

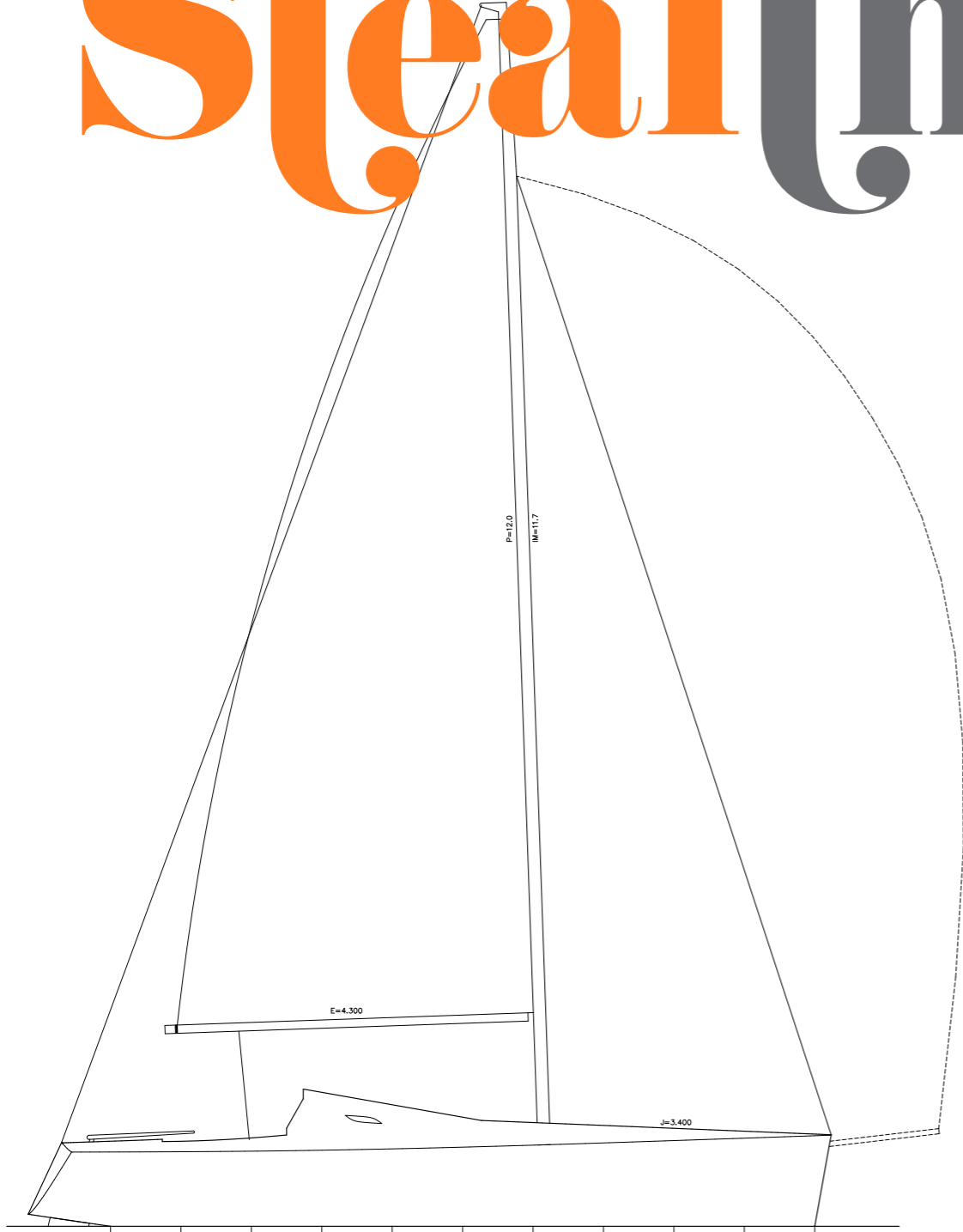
Stealth

Three boys in a boat...

Fremantle to Sydney



Stealth



KIM SWARBICK YACHT DESIGN 18 Sicklemore St. Booragoon W.A. 6154 Tel (09) 316 3306 Fax (09) 316 3307 <small>KIM SWARBICK PTY. LTD. A.C.N. 009 295 838 COPYRIGHT</small>	DRAWING: SAIL PLAN PROJECT: 9.7m. YACHT CLIENT: Mr. M. SAUNDERSON SCALE: 1:20 DATE: 21-4-94 DRAWN: K.T.S. DES. No: 21-2
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The boat

Robert Alpe (Alpy)

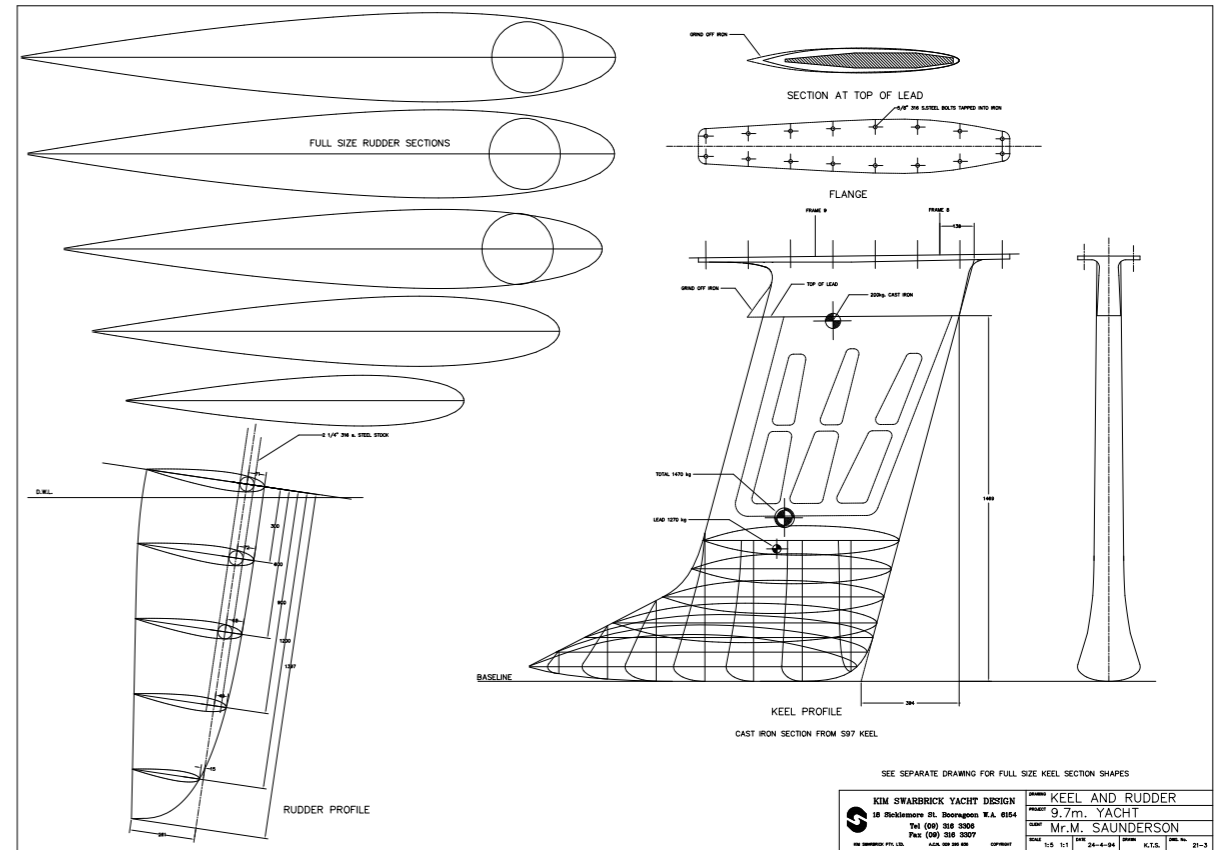
Stealth is a Kim Swarbrick [WA] design [1995], and a Steve Ward build (1998) for his then apprentice Maurice Saunderson who took the finished hull and deck and did the fit out, bohemian as it is!

Her length is 9.7 m with a 3.3 m beam and a 2 m draft with a lead bulb at the bottom which is 1/3 of the total weight of the vessel.

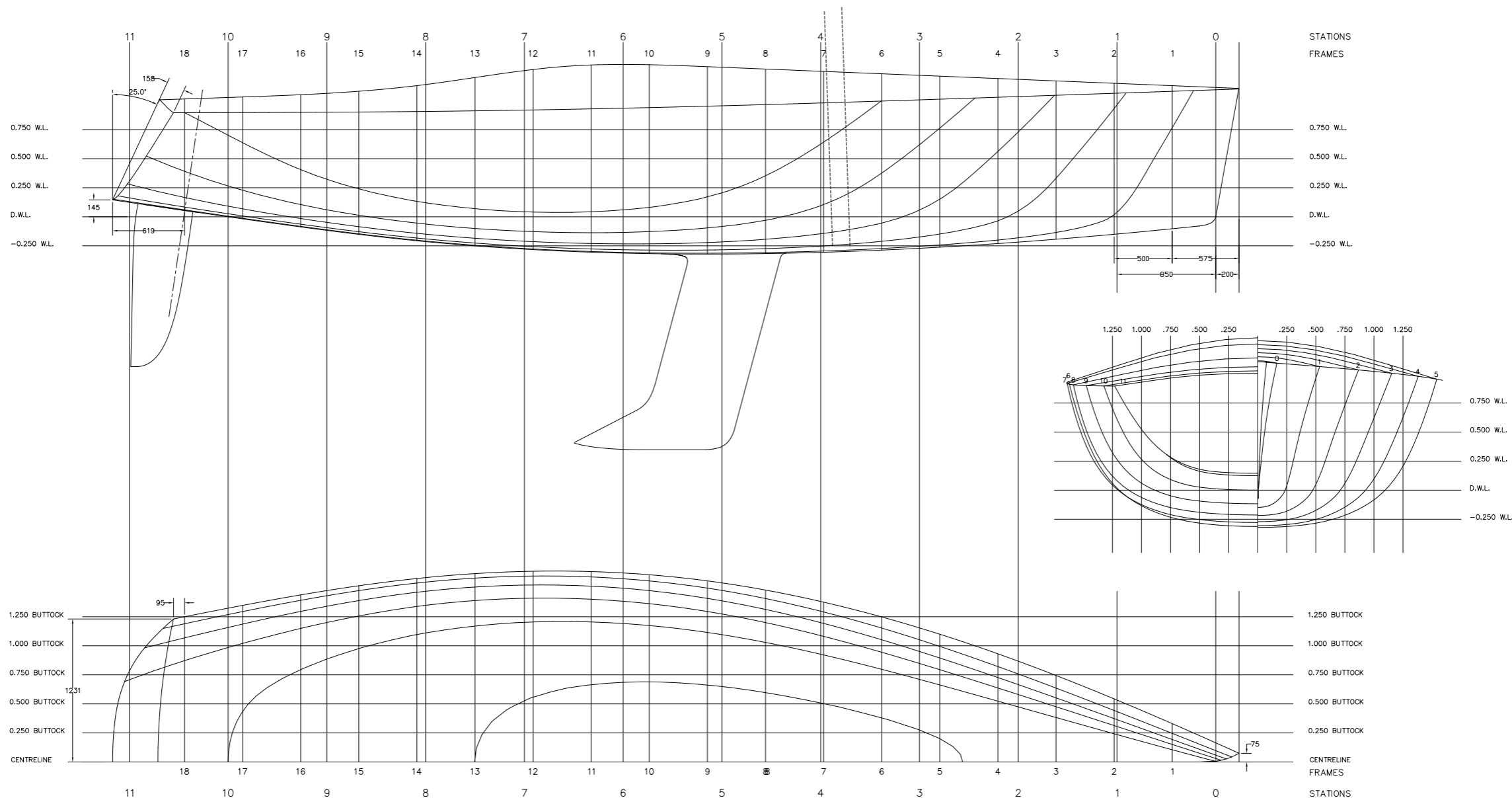
Warwick Jacobson (Waz)

Stealth is unusual in that it has no vang, just uses a full width traveller and mainsheet tension to hold the boom down. The boat is only 3.5 tonnes and carries a lot of sail so it's very fast but needs regular reefing to maintain stability. The reward is a very fast boat in all conditions.

We found the boat to be very responsive in all winds. It surprised us with its performance in very light air—being capable of 6 knots in 8 knots of wind. It carries a very large rudder which enables very aggressive steering—great fun with any sort of following sea. And this feature helped us enormously when the weather became unfriendly, although steering the boat in heavy weather can be quite tiring.



Plans of the yacht *Stealth*. This varies from the original plan, and was done so the mast could be smaller and still carry the same size main. Note also the size of the rudder which gives extraordinary grip and manoeuvrability.




Rob Campbell (Rob C)

Alpy (Sydney Dragon sailor) bought a small yacht (renamed *Stealth*) in Perth, West Australia and needed to deliver her home to Sydney. The journey was to be south, then across the Great Australian Bight, through the Bass Strait and then north to Sydney. Total distance is approx. 2,500 nautical miles. The journey was to be in Jan/Feb, against the prevailing SE winds at this time of year. Several people commented that, with the SE prevailing wind, the correct way to go was to the N of Australia but this would be about 3 times the distance! He recruited a Sydney sailor, Waz (Warwick Jacobson) and me.

Alpy worked on her nonstop for a couple of weeks installing solar panels, navigation systems, an outboard engine, a porta-potty, a freezer and generally making her seaworthy. He then claimed she was ready and we stocked up with food, including great frozen meals prepared by our resident chefs, Holly and Penny.

LINES ARE TO THE OUTSIDE OF HULL AND DECK PLATING

 KIM SWARBRICK YACHT DESIGN 18 Sicklemore St. Booragoon W.A. 6154 Tel (09) 316 3306 Fax (09) 316 3307 <small>KIM SWARBRICK PTY. LTD. A.C.N. 009 295 836 COPYRIGHT</small>	DRAWING LINES PLAN	
	PROJECT 9.7m. YACHT	
	CLIENT Mr. M. SAUDERSON	
	SCALE 1:15	DATE 21-4-94



The great adventure begins

Saturday 21 Jan

Waz

The boat is almost ready. We decided it would be smart to get to know the boat before we set off so we took her out to Rottnest Island. Well worth the exercise as we discovered with *Stealth* less is more... reef early and often. If we keep her upright she will do 6 to 8 knots comfortably almost regardless of wind strength.



Left: First time leaving the marina at Fremantle. We decided to show off our boat handling skills by sailing out of the pen. Pretty ballsie given we didn't know the boat very well. Rob C at the bow is retrieving the bow mooring line, Alpy, well I have no idea what Alpy is doing, and I'm hiding behind the pole steering the boat.

Above left: Clearing the breakwater. The wind was quite fresh, around 20 knots which is typical of the Doctor in WA. We thought a sail to Rottnest Island would give us a good feeling for the boat. We soon discovered that a full main and No 2 headie was a bit much, so we reefed the main to the first reef. We were still overpowered... we needed two reefs and a No 3 headsail.

Above right: Rob C clearly enjoying himself on our test sail. When we reefed the main Rob C found he could back the headie and the boat would sit quite comfortably in irons. It really is a lot of fun sailing this boat!

Sunday 22 Jan 3 am to Thursday 26 Jan

Perth (Fremantle) to Albany. Indian Ocean and Southern Ocean

Waz

We set off from Fremantle in a southwesterly of 20+ knots. Very rough. Had some difficulty straight away leaving the marina... we struggled to clear the breakwater. Finally got out and when we hoisted the No 3 jib the halyard came off and finished at the top of the mast. So we used the spinnaker halyard. Main was triple reefed. Trip to Albany was very slow as we worked the whole way. We finally turned Cape Leeuwin only to have the wind back to the SE and more working.

One morning a large flying fish (300 mm) landed on the back deck. It was bright blue and silver with quite large wings. It flopped about until it managed to toss itself back into the water. We contemplated grabbing it but it was too beautiful to eat.

The final approach to Albany Harbour was really tough in a strong SE. Since we were approaching in the night we played it safe and kept wide until we could lay the entrance.

Rob C

We cast off on the morning of 22 Jan straight into 20+ knots SW, the infamous Fremantle Doctor. No 3 jib and double reefed main, soon to move to a triple reef! Discovered the boat is very wet at sea and had a couple of exceedingly uncomfortable days beating down the W coast of Australia towards Cape Leeuwin, where the Indian Ocean ends and the Southern Ocean starts.

Watch system develops of four hours on, eight hours off but still very tiring in near survival conditions. Started daily schedule 1200 Sat phone reports to our ladies, lat/long and conditions.

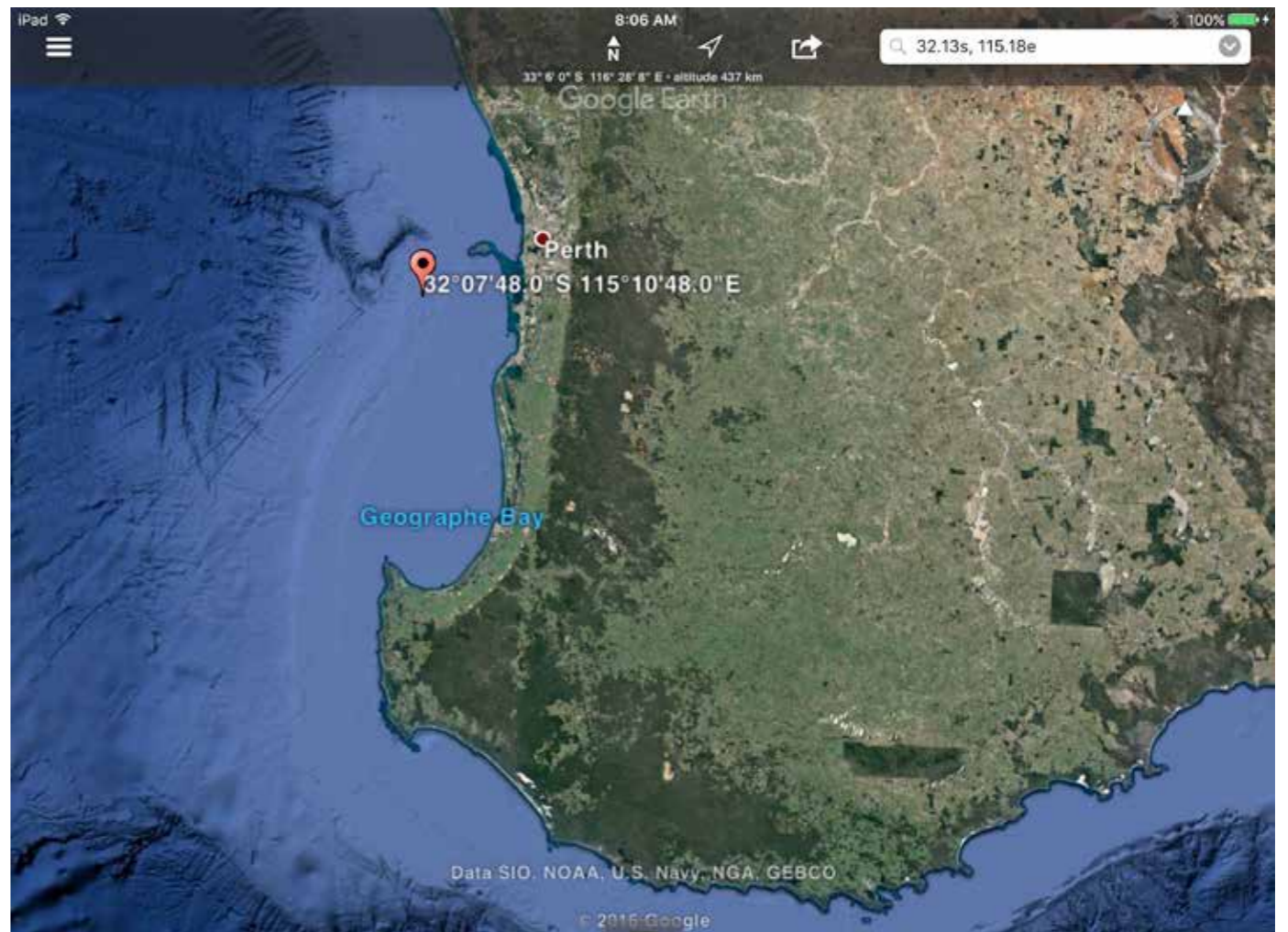
A couple of quite large flying fish landed on the deck, but fell back into the sea. Everything is soaking below.

We then hit about 15 hours of flat calm, very frustrating. Alpy and Waz (against my advice) insisted on trying other headsails, firstly the asymmetric kite, then the No 2 genoa. The wind filled from the E, once again on the nose, and steadily increased so that we had to change urgently down to the No 3, but not before the No 2 was ripped! More beating and we closed in on Albany early on the fourth morning, 26 Jan. Distance travelled around 370 nm in 4 days.

Great news, we have friends in Albany, Simon and Aileen Lucas (ex Burnham Dragon sailors) and we were made wonderfully welcome. Warm, dry beds, steak and chips, a washing machine for both clothes and cushions. Simon knows all the engineering subcontractors in Albany and we used many of them to repair and/or upgrade *Stealth*.

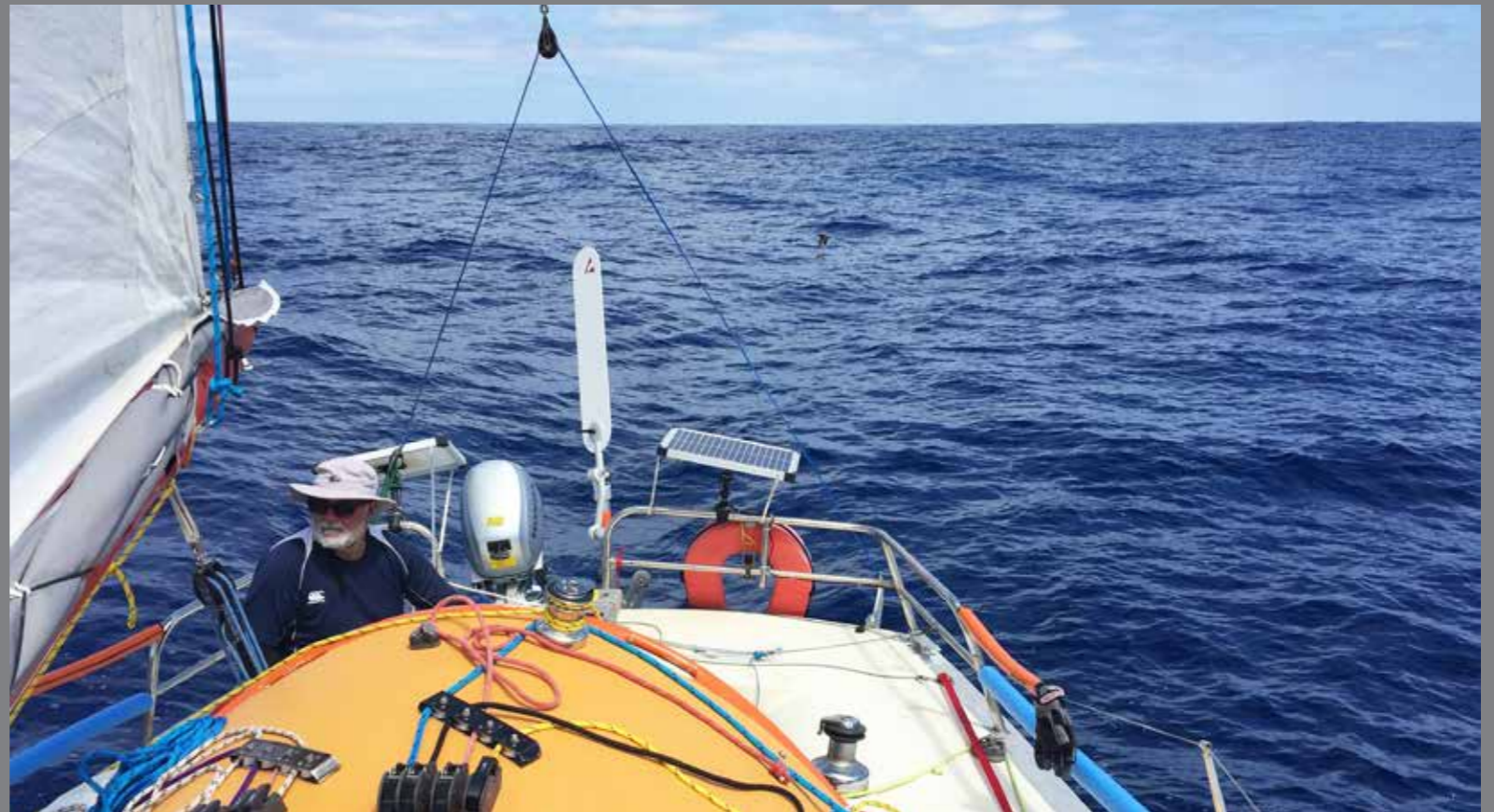
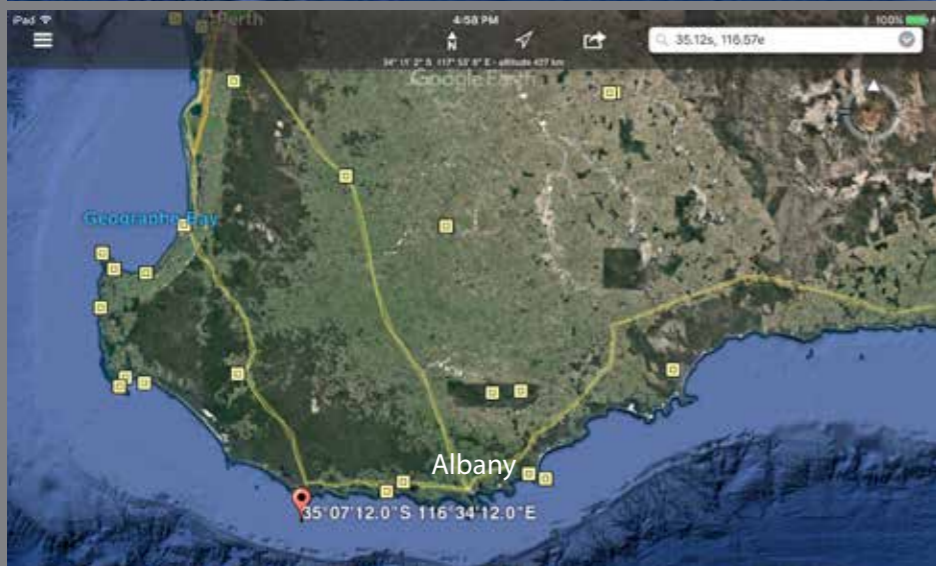
We had discovered the hard way a number of unsafe aspects on *Stealth*, lack of handholds, moving floor panels, lifelines, etc. that were sorted in our three days there. The self-steering gear also had to be repaired, nicknamed Wanda.

Simon introduced us to Mark McRae, who had sailed the Bight several times and gave us great advice (stay above 40 degrees parallel, the infamous roaring forties) and also volunteered to give us daily weather forecast via Sat phone. Thanks Simon and Aileen, you were brilliant!!!



Top: Alpy helming on our first day at sea.

Bottom: Sked 23 January 2017—Pos 32.1346S 115.18E at 1218. Wind about 20 knots (note the position difference between the sked and the map—Google Earth had a mind of its own).



Far left top and centre: Positions from skeds on the 24 and 25 January.

Far left bottom: Our Navionics on the 25 Jan showing our current position, boat speed and heading (note the wind is on the nose again), the projected time to waypoint 1 and bearing from us, and the distance, time and ETA to Albany.

Above: Alpy battling light air on 24 January at 10:44 am. These calms were incredibly frustrating and they were invariably on the nose.

Left: Waz helming on 22 January at 4:23 pm on a relative quiet day. Note the wind steering (Wanda) is not being used, partly because we weren't familiar enough with her, and also because the light conditions didn't suit wind steering.



Left: Waz and Rob C as we motor into Albany at 5:18 am.

Far left: Albany at last... the two Robs enjoying a quiet beautiful morning as we motor into Albany Harbour. The ship in the background is loading woodchips, a major export for this area.

Below: Docking at Albany. The marina was a great facility, if a little under used. It boasts an amenities block that was very clean, which we enjoyed first up, followed by coffee and brekkie at the cafe close by.

Thursday 26 Jan

Waz

Finally made Albany at dawn (approx 370 nm), moored the boat at the marina and stayed with Simon and Aileen, friends of Rob C, while we fixed annoying stuff on the boat. Were those beds welcome or what!

Simon and Ali served us a fantastic meal of steak and the most amazing chips imaginable. After noodles and noodles we really appreciated this. We spent numerous days fixing safety issues before crossing the Bight.





Above: The Albany marina. We were on the right arm, third boat on the inside. You can just see the Honda outboard. The photo was taken standing outside the amenities block. The path on the right led to the cafe which served quite good coffee and very good pies—Rob C will attest to that.



Left: Overhead view of the marina. The town centre is just a short walk over the railway tracks at the top of the picture.



Far left: Mark McRae (southernoceansailing.com.au) on his yacht. Mark has travelled the Bight on many occasions and his advice on the best way to tackle the journey was greatly appreciated. He sent us daily messages with weather forecasts for our position as well as providing advice on various ports, their facilities and contacts in those ports. He even lent us an emergency VHF radio aerial in case ours got damaged. Fortunately we didn't need it!

Sunday 29 Jan 17:30

Albany to Robe. Great Australian Bight

Waz

Decided to leave as everything was ready and the wind was 20 knots SW. Great run for 12 hours (we did 133 nm in first 24 hours) then the wind died and came from SE. More working! Averaged 2 knots VMG.

Rob C

W wind arrived so we left Albany at 1730 on 29 Jan. Great run for 24 hours, 133 nm, then the wind headed and died. Frustration for 30 hours before a NE came in, allowing us to just about lay our course towards the SE tip of Australia, around 110 degrees. Regularly seeing pods of dolphins and they play around our bow. Great sailing but had to take reefs in and out regularly, *Stealth* is certainly tender. For ease we are only using No 2 and No 3 reefs as No 1 reef is fine tuning (for racing use, not for delivery trips).

After five days, Waz decided to wash, salt water from a bucket. Claimed it was marvellous but Alpy and I both declined.

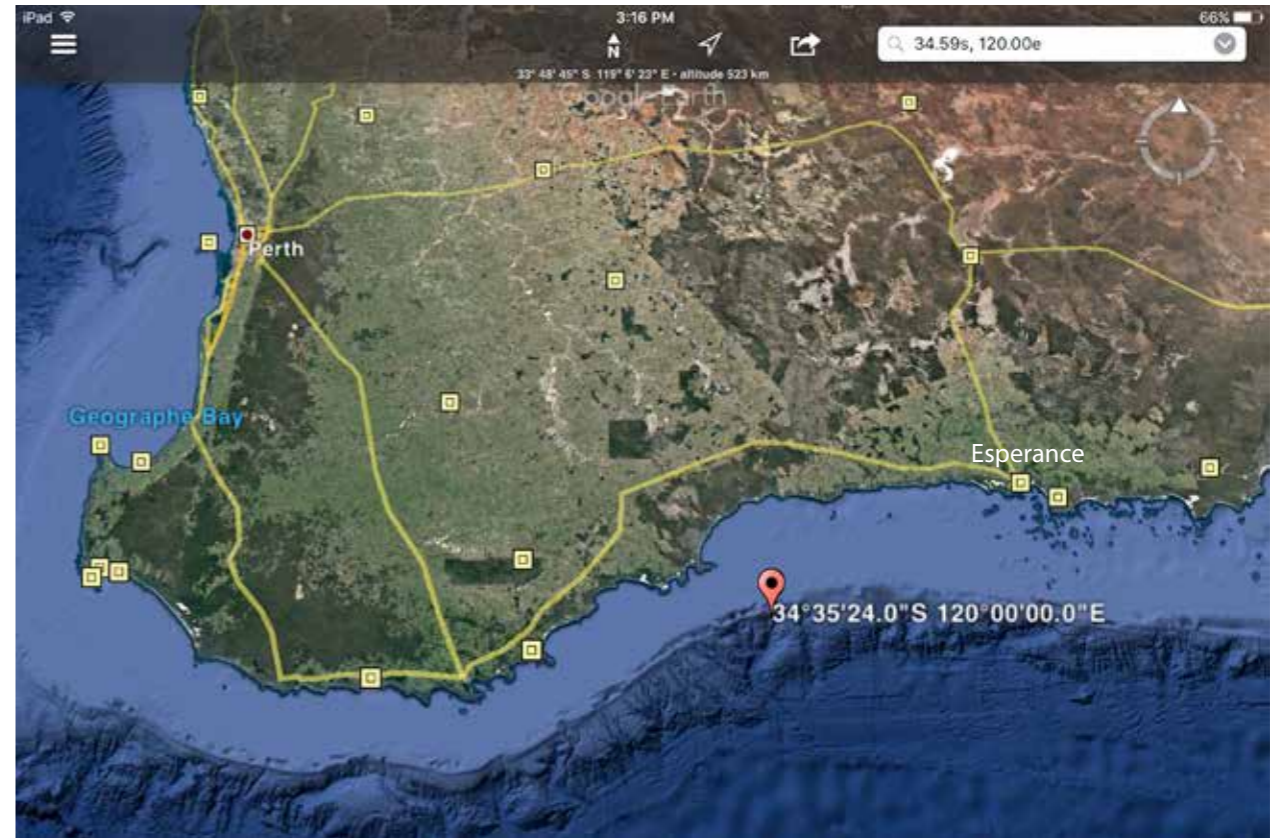
Now around 300 nm from nearest land and also a long way from any shipping channels, very lonely. Fantastic bird life, large birds swooping between the waves, inches from the water and gliding effortlessly for extended periods with wings completely stationary, amazing. Good weather forecasts being received helped us optimise our routing on this section and probably saved us a day at sea.



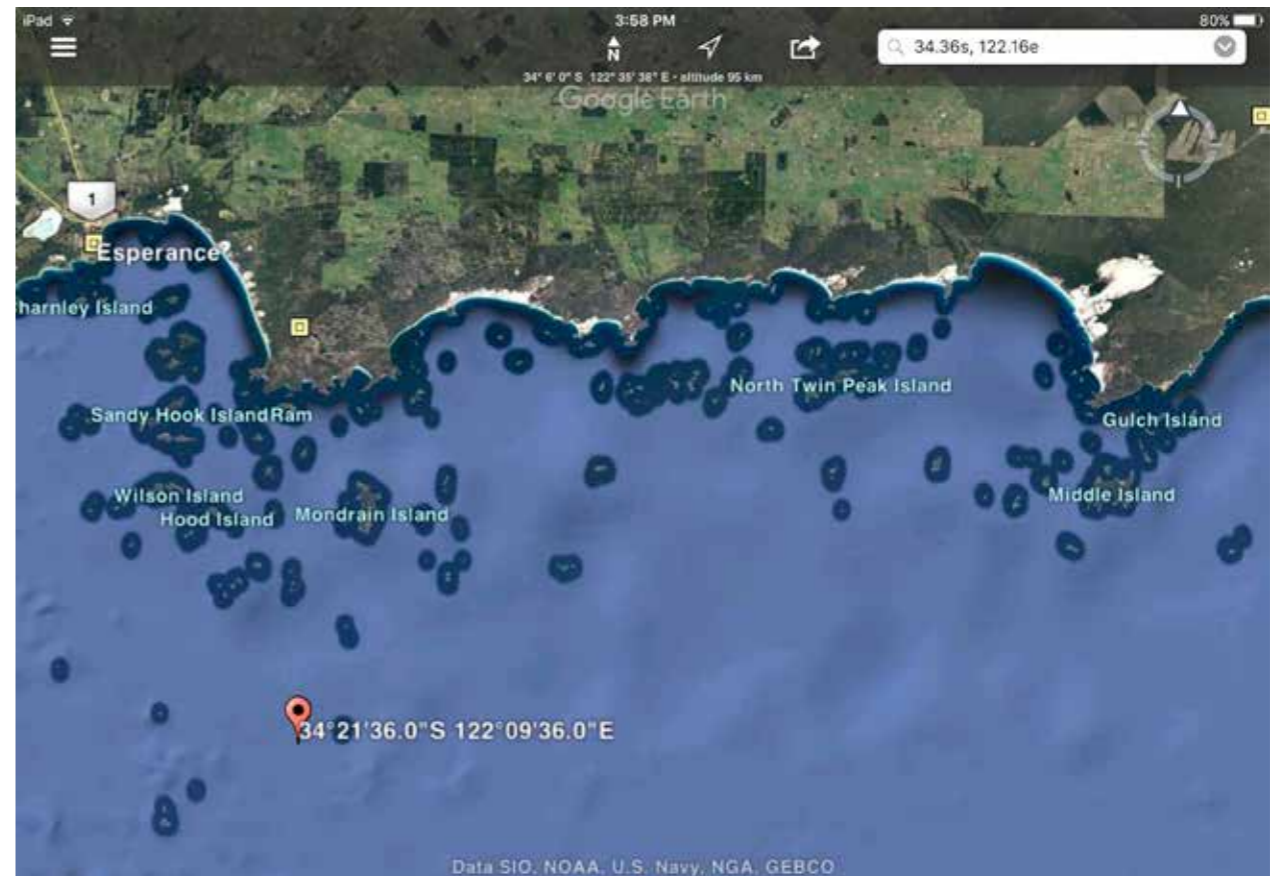
Above: Rob C resting 30 Jan



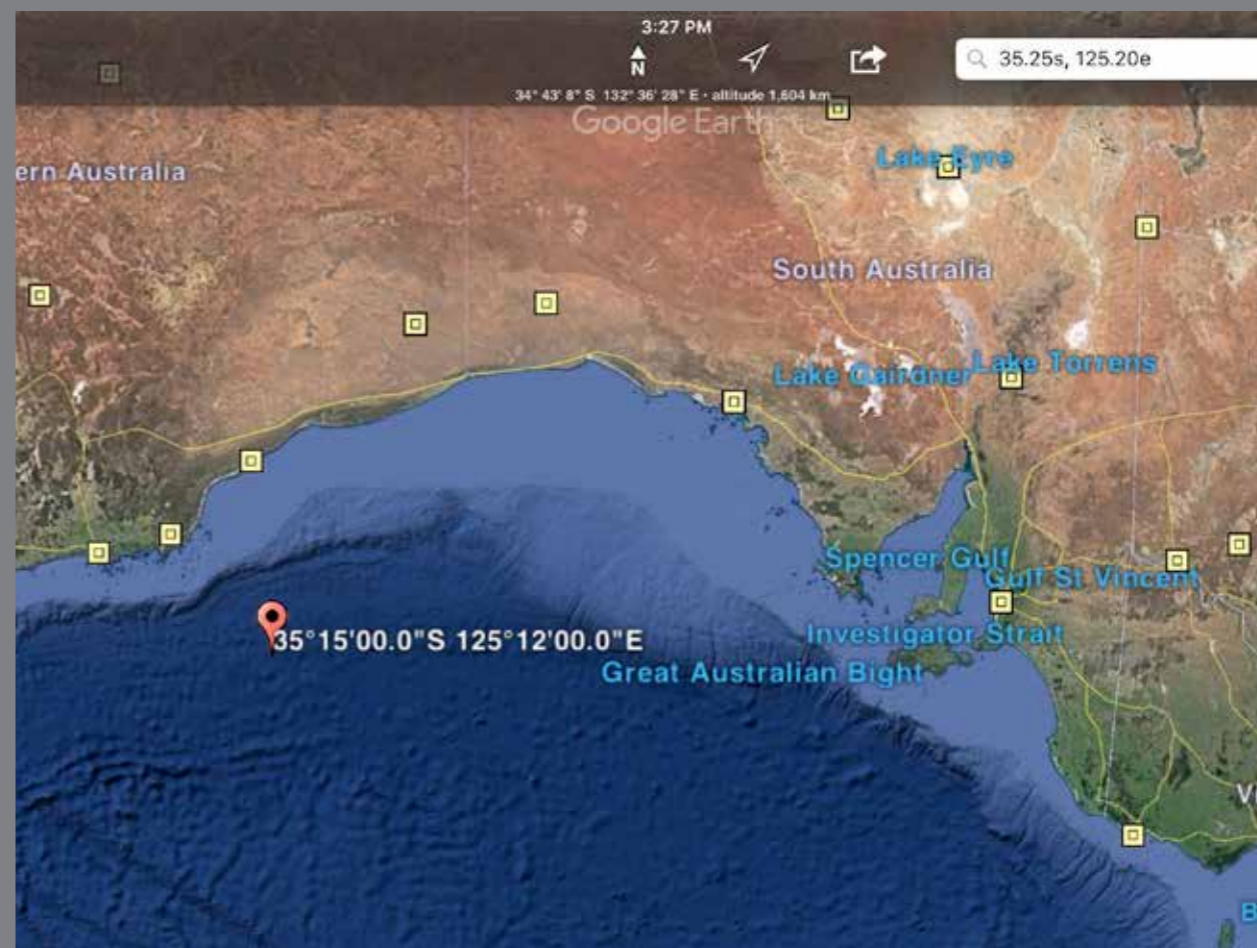
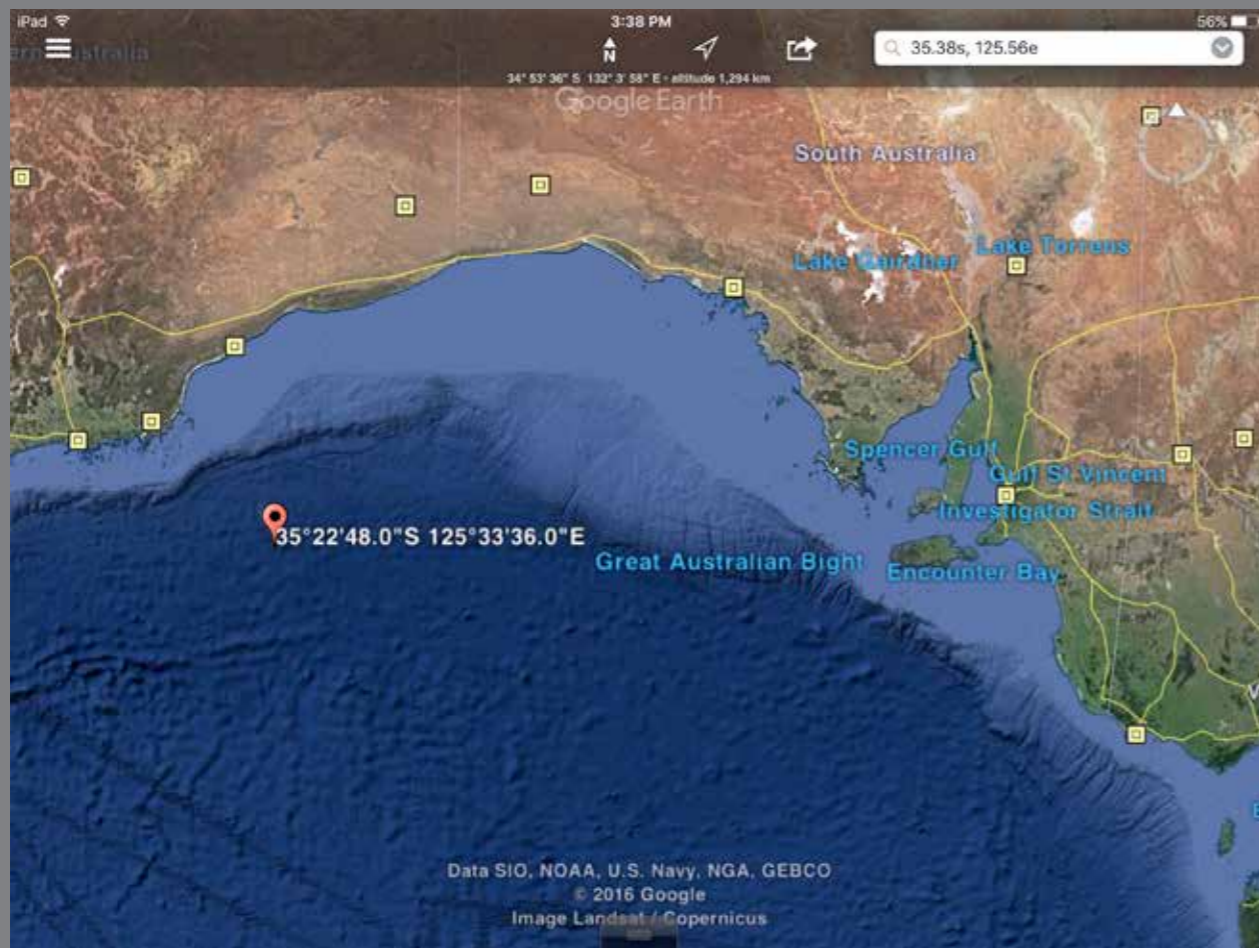
Right: Alpy on watch with Wanda taking care of business. Wind was light, around 8–12 knots so everyone was relaxed.



30 Jan at 12 noon. 34.59.39S 120.00.336E wind SW at 8 to 12. Sea smooth 1 to 2m swell. Speed 4 kn. Having fun. No fish.



Stealth 1200 31.1.17. Pos S34.36.12 E122.16.71. Course 140 wind 12 knots at 175 deg. Sea flat. Boat speed 6 kn. 100 percent cloud

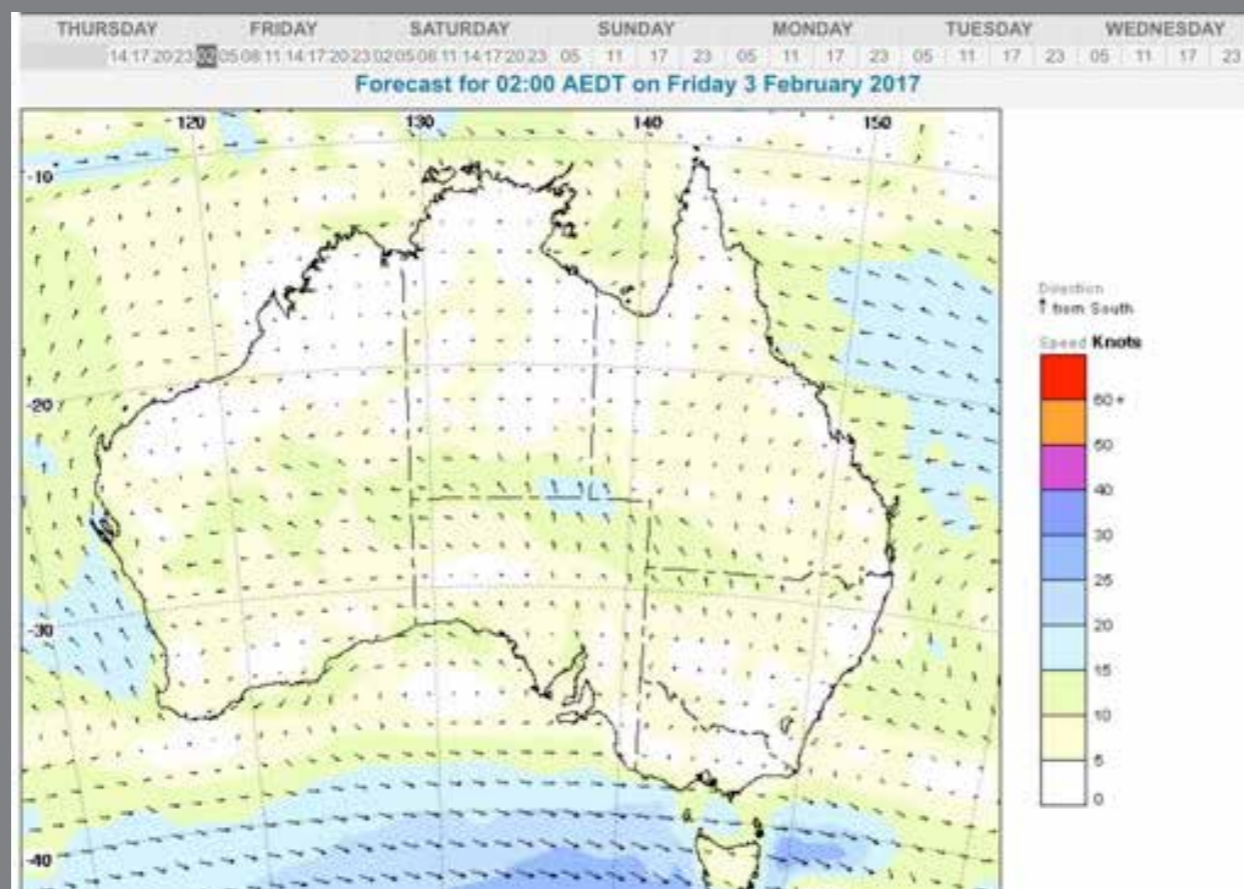


Above and above right:

Position skeds for 1 and 2 February. We actually went backwards. The wind was very light but we must have had current against us, or we just weren't paying attention. Very frustrating conditions but that was expected as the highs are always low down over the Bight during summer. However, we had no choice as it was move the boat in summer or leave it for months at Perth.

Right: BOM marine forecast for 3 February at 2 am AEDT (which was 2 February 11 pm WA time). As you can see we're in the 0-5 knot zone.

Far right: Waz helming 6 February at 6:44 pm. Glorious sailing conditions.



Tuesday 31 Jan

Waz

Two days of drifters.

Friday 3 Feb 17:30

Waz

Great day sailing after weeks of frustrating winds blowing like the clappers on the nose or drifters. An 18 knot NNE came in at 10 pm and has stayed with us all night and all today. We have averaged 7.5 knots and made real progress. The boat is spartan but very seaworthy. Handles anything thrown at it with ease. We have to reef early and heavily... We don't bother with the No 1 reef point, just go straight to No 2 or 3. Run the No 3 (heavy weather jib) all the time as we don't want to go to the bow to change headsails in a blow.

Saturday 4 Feb

Rob C

Weather on 4 Feb beautiful, sensational sky at night, no moon, just a plethora of stars, magical.

Waz

Light rain. Wind still NNE and making 7 knots. Great run for 36 hours now. Made 135 nm in 24 hours. Couldn't stand myself any longer so had a shower... bucket of salt water... freezing, and rinse off with fresh. Ahhhhhh! Having cuppa noodles for lunch, (again) meals getting to be rather repetitive. Skipper banned us from Mi Goreng as that's his favourite). Missing family but this is something few people have done. It's equivalent to four Sydney Hobarts! So far the Bight has been tame but I guess it may be the calm before the storm. We've now passed the halfway point across the Bight and we are 292 nm offshore!

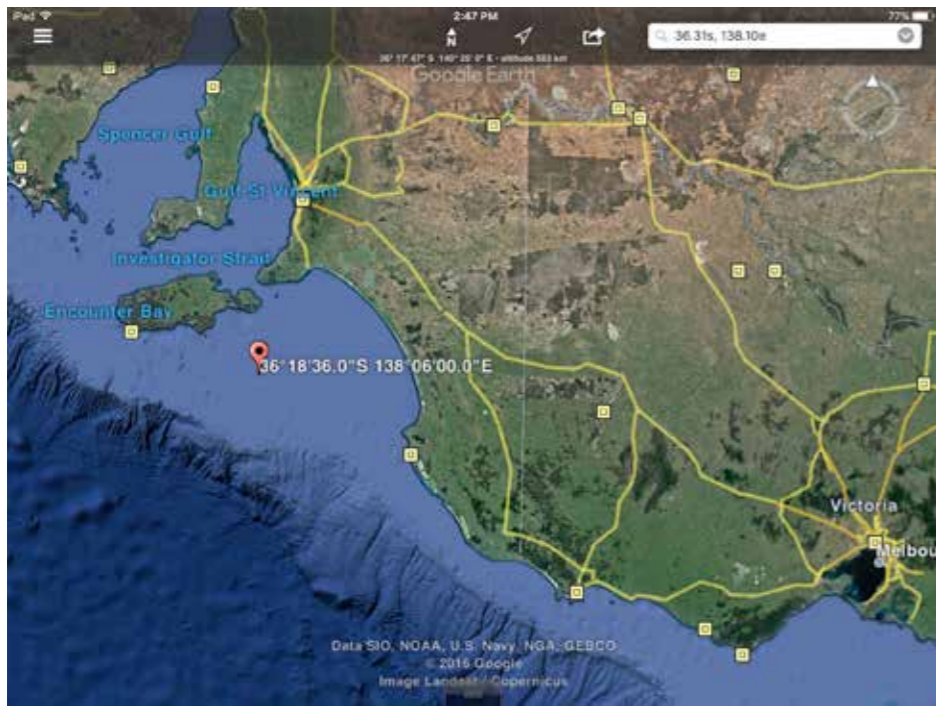
Wow at sea there are wonders everywhere. Last night I was on 10–2 am watch, lying in the cockpit watching the stars. They look like plants, the star being the flower and the thousands of stars behind being the roots. I've never seen them look this way anywhere else. There are also these sea birds, black with long slender wings—like a Dreamliner. They skim the water gliding all the while. Magnificent to watch. Makes you want to be one.



Above: An absolutely glorious sunset complete with soaring sea bird. These are the times when there's nothing to compare with sailing... the beauty, peace and being at one with nature.

Far left: Rob C enjoying a hot meal in idyllic conditions.

Left: The Robs taking care of business, 3 February at 4:44 pm.



Tuesday 7 Feb 8.54 am

Waz

Wow... If we thought Sunday was rough we learnt the meaning of the word last night. Waves breaking over the boat, others hitting us side on, boat continually falling off waves. Looks like bugger all to eat today as it's impossible to prepare anything. Can't sit on the cabin floor as its too wet! The guys had ginger nuts (biscuits) for breakfast and I had a Mars Bar. Bloody wind is on the nose again. This has to be 10 times harder than a pussy Hobart! We're reefed to No 4 again... did that in the middle of the night and got drenched! No idea how fast we're going as its too hard moving around the cabin.

Rob C had the pleasure of sleeping in the port berth, and since we were on starboard tack for about 36 hours became quite a challenge as the water in the bilge came up the side when we heeled and wet the bunk! Glad I had the starboard bunk! Hadn't eaten a reasonable meal in at least a day when I decided enough was enough... noodles are required. So I'm preparing them on the floor and Rob C is staring from his bunk at the noodles like a Labrador waiting for dinner. Hilarious. Mind you I think we all had the same expression.

...2:55 pm

Wind and sea calmed measurably. Now comfortable sailing but still into the wind to reach Robe, SA. Too far to Portland.

Robe is still 80 nm upwind so we have to sail about 150 nm. So that shower will have to wait a bit longer.

We have discovered that the porta potty is a very important part of life at sea. Clearly we get to know each other on a VERY personal basis, particularly as we are forbidden to piss in it. So we have to hand up the piss potty for someone else to empty! And we elected Alpy to empty the porta potty!

Rob C

Wind steadily lightened and freed but we decided to go into Robe after 10 days at sea. Distance made good 1,100 nm. Very shallow entrance and we motored in gingerly under engine and having discussed it on the phone with the harbour master. Moored approx. 2100 SA time (2.5 hours ahead of Perth time) on 8 Feb. Robe very welcoming, good marina, showers and loos convenient and a short walk into town. Robe is a beautiful little town, resident population 1,500 and used extensively as a resort for serious fishing, the marina was 100% fishing boats, no yachts.

Wednesday 8 Feb 9:10 pm SA time

Waz

Finally made Robe and a well deserved rest. Plan to catch up on sleep and showers then set off Friday or Saturday depending on weather.

Top: Stealth 7 Feb 1200 Perth time. Will switch to east time after robe. Wind 20 to 25 kn. Sea very rough 4 m with 1 m wind chop. Expect arrive Robe in next 24 hrs. Pos S36.31.75 E138.10.09. All well. [The junk text is how the message was received by our land crew]

Bottom: Stealth Feb 10 at 12 noon Adelaide time. Departing Robe course 190 for Lakes Entrance. Wind 140 at 12 kn. Sea smooth. Speed 5 kn. All rested.

Right: Aerial view of the Robe Marina in Lake Butler. Note the shallow entrance—we held our breath as we motored about 5 m off the breakwall, the recommended passage according to the friendly harbour master. Our depth sounder showed 1.9 m and since we are supposed to draw 2 m we figured we had some checking to carry out on our depth sounder!

Thursday 9 Feb 1:15 pm

Waz

At Robe Marina; great facility with showers at the yacht club 100 m away. Short walk to town for coffee and pub for a few cooling ales. We will leave Friday 12 noon if weather holds and expect SW right through to Wilsons Promontory (with a little luck). We should make Portland by late Saturday.

...7 pm

Spent the afternoon having several Guinness, then fish and chips, now back at boat for whiskey. Gee it's a tough journey. Robe is a great town... immaculate, friendly, much more than we expected.



Above: St Marys Star of the Sea church was a short walk from the marina up Hagen Street. It is typical of every building in Robe—absolutely immaculate. The whole town was beautifully presented and the people were very friendly.

Top right: The Lake Butler Marina. The entrance for boats was at the right side of the pic and our boat can be seen just to the left of the 'P' sign in the middle of the photo.

Right: Finally moored at the marina on 9 February. We were tidying up the boat and getting organised for a shower followed by a visit to the local pub for a feed and well earned beer or two. The access to town was by a boardwalk that went around Lake Butler, through the vegetation on the south side of the lake. It was a pleasant walk and after being cooped up in a bucking boat for days we enjoyed the exercise. We were surprised by the quality of the food and coffee in Robe—it was very good.





Above: Motoring out of Robe. The breakwall is on the right and the sailing club where we had our showers is between the purple and blue halyards.

Right: Video of approximately 50 dolphins playing off our bow near Portland. They stayed with us for about an hour..



Friday 10 Feb 12:00

Robe to Eden via Bass Strait

Waz

Departed Robe after enjoyable stay. Nice gentle 12–15 knot SSE blowing and smooth seas. This boat loves that, just romps along with Wanda steering away merrily...doing 5.5 knots with ease. Hope the forecast holds with a strong SW tomorrow to carry us to Portland and beyond.

Rob C

Wind forecast to veer from SE to W so left Robe at 1200 on 10 Feb on beat S in perfect conditions. Wind veered and we tacked after 6 hours, now on course for Portland and Bass Strait beyond.

Saturday 11 Feb 7:41 am AEDT

Waz

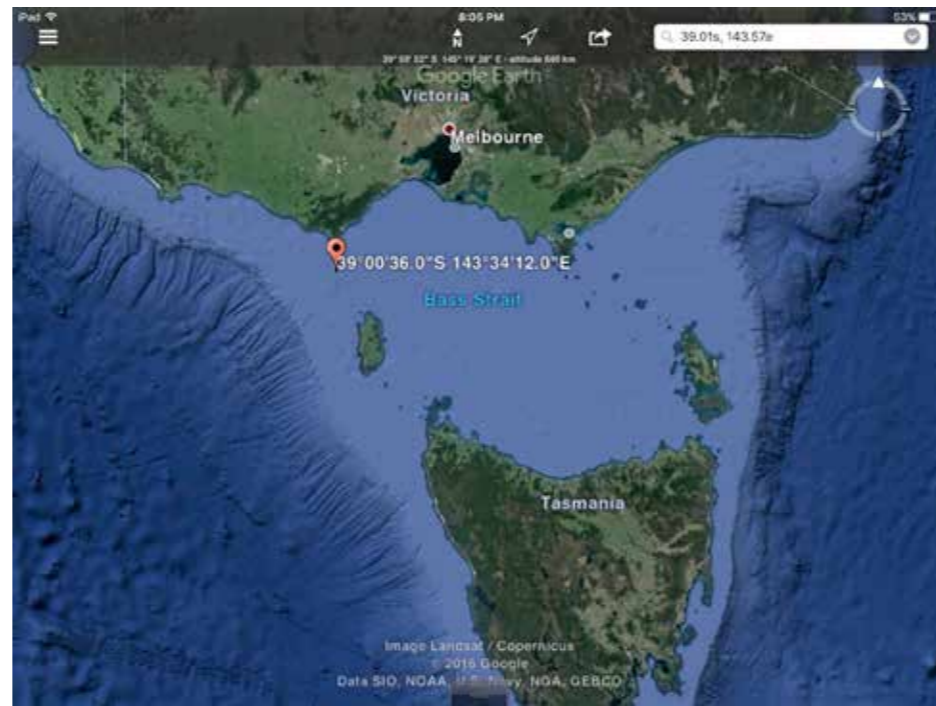
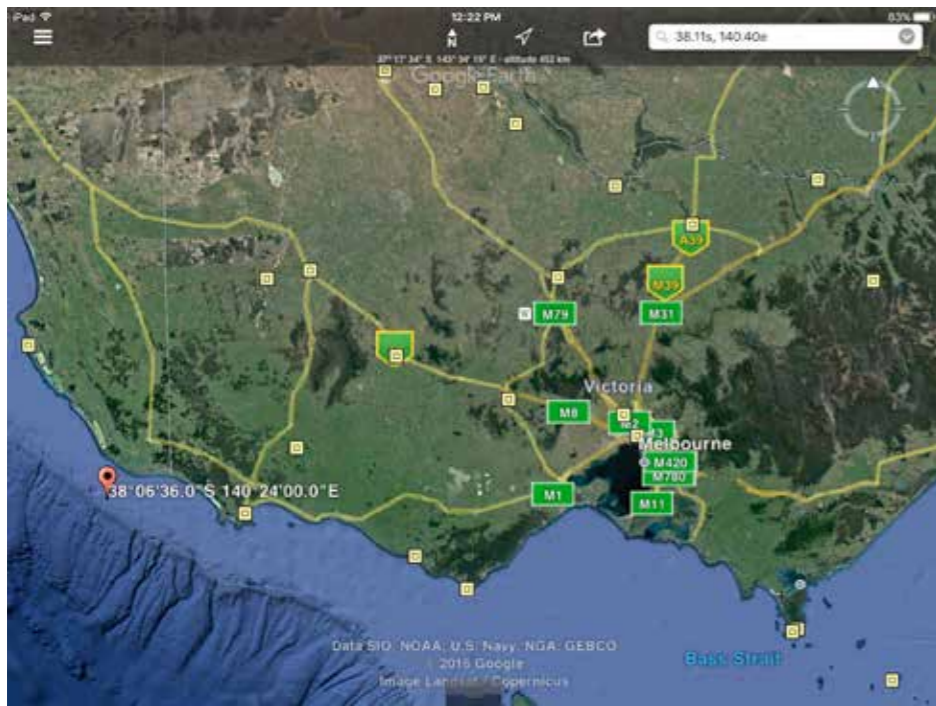
Using Sydney time from now on. Quiet night with 14 kn SSE winds moderating becoming about 2 kn at around 3 am. All of it on the nose for a change. I took over at 6 am and noticed an enormous trail of what I thought was fishing buoys. Then realised it was giant kelp wrapped around the keel. Rob C and I tried cutting it away without success. We then backed the boat and Rob C fished up an enormous tangle of weed. Would have significantly reduced our speed. Now zipping along at 6.1 kn straight along the rhumb line. Saw one container ship and seven or eight fishing boats during the early hours. The moon was full last night and stunning reflecting off the water.

I took the helm again at 2 pm and I got gold. Perfect conditions with wind around 12 knots from SW, smooth seas and us on a beam reach. We were joined by a pod of dolphins, about 50, for an hour. Then we sailed past a group of about 10 seals soaking up rays and resting on their backs with flippers in the air. They just glanced at us and kept on about their business...no worries!

Rob C

We sailed through two large families of seals just lying on the surface sunbathing. They all looked at us very casually, but they didn't allow us to interfere with their indolent inactivity!

Noted *Stealth* had poor boat speed and discovered massive clump of weed on keel and trailing behind. We luffed, stopped her and managed to clear it with the boat hook. Continued on, wind steadily increasing and us steadily reducing sail. Wind well above 30 knots, we dropped the main entirely and were just about to replace the No 3 with the storm jib when the No 3 ripped to shreds. Hoisted storm jib (cadet-sized and bright orange) and wind and waves continued to increase.

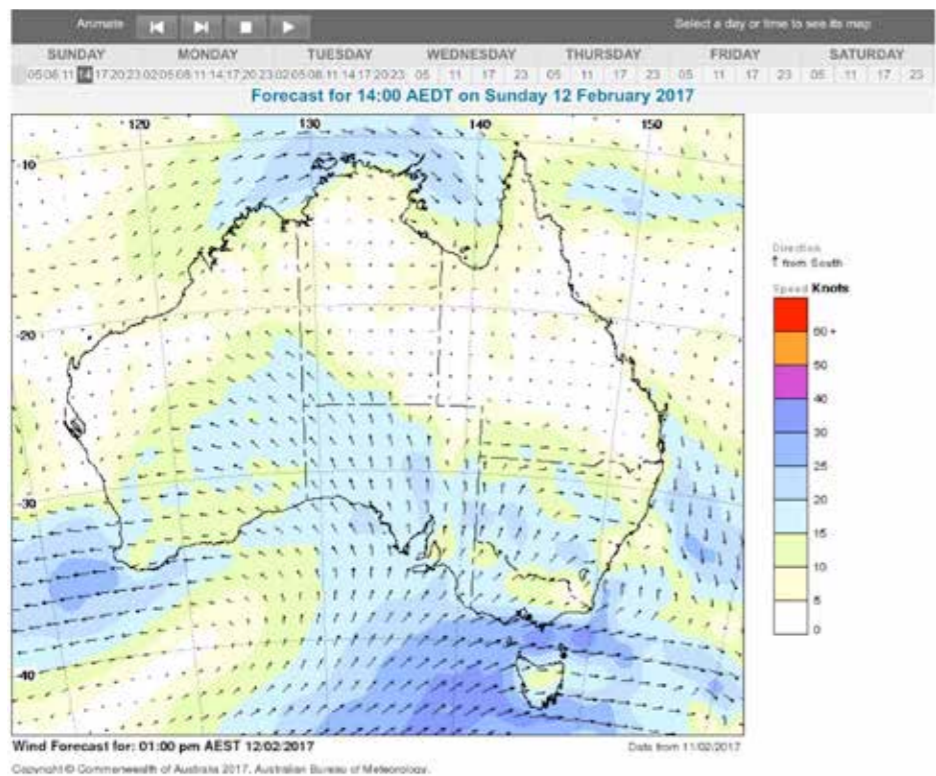


Top left: *Stealth* Feb 11 at 1200 Syd time. S38.11.24 E140.40.674. Wind 230 at 8 kn. Sea smooth. Speed 5 kn course 125. Beautiful weather. Lots lobster pots. No lobsters.

Middle left: BOM marine weather map for 12 February. Note the dark blue off Wilsons Promontory which is 30–40 knots with gusts 40 percent greater.

Bottom left: Windfarms on the coast near Yambuk approaching Bass Strait.

Left: 12 Feb 1200 posn S39.01.34 E143.57.10 speed 8 knots dir 090. Wind 25 knots dir 200 waves 5 m. Making great mileage. (Notice the relatively shallow water between the mainland and Tasmania. When this is combined with water flowing out of Port Phillip Bay against wind from the south, you get those world renowned giant waves in Bass Strait.)



Waz

...8:52 pm

Wind gusting to 22 kn, had full main up with Alpy steering while Rob C and I had a kip. Boat was doing over 9 knots, Alpy having the time of his life, but we decided to reef to number 2 as it was forecast to blow harder. We're getting good at reefing having had heaps of practice...had it done in 10 minutes.

Sunday 12 Feb 10:00 am

Waz

Now that's what I'm talking about...30 knots up the clacker and still blowing, broad reaching straight down the rhumb line. Made 147 nm in 26 hours. And the next 24 should be better. Rob managed 15 knots at one stage. Everything is wet again...bugger! We at least stopped the leaks into the cabin. The sun is currently making furtive efforts to show itself. Our next waypoint is Wilsons Promontory, 135 nm away. Will do it in 24 hours if this keeps up.

...12:00 noon

Well be careful what you wish for. At least 40 knots with 8 m swells and wind chop 1 m. The boat was surfing the wind chop while the swells rounded the boat up. Really hard helming, especially when the occasional wave broke right over the boat. I had one where a wave rolled us on our side then pushed us towards the trough. I thought shit...here



comes a 360! Then another wave almost caused a Chinese gybe although I managed to pull the boat back. So we reduced sail to No 3 headsail only—no main.

...2 pm

Rob C took helm and we noticed the No 3 had a 10 cm tear above the clew. So up the front go Alpy and me to take it down and replace with the stormsail. I literally had my hand up to pull on the luff when it tore right through the middle. Got the stormsail up and back below when a huge wave dumped right into the cockpit and filled it with water. Unfortunately it was just when we'd unzipped the companion cover so...Much bailing below (only about a bucket full surprisingly). Thought that effort deserved some hot noodles and coffee...Most enjoyable, except that as I was cleaning the mugs another wave decided to pay us a visit below! More bailing. All settled now, ship nice and calm, seas going nuts, boat quite happy. This boat is awesome! So, staggering on to Lakes Entrance as we are well out to sea at the moment (about 30 nm S of Port Phillip Bay) the safest place to be.

Rob C

Making amazing speed, probably averaging 9 knots. Wind got to 50 knots, waves to 10 m with incredible surfing. Vital to keep stern on to the waves to avoid broaching. Really hard work. Watches reduced to two hours each to aid concentration. Wind right up our backside, no chance of Wanda working. Totally wet and uncomfortable.

Monday 13 Feb 7:45 am

Waz

Oh what a night. Two hour watches as we got too fatigued with longer watches. I've never seen seas like it...it was boiling. Waves breaking all around, massive rollers that wanted to fling the boat off course, and the water on top of everything like you're getting it ready for a cuppa! I confess that I wondered whether we were going to make it. But this boat seems to handle anything. I got slammed several times and laid over almost flat as the wave rolled right over us. But she just popped right back up again as if to say 'is that the best you've got.' It's awesome to think we covered the whole entrance to Port Phillip in 12 hours, averaging about 8 knots, just under stormsail.

Now we're poodling along at 7 knots after rounding Wilsons Promontory, the sun is shining and all's right with the world (except I'm sleeping on a soggy bunk and haven't had the energy to get breakfast). Heading for Lakes Entrance while the going's good, another day sailing.

...12:15 pm

We had a knockdown east of Lakes Entrance. Alpy was dangling over the leeward rail, everything got soaked including the Sat phone, my iPhone, Alpy's iPad with the Navionics app, the Garmin GPS receiver, all the navigation lights, the wind vane, the Waco fridge, all the bedding and who knows what else. The solar panel stern port side was torn off. Hell of a place down here. Never seen seas like them.

Tuesday 14 Feb 7:30 am

Waz

Hell of a way to spend Valentines Day, boat stinks as do we all! Shower is within sight...ETA before dawn tomorrow. Decided to head for Eden as Lakes Entrance is too shallow and the seas too large for safety.

Rob C

Gybed off Wilsons Promontory, E of Melbourne with plan to make Lakes Entrance. Decided that port is too shallow on a lee shore so necessary to go an additional 150 miles to Eden, a sheltered port with these strong SW winds. Eden is famous as a shelter for boats damaged in the Bass Strait during the Sydney Hobart race. Waves were now less than Bass Strait but more confused. At 1200 on 14 Feb, Alpy was helming and Waz was sending Sat phone report with hatch open to get reception. We had a total knockdown, swamped below and lost both masthead light and windex. No damage to people, thankfully. Spent the next few hours baling and finding where everything was as the cabin was totally soaked and in chaos. Several items were lost overboard, No 3 jib, winch handle, main torch, etc. We also discovered later that almost all digital equipment was down including GPS and Navionics, all caused by water ingress. Thank goodness we had a back up Garmin system.

Early the following morning, wind eased somewhat and we gybed towards shore where we got a phone signal and told our

ladies all was well. As wind moderated, we increased sail and had a great reach (now heading N) towards Eden.

Waz

...7:30 pm

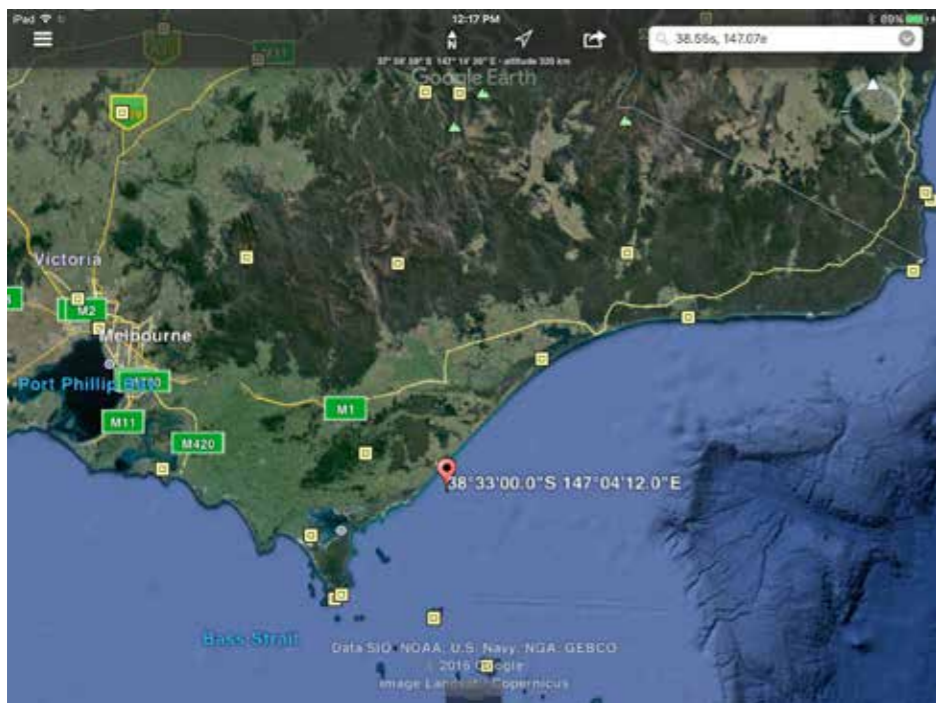
Had a great run into Eden. Had a 20 knot southerly and great waves so we had a competition for best boat speed. It was really enjoyable driving the boat down the waves and surfing them. I had one run of about 100 m doing 11-12 knots.

Wednesday 15 Feb 8:30 pm

Waz

Got into Eden last night (distance around 550 nm from Robe) at 7:30 pm but the damn motor wouldn't start (another victim of Bass Strait) so the promised shower has to wait another night. Tied up to a mooring for the night and drowned our sorrows in whiskey and red wine.

Felt a little seedy the next day but what the heck. Went up the mast to sort out the wind vane and navigation lights. Trouble is I'm too damned short. My head was still 30 cm below the mast top with the main halyard full up. Managed to get the cover off the light and it's clearly compromised. Couldn't see to figure out how the globe came out so off to the chandlers for advice and the \$2 shop for a mirror. Tomorrow will be fun!



Far left: *Stealth* 13 Feb 12 noon. Pos S38.55.38 E147.07.73. Wind 30+ SW. Waves large. Speed 7 kn course 065. All good and wet. (It was at 12:15 pm on the 13 Feb that we were knocked down.)

Left: Eden from the air. We were moored alongside the smaller wharf in Snug Cove. There was a great cafe in the building with the knife and fork icon that served great coffee and the best French toast I've ever eaten. My wife, Carol, met us at Eden and fortunately had my car to ferry us about. Once she left we had to walk up the zig zag path to the NE of the wharf. It was very steep!



Rob C

We arrived on 14 Feb at 1930, anticipating a meal and a few drinks ashore! The engine wouldn't start, more water ingress, so we had to pick up a mooring and have one more wet night, but we did have whisky, wine and noodles for supper. Got towed in the next morning to meet Carol, Waz's wife, who had driven down from Sydney. Distance travelled approx. 550 nm in 4 days. Two days in a motel, more launderette (both clothes and cushions) and several repairs, masthead light, windex, cooker. Eden is a small town, quiet but friendly, population maybe 5,000. The main industry appears to be fishing—we bought some delicious prawns straight from a boat. I left *Stealth* here as I had a flight booked to NZ with Penny and Carol kindly drove me to Sydney.

Friday 17 Feb 6:30 am Eden

Waz

Went up the mast yesterday, took out the old special purpose Nav light and rewired a new white masthead. Had to tape the new light up as I was unable to get high enough to fix it. It's a job for a pro in Sydney but it will do to get us there. The weather vane was a similar fix but a bit of amalgamating tape and epoxy glue should get us by. We plan to leave for Sydney tomorrow as the forecast is for winds from the south. Have to do it in little hops as there's only two of us now. Rob C flies to NZ Monday.



Top left: A kind soul took pity on us and towed us to the wharf.

Top right: Moored only 50 m from the wharf with no way of getting there as the motor wouldn't cooperate. Just as well we had plenty of whiskey on board.

Left: The boys looking happy about finally reaching shore. Carol kept her distance as the boat reputedly stank although I didn't notice anything. Anyway the motel was a short drive away so thank god for Carol and the car.

Below: We took all the bedding off the boat to dry and the cover off for washing.





Eden to Ulladulla

Waz

...5:30 pm

Left Eden as forecast is for SW around 14 knots.

...11:18 pm

Just off watch. Wind SSE 14 knots. Two reefs in the main as there's only two of us to crew the boat. Doing 5–6 knots and headed for Batemans Bay. Just had the most awesome electrical storm pass over us...brightest lightening flashes I've ever seen. Appeared to be right overhead. And we're on a metal boat with a very high mast! We had a call from Sydney Water police shortly after the storm to see if we were okay.

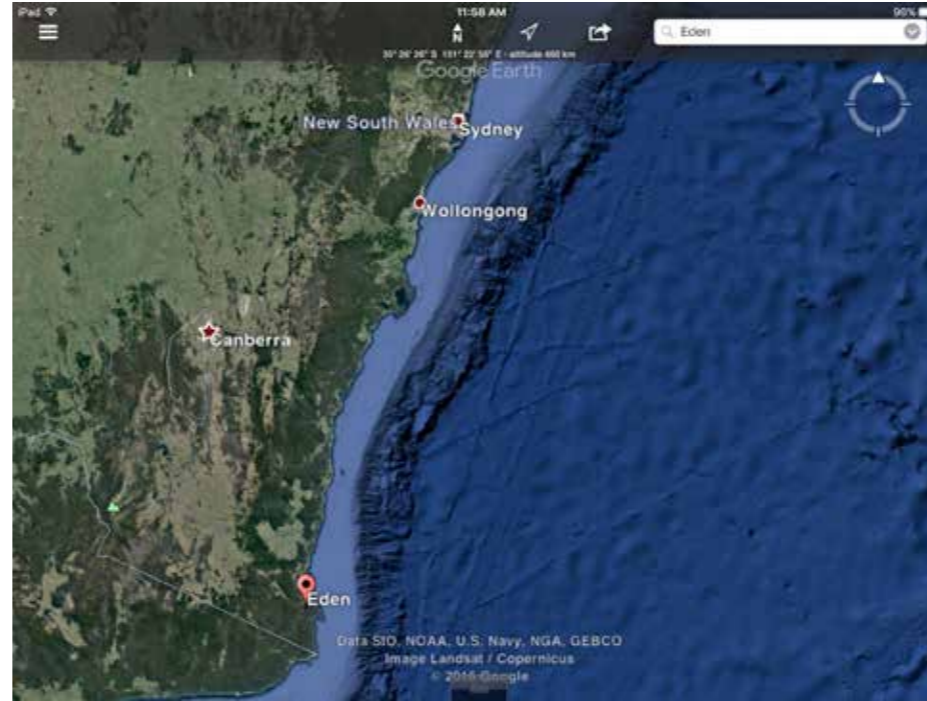
Rob C

Stealth left Eden, two up, at 1730 on 17 Feb with a good forecast of S winds for the next several days. Distance to Pittwater (20 nm N of Sydney and final destination) approx. 400 nm.

Saturday 18 Feb 8 pm

Waz

Decided to go on past Batemans Bay as the marina is too far off course. Both feeling pretty tired now. Wind has dropped to about 2 knots so going is very difficult. Discussions with Marine Rescue at Ulladulla resulted in the decision to stay there overnight. We pulled into the public wharf at 7 pm...quite a feat as the wharf is about 7 feet above the water at low tide. We had to climb out using ropes! Don't even ask how we got back on the boat, sufficient to say it required a giant leap of faith. It was worth it though as we had a great seafood meal and a glass or three of Marlborough Sauvignon Blanc.



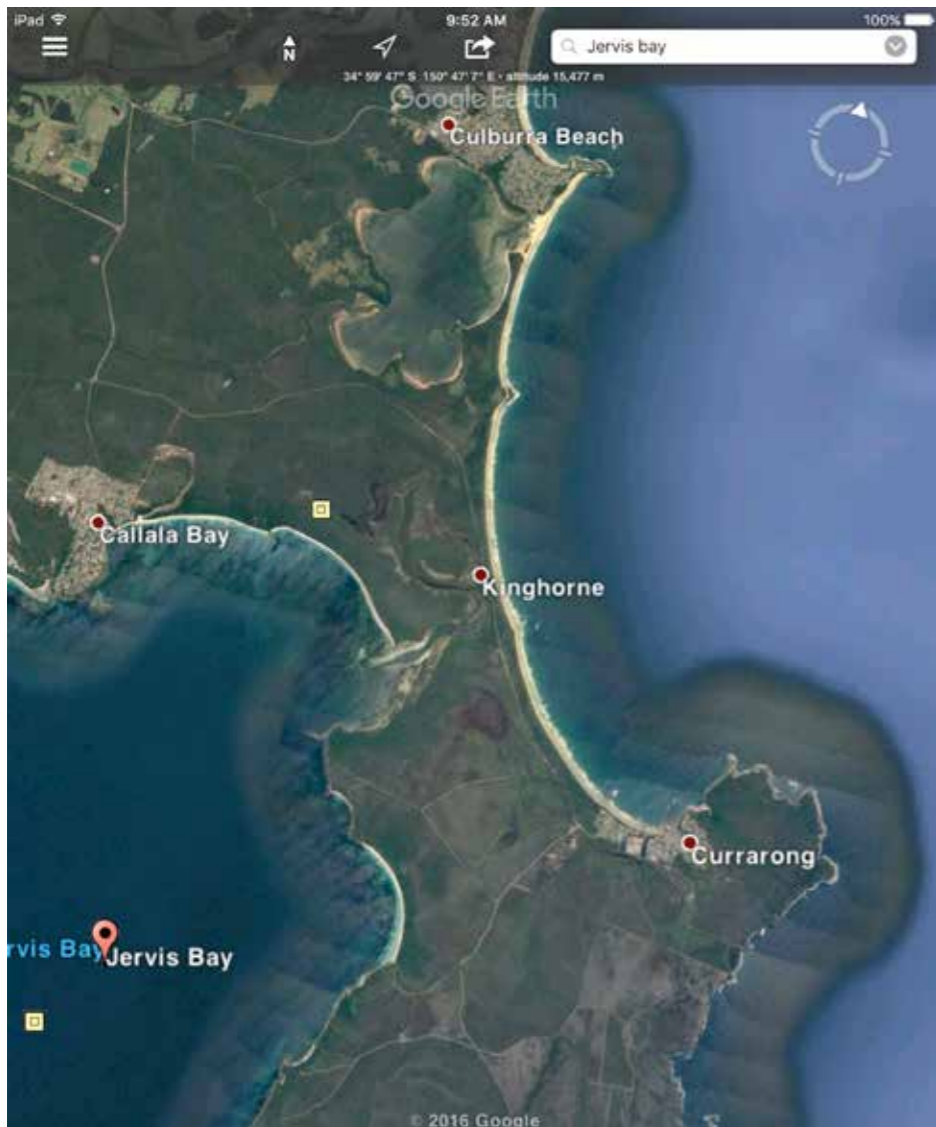
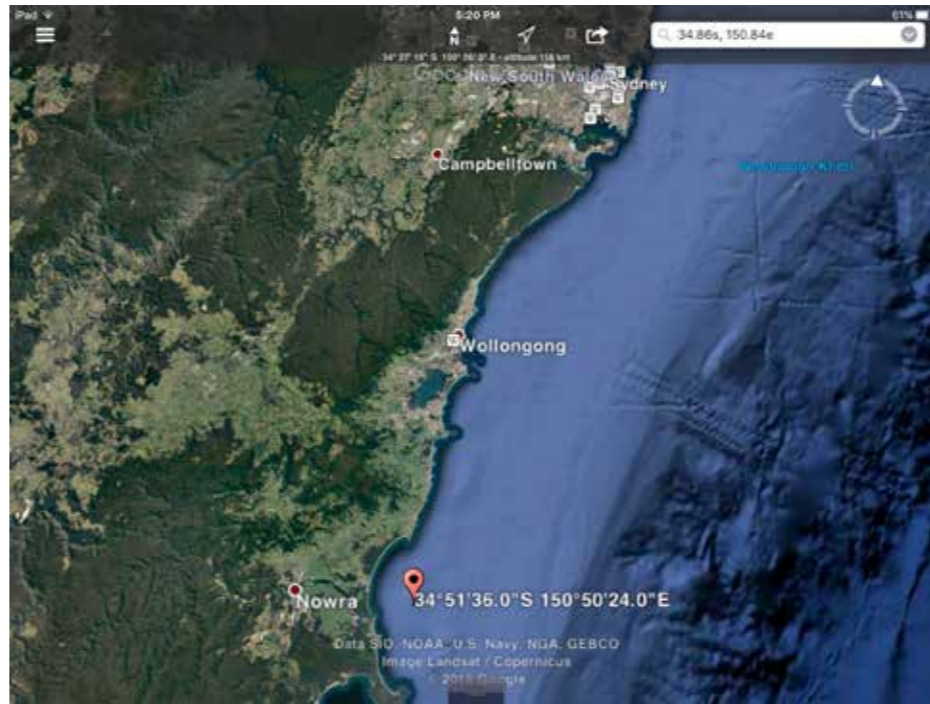
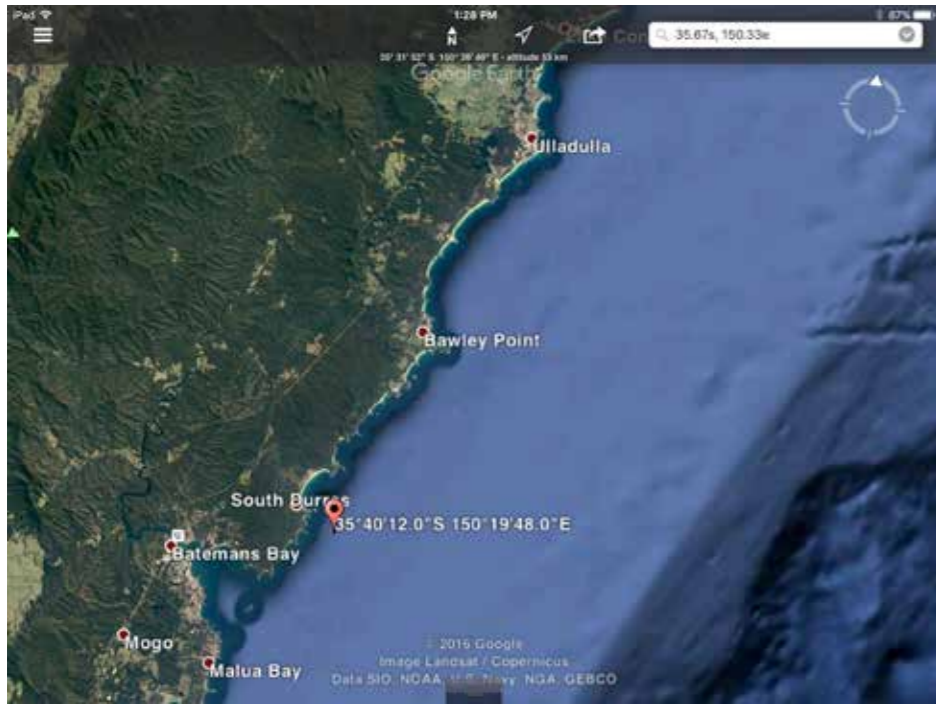
Top left: Rob C watching the sunset after enjoying a hearty meal at the Eden Fishos Club.

Top middle: 17 February 5.54 pm. *Stealth* has just left Eden.

Top right and right: Waz carrying out repairs to the mast head after our knockdown in Bass Strait. It was impossible to properly repair everything as I couldn't get high enough to see what I was doing and certainly it was dangerous to start waving drills and other tools around. So the mast head light was attached with amalgamating tape and the wind vane was glued and then bound with tape. Served well enough to get us to Sydney.

Above: Carol with Waz all decked out in a harness ready to go up the mast again. Had to do this four times, firstly to find out I couldn't see anything, secondly to go up with a mirror so I could see, only to find out I didn't know how the globe came out. So off to the chandlers for advice, then back up to remove the globe. Then finally up again to fit everything.





Sunday 19 Feb

Waz

Left Ulladulla at 8:30 am with a 12 knot SE. Motored out past all the rocks, and there are many, and set sail for Sydney. We put up our brand new No 3 headie and it's great. We're getting around 7.5 knots. Sailed past Jervis Bay, really interesting coastline. Caught a 1 kg dolphin fish which I let go as it was too beautiful to eat and in any case we had no refrigeration. Hooked another much bigger fish but it broke me off before I could even pick up the line. The trip across to Culburra Beach was painful. We were doing about 4 knots against a 2 knot current. Took forever to get to Gerroa and out of the current. The country surrounding Gerroa, Gerringong through to Kiama is stunning. A light ENE came up allowing us to sail the coast. Then a 12 knot westerly came up and we managed 6 knots all night up past Wollongong.



Top left: 18 February 12.21 pm. Off Batemans Bay.

Top right: *Stealth* Pos 4.48 pm 19 Feb 34° 86' S, 150° 84' E.

Far left and left: East of mouth Shoalhaven River fighting southerly set. Have fishing line out... caught a 1 kg dolphin fish off Currarong and hooked another much bigger fish but it broke me off before I could get to the line.

Above: Awesome rock formation off Currarong near Jervis Bay.



Above: The Royal Prince Alfred Yacht Club at Newport. We're moored at the circle.

Right: *Stealth* approaching the berth at RPAYC.

Top right: Alpy and Waz flaking the headsail.

Bottom right: Alpy with a very helpful club representative helping with mooring *Stealth*.



Monday 20 Feb 7:30 am

Ulladulla to Pittwater

Waz

Just off Sydney heads. HOME... Yay! And a brisk westerly around 20 knots. We did head-to-head in 2 hours 10 minutes, an average of 8.3 knots! Of course we were racing a catamaran so we had to go for it. Sailing up Pittwater was the usual 90 degree shifts but we made the lee of Scotland Island and took down the sails. Then motored to our new marina berth at RPAYC. First time entering the berth was a challenge but we'll get it right. So we sailed around 2,700 nm including a lot of works, sailed some of the most challenging seas in the world, and came through with no personal injuries and little boat damage. Not too bad for a few old buggers!