



Andrea Mead

This year's Squadron Ball in the Squadron Dining Room had a 'Royal Ascot' spring racing theme. The punters dressed up for an evening of hats, gorgeous dresses, stylish suits and many laughs. Live entertainment from the band Arthur's Blue Suit had everyone up on the dance floor, boogying to tracks from artists such as Sade, Aretha Franklin, Tina Turner and Abba. The evening culminated in the running of the 'Calcutta' horse race with the coveted trophy going to the Black Caviar lookalike.



NEW MEMBERS

Category	Boat Name	First	Surname
Senior	Golden Glow	Stuart	Martin
Senior	RQ114S	Wayne	Thornhill
Family Partner		Linda	Vulfs
Family Partner		Rebecca	Dickens
Crew		Sam	Sotrios
Crew		Robert	Stewart
Crew		Tim	Pearce
Crew		Meryl	Wilkinson
Crew		Faina	McGlade
Crew		Emma	Watson
Crew		Sophie	Bishop

Our last Wine Tasting for the year was held on 14 October, with Heather McDonald and Jill Roach holding the team together, showcasing wines selected by our General Manager, Andrew. A gathering of around 50 attendees enjoyed the Friday night 'wine down' after a busy week.

The original plans for the Tenacious cocktail event to be held outdoors were rearranged at the last minute to accommodate the late arrival of the ship and the atrocious weather conditions. Instead, the crew and diners were hosted in the Dining Room, with the Captain and crew relating the history of the ship and stories of its recent adventures which offer freedom and fun to people of all abilities.

Not only did Flemington Race Course come alive on Tuesday, 1 November for the Melbourne Cup, but so did the Squadron Dining Room! This 'race that stops the nation' attracted around 90 members and guests who enjoyed the excellent lunch served by our new chef Elliott, as well as the excitement of the sweep and the running of the race on the big screen.

Our 147th Opening Day was held at the Squadron on Saturday, 1 November with His Excellency, Hieu Van Le, the Governor of South Australia, and his wife once again in attendance. The day was blessed with gorgeous weather and minimal wind,

marking the beginning of yet another year of sailing, seamanship and fellowship. The after-party saw new and old friends celebrating on board their boats or on the Quarterdeck, dancing to the beat of 80s hits played by Chunky Custard, masters of 80s outfits, classic hits and amazing moves!



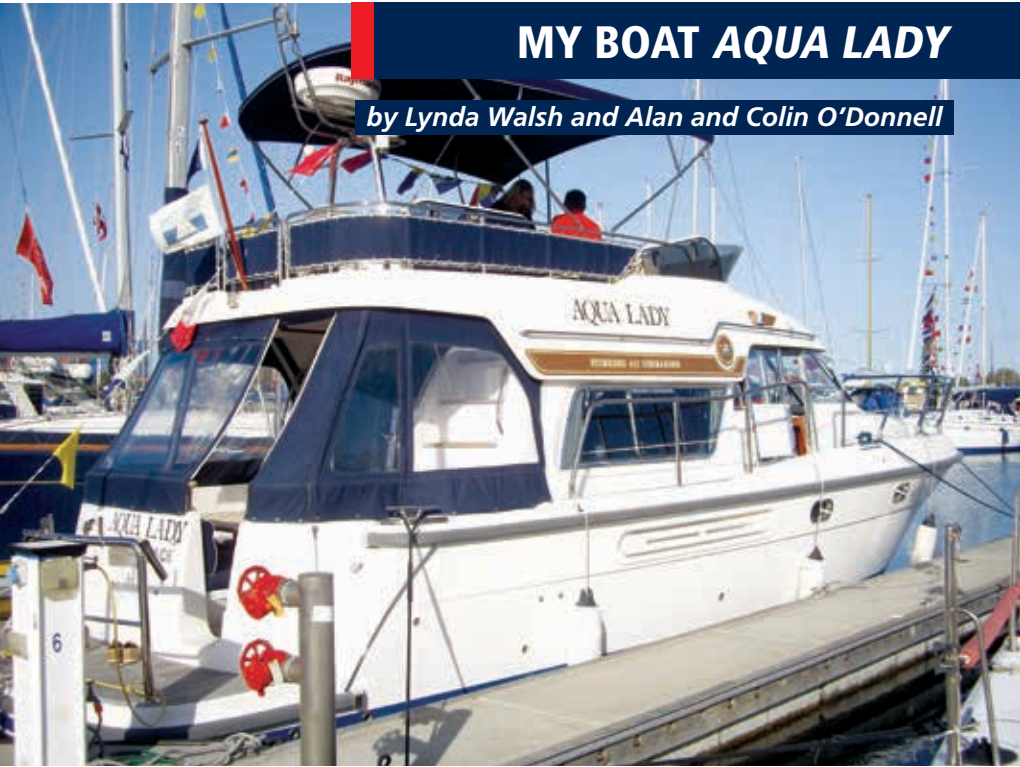
It took two trips to Sweden to make sure they were choosing the right 'girl', but now they are sure they have found a real beauty! Lynda and Alan wax lyrical about their new boat, *Aqua Lady*, which they co-own with Alan's brother Colin and his wife Christine.

Colin Fraser really started it all some years ago by inviting two of us, Alan and Lynda, for a sail one summer afternoon on Kaesler. A brilliant day, sparkling water, a fine yacht, a fast reach down to Glenelg and back, and the excitement of hitting a dozing shark made a perfect day. Back in the Squadron we looked at each other, and without saying a word looked at the yacht berthed next to Kaesler. *Aqua Lass* was for sale. Very soon we were members and *Aqua Lass* was ours. A Beneteau 40cc she had enormous appeal. *Aqua Lady*, her successor, wasn't yet a gleam in our eye.

We had both sailed before, but years ago. We decided that in view of our greying hairs and lack of current experience we would review our situation in five years. Would we still be confident and competent? Well, five enjoyable years sped by. *Aqua Lass* looked after us very well and we loved her. But Alan hesitated about going up the mast at sea (again) and Lynda was unsure about getting him up and back safely even though the anchor winch did the hard work. Discretion would be the better part of valour and we decided to graduate to a motor yacht.

Alan's brother Colin made the excellent suggestion that he come in with us, and so Colin and Christine became members and the search for our new vessel began.

We had a short 'non-negotiable' list. She would be as seaworthy as a power yacht could be, she would have two engines and be shaft driven. She would have a semi-planing hull and a good turn of speed, as we regarded this as an important safety feature. She would need private accommodation for two couples. It would be nice if she had some of the style and creature comforts that had made *Aqua Lass* such a pleasure.



Aqua Lady, a Storebro 410 Commander Motor Yacht

We found a Storebro 410 Commander lying in a marina on the Gold Coast. There were one or two others in the Mediterranean and the Baltic for sale. Storebro is a small village in south-east Sweden where the yachts were built. The yacht was exactly what we wanted. Colin and Alan twice flew up to see her, to negotiate her purchase and to arrange for her to come home. Her then owner had hardly used her in the eight years since he had imported her and he hadn't even given her a name. *Aqua Lady* quickly came to mind, and so she was registered (see note 1).

She is a monohull, 12.3 m in length, 3.7 m in breadth and 1.05 m draft. She has two inboard 370 hp turbo diesels. We were very conscious that lack of use by her previous owner would need rectifying. For example, the ship's genset had not 16 hours use, as first thought, but 1.6! Bones is right when he gives his annual lecture on maintenance.

Doing nothing requires maintenance. But the silver lining to this is that Colin and Alan now know her better than they otherwise might have. We have had great help from the local marine specialists with, for example, precision shaft alignment and the electronics. She has all the features we looked for and others we'd never even thought of. She meets the EU's criteria for top rating for seaworthiness for her class (see note 2). She has the engine power we want and all the navigation means and aids. There are some things we are unsure about – the water maker for one, and fresh water flushing of the heads. Some things definitely needed changing – her anchor for example. There are some interesting differences in her equipment compared with what we would expect in an Australian designed and built yacht. For instance, she has a small refrigerator and a huge heater, big enough to keep a school bus warm in winter blizzards. But with the heater off this equipment supplies fresh air at positive pressure in the cabins at night and so meets a different need. She has two cabins each with their own heads and shower. She has beautiful woodwork and Scandinavian-style soft furnishings. She even has monogrammed plates for goodness sake! If we are there when you go past, please come aboard.

Note 1. Registering a yacht from interstate or overseas, power or sail, in South Australia requires enormous patience and persistence. John Eldridge has prepared some notes that are very helpful.

Note 2. All the Squadron's racing yachts and probably most of the rest would meet the EU's highest safety levels for sailing yachts. For both sailing and motor yachts the weakest part of the vessel is its crew.



L to R Alan, Lynda, Colin and Christine at Port Vincent