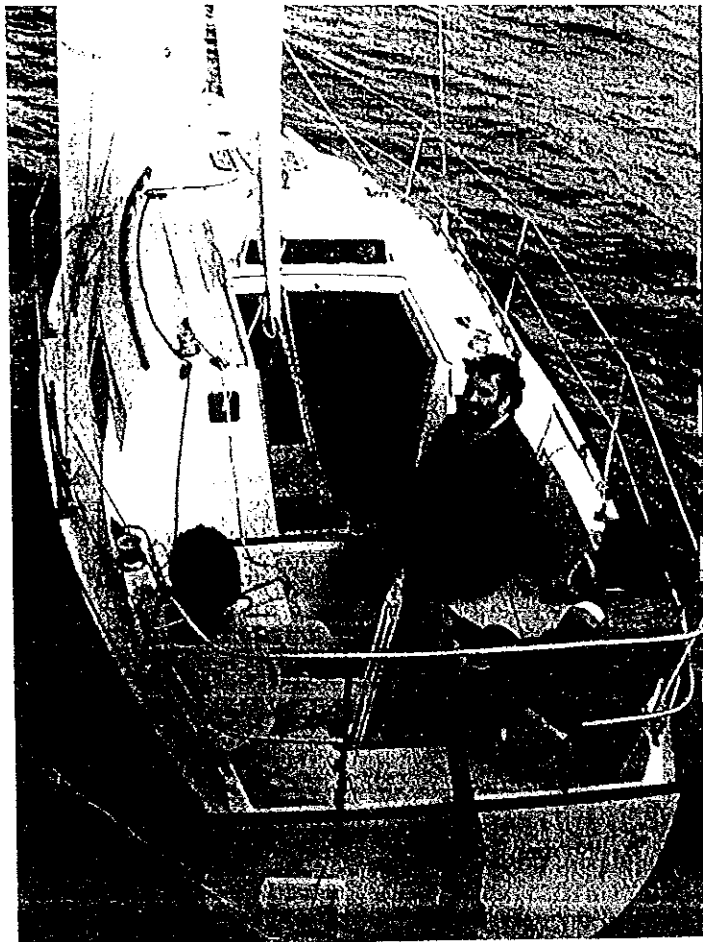


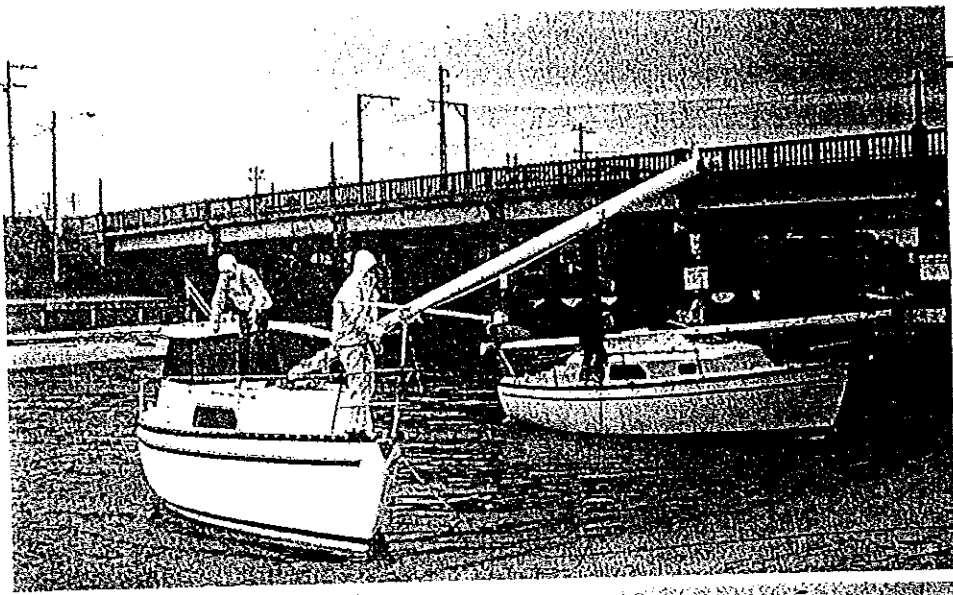
# SUNBIRD 25

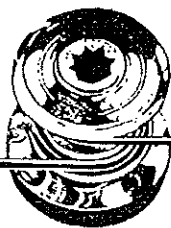
JOHN CRAWFORD MARINE WERE THE SUNMAID/SUNBIRD  
DEALER SELLING MANY OF THESE FINE BOATS NEW.

NOW THEY HAVE THE OPPORTUNITY TO PASS  
ON THEIR KNOWLEDGE TO THE PROSPECTIVE  
SECOND-HAND MARKET.

PLEASE PERUSE THE THREE BOAT TESTS TO HELP  
YOU FORM AN OPINION ON THIS TRAILABLE YACHT.







## The Sunbird twins... Sail, power or both

The Gippsland Lakes seem to be Sunmaid and Sunbird country, judging by the number of them around the area. *Rik Dovey* takes a hard look at the Sunmaid twins and discusses their virtues and values.

THREE AND a half years ago, Melbourne yachtsman Chris Hall decided to have a go at the trailer sailer scene in Victoria with a design from New Zealand that he called the Sunmaid 20. The success of the move is shown in the sales of the craft with almost 240 Sunmaids on the water and demand still steady.

With the success of the 20 footer and the development in Australia of larger trailer sailers, it was logical for Hall to look to a larger version of the Sunmaid and the result in mid 1977 became the Sunbird 25. It's selling well, proving to many of its buyers to be an obvious step-up from the smaller trailer sailers.

Seen by some manufacturers and dealers as being the pacesetter in the TS field in Victoria, no-one was surprised to see Hall go a step further when he released a motor sailer ver-

sion of the Sunbird at Melbourne's Sailboat 78.

While the release of the 25 TS could be reasonably assumed in the light of its successful "little brother", the motor sailer was a gamble. Hall displayed a wide, toothy grin when he pointed out that within two months of its release he had sold nine motor sailers.

To try out the new boats I accepted his offer of joining a Sunmaid/Sunbird Association regatta at Geelong. The weekend produced two days of full gales and a third comparatively "pleasant" strong north easterly. As more than a dozen boats remained at their berths it was hardly surprising to find their crews had turned their attention toward the shore attractions, and one look at some of the bleary eyes explained some of the worst slab reefs I've ever seen as the crews began their slogs home. Ignoring "Captain Bligh-type" insinuations, I joined two crews who gulped down lots of coffee before leaving the breakwater.

Eric Little and his three teenage children gave me the thriller on their Sunbird TS which Eric had bought

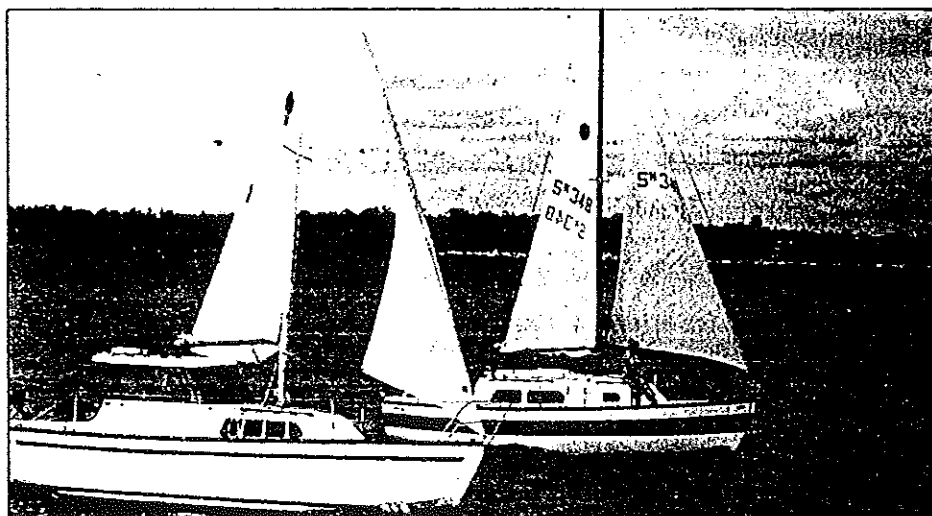
second-hand only a week earlier and was preparing for a trailer cruise to the Barrier Reef and back. The first thing that struck me was the quality of the finish. Considering the popularity of the Sunmaid I was expecting to see a first class finish, and I was not disappointed. Even after a year's sailing by its previous owner the glass work was still top notch, and the thought and craftsmanship that had gone into the interior was of the same standard.

With the wind a steady 12 to 15 knots and gusting to 25 knots I was expecting plenty of pinching and hauling on the tiller when the crew hoisted their Number Two genoa and the mainsail with only one reef. But when we got out into the open Bay it was a pleasant surprise. While we were a little overcanvassed, the Sunbird never became a handful, and with intelligent feathering in the gusts it was still easy handling pushing along at a steady six knots on the wind. Putting the craft about, pulling away onto a reach and gybing were all handled without fuss, considering the fact that the crew had sailed on the boat only three or four times. Eric had owned a Sunmaid before and he feels that the larger Sunbird is easier to handle and more tolerant of mistakes.

Keeping both sails full and pulling in the gusts supported his argument. While weather helm built up as is only natural, it was not to reach the stage of having to be hauled back as I've found on some other similar trailer sailers. The Sunbird is a well balanced craft and I could find no vices. With the strong winds this was no day for spinnakers but they are available and their area of 540 sq. feet, would improve the performance considerably in light winds. The kite is optional to the stage that Hall sells the Sunbird and new owners will find the standard complement adequate.

The Sunbird 25 TS sells for

*Two big brothers on the starboard tack. The rudder on the TS is mounted on the transom; that of the MS on the skeg.*



## The Sunbird twins...

\$16,950 complete for sail away except for engine and trailer.

The Sunbird takes the Volvo Penta 7½hp diesel which, in the full inboard version costs \$2700, and with stern drive costs \$2950. The tilt trailer costs \$1825 (July 1978).

Three sails are included in the purchase price. They are a Number Two genoa (130 sq. feet), Number Three jib (90 sq. feet), and mainsail (140 sq. feet). Reefing is slab.

Accommodation is for six with all berths exceeding 1.829m in length. This is made up of two single berths forward, a quarter berth, a settee berth and the table folds down to form a double berth.

There is standing headroom in the fully carpeted cabin. Marine head and a spirit stove mounted on gimbals are included in the specification. No interior space is wasted, even to the stage where open side lockers fill in those small areas around the cabin sides that are sometimes wasted. Eric Little and his family should have little trouble finding space for all their equipment for their long cruise.

The standard perspex fore hatch lets plenty of light into the forward cabin area and is protected by an exterior grill.

On deck, the experience of the smaller Sunmaid shows in its bigger brother. The layout of fittings is simple with everything easy to hand. All halyards and sheets lead aft to the cockpit with Meisner winches for sheets and halyards.

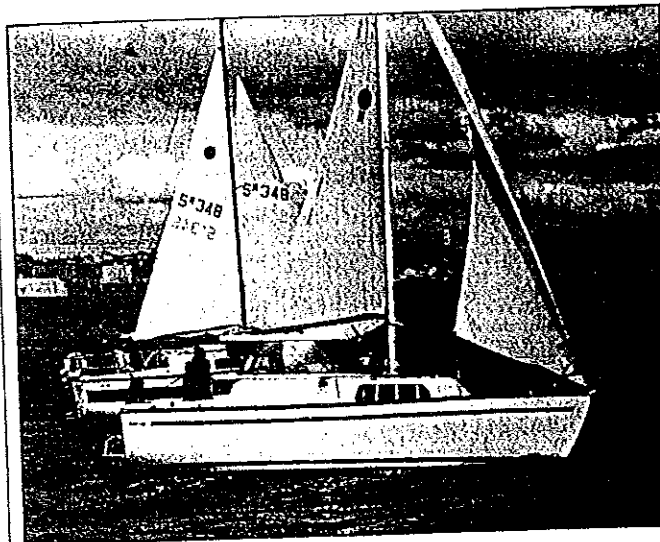
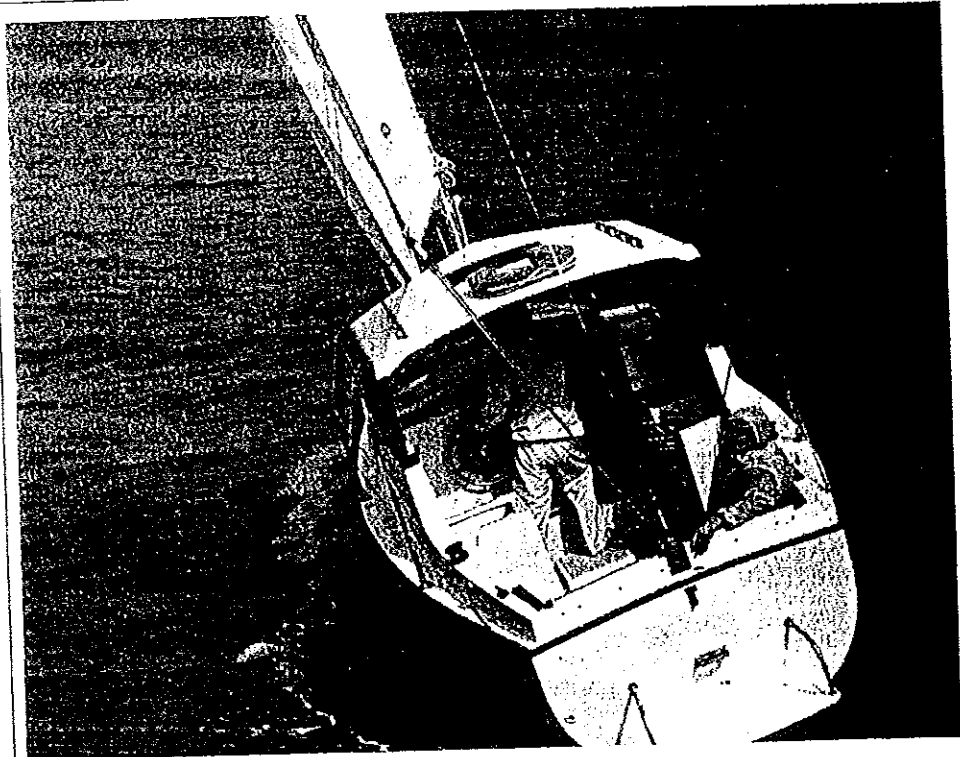
Aluminium toe rails, pushpit and pulpit with all-round lifelines provide security on deck.

Sunbird owners will have to find extra cash for instruments such as logs and compasses as they are not provided in the basic sale, but Chris Hall provides all the necessary basic safety equipment.

He does not sell his craft at various stages of completion for two reasons. "I find 90 per cent of our buyers want everything, so that's what they get. Also by knowing what equipment we need for orders we can buy in bulk and so keep prices down."

There's a considerable jump in price to the Sunbird Motor Sailer. She sells for \$22,000, but a lot more is provided in the same basic hull for the extra money.

Hall felt there was a wide open market for motor sailers, particularly in Victoria, and felt the best place to



*Below:  
The MS has a self-tacking jib with the track set aft of the saloon hatch.*

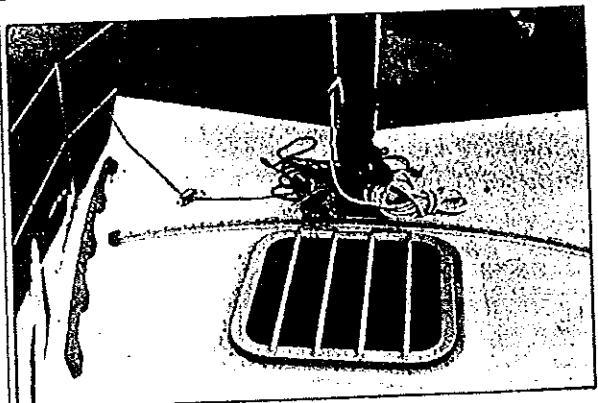
start was with the proven design of the Sunbird.

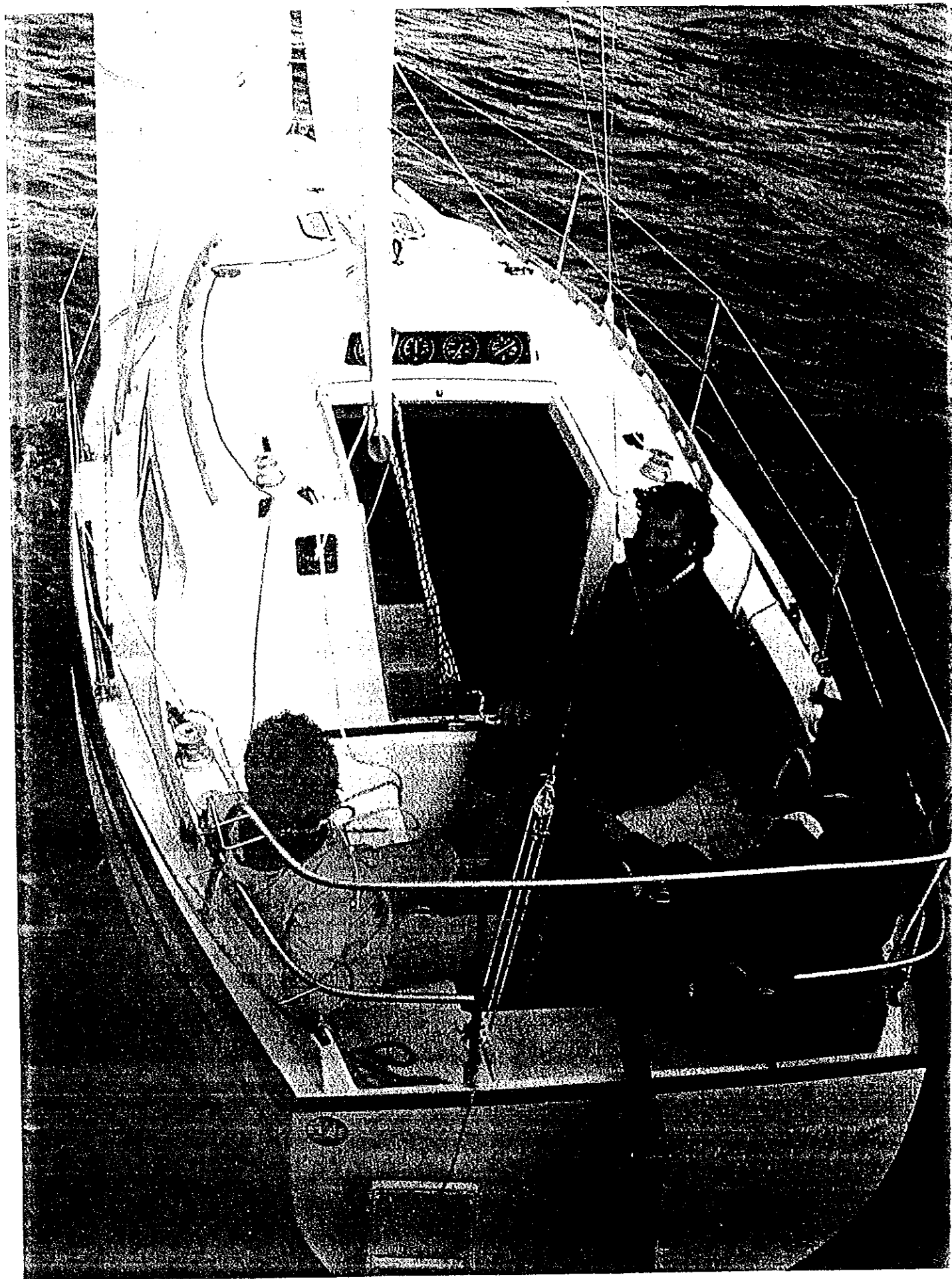
Hall has aimed to provide families with a cruising boat with plenty of space and comfort.

A considerably lengthened cockpit with raised doghouse are the obvious visual alterations.

The cockpit has been lengthened at the expense below of one berth and the galley. The galley goes outside into the cockpit under the protection of the doghouse.

The helmsman uses wheel steering on the port side under the doghouse with protection from wrap-around ar-





Sourced, stored & provided, courtesy of John Crawford Marine. "QLO's Used Boat Specialists Since 1964"

## The Sunbird twins...

four glass windows. The aluminium frame includes sliding side windows for communication with the foredeck. His seat is the ice box, and the wheel console includes full instrumentation.

Overhead there is a square perspex hatch for observing the mainsail, however it's not nearly large enough or far enough forward as the skipper presently has to leave his seat and lean right back to see the luff of the mainsail. With the raised stern the pushpit has been done away with and a swimmer's platform is installed on the transom. A buoyancy/storage tank moulded inside the transom provides seating for three and plenty of storage space. Removable wooden slat seats line the sides of the cockpit and provide extra seating when needed.

With the doghouse getting in the way, the motor sailer's halyards are winched and set on the mast and there is only one genoa lead running aft to the cockpit. The foresail is self tacking which is a practical move.

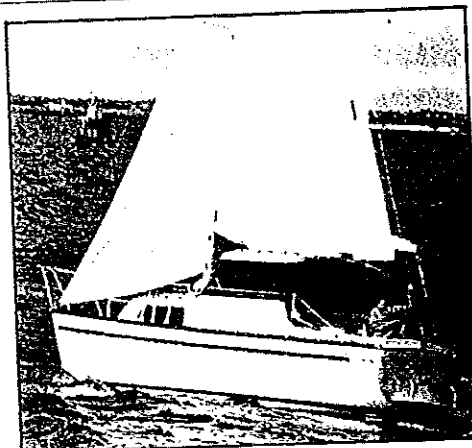
The doghouse makes access to the foredeck more difficult than the TS version, however it's by no means difficult.

The motor sailer is provided with three sails. The mainsail is slightly smaller at 130 sq feet, losing 10 sq feet for the higher boom. There is a 100 sq feet jib which can be roller reefed, and a 200 sq feet reacher for light airs.

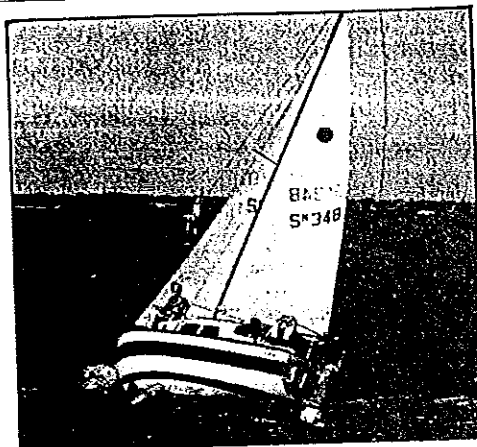
Carrying extra weight, the MS is somewhat slower than the TS under sail. But despite its ungainly appearance I found it had the same easy motion and it was a pleasure to handle under sail, admittedly at a more sedate pace. The test boat was not helped by a poorly cut jib that would have been easily re-cut to fix an inefficient peak.

The response to the wheel steering was disappointingly slow on the test sail, however that was acknowledged by Hall and he has since altered the pin position on the rudder stock and says that cured the fault.

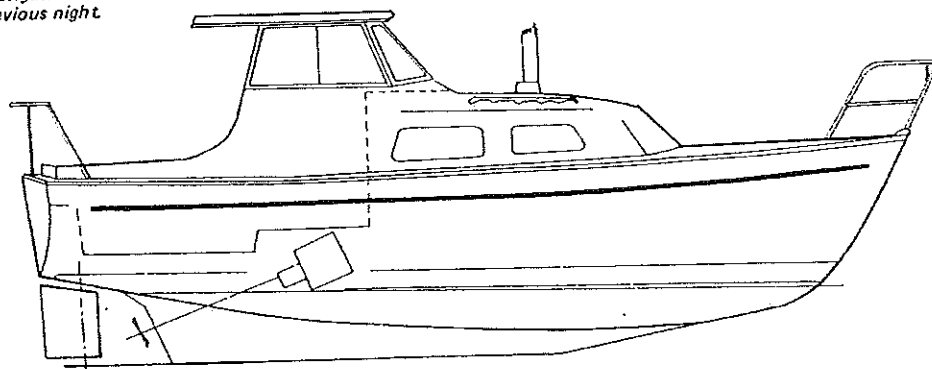
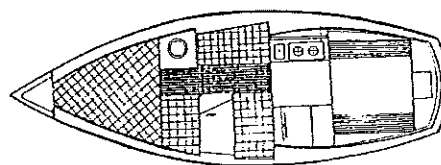
Under power the MS handled well. The engine size has been doubled to 15 hp for this version, and the Volvo Penta diesel has a reputation for reliability. It's quiet enough not to be a major intrusion after the calm of sail power. Diesel of course means reduced risk of fire and recommends itself from a safety point of view. The spacious cockpit with seating for eight and plenty of standing room is



*Above:*  
The MS doghouse provides good weather protection and shelters the cockpit. The poor slab reefing is the result of some saloon-bar "navigation" on the previous night.



*Above right:*  
Powering along with a reef in, the Sunbird TS is creating very little drag aft.



undoubtedly the feature of this yacht, and it caters well for those on board.

The designer recognised that the larger cockpit would collect rainfall and a canopy is provided that seals the cockpit off completely when at anchor or tied up.

Sumlog, compass and full engine instrumentation are included in the price, the trailer being the only costly extra.

Due to the nature of the activities over the weekend it was not possible to watch either version being launched or landed. Owners of both craft said there were no problems in handling their craft on the trailers, although Hall says the motor sailer can be a handful in bad conditions. As he adds, the craft are no problem on moorings.

The Sunbird 25 motor sailer version is a bold move into a relatively new area in this part of Australia and it is a well thought out craft. I feel it will prove to be popular amongst

those with the time and dollars to cruise or just "potter" in comfort and who enjoy doing it under both sail and power.

The Sunbird 25 trailer sailer has proved its popularity in Victoria with more than 30 sold in its first 12 months. With a high standard of finish, seaworthiness and pleasant handling it is proving a good choice for those wishing to move up from the first, smaller trailer sailers, and for those who wish to join the TS fleet who have the experience and skill to handle a larger craft.

### DATA

Sunbird TS.	
LOA:	7.62m (25ft)
Beam:	2.93m (8ft 2in)
Draft (keel raised):	0.000m (1ft 8in)
Draft (keel lowered):	1.219m (4ft)
Displacement:	0000kg (3500lb)
Ballast:	000kg (1200lb)



# BOATS

## Sun Bird 25

For styling, finish and below-deck comfort the Sun Bird 25 is the best trailable yacht I've ever stepped aboard.

Chris Hall of Sunmaid Yachts, Carrum, Vic, set new standards with his Sun Maid 20. With his "maxi" trailer-sailer, the 25, you get space as well as quality inside.

It is designed and marketed as a fully fitted out family yacht, the basic package including a refrigeration unit, stove, marine toilet and bunk cushions, selling for \$16,950.

And for that you also get spars, rigging, pulpit, pushpit and lifelines, mainsail, number two and number three genoas.

The inboard Volvo diesel (MD5A/110S) auxiliary you need to run the fridge as well as push the boat costs an extra \$2950 and the tandem trailer with four-wheel disc brakes, \$1825.

Chris Hall's belief is the man who is about to outlay this amount of money on a yacht likes to drive away with everything he wants.

Designed by John Brooke, the New Zealand naval architect who produced the Sunmaid 20, the 25 is a big-bodied, relatively deep yacht. Although it is basically a family cruising boat, it has sailed well enough to win trailer-sailer races in Victoria.

I sailed aboard a Sun Bird in the Sea Spray Pittwater Islands race. In the early stages we held our own with most of the other big trailer-sailers but messed up the work against the tide-swollen Hawkesbury outflow on the way to Patonga. Two tacks to the northern shore in an effort to find slack water put us a long way behind yachts that had found a big band of slack water on the opposite shore.

We ended up 22nd over the line from 153 starters and 13th on handicap in division-1. The boat is no racing machine but we did not do too badly against lighter and finer more race-oriented boats.

This was the second time I had sailed the Sun Bird. The first was on a bleak Port Phillip Bay, whipped by a 15-18 knot winter northerly. The boat had a nice, easy motion in the long Bay waves and proved extremely stable. Although heeled a long way under full sail and number one genoa, it still charged along on the wind and was not difficult to steer. This is a well-balanced boat.

I was surprised at its ability to carry sail and learned it had 1200 lb of lead ballast moulded into its shallow skeg



and 200 lb in the centreplate (of 1/2 in galvanised steel).

Chris Hall said the boat sailed best into this fresh wind range with the number one headsail and the first change down was to take a reef in the main.

The Pittwater race gave the opportunity for a much more thorough workout in another Sun Bird in more unstable, puffy conditions, that showed up some deficiencies in the setup from a pure racing point of view.

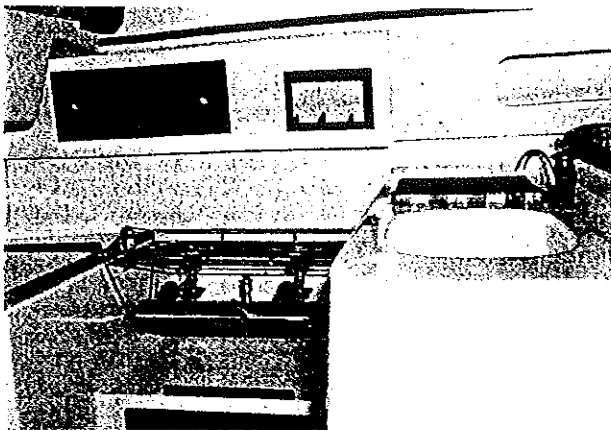
The four-part mainsheet system travels on a track set on the bridge deck, position of the traveller determined by lock-in pins. Feeling a need to play the traveller through the puffs, we took the cam off the mainsheet block and rigged for the day some athwartship control lines. This gave us readier control of mainsheet tension and position, needed to keep the boat sailing through the gusts of Pittwater.

And in these gusts, the rudder showed a tendency to stall as helm was applied to prevent rounding-up tendencies that had not been apparent in the steadier wind of Port Phillip Bay. The fibreglass rudder blade is deep and narrow in profile and perhaps needs to be a little wider.

Halyards are of rope and for racing, one missed the positive tensioning of headsail luff offered by wire halyards.

To windward, we could not point as high as the finer boats; with slightly eased sheets we were surprisingly fast and downwind fast and controllable, although we quickly learned it does not not pay to pull the board all the way up when you are running square under spinnaker in a 15 knot breeze! Winding the plate partway down immediately took the rolling tendency out of her.

Again, the Sun Bird proved its ability to carry sail. We held on to full main and number one genoa all the way.



Galley unit moulding incorporates sink and recess for two-burner stove. Wooden cutting board is standard.



Chris Hall steers downwind; the backrests of the cockpit are deep and comfortable, the boat easy to control downwind.

The roomy cockpit with its wide seats and deep backrests proved easy to work. And a crewman could stand in the companionway hatch to work halyards and spinnaker gear.

Although less than a grand prix racer, the Sun Bird has grand luxe comfort. There is real, 6ft standing headroom in the cabin, big dinette that converts to a double berth and big U-shaped galley unit, incorporating the refrigeration unit which has an electric motor driving a compressor on 12 volt power. The galley has a gimbaled two-burner metho stove installed, plate and cup racks and even a wooden chopping board.

Vee berths forward are bulkheaded off from the main cabin. Aft of this bulkhead to starboard, and directly opposite the forward seat of the dinette,

is a pump-out marine toilet separated from the rest of the cabin by a partition offering less than complete privacy. Behind that, to starboard, a settee stretches unbroken into a quarter berth to give a total six berths.

A real feature of the Sun Bird is the smooth interior liners. The lower liner incorporates the dinette, galley and six bunk bases. It is separated from the head liner by another moulding that has three stowage bins a side over settee and dinette and two more stowage bins over the galley. Every surface on the boat is finished off with fine attention to detail. The cabin sole is finished with a non-skid imprint.

Deck and every other horizontal surface is balsa cored for stiffness.

The centre case is laid up with the hull, so there is no chance of a leak from the case. The centreplate is raised by a simple ratchet winch and wire, readily accessible on the galley unit.

Deck layout and hardware is simple but good. There's a self-draining anchor well forward, the full-length alloy toe rails incorporate fairleads at bow and stern, with adequate back-up cleats. The hatch forward of the mast admits light and air over the dinette and toilet areas. The companionway hatch is big and well-devised. Teak grab rails run the full length of the cabin top and there is plenty of non-skid surfacing. A fold-down stainless steel boarding ladder is attached to the transom.

Four Barlow 16 two-speed winches are provided for headsail sheets backed up by two 15s for spinnaker brace and sheet and there are two more Barlow 15s on the cabin top for halyards, lifts and reefing lines.

Besides a big cockpit locker to port, there is an aft locker bin for life jackets and sails.

The rig is simple with cap shrouds in line with the mast over single spreaders,

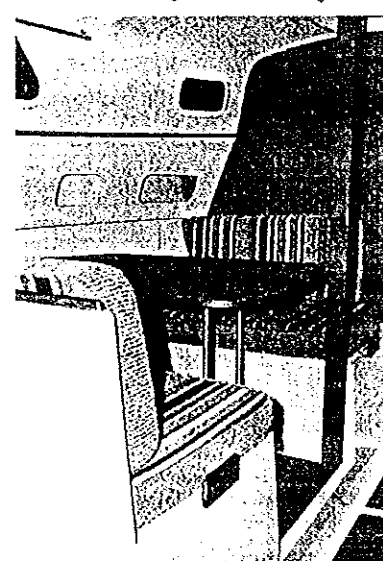
aft-set lowers, tackle-adjusted baby stay and tackle-adjusted backstay.

The swing rudder blade is housed in an aluminium box overlaid with plywood for appearance and tiller is laminated from plywood. — **Bob Ross**

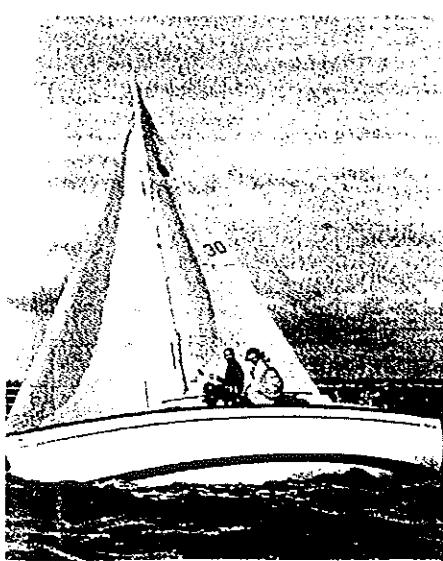
Length .....	25ft
Beam .....	8ft 2in
Draft (board up) .....	1ft 8in
(board down) .....	4ft
Displacement .....	3500 lb
Ballast .....	1200 lb
Sail areas	
Mainsail .....	140 sq ft
No 1 genoa .....	195 sq ft
No 2 genoa .....	130 sq ft
No 3 genoa .....	90 sq ft

Manufacturer: C.D. & E.M. Hall, 613 Nepean Highway, Carrum, Vic 3197.

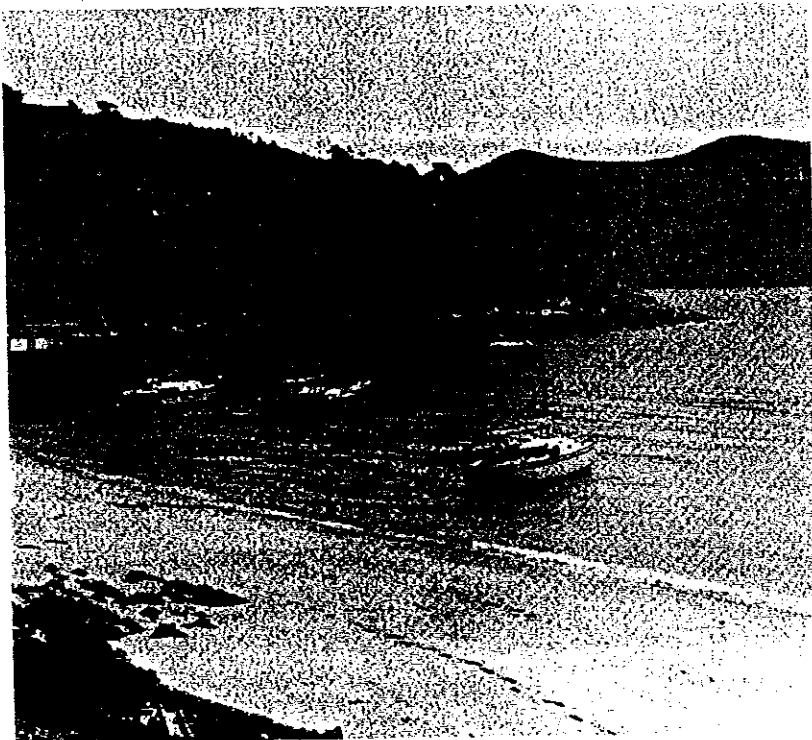
Dinette converts to double berth; styling, finish and detailing are outstanding.



Heeled a long way under full main and number one, Sun Bird still steered well.







West Cove on Deal Island, another "jewel" anchorage of Bass Strait.

To maintain our battery power, we knew we would have to run our motor for about two hours a day. So how much fuel would we need? Sun Birds are fitted with a single-cylinder Volvo diesel which is extremely economical. Our tank held 12 gallons, about 25 hours' running. We decided to take an extra five gallons in a jerry can stowed on deck, just in case.

Our party assembled at Port Welshpool on Feb 9. First to arrive were Tom and Shirley Delaney who were to lead our group. They had sailed to Port Welshpool from their home at Flinders in Westernport Bay. Tom, a former professional fisherman, had spent a lot of time working in the waters of the Furneaux group and the east coast of Tasmania. We were to be grateful on many occasions for both his local knowledge and fisherman's "nose" for the weather. His presence gave us a feeling of security.

Next day, departure day, dawned fine with a mild north-westerly wind. We motored to the no 4 channel marker, hoisted full main and no 2 headsail and reached off southward with the wind freshening. As the wind gusted to 28

By JOHN MERRILLEES

# Birds of Passage

*Five Sun Bird 25 trailer yachts successfully completed a 427-mile criss-cross cruise of Bass Strait*

Right from the beginning, the owners and crews of the five Sun Bird 25s planning a Bass Strait crossing, visiting the Kent and Furneaux groups on the way, agreed that the emphasis would be on safety and setting sensible daily objectives.

Each boat was equipped with marine CB radio and one with single side band to keep in contact with Melbourne and Hobart radios. We carried such necessary items as life jackets, flares, safety harnesses, first aid kits, spare fuel and ground tackle.

We set about provisioning with the thought that it would be seven or eight days before we would be able to replenish supplies of food, water and fuel. Fortunately, the Sun Bird is equipped with a fridge/ice box designed to use ice as the basic coolant supplemented by running the refrigera-

tion for about two hours a day.

We began to wonder whether it would all fit — canned food, dried food, extra water (eight gallons in 2-gal plastic containers supplementing the 20gal tank), fish trap, fishing lines, foul-weather gear, charts, etc, etc. But our worries disappeared as we began to pack. The "Bird" had ample locker space to hold our mountain of supplies.

*Concentration — between Deal and Flinders.*



knots, we took in the first slab in the main and quickly went for the second as the wind climbed to 35 knots.

We had cleared Westernport channel and with the wind still freshening decided to make for the cover of Entrance Point and wait out the blow. Entrance Point is a shallow, poor anchorage, offering the bare minimum of protection even right in close. So with



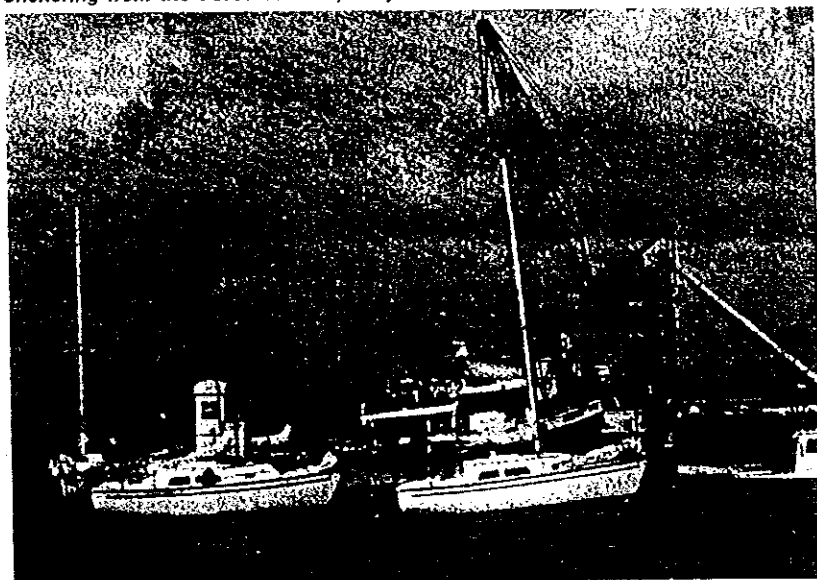
*Crayfish apiece at Flinders Island.*

the tide falling in our already-shallow location, lunch consumed and the breeze having steadied to around 30 knots, we changed down to a no 3 jib and headed off due south against the wind, which by now was from the southwest.

Although the sea was lumpy, with plenty of flying spray, the Sun Birds behaved beautifully, logging a constant six knots to windward. About four miles from Refuge, the breeze dropped away completely, leaving us to motor into the breathtakingly beautiful Refuge Cove. There were many boats in Refuge, among them game fishermen sheltering from the blow to a timber ketch from the Pacific Islands enjoying the beautiful anchorage.

Melbourne Radio passed on a forecast of south to south-westerly winds to 20 knots for the second and longest leg of our trip, the 49-mile passage to the Kent group of islands. Day dawned fine but overcast as we up-anchored and motored southeast into the light swell. There wasn't a breath of wind until about 9am so we motored, charging our batteries and enjoying the panorama of Wilson's Promontory, Rodondo and the Moncoeur Islands. As predicted, the wind came in from the southwest and we revelled in the broad reach to the Kent Group. Most of the Sun Birds set spinnakers when abreast of Hogan Island and sailed at speeds of up to 9.4 knots for the last 20 miles of the passage.

*Sheltering from the Force 10 blow, Lady Barron.*



**SAILING, October 1979**

We sailed into West Cove on Erith Island in bright sunshine. And as we anchored, we were greeted by girls who swam out clad only in sun tan.

West Cove lies on the west side of Murray Pass which separates the three main islands of the Kent Group. The sandy beach is incredibly clean and white. One can clearly see the bottom in 30ft of water.

The annual Erith Island Ball was held the night we arrived — by the colony of young people known as the "Erith Mob" who regularly take up residence on Erith during February each year. The Erith Ball turned out to be a barbecue on the beach with a talent quest afterwards — a fun night for all.

But around midnight, the wind had freshened and backed to the south, causing one of our boats to drag its anchor with almost dire consequences. We hastily returned to our boats, up-anchored and followed Tom Delaney to Garden Cove, a more protected anchorage, for what was left of the night.

Forecasts for the third day of our voyage were again south to southwest at 20 knots, so we set sail for West Sister Island off the northern tip of Flinders Island. Sailing conditions were fabulous. Under full main and number 2 we were making around 7 knots, in bright sunshine. As the conditions were perfect and the wind veered more westerly, we decided to change our destination to Killiecrankie Bay on the northwest coast of Flinders Island.

Killiecrankie proved to be a delightful spot — a wide, sweeping beach beneath towering granite outcrops with an anchorage sheltered behind a natural rocky islet in the southwestern corner of the bay. It houses a small fishing fleet of four or five boats and after some negotiations with the fishermen we spent the evening enjoying a succulent cray (each), a chat and a beer around a beach fire.

The glass was falling rapidly on day 4, the sky overcast and some drizzle was falling. Our schedule was to make for Whitemark to collect supplies and then push on to Lady Barron.

Tom Delaney's local knowledge came to our rescue. Most anxious that we leave Whitemark as quickly as possible, Tom said: "When the glass falls like this and we have misty drizzle, four times out of five a blow is imminent."

Blow it did. As we left Whitemark, the wind swung to the northwest at 20 knots. Within minutes it was 25 knots with visibility down to about 500 yards. In went the first reef. With gusts to 30 knots, in went the second reef.

The wind was on our starboard quarter and we ran at 8 knots for the protection offered by the islands of

Franklin Sound some 15 miles distant. With visibility worsening all the time, we frequently lost sight of the other boats in our convoy. As we entered Franklin Sound, the wind strengthened to 38 knots in the gusts and the sea built quickly to short, steep, confused waves.

While we hung onto the fully reefed main and no 2 jib, our log needle stuck on the maximum 10 knots for long periods. With the gusts reaching 42 knots, down came the main. The log needle remained on 10 knots with the boat under no 2 jib only. The wind was still strengthening as we reached the protection of Trousers Point but the seas were much smoother in its lee.

During this wild, surfing ride we were thrilled by the way our Sun Birds handled. They were amazingly stable, relatively dry and above all delightfully responsive and controllable. At no stage were we out of control.

We motored the last mile to Lady Barron through the tricky, shallow passages and moored alongside the sturdy local cray and shark boats at the jetty.

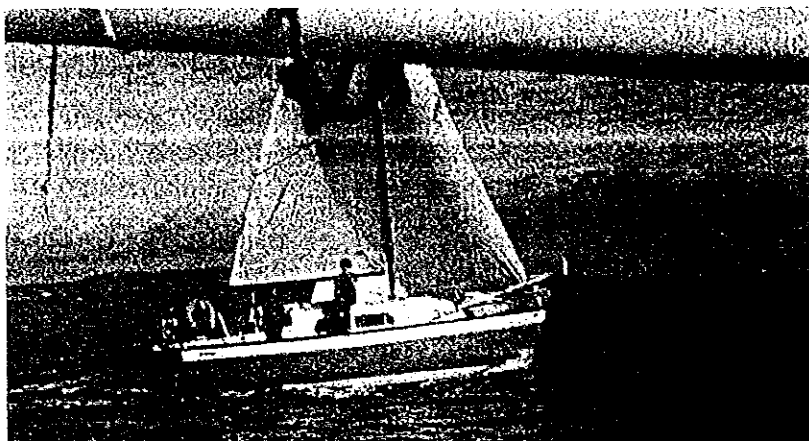
Over the next three days, with the weather worsening and the wind reaching a peak of 62 knots (in our sheltered position), we got to know some of the island people and learned how hospitable they can be. They were wonderful, always offering to help in some way or another from providing fresh fish or crayfish to everyone to making their homes available to the girls for hot showers.

We finally left Lady Barron, after replenishing our supplies, in bright sunshine and smooth seas, heading for Swan Island about two miles off the northeastern tip of the Tasmanian mainland. Some of our party motored on, into the mainland, to complete the Bass Strait crossing and collect a souvenir handful of Tasmanian sand.

Having reached our halfway mark in time we decided not to sail any further south but commence our return via the east coast of Flinders Island, visiting Babel, the Sisters and Hogan islands on the way.

We completed the circumnavigation of Cape Barren Island, again in bright sunshine. "If they had a warm climate down here, there would be a resort hotel on every beach," said one of our party. The beaches were the whitest and cleanest we had ever seen and the water was crystal clear. With the rugged mountains added, the scenery was magnificent and unspoiled.

We returned to Lady Barron with the aim of collecting final supplies and heading north. Unfortunately, the wind was against our doing this by the east coast so we retraced our path via the



*Passing Swan Island light.*

west coast to Killiecrankie — an enjoyable day's sail of about 50 miles.

Next day we enjoyed an easterly breeze which gave us a 20-mile spinnaker run to Deal Island. We arrived in time for a swim and lunch at East Cove — another jewel with white sand, the shelter of high cliffs, and wallabies hopping along the beach.

Deal Island has one of the main lighthouses in the southern Australian system, maintained by two families who keep the station jetty and houses in meticulous order. They welcomed us, entertained us to afternoon coffee, offered showers and finally drove us the 3km to watch the process of lighting the light.

The view from the top of the lighthouse is breathtaking. One can see Flinders Island to the south and Wilsons Promontory to the northwest plus all the reefs, islands and rocks between. Deal Island is alive with wildlife. The wallabies are the most prolific. About 15,000 of them occupy an area of about eight square miles. Unafraid of man, they will accept a morsel offered from the barbecue.

#### *Bath time!*



With the weather forecast unfavorable, we decided to make a run for Port Albert on the mainland. We set off in low cloud and mist. As the day progressed, it became evident that unless we motored, we could not reach our destination before nightfall.

Fog closed in and visibility was down to about 50 yards for several hours. Some anxious moments followed the sound of a large ship's fog horn somewhere to the northeast. Sounding every three minutes, it passed to the north of us, going west. We kept a sharp lookout after that. The fog cleared and we were relieved to find we were just one mile west of the Port Albert channel beacons.

Arriving at the Port Albert jetty on February 24 having sailed some 427 nautical miles in 14 days, we adjourned to the pub for a celebration.

On Jo-An 2, we had used 18 gallons of fuel and 40 gallons of fresh water. Cost of provisions and fuel, including those bought along the way, was less than \$200. We thought we had an excellent boat before we left; we were convinced of it on our return. ▶