

Letters to the Editor

11 McGeorge Avenue
Mornington
Dunedin
New Zealand

28 January 2001

We recently went to Christchurch, and while there drove to the harbour of Lyttleton, Christchurch's equivalent of Port Adelaide.

In October 2000 a storm swept through the area, which destroyed the marina and sank over 30 boats. Bob and I visited Lyttleton last year before the storm and commented on how protected and safe the marina appeared to be. Surrounded by hills and quite a distance to the open sea, uninterrupted by port activities, it seemed the obvious place for boats of all kinds to moor. It is very pretty and looks ideal for sailing.

This just shows how powerful Nature can be, and in this instance nothing could protect them. If you want to view the damage on line, go to www.odt.co.nz into 'back issues' and click on to 13 October 2000. [That issue reported that 12 vessels sank and about 40 were seriously damaged. The estimated cost was \$NZ8 million. — Ed.]

I am sure this is one of those freak events which may never occur again, but it may be a timely reminder to Squadron Members to ensure their moorings are secure, the marinas are OK, and everyone has adequate insurance!

Pat Catley

In 1980, cruising the Mediterranean aboard David and Judith Judell's *Sarina*, we arrived in Ajaccio, Corsica not long after a similar storm. There were two marinas, one behind the other, each protected by a breakwater larger than ours. We were told how boats were torn away from the first and washed over the second breakwater into the second marina, landing on top of vessels already there. Recalling the great storm at Glenelg in 1948, the similar one which devastated Port Broughton in about 1979, and bearing in mind the predictions of the global warning doomsayers, Pat's advice should be taken very seriously. — Ed.]

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Hillary's Boat Harbour
Sorrento Quay
Perth WA
10 April 2001

Just a note to say we've had an uneventful and enjoyable voyage to Perth. Maybe you could put us on the cruising map of the world. We plan to continue to Cocos from here, and will keep you posted.

John and Marilyn Morgan

Shearwater II

John and Marilyn won the Youth Trophy for their achievements in *Shearwater II*, a Duncanson 29, cruising from their home in Kangaroo Island to the Pacific. See *Squadron Quarterly* June 1998: 40-1, and September 1998: 32-8.

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80 John Street
Eltham Vic 3095

1 May 2000

Reluctantly and somewhat sadly, I tender my resignation from the dear old Squadron. I rarely visit SA now, am unlikely to do so in future years, and I am also a member of three yacht clubs in Hobart, where my boat has been based for about seven years. The annual RSAYS subscription has been a sentimental indulgence I should now do without or spend more usefully.

I would, however, ask again for the umpteenth time to be kept advised each year of the winner of the Youth Trophy, of which my family will retain ownership after I shuffle off, although custodianship and award of the Trophy, under the original terms, will doubtless remain with the Squadron for as long as it is perpetuated. I've been informed, along with other Members, by the newsletter [*Squadron Quarterly*] in the past, but in relinquishing my membership and this information source I think it is reasonable to ask the Cruising Committee to at least simply send me a copy of the newsletter with the award details in it each year.

I have sometimes thought it would be an interesting and potentially valuable project to publish the submissions, say every ten years. It would make an interesting publication for Members and others, and anyway a good addition to the Squadron Library, apart from giving the award winners a grand fillip! This should be easy enough using computer technology (scanning, etc) if files of submissions have been maintained, as one would suppose. I'd be interested in the Committee's thoughts on this.

I hope you might find some way of passing on my farewells to Squadron Members who remember me, or *Dauntless* (which was a picturesque little gaff-rigged cutter which always drew some spectators when I visited, she being too small for a Squadron mooring, but splendidly 'Captain's Courageous') or *Ariel* and later *Kay*. My thanks and farewells also to Squadron staff, especially our friends in the Office, who've been so attentive for so long.

Old friends might be interested that I sold *Kay* recently in Hobart, and she's coming to Melbourne to live (what folly!), and that I bought a bigger and more capacious steel cutter called *Golden Haze* last mid-year and have had a shipwright working on a total refit and below-deck rebuild to comfortably accommodate eight (family and twin grandchildren) ever since, hoping to have her in commission by September. Hoping equally that my debilitated health will permit something more than sitting

in the cockpit down there in Taswegian Paradise. We may have to live in Melbourne, but Taswegia's where we've consistently sailed for the past seven years, apart from the odd charter on the Barrier Reef.

And that's me, sadly OUT,

Yours fraternally,

Eric Mack



Vice-Commodore Bob Hogarth at the Honour Roll ceremony.

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