

Quarterdeck

David Barnfield has sent us publicity about the 1996 Boags Original Three Peaks Race. This will revive what is claimed to be the oldest ocean race in the country, that from Queenscliff to Low Head across Bass Strait, planned to begin on 29 March 1996. The Three Peaks Race will start on Good Friday, 5 April, at Beauty Point on the Tamar River. The safety ship for the race fleet will be *Wyuna*. No, this is not a revival of Keith Adams' faithful little craft, but the 64 m navigation and seamanship training vessel of the Australian Maritime College.

With the passage of years words change, more often by connotation than in denotation. *Gay* is a vivid example. One of our senior members, who knows the Queensland coast very well, was chatting with a young man thirty years or more his junior, who remarked that he had recently had a holiday on Lizard Island. This is one of the most expensive resorts in the country, definitely not for the poor. "My word," the senior man remarked, "if you went there you must be on a good screw." To this the youngster responded, "Unfortunately

she couldn't go." This is another example of confused cross-generational communication! Some of our younger colleagues may not know that to those of your Editor's generation, a man's screw was an entirely acceptable way to describe his salary.

As a footnote to the cover photograph in the last issue, *Norallie* was owned and used extensively by the celebrated Tom Hardy before he built *Nerida* in about 1935.

It is nice to see a revival of predicted log races. According to the information in the old newspaper cuttings book, these were a regular feature of Squadron programs ninety years or so ago. There was brief interest in the idea again thirty years ago. Squadron regulars of the day, like Max Cooling, King South, Peter King and Jock Walker held several such contests in the Port River. We have not previously heard of combining motor and sailing boats in a single predicted log event.

Plodding through the old newspapers has brought us to 1919, with more than half of the first volume still to go. They make absorbing reading, but the small font size is a strain to follow. *The Advertiser* of 20 February 1905 recorded, "On Saturday afternoon the first motor launch race of the season in connection with the Royal South Australian Yacht Squadron took place on the Port River. A good deal of interest in it was taken by members. The competing launches and their handicaps were as follow:- W Fisher's *Acme*, scratch; A Tennant's *Tarcoola* 2 min 42 sec; FV Sanderson's *Daralie* 6 min 18 sec; JD Bell's *Ben Machree* 13 min 30 sec; FC Reid's *Nimmo* 17 min 42 sec; and M Wald's *Coryphee* 22 min 30 sec. The course [given in detail] was about 13 miles. The start was a flying one, and the handicaps were computed at the beginning of the race, instead of the end, as in sailing races. Therefore the *Coryphee*, which had the limit, got away 22 minutes before the *Acme*, which was scratch. ... The *Acme* finished first 5 seconds only in front of *Tarcoola*, with *Daralie* close up third by a further 17 seconds."

Circumnavigational coincidences abounded when Colin Harrison and Howard Wright reminisced after their return home. Although they both left here in 1991 and they went to many of the same places, they did not meet until both lay in Coffs Harbour in 1995. In due course *Alliance* arrived home one day earlier than *New Address*. One remarked to the other that it was a nice coincidence that he went to school with the Squadron's first circumnavigator, Alan Quigley. So did I! — Unley Primary, then Unley High School. Further mutual exploration revealed another remarkable chance. One family succeeded the other at 25 Oxford Terrace, Unley. Colin and Howard had even used the same bedroom at different times. To compound the fashion in which chance can bring people together, at Las Palmas Jeanne Heydon had used the radio on *Alliance* to maintain contact with a friend until Howard departed on his way. She next asked his Australian compatriot, who was Colin Harrison.

Colin also told a tale of a stubbie holder. He acquired it at the Port Fairy Golf Club in 1988, and took to using it regularly. When he lost *No Fixed Address* it came ashore in his pocket, and resumed with him in *New Address*. Colin had it with him when he played golf and quaffed ale with friends in many countries. On the way home he presented it to the Port Fairy Golf Club as the most widely travelled of their artefacts, and certainly the first to make a nautical

circumnavigation. It now resides in the trophy cabinet there, and he has been sent a replacement, together with a club cap.

Corporate sponsor Quin Marine Pty Ltd is the Australian agent for the new Kodon 3D Navigator, model KGP-912. This automatically fixes position at "turn on", with display of a "where are we now to the waypoint" on the 3D graphic model. There is a Man Overboard display, as well as Great Circle or Rhumb Line selection for navigation. Memory is protected by a built-in battery.

Neill Dell set out in *Rag Doll* to race to Port Vincent over the Australia Day weekend in a Port Adelaide Sailing Club event. About ten miles north-east of the Orontes Beacon, beating to windward in moderating seas and a breeze of fifteen to twenty knots, gusting to twenty-five, Neil was at the helm. He felt a bump and the boat became sluggish. Almost at once there was more water below than he knew what to do with. There was time for no more than a brief Mayday, before Neil and his three companions donned lifejackets and found themselves swimming. Mike Fowler in *Piping Shrike* picked them up fifteen minutes or so afterwards, and took them to Port Vincent. Jim Armitage assisted in the search. At Port Vincent the Coast Guard and members of the Port Adelaide Sailing Club were wonderfully helpful and supportive. Neil also wants to thank Julian Murray and John Wickham at the Squadron. They