

## CATERING REPORT

By Kevin Grant    Photos courtesy of  
Sally Metzger



**Kevin Grant**

Congratulations and well done to everyone involved with the sensational Clubhouse Opening day. I have received so many compliments from members and guests who attended the celebration. It was seamlessly run, enjoyed by all and an event the club can be proud of. I would like to thank my team as well as the club volunteers and management for their contribution to make the event such a success. It was an excellent opportunity to show members and their friends our new facilities and catering operation.

News from the kitchen. Greg Velios, our Head Chef for the last five years, has resigned and is moving back to Western Australia to run the family café. I wish Greg and his partner Sally McIntosh who has worked at the Squadron for two years, all the best and thank them both for their years of loyal service. We have advertised for a Head Chef and have short listed potential

candidates with interviews underway. We will advise the members of the successful candidate.

March and April were successful months for events with excellent feedback from our clients. The good news is we have received additional bookings from clients who attended the functions and enjoyed our food and beverage service.

Happy Bride - Here is an extract of Deborah Butcher's email:

*Hi Kevin*

*Ben and I would like to thank yourself and the team at the Royal South Australian Yacht Squadron for coordinating our wedding last weekend. The food was delicious and plentiful, the decorations were placed exactly how I expected and the staff were professional and friendly. Our guests had a great time with some saying that it was possibly the best wedding they had been to.*

*Thank you for your assistance leading up to our big day and your patience with my never-ending emails! Do you have a preferred website where I can place a glowing review?*

Signed:

Deborah Butcher and Ben Wilson

### Don't forget ...

Our very popular Paddock to Plate Roast, every Thursday night – a roast dinner for only \$12.00 plus beer and wine specials. Excellent value for members! 6.00pm–9.00 pm bookings via office.



*Members celebrating the reopening of the dining room*

## LETTERS TO THE EDITOR

### Letter to the Editor

18 April 2015

Dear Madam,

I refer to the obituary on Malcolm Kinnaird on Page 44 of Volume 9, Issue 1 of Squadron Quarterly.

In the obituary the writer makes a statement that Malcolm Kinnaird's yacht *Catriona*, designed by Alan Payne was 'based on yachts of the Great Lakes', this is not correct.

As one of the partners in Alan Payne and Partners involved in the design of *Catriona*, I can say the design evolved from a brief we received from Columbia Yachts in the United States, to design a range of fast displacement cruising yachts.

A quote from Alan Payne in August 1976 of RUDDER magazine states: 'The general thought in the company was that if we took a clean sheet of paper and wrote down all the desirable qualities and then started on the design with the idea of spending the time and money that one spends on a racing yacht - combining it with a whole lot of testing - we might come up with a boat that looked different from anything that had been seen before'.

The result of this was an 8 metre (26 foot) prototype called *Farrago* built in South Australia and funded by Malcolm Kinnaird, a partner in Alan Payne and Partners at the time.

We test sailed *Farrago* out of the Squadron and slipped it several times to fiddle with the stern shape and the area around the propeller skeg. Older members may remember Norm Butcher, Allan Smith and myself widening only the Port side of the transom and fairing it back into the hull as part of the test procedure. This caused some discussion at the Squadron bar, as to the bona fides of the boat builders and quizzical looks when the vessel went sailing.

At the end of the testing, Malcolm had spent an amount of time sailing *Farrago* and decided a larger vessel on similar lines would be just the thing for a family yacht. Thus the *Farrago* design was refined, enlarged and became *Catriona*.

At this point I can say that during this design process, no thought was given to whether the design would be based on 'Yachts of the Great Lakes'.

In designing the range of vessels for Columbia Yachts, we certainly did a lot of basic model testing, altering the shape of both hull and rudder to obtain

a final shape, which we thought would have an easy motion at sea and that when heeled did not exhibit excessive helm, either windward or leeward and was easy to steer, both upwind and down. The initial shape involved some aspects we found beneficial in the design and testing yachts of the 12 metre class, combined with what we thought was desirable and marketable in the United States cruising yacht market at that time. From memory there were about three or four different length models marketed by Columbia Yacht Corporation, based on *Farrago*.

Whether we achieved our objectives of a fast displacement cruising yacht, can be seen in the article 'Catriona Goes South' by Kingsley Haskett, on Page 24 of the same issue of Squadron Quarterly.

Yours sincerely,

**Howard Peachey,**

*Member Royal Institution of Naval Architects (MRINA)  
Member of the Society of Naval Architects and  
Marine Engineers (MSNAME)*