

Quarterdeck

We apologise for two errors in our article on *Alexa*, which appeared in the last issue, first to Miss Mary Cowie, for her wrong designation; and secondly to Ralph Crook for giving the wrong dimensions of the vessel. He wrote, 'It appears that the data you obtained from *Lloyd's Register of Yachts* is flawed in respect to this vital number, or alternatively a misprint has occurred somewhere along the line. Vital numbers I recall for *Alexa* are LWL 31 feet, LOA 48 feet and overhangs 17 feet. I have no problem with the LWL figures of 31 or 31.5 feet in your article, but the length LOA of *Alexa* was 48 feet and not 40 feet, with counter stern and clipper bow. Imagine ALEXA, with just 9 feet overhang! In truth, the *Alexa*, with 31 feet LWL and 48 feet LOA, had 17 feet overhang, not including the bowsprit, which protruded some 12 feet beyond the LOA.'

★ ★ ★

E-mail, like GPS, has completely changed far distant cruising from our first experience on

Circus exploring French Polynesia with the Cottons in 1974. The following message at the end of an e-mail from the Moncrieffs may interest those who have not used this technology.

Do not push the 'reply' button to respond to this message if that includes the text of this original message in your response. Messages are sent over a very low-speed radio link. The most concise way to reply is to send a NEW message to: VMQ5448@sailmail.com If you DO use your reply button, be sure to delete the original message text and these instructions from your reply.

Replies should not contain attachments and should be less than 5 kBytes (2 text pages) in length.

This email was delivered by an HF private coast station in the Maritime Mobile Radio Service, operated by the SailMail Association, a non-profit association of yacht owners. For more information on this service or on the SailMail Association, please see the web site at: <http://www.sailmail.com>.

MOORE STEPHENS PM

BUSINESS ADVISERS & CHARTERED ACCOUNTANTS

TOURISM & HOSPITALITY SPECIALISTS

MOORE STEPHENS PM is uniquely positioned as a financial and strategic adviser in the areas of Tourism & Hospitality.

We believe that Tourism and Hospitality business development is based on sound financial advice, Tourism and Hospitality industry knowledge and understanding of your specific business environment. We only provide advice after examining all three aspects thoroughly.

Consequently we assist you to capitalise on new opportunities and your strengths, identify strategies against threats and dealing with weaknesses within your business, as well as understanding the constraints.

The benefit of using **Moore Stephens PM Tourism & Hospitality Specialists** is that we have made the areas of Tourism and Hospitality – Food, Beverage, Accommodation, Gaming, and Tourism our business.

OUR OBJECTIVE IS TO MAXIMISE YOUR TOURISM & HOSPITALITY SUCCESS.

David Hoban, Director – Tourism & Hospitality

47 Greenhill Road, Wayville SA 5034

Telephone (08) 8291 2540 Facsimile (08) 8291 2550

STD Freecall 1800 240 004 Email david.hoban@mspm.com.au

★ ★ ★

We are grateful to Peter Tetley and Linda Castle, who have sent us some photographs of current racing yachts. Readers may be interested to know that the electronic archive of scanned pictures of historical interest exceeds a thousand images, and it continues to grow steadily. We are all living history, and it is as important to record the here and now as to try to find out what took place long ago.

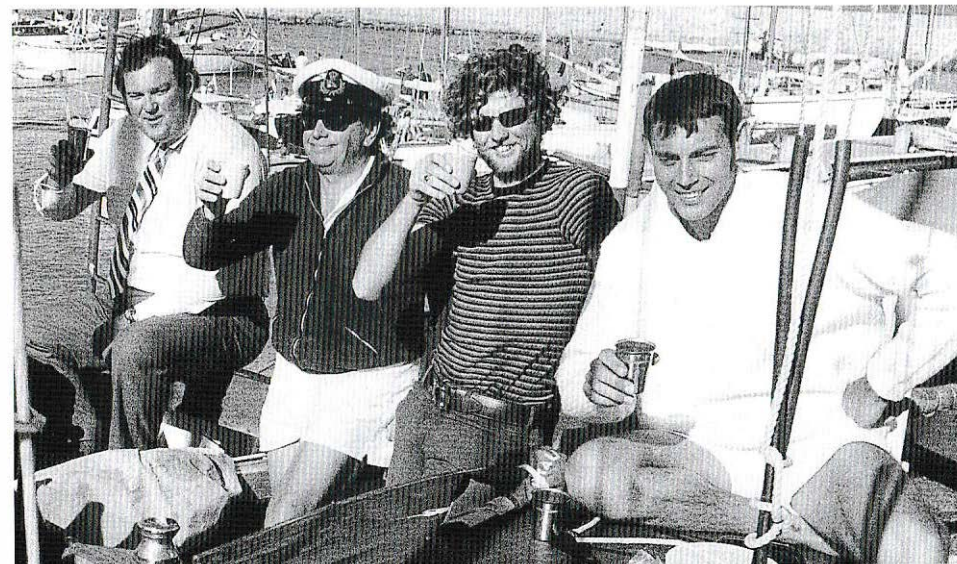
★ ★ ★

There have been some important changes to radio communications and marine safety procedures, which are displayed on the notice board. They are 19/2002 GMDSS Radio Equipment for non-Solas vessels (supersedes MN 10/2001); 20/2002 Procedure for responding to DSC Distress Alerts by Ships (supersedes MN 19/2001); and 21/2002 Maritime Safety Information on the Internet (supersedes MN 20/2001). Notice 22/2002 Safe Working Practices – Inspection and maintenance of safety equipment warns of a potential danger with IKAROS Mk II man-overboard smoke signals. Serious injuries and even fatalities have been reported when this device is moved even a few

millimetres without inserting the transport safety pin. The important web site is www.amsa.gov.au. Contact can be made by sending an e-mail without text to ausmi@amsa.gov.au.

★ ★ ★

We saw with interest and some relief that the latest concept plan for the development of the Outer Harbor of Port Adelaide places the proposed wheat silos upstream from the container terminal on the left bank of the River. This is much better than an earlier version, which would have put them downstream from the container terminal, grossly encroaching on our view to the west. Over the last forty years there have been repeated announcements and plans for various sections of the Port River, so we will believe this one after construction has commenced. The idea of relocating the tank farm to the artificial (and so far as we know) unnamed island to our west seems to have died a natural death. We can see the advantage for this idea from the point of view of safety, but it would be a blot on our seascape. It's a far cry from the days long ago when at high water we saw only sea all the way to Saint Kilda.



Dave Morphet, Tom Flint, Kingsley Haskett and Roger Knill celebrate an Opening Day on Tom Flint's Dragon, about 1970. (Mrs Dorothy Flint)