

ALCHERINGA

Alcheringa is a Daydream class yacht that has spent its 64 year life sailing in and around the waters of south-eastern Tasmania. She has been used predominantly as a family cruising boat for both day sailing and more extended trips in inshore waters.

The Daydream class yacht was designed by Sydney based naval architect Ken Watts. He initially designed the Bluebird class yacht during World War II and followed it up with the larger Daydream. Both designs proved to be popular throughout Australia and were capable of being built by amateurs using readily available materials and forms of construction – the designs were based on plywood hulls.

The design is an elegant, tall masted sloop with kindly sea manners. The chines fade out into the forward and aft sections giving the overall appearance of a sleek and powerful hull. The design of the canoe stern is dealt with in a way that creates a free-flowing stern but provides plenty of cockpit accommodation. The Daydream is 27'6" (8.38 m) in overall length, has a 7'6" (2.29 m) beam and draws 5'0" (1.52 m) of water.

The first Daydream was built by Peter Fletcher in Sydney in the early to mid 1950's. Peter's daughter, who now lives in the UK, recalls that the boat was hand built by Peter in his mother's garden in Illawong Avenue (originally Fletcher Avenue) in Bondi, overlooking Tamarama Beach. Peter started the original Sydney to Auckland yacht race in that Daydream in 1956 or 1957. He went on to sail the boat to Suva. His daughter recalls that she grew up sailing with her father on Pittwater in Sydney, to Lord Howe Island and up and down the east coast. The boat's tender was called "40 Winks".

Alcheringa was built in the late 1950's by Jack Symons on his driveway in Beach Road, Lindisfarne, overlooking the bay. The finished boat was transported by road to Davey Street where she was lifted by crane into Constitution Dock – the launching taking place in 1959. She lay on a mooring in the top of Lindisfarne Bay for many years and was always well maintained, with deep burgundy topsides and off-white trim. Jack used the boat extensively, both for family cruising and racing on the Derwent and the east coast of Tasmania as far as Maria Island and Wineglass Bay.

Jack used first grade materials, fastenings and finishes throughout the boat. He imported long length sheets of Bruynzeel plywood from South Africa for the hull – each side of the boat has only one scarf joint in the top most panel, approximately 1.5 m from the stern. The plywood is secured with copper clenched nails and Tasmanian timbers and Oregon are used throughout. The deadwood keel and keelson are made from Tasmanian spotted gum and the keel itself consists of approximately 1 tonne of cast lead. The mast is made from four single lengths of Oregon, glued up into a hollow box section with a number of internal Oregon stiffeners. In order to gain a little more head room down below, Jack slightly modified the original design by raising the cabin top by approximately 100 mm.

Jack eventually built his second boat, a larger fibreglass yacht named Alcheringa II, and sold Alcheringa. The new owner renamed the boat "Restless" and changed the hull colour to a dark blue with a white boot-top and blue antifouling. He also replaced the original small petrol inboard motor with a 13 HP Volvo Penta marine diesel and modified the cockpit design at the same time.

After some years, Alcheringa was sold to a family who went on to enjoy many happy years in cruising the local inshore waters. Their children all learned to sail on Alcheringa and became very successful sailors in their own right. The boat continued to be well looked after and maintained its blue colour and changed name of "Restless". At that stage she was moored off the Derwent Sailing Squadron.

In 1987 Jane and Andrew Thompson bought Alcheringa following a very encouraging out of water inspection by Jock Muir who advised that she was well built and had a good many years left in her if well maintained.

The capital letter "A", drilled in the top companion way board, lead to the discovery that "Restless" was actually "Alcheringa", a boat that was well known to Jane, who grew up in Lindisfarne and always thought she was the prettiest boat in the bay. Her father was a friend of Jack's, helped with the building now and then and sailed on her with Jack during his ownership. The Thompsons changed her name back to "Alcheringa" and repainted her in the original deep red colour, with an off-white boot top and trims and black antifouling. She was much-loved by the family of five who used her for day sailing and extended cruising for many years.

The Thompsons maintained the boat in excellent condition throughout their ownership and undertook a number of refits. Sails were kept up to date and the Volvo Penta regularly serviced. She was kept close in-shore on a swing mooring off the Wrest Point Convention Centre for a good many years and was then moved to a pen in the Derwent Sailing Squadron marina.

Daughter Anna Thompson and her husband Rod Mennitz have been looking after Alcheringa and sailing her with their two children for a number of years and officially took ownership of her three years ago. They have completed a major refit of the boat, with new standing and running rigging, a new mainsail and sail cover, a new 16 HP Vetus diesel marine engine and 3 blade propellor, new lifelines and stanchions, epoxy coating protection to the hull, new bunk and cockpit cushions and a new paint job throughout.

The work was undertaken through their business RM Marine at Kettering and the boat is now offered for sale in very sound condition and ready for a new owner to take over the custodianship of this well-known and respected Hobart yacht. Anna and Rod are able to offer to the new owner the original drawings that Jack used in building the boat, a copy of the original Seacraft magazine that describes the "new" Daydream class yacht and other memorabilia. Jack's son Keith helped his father build the boat and has a number of early black and white photos of her, including the launching.

Name	<i>Alcheringa</i>
Location	Kettering, Tasmania
Design	Daydream
Rig	$\frac{3}{4}$ fractional sloop rig
Designer	Ken Watts, Naval Architect, Sydney – mid 1950's
Builder	Jack Symons, Lindisfarne, Tasmania
Year launched	1959
Length	8.38 m (27'6")
Beam	2.44 m (8'0")
Draft	1.52 m (5'0")
Ballast	$\frac{3}{4}$ length keel – 1 tonne lead
Deadwood	Blue gum
Keelson	Blue gum
Keel bolts	$\frac{3}{4}$ " silicon bronze
Hull	Canoe stern, chined hull in $\frac{1}{2}$ " Bruynzeel marine plywood (single scarf joint at 24' aft)
Stringers	Oregon
Fastenings	Copper clenched / resorcinol glue
Floor	King Billy pine / $\frac{1}{2}$ " marine plywood
Decks	$\frac{1}{2}$ " marine plywood
Cabin	$\frac{1}{2}$ " marine plywood cabin top and sides
Cockpit	$\frac{1}{2}$ " marine plywood with new cockpit cushions
Mast	12.19 m (40'0") full length Oregon box section with spaced internal stiffeners, recently repainted with new spreaders and mast boot fitted
Boom	New aluminium circular hollow section, recently painted

Rigging	<p>All standing rigging replaced in 2020 with stainless steel wires, sheaves and rigging screws</p> <p>All running rigging replaced in 2020 with new halyards, main sheet, jib sheets, slab reefing lines (2 points) and tie-up lines</p>
Helm	Blue gum tiller
Sails	New Storm Bay Sails mainsail and sail cover installed 2022, Hood jib, Hood genoa, storm headsail
Lifelines	New stainless steel stanchions and Dyneema life lines fitted in 2020
Engine	New 16 HP Vetus marine diesel engine installed in 2020 – salt water cooled, on new engine beds with new stern tube, shaft, fixed 3 bladed propellor and exhaust system
Tanks	Stainless steel fuel tank and fresh water tank, under cockpit
Ground tackle	Danforth anchor on 20 m galvanised chain and rope line
Accommodation	4 berths – 2 forward, 1 main cabin, 1 starboard tunnel; new berth cushions throughout; new curtains and carpet
Toilet	Manually operated Jabsco marine toilet
Bilge pump	Manually operated bilge pump
Electrical	12v electrical system with generator, navigation lights, steaming light and cabin lights
Galley	Stainless steel sink with manual water pump; Maxie 2 burner methylated spirits stove; assorted pots, pans, kettle, crockery and cutlery; two small side table tops; 2 drawers; cupboard; open lockers; shelving
Miscellaneous	Horseshoe life ring, fire extinguisher, various ropes, swimming ladder, boat hook, bucket, wind indicator
Paint	Wattyl 2 pack epoxy on keel; polyurethane on hull and topsides; non-skid enamel on decks and cabin top