

only do so at slack water, as the strong current with twenty fathoms of heavy line, plus a 500 gm sinker, made it too difficult to stay on the bottom. Whiting fillets were used as bait on large hooks. As soon as the line was lowered to the bottom, it would be pulled up again, with two large snapper. This would go on for the duration of the slack tide, with luck one or two hours. In due course sharks would arrive, so one would pull up only the heads of the snapper, as the sharks grabbed their bodies. That showed us it was time to move.

In the period of the Great Depression before the war, Mark Mitchell, generous as usual, purchased two fishing cutters and leased them at peppercorn rates to Kangaroo Islanders who would otherwise be unemployed.² One was the *Arthur* and the other the *Tama Ita*. This had a beautiful hull, and was subsequently owned by Don Morton's father, who had it converted into a yacht, which in due course was handed down to Don. Mark would motor down to Cape Jervis (a much more formidable journey at that time than it is today!) and one or other of the cutters would pick him up to take him and his guests out for a day's fishing.

The western side of our Gulf also teemed with fish, and in season there were monster snook everywhere. So too were whiting. The trouble close inshore were the trumpeters in their thousands, which stripped your bait if you weren't quick enough. The small rivers on Kangaroo Island were plentiful with bream, as was the Port River, with mulloway at the right time.

I count myself very lucky to have enjoyed these wonderful fishing experiences, which will never come back for me, and, I regret to say, neither will the fish in such profusion for my successors. **SQ**

1. Sir Mark Ledingham Mitchell was Professor of Biochemistry at Adelaide University and subsequently Vice-Chancellor. His father, Sir William Mitchell, who lived to be 100, was sometime Chancellor, and it was for him that the original University building was named the Mitchell building. In 1937 he gave the University £20,000 to endow the Chair in Biochemistry, to which his son was appointed (and in his turn donated £2,481/18/1). This was followed by a further £5,000 from Sir William Mitchell for the Barr Smith Library. Mark Mitchell was our Commodore 1938-45 and a generous supporter of Junior sailing, both at the Squadron and at Largs Bay Yacht Club. He never married.
2. Mark Mitchell was a wonderfully generous person, who hated ostentation, and nobody knows how many people he supported in ways like this. He inherited great wealth, and although he lived well, he certainly abided by the principle of *noblesse oblige* (privilege entails responsibility).

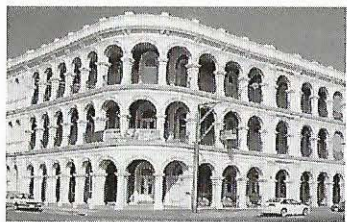
BECOME A SAILING INSTRUCTOR!

The Squadron Junior Committee will be conducting a Sailing Instructor Assistant Instructor Course (TL1) to the Australian Yachting Federation Proficiency Scheme.

Those successfully completing the course will gain nationally recognised accreditation to teach sailing. It will consist of 16-20 hours of formal instruction, including effective teaching and communication. The only requirement is a basic sailing ability. We will need to limit numbers to about fifteen.

Those interested should enquire early to Ian Power on 8242 3825 or Darryl Emery on 0419 481370.

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Forty per cent Cruise to Port Lincoln

In the annual race from Outer Harbor to Port Lincoln, there were 101 starters, forty being in the Cruising Division. This is double the number of 1996, and they were blessed with an easy passage, looking for wind rather than the gales and gear troubles of the previous year. The Cruising Division started at 1000 on Friday 14 February, and most arrived at their destination about 1600 nm away between 1200 and 1800 next day. Half motored for an average of 31 nm, although the mean was 20 nm. [We leave it to the statistically minded to explain to innumeratees like the Editor what that difference means. — Ed.]

The combination of starting early and use of motors allowed slower yachts to arrive in time for the celebrations. The fastest averaged 5.9 knots and the slowest 3.2. The handicap system incorporated criticisms of what was done in 1996, resulting in close corrected times and few complaints. When boats jammed together along the foot of Yorke Peninsula, some were only a few boat lengths apart. (See cover)

Turning to the future, Mike Stockdale wrote that the deadline of 0830 on Sunday must be rigidly enforced. Several participants submitted their papers very close to the time for the presentations, requiring re-ranking of all yachts. Some did not go to the briefing and did not have papers at all.

Nominations will be required at least two weeks before the event, to enable time for printing, planning and catering.

Calculating handicaps took several people with calculators three hours of uninterrupted time, as each was checked three times and many errors were found.

Not many took part in the two-day events, but the feedback was quite positive. **SQ**



Cabaret cruising to Port Lincoln, February 1997.
(Mike Stockdale)

GRAYFISH are still obtainable at the Thistle, seals at Dangerous Reef, splendid snapper fishing at the rock off Cape Donnington, abalone at the Pickers Islands, bronzewing pigeons, plover and curlews on Boston Island; good flounder and other fish with the net almost anywhere in Spalding Cove, the proper and the western side of Boston Island, and oysters galore if desired. There is scarcely a rocky promontory where good rod and line fishing cannot be secured, and from a dingy [sic] or the yacht's deck, whiting, flathead and small snapper, &c are easily obtainable in many places.

Bundey W.H. *Reminiscences of Twenty-Five Years' Yachting in Australia: An Essay on Manly Sports, A Cruise on Shore, &c., &c.,: Notes of a Voyage to China and Japan.* By W.H. Bundey, For Four Years Vice-Commodore and Ten Years Commodore of the South Australian Yacht Club. Adelaide: Published by E.S. Wigg & Son, 22 Rundle Street. 1888: 17. (Describing a cruise in Zephyr undertaken in 1873.)