

would have been too stiff for comfort and safety. She might have jerked out her spars. The nitrate was therefore stowed as a pyramid, with its base the full width of the tank top and its apex poking up through the 'tween deck hatches to the 'tween deck if the vessel had one. The cargo was in no way supported transversely, even for a voyage round Cape Horn in winter. Nitrate is hygroscopic. For the first few days after loading it would exude water under pressure, requiring frequent pumping of the bilges. Thereafter the nitrate would set into a solid "mountain", which at the terminal port would have to be broken up with pickaxes for unloading.

Finally, on another tack Neil has solved two problems which had been with me most of

my life. As a youngster of six, I well remember being taken out in Dad's motor cruiser *Koorngan* by my brothers (without Dad) to see three square-rigged vessels lying together at the Semaphore Anchorage. This was the last occasion on which this happened. I remembered that one was the dismayed *Hougomont* and the second was *Herzogin Cecilie*, which had come to take all of her movable equipment. The name of the third vessel was forgotten. It turns out that she was the barque *Favell* (Photograph on Page 68). The date of our outing would have been either 17 or 18 December 1932, for *Favell* was only at the anchorage for that weekend. Thanks, Neil!

SQ

## Letters to the Editor

11 Manly Circuit  
West Lakes Shore SA 5020

As one of the newer Members of RSAYS, I was disappointed to learn that if I wanted to race I would have to do so at another club, because I could not provide a haul-down certificate (Rule 13.8.4) for my trailerable yacht.

The current AYF Rule Book prescribes that racing trailerable yachts built after 31 December 1981 must meet or exceed the requirements of Appendix A-4 or meet the buoyancy requirements of regulation 6.4 in Addendum B. In effect, a boat knocked down by wind or sea must right itself without the crew assisting, as is seen in dinghy classes, or have sufficient buoyancy to support the yacht, its stores and crew when fully swamped or flooded.

My yacht is a RL24 built in 1980, and like some of the new sports versions of trailer sailers complies with the buoyancy part of the AYF regulation and not the stability part.

It is ironical that my yacht is considered safe enough to race in Category 5 or 6 by other clubs in races such as the Tripolis and in various across the Gulf races, but is not suitable for even a RSAYS or CYCSA twilight race in the Port River. As for safety, I ask our rule makers what

would happen to their yachts if holed? Mine would still float!

The locality of the Squadron, with our direct access to the River, is ideal for smaller yachts, such as trailer sailers. On many occasions my friends at CYCSA have been unable to sail because of heavy weather, yet I have spent a comfortable day in the River. Surely it is time we started promoting our Club to the trailer sailer fraternity! Hasn't anyone noticed the number of hardstands at CYCSA? Maybe we can begin by complying with the AYF Rule Book.

John Phillips

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John Moffatt, Chairman of the Sailing Committee, replied —

Dear John,

I refer to your letter to the Editor of *Squadron Quarterly* and our conversations.

The regulations for racing trailerable yachts were set down by the Sailing Association of the CYCSA some years ago. They elected to embrace the stability section of the AYF Rule Book over the buoyancy part. This was in conjunction with Gordon Watson, who

was heavily involved in the trailer-sailer scene at the time. It was felt that this was the 'safest' test. As is usual, these regulations appeared in the *Squadron Year Book*.

During this early period the Squadron had no and actually discouraged trailer-type boats. Subsequently, when the Squadron promoted the hard-standing area and trailer-sailer type boats appeared, there were insufficient to form a racing series. They raced in conjunction with CYCSA and to the combined clubs' year books.

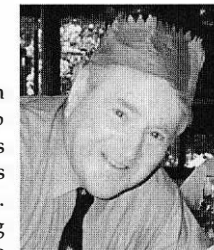
As you are aware, there is an RL24 at the CYCSA that passes the knock-down test by filling the top section of the mast with foam. This has been suggested to you as a means of complying with the requirements. Another possibility is that you may be asked to demonstrate the buoyancy of your boat by swamping it as required.

As promised, I will take this matter up with the CYCSA Racing Association at the next meeting on 3 February, and also with our own Sailing Committee.

As you are aware, the new AYF Rule Book is about to be issued, and I enclose a copy of Appendix VIII, 'Variations in the Special Regulations for Trailerable Yachts'. You will notice that there is a comprehensive definition of a trailerable yacht. Section 3.2(a) is quite clear when it states, "Yachts shall be self-righting or buoyant."

I suggest that this indicates the track we will take in future. Rest assured that your Committee will take all available steps within the rules to get you racing.

13 Adnunda Place  
Beaumont SA 5066



The very fine article on the Kintore Cup brought back memories of some of the yachts that I have sailed in. They provide something of a snapshot of the history of the Squadron, and my recollections may be of interest to Members.

The famous *Alexa* won the Cup more often than any other yacht: no less than seven times. My father's best friend, Walter Fitzroy Crook, bought this Fife-designed vessel from a Mr John Gordon in 1941. She was 48 ft overall, plus a bowsprit, with a clipper bow and a counter stern and a LWL of 31 ft. She drew over eight feet, but her beam was no wider. She had a low freeboard, and this combined with her speed made her a very wet boat in a sea. She was one of the most exciting boats I have seen, and I had the thrill of sailing in her when I was about twelve years old. It was my first experience of the power of a large keelboat, and started me off on a lifelong desire one day to sail in a substantial vessel of my own. Unfortunately *Alexa* was wrecked in a storm at Glenelg in late December 1943.<sup>1</sup>

*Norallie*, a boat with an unusual background, also won the Kintore Cup on three occasions in the early 1900s.<sup>2</sup> After the Second World War, she was

## New Members

We welcome —

Barbara Adams  
Lawrence Baldock  
Ebenezer Ballantyne  
Paul Dawe  
Sean Dolkens  
Joanne Fox  
Anthony Goldsworthy  
Alexander Hambour

Geoff Harrison  
Gillian Hogarth  
Roderick Hunter  
Colin Johnson  
Alan Keys  
Wayne Knill  
Anne Lucas  
Craig McAloney  
Peter McNamara  
Kylie Miller

Alexandra Morton  
Robert Nelson  
Greg Northeast  
David O'Donnell  
Maxwell Pahl  
James Partridge  
Shayne Pay  
Gillianne Pleass  
Helen Prisk  
Leslie Rishworth

Edward Sanderson  
Kristin Sanderson  
Terry Schenkel  
Joanne Sheppard  
Jason Sly  
Alan Smith  
Brian Stopp  
David Wells

**New Members Reception • Sunday 23 March 1100**

bought by Captain Frank Duplock, a retired British Army officer who had served in West Africa and India. I sailed in a number of Port Lincoln races in *Norallie*, with her colourful crew, beginning with the inaugural race of 1950, when there were only seven starters. In 1973 I was lucky enough to set a new record for this race in *Sundowner*, an honour we held for nearly twenty years.

In 1946 the Kintore Cup was won by *Carina*.<sup>3</sup> The inscription on the Cup says WP Crook, which is incorrect. Roy Crook bought *Carina*, a Forster Cup Twenty-one Footer, from Dr Geoff Verco, after the loss of *Alexa*. His son, Walter Ralph Crook, was named after my father, Ralph Price. He recalls the 1942 race as being held in the Port River because of very heavy conditions, which suited this type of yacht. The owner was WF Crook, and I think the engraver used a P instead of an F.

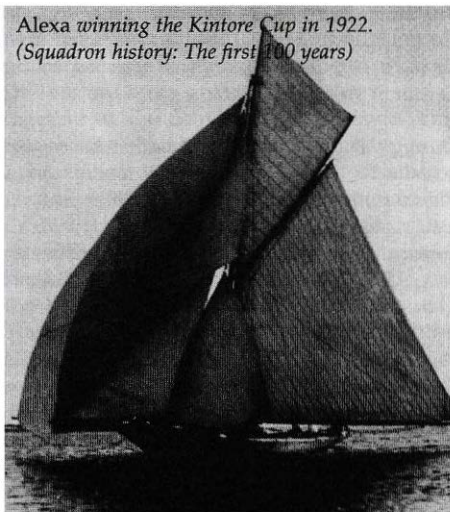
I sailed in *Carina* with Ralph Crook several times as bailer boy on the wrong end of a Vortex rotary pump. Roy Crook invited Harry Perry Senior to skipper *Carina* in the Forster Cup races held in South Australia at that time. Harry drew on the crew of his son's sharpie *Heather II*, amongst others, and, of course, included both WF and WR Crook. Although *Carina* did not win, she acquitted herself very well. This experience stimulated old Harry to buy *Nerana* and go on to realise his ambition to win the Forster Cup for South Australia.<sup>4</sup> Young Ralph sailed with him in *Nerana* when she won the Forster and Albert Cups for an extraordinary three times in a row in 1953, 1954 and 1955.

In 1973 we secured fastest time in the Kintore Cup in my yacht *Sundowner*, and in 1977 we won it in my last yacht, *Ruthean*. She has recently returned from several years of circumnavigating the world and is now back in South Australia.

The very interesting article on the Kintore Cup has triggered so many memories of over fifty years of sailing in the yachts which have been such an important part of my life — but that's another story.

It would be nice to see this grand historic trophy revived.

Bryan Price



Alexa winning the Kintore Cup in 1922.  
(Squadron history: The first 100 years)

1. *Alexa* was designed by the celebrated Scottish family firm of Fife. The first reference we have found to her in the press-cutting books is that in 1893 she won the third Plympton Cup under the ownership of Mr AP Wyly. The next is on 31 October 1897, when the newly launched *Valeria* was said to be "... not unlike the *Alexa* to look at, albeit she has a prettier stem and is a much larger craft, being nearly double her size." (*Valeria* was sixty feet overall.) In 1899 *Alexa* was owned by Mr EF Belt. Sundry subsequent changes of ownership can be followed in the list of winners of the Kintore Cup, published in our last issue.

2. *The Register* of 20 October 1906 recorded, "Mr B Weir has, during the recess, built a fine boat for Mr LW Walter, who has named her the *Norallie*. She is about the same size as Mr W Fisher's *Reverie*, and is intended chiefly for cruising." *Norallie* passed to Tom Maitland Hardy but her fate has not been traced after he sold her when he built *Nerida* in about 1935 until she was bought by Captain Duplock. References to her appear in *Squadron Quarterly* March 1993: 45; June 1993: 24 (recording the first meeting of Tom and Eileen on Opening day 1920); December 1993: 46; June 1994: 47; March 1995: 21 and *Passim*; December 1995 (cover photograph) and 39 (recording that she participated in the inaugural annual race to Port Lincoln in 1950); September 1996: 36 (The expulsion of *Reverie*) — Ed.

3. See *Squadron Quarterly* December 1994: 19 *et seq*.

4. *Ibid*.

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PO Box 39  
Church Point 2105  
20 January 1997  
Fleet Captain A Waterman

Dear Andrew,  
I would like to say thank you to yourself,

members of your committee and the race committee for a very enjoyable National Etchells Championships.

The racing was excellent and well conducted, and the post-race deliberations were relaxed and friendly. It has to rate as one of the best regattas we have attended, so please pass on our sincere thanks to all those friendly people involved in making it happen.

John Dunn  
Bald Eagle 350

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International Etchell Association  
Adelaide Fleet Inc

RSAYS  
North Haven SA 5018

Open Letter

As the Fleet Captain for the Etchell Class in Adelaide, my committee has asked me to thank all in the main Office for their assistance in the smooth running of the recent National Titles.

It is rare to receive thanks from the competitors after the event such as that set out in the accompanying letter from John Dunn. The comments made by John Bertrand during his acceptance speech at prize night were also appreciative of the Squadron's efforts.

This was also greatly helped by the efforts of the Commodore, Jamie Cowell, and Ian Moncrieff, who used their boats as markers at the windward buoy and as spectator boats for the ever important sponsors.

Thanks also goes to the grounds staff, who prepared the grounds and mooring area to help present the Squadron at its best.

Andrew Waterman



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