

The best mooring and kelleck rope is coir. The remarks re kinking also apply to wire rope; this should be lubricated now and then with a wad of linseed oil, well rubbed in.

Marline is made from two threads of treated hemp, and is used as a fine seizing on various parts of the rigging. Spun yarn is used for serving rigging and splices.

"Helm" in *The Australian Motor Boat and Yachting Monthly*, August 1926: 38.

Oxford English Dictionary gives *killick* or *killock* as a nautical word of obscure origin; "the spelling is unfixed, but most favour *killick* or *killock*." — "A heavy stone used on small vessels as a substitute for an anchor; also a small anchor. To come to a *killick*: to come to anchor (obsolete). Up *killick*: to weigh anchor." (The earliest citation is 1630.) Hence, "A leading seaman's badge, bearing the symbol of an anchor; hence, a leading seaman."

By contrast, this usage is first recorded in 1915. Merv Butterfield remarked that he believed the word to be *kelleck*, as used above. Chappy Charlesworth said the same, but he pronounced the word *killock* as well as *kelleck*. Iain Curran, currently serving on HMAS *Hobart*, says that the term used today in the RAN is definitely *kelleck*. This must be a subtle Australian variation from the Pommy original. Perhaps New Zealand pronunciation may have been an influence.

Coir came from the Malayan word *kayar* for cord, and is, "The prepared fibre of the husk of the coconut, used for making ropes, cordage, matting, etc.: originally, the thread or cordage made of this fibre." The earliest citation is 1582.

Sisal is the name of a port in Yucatan, and designates the prepared fibre of several species of *Agave* and *Fourcroya*, which is exported from that place for use in rope-making. The sisal plant is a kind of aloe, from which fibre is obtained for making rope. The earliest citation is 1843.

A Reluctant First Mate's Ode

Nasty Things Happen at Sea —

Sails flap and fluster and make me flap and fluster;

Booms swing and threaten to knock heads senseless at every twitch and turn;

Engines fail — just when they're needed most;

Radios crackle with static and are never in range when help's required;

Strong winds appear out of nowhere — despite the Weather Bureau's promise of, 'light to moderate.'

Sails have to be pulled up and then, just when I settle back on my bunk with a good book, pulled down again.

Arms and legs get bumped and bruised; Ropes tangle — slides jam — winches stop winching;

The waves get choppy —

The beer runs out —

Tempers fray —

Oh, to be in my garden!

Sheila Hall

We have been led to understand that a race in dinghys [*sic*] of up to 12 ft is to be allotted for competition amongst the junior members whom the Squadron has seen fit to elect. The young men are for the most part sons of full members and infants-at-law. They pay a reduced subscription while under age, are entitled to wear the club badge and uniform, sail yachts and use the club sheds [at Birkenhead], but not the club house [at Largs Bay] or vote at club meetings. This move was made last year to encourage the younger men to take an interest in the sport, and it has been the means of bringing in many who might have gone astray if not caught young. The race, if it comes off, is, we hear, sure to extract six or seven entries and the young men are rather keen on it, as they each own or have an interest in some suitable boat.

The Advertiser or The Register 19 February 1914

The annual race for the Plympton Cup, presented to the Holdfast Bay Yacht Club by the

late Captain Morish of Plympton, will be sailed for on Saturday afternoon. The Plympton Cup is of great interest to Glenelg yachtsmen on account of its value alone — 200 guineas. The trophy is unique, as it is the most valuable cup raced for in connection with any yacht club race in Australasian waters. The cup is raced for annually, and the winner holds it until wrested from him by another competitor. The first contest took place in the season 1890-1, and was won by the *Winfreda*. This fine vessel also won the cup on several other occasions. The race next Saturday, given favourable weather, promises to be the most successful held for some years. The following boats are expected to take part: — *Reverie*, *Fidena*, *Atalanta*, *Evadne*, *Perseverance*, *Xarifa*, *Vigilant*, *Frolic* and *Alawa*. On the same day a motor boat race for a valuable trophy presented by the commodore (Mr FA Tennant) will take place. It is expected that all power boats on the club's register will compete.

The Advertiser or The Register 12 February 1914.



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43 CARLISLE STREET, ETHELTON 5015

Special Meeting

Members were informed at the December Quarterly Meeting of the intention to convene a Special General Meeting on the Squadron finances in February.

This would have required additional expenditure on postage, etc.

Accordingly, the topic will be dealt with in full at the Quarterly Meeting on 6 March 1996 at 2015 (8.15pm)

Members wishing to dine beforehand are strongly advised to make prior bookings with the Office.