identified a gap in the market, something that was centred on NZ not Europe and Moorings4u.com was born.

Now the website is live we want to tell all the boaties and mooring/jetty owners out there. So please forward this email to your club members and if possible print out the attachment and post it on your notice board and let's get new moorings/jettys signed up and available to all like-minded boaties out there. Any feedback, we'd love to hear about it.

Thanks, Dan Cooney, 027 707 1133, www.moorings4u.com





TEN ROGUES

By Peter Grose. 229 pages. Published 2020. Paperback

A band of convicts, a scoundrel by the name of Jimmy Porter, a stolen brig and a daring plan for escape. From the grim docks of nineteenth-century London to the even grimmer

shores of the brutal penal colony of Norfolk Island, this is a roller-coaster tale. It has everything: defiance of authority, treachery, piracy and mutiny, escape from the hangman's noose and even love.

Peopled with good men, buffoons, incompetents and larrikin convicts of the highest order, **Ten Rogues** is an unexpected and wickedly entertaining story.

This story of a small band of convicts who managed to escape the living hell of the Tasmanian penal colony of Sarah Island also depicts their getaway by stealing the leaky and untested brig they had helped to build, and then sailing it across the Pacific from Tasmania to Chile with neither a map nor a chronometer. **Ten Rogues** shines a light into some dark and previously well-hidden corners of colonial history...

\$35.00 (In Stock)

