

Full & By





James Craig Crew News
Compiled by Peter Davey

Production and photos
(except where credited
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Photos from the day of the White Pages photo shoot.



'I noticed a dark patch of cloud rising above the skyline...'

*From Tall Tales of The Seas,
Supplied by Bob Crowe*

By Capt. J. Maitland Thompson, an able seaman on the James Craig in 1920 -

In 1920, when I was an Able Seaman on the barque *James Craig*, we were running before a very stiff breeze from the south west on a voyage from Adelaide to Auckland, New Zealand. The yards were not quite square. We were doing at least eight knots with a clear cloudless sky; it was just breaking day.

Steering by compass, I occasionally lifted my eyes to the horizon and suddenly, I noticed a dark patch of cloud rising above the sky line. As it rose it seemed to take the form of a wide bank, with a clear sky behind it.

Mr. Carver, the mate was close by, and I drew his attention to it. He walked to the mizzen rigging and stood gazing ahead. After a time he suddenly called for 'all hands on deck'. The very urgency of his voice promoted immediate response. And all hands came tumbling over the wash sill in the crew's deckhouse.

The next order was lee-fore-brace', with Mr. Carver going to the weather brace to slack them away as the lee fore braces were hauled in; then the main braces; until the yards were close hauled on the starboard tack. We were still headed east with the wind on the starboard quarter.

I was having a very difficult task in keeping the ship on course because of the set of the sails. Now Mr. Carver began shortening sail letting every upper sail fly.

Leaving the crew to clew up as best they could, he came and stood by me and ordered me to 'down helm' gently. By now this strange phenomenon was fast approaching and we realized that it was an area of hurricane force wind stretching from horizon to horizon. As it neared us, what had been our fair wind gradu-



Ta ta Sean

ally died, and a peculiar ripple took over on the surface of the sea. With a crack that shook the ship from stem to stern, this great force struck us with it blinding rain, traveling in the exact opposite direction to our previous wind.

Owing to the brilliant seamanship of Mr. Carver we were not caught aback, but were almost hove- to on the starboard tack. Two of the upper sails which had not been clewed up were torn to shreds.

We lay like this, while this terrific force of wind and rain passed on and beyond us. Nearing its passing it blew lighter, and when it had passed astern altogether, the sea rippled and quickly settled down, and the wind took up its former direction. The ship was paid off and we again resumed our former steady course.

As quickly as it had approached us, the streak of devastation passed away astern and disappeared beyond the horizon.

When we had settled down, I asked Mr. Carver if he had ever before experienced such an extraordinary happening. He replied that he hadn't, but he had remembered an 'old salt' telling him of a similar occurrence which happened in the same area many years before.

As I turned away, he remarked that he was thankful that it had happened in daylight. In the dark, he felt that we would surely have been dismayed.

Over the years, I have asked a number of meteorologists about it. None had ever heard of such an event, and few believed me.

Duncan's method of taking in sail

*From The Colonial Clippers.
Supplied by Bob Crowe*

It may be of interest, perhaps, to describe the method used by Duncan, the crack racing mate of the *Ariel*, *Titania*, and *Wild Deer*, when taking in sail. For a topgallant sail he sent as many men as were available to the lee buntlines and leachline; one hand, generally an apprentice, stood by the clewline, and another attended the weather brace. Duncan himself would ease a few feet of the halliards, then sing out: - "Let go the lee sheet!"

Away would fly the sheet followed by Duncan letting go the halliards; the hands on the buntline and leachline hauling away for all they were worth, the yard would run down and round itself in so that the boy on the weather brace only had to take in the slack.

With smart hands on the bunt and leachlines, the lee side of the sail would be split and up on the yard before it was well down and the apprentice on the clewline had only to get in the slack and make it fast. The lee side of the sail being well up, there was no trouble with the weather side.

A hand in the top was almost unnecessary as the lee sheet needed no lighting up - it did that itself quick enough. The success of this method, of course depended on the smartness of the hands on the bunt and leachline, but there were not many indifferent sailormen in a tea clipper's foc's'le.

In taking in a course Duncan used to man the lee bunt and leachlines well, with two hands only on the clew garnet; on the sheet being eased away bunt and leach lines were hauled up to the yard without a flap, the slack of the clew garnet being rounded up; then there was no trouble with the weather side.

This is also the method advocated by Captain Basil Hall in his *Fragments of Voyages*. Everything depended, on course, on having the necessary beef on the bunt and leach lines.

Rules of the road

From *Admiralty of Seamanship, Volume 1 1937.*
 Supplied by Bob Crowe

By Thomas Gray

I.- *Two steamships meeting.*
 When both Lights you see ahead,
 Starboard your wheel and show
 your Red

II.- *Two steamships passing.*
 Green to Green- or Red to Red-
 Perfect Safety - go ahead.

III - *Two Steamships Crossing.*
 If to your Starboard Red appear,
 It is you duty to keep clear;
 To act as judgment says is proper
 To Starboard-or Port-Back-or
 stop her.

But when upon your Port is seen
 A Steamer's Starboard Light of
 Green,

There's not so much for you to do,
 For Green to Port keeps keeps
 clear of you.

IIIV,-All ships must keep a lookout
 and Steamships must Stop and go
 Astern as necessary.

Both in safety and in doubt
 Always keep a good look-out;
 In danger with no room to turn,
 Ease Her-Stop her-go Astern.

Rules of the Road for Sailing ships.

(By a Naval Officer)

Now those rules four Rules we must
 note,

Are no use in a Sailing Boat.
 As we're dependent on the Wind
 Another set of Rules we find

I.- A "close-hauled" ship you'll never
 see
 Give way to one that's "running
 free."
 Its easier running free to steer
 And that's the reason to keep
 clear.

II- With wind the same side, running
 free,
 One's to Windward, one's to Lee,
 The Leeward ships goes straight
 ahead,
 The other alters course instead.

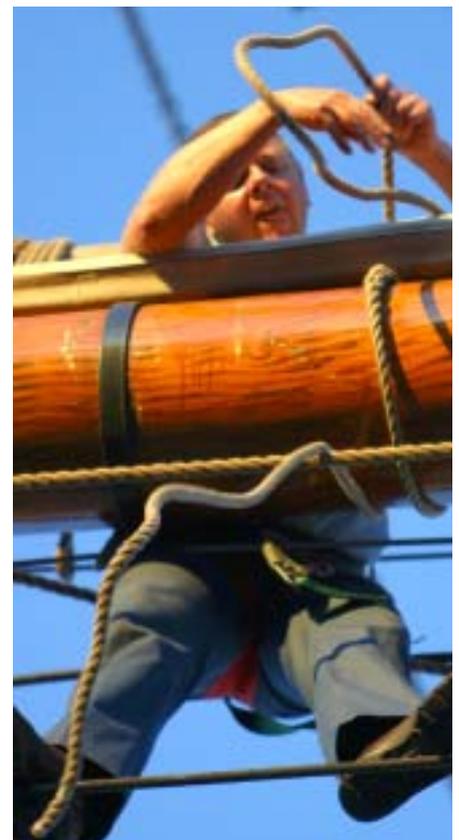


III- Both "close-hauled" or both quite
 "free"

On Different Tacks, we all agree,
 The ships that has the wind to Port

Must keep well clear is what
 we're taught.

IV- At other times the altering craft
 Is that which has the wind right aft.



The office folk like us - really

By Hugh Lander

It's some little while since I wrote a piece for "Full and By" so I thought I might seize this opportunity. In doing so I want to express my personal thanks and admiration to all who serve aboard *James Craig* in whatever capacity.

What a team we have assembled around our ship. From the executive master, Captain Ken Edwards through the other approved masters, down through the ranks of engineers, mates, chief steward, watch leaders, ABs and ordinary seamen, deck trainees, the hospitality team, sea-going and alongside guides, the volunteer maintenance team (on-board and at Rozelle Bay) – volunteers all.

In speaking about the team as a whole though it is bigger than just described. It includes the librarians and the volunteers who help man the office phones and the fund-raising team. It includes the sponsors, donors and benefactors and, dare I say it, the small crew of paid staff who help make things happen alongside you.

You all have my total respect and admiration. Out you go in all weathers, often giving up an entire weekend and sometimes more, sometimes starting very early and, often, working very late. It is of some great regret to me that, through a re-designation of duties, I have lost touch with some of you and have not even met others. That is a pity – please do not think I have forgotten about you – that would be impossible.

The ship, indeed the museum could not function without its volunteers – all of its volunteers but this item is about *James Craig's* volunteers. I know it's not all hard work and sometimes it can be sheer, exhilarating fun. But I also know it can be sometimes dirty, sometimes unpleasant, even dangerous. As volunteers you put your certificates and your reputations on the line without monetary reward but with the full expertise of dedicated, highly trained, "amateur professionals".

I am often amazed at the skills that reside within the team. I think, should any particular skill be required, whether it be



Old & New -
Newcastle Jan03 -
Mike Richter.

Morning 'Prayers'
Jan03 - Mike
Richter.



computer expertise, photo and video specialists, carpenters, painters (yes Russell H. – even marriage celebrants) and, with a list too long to go on with, your special expertise/hobby in this space resides within the broad *James Craig* team.

What you have achieved, in skills and knowledge, in the relatively short space of time since cruising began, and what was achieved by the bold people who went before you, is nothing short of amazing. We heard, at the World Ship Trust Maritime Heritage Award dinner in March, when the governor-general presented the award to the ship, of the pride that our major benefactor feels when he sees *James Craig* coming up the harbour after a day at sea after you have put in "those magnificent harbour furls". Your ship looks absolutely fabulous and you - all of you from the 'captain to the cabin boy' – must also be extremely proud of her and of your own personal achievements.

The prestigious maritime heritage award has been bestowed on only a very small, select, band of ships from around

the world. Its presentation to *James Craig* means that she joins such other illustrious company as *Mary Rose* (1510), *Vasa* (1627), *USS Constitution* (1797) and *Great Britain* (1843). Maritime loving people from around the world have watched in awe that which has been achieved here. Our museum can be rightly proud. It was a double honour for the ship, and for the Australian Heritage Fleet, when our patron and major benefactor, Robert Albert, was presented with an individual award for his 'significant and exemplary role in support of the restoration project and other maritime heritage causes. Robert was further honoured when the president of the World Ship Trust, Dr Jacques Chauveau, announced that he had been invited to act as an honorary vice-president of the trust.

Once again may I place on record my admiration, no matter how it is that you are connected with this fine ship, my admiration and gratitude for all you so willingly do. If we haven't met yet I hope I get that opportunity.

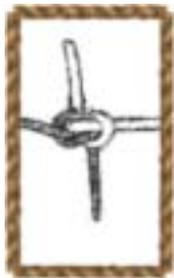
Knot of the month

Zeppelin or riggers bend.

Charles Rosendahl, being a captain of a zeppelin, insisted that his airship be moored using this bend. The distinct feature of this bend is that it is exceptionally easy to break and tightens consistently to hold when pulled (even if somewhat loosened)



Starting



Tied and drawn

The zeppelin bend is a favorite of mine - it is formed when two overhands knots are linked through their running spaces and is excellent for joining stiff slippery synthetic ropes. . It always remains secure and is jerk resistant. It looks like two opposed bowline knots and does not jamb when wet and is suitable for joining ropes of different diameters.

- Peter Davey.

Women at SEA

A Gravestone on the island of Rarotonga Cook Islands -

TO
The Memory of
Mary-Anne, the
Beloved wife of
Capt. A.D. Sherman
Of the
American Whale
Ship Harrison
WHO
Departed this life
January 5, 1850
Aged 24 years.



Where are we going?

Crew meeting minutes (edited and expurgated)

The meeting was chaired by Peter Cole, with assistance from Bob Crowe.

An address from Chris Heeks was read by James Heeks in which Chris emphasised the support given the vessel by the great people behind the enterprise.

Organisation Chart of AHF Volunteers: Peter Gregg described the new organisation of volunteers, starting with the board of governors who have no legal or executive power but act as advisors to the board and provide avenues to funding. The governors are Dr Franco Belgiorno-Nettis (chairman), Robert Albert, David Baker, Gordon Ingate, Geoff Lee, Norman Rydge, Chris Stannard, and Michael York.

The board, which is voted in by members, is responsible for the proper conduct of the AHF and employs the CEO to carry out this function. The board comprises - Chris Stannard (president), David Baker, Debra Collins, Achim Drescher, Hugh Cross, Brett Smith and Chris Stimson The CEO is John Gillham.

The CEO has volunteers and employed staff to assist him in this duty. All work to the AHF mission statement: "To build and maintain an internationally recognised centre of excellence in maritime heritage for the benefit of all Australians by presenting through research, acquisition, conservation, restoration and operation our continuing maritime history".

Reporting to the board are committees including -

- Finance
- Fundraising & Sponsorship Development
- AHF Permanent Home
- Art Union
- AHF Membership Development

Reporting to the CEO are -

1. OH&S executive comprising CEO, operations manager, shipyard manager, OH&S advisor, and volunteers from ship operations, shipyard, electrical and Wharf 7 Pymont
2. Standards & Specifications Committee comprising Anthony Morgan (chairman), Andy Munns, Mitch Spooner, Bill Hardiman, Hugh Cross and Tony Blakelock
3. Honorary Curator (Andy Munns)
4. Public Affairs Manager (Hugh Lander)
5. Creative Director (Barrie Flakelar)
6. Operations Manager (Peter Gregg) who has reporting to him divisions including -
 - Ships Operations - headed by the commodore and comprising an engineering superintendent (Bernie Norrington), shipwright superintendent (Mitch Spooner), James Craig ship's executive, masters and engineers/ships husbands of other fleet vessels, crewing co-ordinator and a board representative.
 - Ship Restoration - John Oxley chairman

Anthony Morgan. Kanangra chairman Brett Smith. Shipyard Heritage Boat/Engines

James Craig Ship's Executive: Chairman Ken Edwards, chief engineer Eric Francis, chief steward Kathe Swales, watch leader Mike Dallen, during Mike's absence represented by Paul Harvey, advisor Russell Vasey, crew John Delandro.

The ship's executive meets as required and is expected to take on matters previously handled by the James Craig Co-ordination Committee.

Plans for James Craig and the Economy of AHF: Debra Collins described the marketing of the vessel and associated sailing program, educational courses planned and the "meet and greet" occasions for new volunteers. She stressed the need for consultation with crew on James Craig matters.

Debra highlighted the very substantial financial support given by Robert Albert without which the AHF would not be able to function.

In response to a question on James Craig stakeholders, David Baker explained that AHF members own the organisation but the ownership of vessels is vested in a trust. The purpose is to remove the vessels from AHF assets so that they cannot be seized in the event that AHF becomes insolvent.

(The organisation is the Sydney Maritime Museum which trades as the Australian Heritage Fleet. The trust is The Australian Maritime Museum Trust, the sole trustee being the Sydney Maritime Museum.)

Action: Peter Gregg to make organisation charts available to members and advise updates as appropriate.

Crew Survey: John Delandro explained the reason behind the survey in wanting to find out matters which would motivate the crew and retain the crew and how they might be put into effect. Comments would not be attributed to individuals.

Action: John to install a suggestion box and crew notice board on the vessel so that views might be collected and given to the Ship's Executive.

Action: All Members to complete the survey form issued by John and return feedback to him.

Crew Training and Assessment: Russell Vasey described the scope of activity associated with training. In summary it entails knowing the sailing program, recruiting and advertising, entry points for crew, theory and practice, developing a

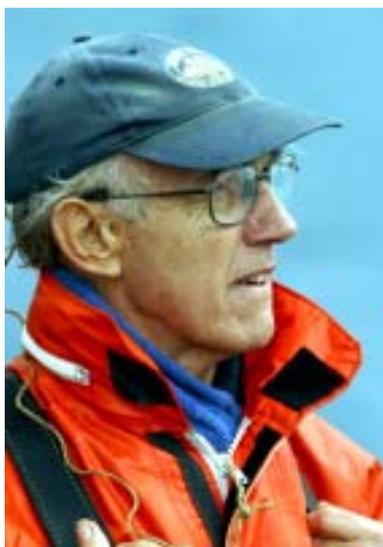


Uniforms: Ken Edwards spoke on the need for all hands to look professional and the regard had to this by passengers. Comments on the growing variability in dress were made, in particular footwear which is not only for appearance but for safety, especially aloft.

Action: Kathe Swales to clarify uniform standards and answer crew enquiries.

Action: Each sailing day, the 1st Mate to ensure that uniform worn is appropriate.





career path and keeping records. It is a formidable task for one person. To date Hugh Cross has undertaken this role but lately his work has taken him overseas for considerable periods. Russell hopes to see a James Craig training co-ordinator appointed.

Bob Crowe raised the appointment of able seamen in recognition of ability and experience. The need to have experience not readily available from James Craig sailing program was mentioned as a difficulty, such as steering by compass at night although the Eden voyage did provide this and there is the likelihood of experience from other vessels. As a result, a survey of crew experience was suggested.

On board organisation was raised by Bob Crowe as showing signs of not being as good as it has been. For instance on a particular mast it is not always clear who is giving orders. Watch leaders are more or less deck bound and Bob suggested that they should spend more time aloft. It was recommended that a job description be written for mates and watch leaders. John Delandro will see that a form is provided for such comments to be submitted in writing to the ship's executive.

Cards for sea duties and stations give in some instances dual roles which suggests they be revised. Bob Crowe suggested that the launch of the emergency boat should be under the command of the 2nd Mate, a matter for the ship's executive.

Fire drill locations are not in accordance with the fire chart and should thus be revised.

A group comprising Susie Bannantyne, Bob Crowe, Peter Davey, John Delandro, Morrin Grigg, David Lovett and Ivor McDonald was formed to develop the agenda for a crew meeting.

Action: all Members to offer suggestions to the chairman of the ship's executive, Captain Ken Edwards on the operation of the James Craig – acknowledging that the operation of the ship at sea would remain the responsibility of the ship's executive.

Maintenance Ivor McDonald drew attention to the need for advance notice of maintenance work planned so that crew might bring the appropriate apparel and that there be a mix of dry and wet weather jobs at any one time.

Because hand over from mid week, to week-end labour is not always easy, Peter Gregg strives to make weekend jobs self sufficient. This does tend to limit the scope of volunteer crew maintenance to certain tasks.

Bob Crowe observed that attendance by crew had been sparse and he urged crew to contribute the 50 hours maintenance required.

A schedule of planned maintenance was suggested which needs to have some flexibility in the light of variations made to the sailing program.

The meeting acknowledged the considerable voluntary contribution to maintenance made by Ivor MacDonald, Steven and Mary Robinson, Henry Allan, Allan Kilby, Stephen Smith, Bob Crow and other regular workers.

Action: Ivor McDonald to co-ordinate weekend work in the context of on-going mid-week including tools and materials required (from the ship's store).

James Parbery was commended for his entertaining and informative presentations while on day sailing.



"Ve haf ways of making you sing sea shanties."

Present vision - future survival

By Chris.Heeks

Four Men were working on a building site. Each was asked about what they were doing The first said "cutting a piece of wood". The second said "earning a wage to keep my family". The third said "building a cathedral". The fourth said "building a great temple to glorify God and spread his word".

Which are we?

What is the vision? Do we have a collective vision we all believe in or merely a collection of individual visions not quite connecting to a whole!

Perhaps it is better to go back a step just to be sure we are all talking about the same thing when we are talking about "vision"

In the Oxford English Dictionary the word vision comes from the Latin Videre - to see, this in turn comes from the ancient Sanskrit Vid - to know. In Sanscrit there are two words for knowledge Vid and Jna. Jna refers to ordinary knowledge - the knowledge of things, places, activities etc. Vid is a higher knowledge - from which we get wisdom, sear. The OED gives various definitions. One which seems to fit was "ability to conceive what might be attempted or achieved" Or "Something which is apparently seen other than by ordinary sight - having the nature of a revelation" "The art of seeing things invisible" It is a projection based on a clear understanding of where we are and where we could be.

What is the importance of vision in an organisation ?

Vision is the essence of an organisation. It is the very heart - "It is the star of every wandering barque" without it we



are no more than a human being on life support.

On Saturday I was talking to two elderly (used advisedly given present company) passengers on the James Craig. The lady said, "it is just so beautiful, such love and care, so beautifully made" as she touched the timber handrail at the break of the quarterdeck.

The manifestation of the vision is seen in what people walk away with - it is the substance carried by the form, which, inspires. It is not what they say when they walk on It is what they say when they walk off!! Native Americans value the concept of harmony - when all that is in your heart and soul and your physical manifestation come together you are in harmony. People will follow you because they trust you - you represent a unity - a strong team is invincible. There is nothing stronger than unity. The other important aspect that lends itself to vision is our internal relationship. Love is the demonstration of how you want to be treated yourself. How we treat others is the perfect reflection of how we treat ourselves —this is true to the personal and organisational level.

Who would not want their epitaph to say, "You loved well".



So this vision for the organisation is at its very heart. We are all in the AHF interdependent - no one person can be impacted negatively without having an

impact on the whole

In these beautiful words of J Donne -

No man is an island

Entire of itself

Each is a piece of the continent

A part of the main

If a clod be washed away by the sea,

Europe is the less

As well as if a promontory were.

As well as if a manner of thine own

Or of thine friend's were.

Each man's death diminishes me.

For I am involved in mankind.

Therefore, send not to know

For whom the bell tolls

It tolls for thee.

In summary a vision is an image of what the people of the enterprise aspire for it to become. Among the traits that make vision effective are that it goes beyond mere platitude, exudes a sense that the organisation can make the world better in the some way and is something that people can realistically believe is attainable.

The best are concise, memorable and doable!

The Book of Proverbs says - "where there is no vision the people perish"

Organisational Vision Let us look at a moment at organisational vision It is a



picture of what we want to create in our organisation. This vision is made up of words, pictures, feelings, sights. (Square rigger under full sail) sounds (triple expansion steam engine)

Vision is necessary for change in an organisation. Whatever we create, we have to do it twice, once in the mind and once again in physical reality. If we can't create the desired change in our minds and hearts there is little chance we will act it out, or create a new reality for our organisations or ourselves.

Shared vision is the greatest when we share the common goal, to a certain extent this is what we share at the AHF. But we need to be so mindful of those things, which restrict the full flowering: Shared visions fail in the absence of personal visions. Powerful and successful visions must be personal - no one can create a vision for us. If we don't have our own that we care about, it is difficult for us to focus on a shared one. We need to understand how our divers visions connect to and align with the organisations and the result we are trying to achieve.

Everyone has a vision, even if you don't hear them sound it aloud.

Building a shared vision that has room for individuals requires ongoing dialogues about assumptions and aspirations, patient listening and the willingness to give

up on the desire to find the correct one. The job of a leader is to blend individuals into a cohesive picture of a desired future which includes aligned personal commitments.

Visions are touchstones not milestones. Goals represent specific milestones that we reach on our way toward the vision.

Visions describe our ideal pictures or dreams of how things could be if we were living out all our desires and values.

They provide an inspirational force, as well as a time management system that helps us to make moment-by-moment choices about priorities. Feelings first, words second...the actual words in a vision are less important than the feelings and attitudes provoked. Shared visions provide a basis for the candid communication and creative risk taking needed for continuing business success.

The restriction of the vision has several faces, which as an organisation we need to be aware of:

When people can truly envision things being different they supply the energy needed to take the ideas from vision to reality - if management is not in tune the supply of energy will not flow.

If the members cannot relate their own vision to that of the whole then they will soon dissent or leave.

Internal criticism, blaming, and divi-

sion are key factors in destroying a vision. Mistakes happen and always will; it is the nature of the human condition. Let us then focus on the resolution of the problem and leave witch hunts to witches! Let us not judge others by their actions and ourselves by our principles! Negativity in any form kills the vision.

The final destroyer is ownership: The vision with knowledge is there for all - we have the use and then pass it on.

Tanzen and Eikdo were two Zen monks. They came to a river on their way to the monastery. Standing by the river was a beautiful girl in a kimono. Tanzen picked her up and carried her across the river and gently put her down. Just before they arrived at the monastery Eikdo said to Tanzen "what are you going to tell the Abbot, you know it is against our order to touch beautiful girls?" Tanzen said " I only carried her across the river, you have carried her to the monastery"

Which are we?

It is said that ones first duty on assuming a position is to train ones successor - do we? Or do we hang on to our position? The qualities of vision:-

Diamond comes from the Greek word for unconquerable. Diamonds are hard, brilliant, inspirational and last forever; so too our vision is like diamond. Their quali-

ties are measured by cut, clarity, colour and carat. Cut is the diamonds shape it tells you what the vision is and tells us what it is not.

Clarity of vision pertains to its precision, its detail. A clear vision easily answers how, when and where. Without clarity a vision becomes vague and ill defined.

Colour is seen in the leader's commitment. For it is the leader, who reflects the vision and allows it to flourish throughout the organisation.

Finally carat - carat is the weight. The vision has to be substantial, have meaning, the weight or gravity of one's vision therefore pertains to its importance, its significance.

So what are we? A living, working, operating maritime museum.

What do we do? Restore, maintain and operate historically relevant vessels and in support of that we have a library, research assistants, ships plans, boat building, model restoring, and so on.

How do we do this? By a system of volunteers, raising funds by various means, employing a management structure.

What are our assets? Our major asset is a group of very dedicated, highly skilled volunteers for without this we can go nowhere. A collection of beautifully restored vessels. Our product is outstanding, first-class.

Our future depends on several key factors!

- * Financial independence, or support base needs to be spread across a greater range of sponsors. Corporate and government. It seems unlikely we will ever be self-funding.

- * A continual supply of volunteers and hopefully an increase of them.

- * A home for us all under one roof, this would resolve much, and our rise would be Stellar.

So we come to the key question - What is our vision of the AHF?? Corporate; Personal.

The essence of what we do is restore, maintain and operate, and every member seems to have a love affair with some aspect of that:

Whether it is taking something worn and broken and making it new and working.

The care in maintaining it.
Driving the engines or setting the sails.

Our relationship to that is simple.

This is what we love to do. If it is what we love then we would never give anything less than our absolute best.



After 150 years a modern yacht only just manages to beat a clipper's time-

A legendary sailing ship record that has remained untouched for a century and a half was toppled recently when the trimaran *Great American II* sailed into New York Harbor, 72 days out of Hong Kong.

On 28 May American adventurers Rich Wilson and Richard du Moulin, were greeted by cheering family and supporters as their 53-foot sailboat passed the Statue of Liberty.

Great American's time from Hong Kong on the 15,000 mile passage to the Ambrose Light Tower off Sandy Hook at the entrance to New York Harbor was 72 days 21 hours 11 minutes and 38 seconds. Her time eclipsed the record of 74 days, 14 hours set by the extreme clipper ship *Sea Witch* in the China Tea Trade in 1849. The record, which is one day and 17 hours faster than the old mark, has been re-

ported to the World Speed Sailing Record Council for formal ratification.

Although 154 years of technological development separated these two vessels, du Moulin said that they struggled to keep pace with the ghost of the 192-foot clipper ship, as they trailed her several times in the South China Sea, the Indian Ocean and the Atlantic Ocean.

"Until we got to the Northeast tradewinds off of Brazil, ten of the eleven fastest daily passages were held by *Sea Witch*. The *Sea Witch* could handle the heavy seas of the Indian Ocean. She could charge through them doing 300-mile days, one after another, while we had to slow down in those conditions. Our advantage was in the light stuff. Taking *Sea Witch* on in the trade routes was a bigger challenge than people realize."

For their entire journey, the two men communicated with 360,000 school children who were following a series of lesson plans linked to the voyage, www.sitesalive.com.



We need to have great trust in that.

If I was asked to write a vision statement it would be:

"To create a centre of excellence in maritime heritage through a living museum of working vessels".

Why? This tells just about everything. It is an example of a message that can be both a statement for the people of the Australian Heritage Fleet and an appeal to our customers. It has a clear customer—need premise, a clear value delivery premise, and a sense of specialness.

It is also short and succinct.

No vision statement will ever express fully the vision. It only approximates the true vision that lives in the hearts of each and everyone.

Be a steward of the vision and don't lose sight of it for there are no greater advocates of the core product than you

Be Zealous in your advocacy Mag-nanimous in your praise Honest in your dealings and With the vision in our hearts we cannot fail

Sybil stuff - Want to lead a pirate band?

Well, we can't complain too much..... having kicked off the beginning of the financial year, with James Craig taking pride of place, on the front cover of the White Pages A-K....who hooo! We cant get much better than that!

Cub and Scout sleepovers are averaging two per month since our mail out late last year, and look like increasing, as interest has spread to the Girl Guides Associations, church youth groups and a few homes for unprivileged kids.

Birthday parties - still a very new and sticky area....Just ask Sally and Nick! Imagine 12 hyperactive six year old boys dressed as pirates let loose on James Craig....Heaven for them, and a nightmare for Sal and co. It's absolutely pouring with rain.....one little kid looked up at Nick as he was attempting to entertain the group.... and said in a loud voice "you're boring"....They then discovered six year old boys find any joke with the word poo or bum absolutely hysterical, so if anyone knows some great pirate jokes please send them in (preferably clean ones)... ahhhrrrr r... lets keelhaul the lot of them!

Once again thanks to all the regular ship keepers! I'm sure Sally would love to see some new faces, perhaps there are some potential frustrated thespians out there amongst the crew?



Tom and friends – Horatio Hornblower Sleepover Birthday Party. Lots of fun was had especially a surprise attack by the French (dads wearing faux moustaches). Photo by Bag O'Wrinkle.



Is that chopped up small boy she's eating?



Something to scare the kiddies with?