

3 Chippendale Avenue
Fulham SA 5024

12 September 2001

The Cutting

I was interested to read the article under the above heading, which prompted me to look up its details in Henry Rymill's *Where is it?* book — *Sea Hawk* N6.

I found the following notation — 'Cawler Place: Need an eight-foot tide for *Hawk* to get through.'

This information was ascertained during a circumnavigation of Torrens Island in *Sea Hawk* in the late 1940s, after spending a night anchored abeam the plane trees, which were growing on the Island in the channel where the Small Boat Club is now located.

I remember the occasion well, and, despite the above notation, we did touch the bottom a couple of times. I have always known this cutting in the mangroves as 'Cawler Place', and perhaps this was its name in the late 1940s. Some of our 'Senior' Members may be able to comment further.

In closing, did the photographer say to the fisherman, 'Sit down in the boat?' Some people will never learn!

Peter Dermott

I don't recall touching bottom when Norm Howard took *Nereid* through the Cutting on his circumnavigation of Torrens Island in about 1949, and neither do I recall what he called it, or indeed from whom I first heard it so described. *Nereid* drew less than five feet. — Ed.

29 October 2001

Pied Piper II is now on the hard in the Vila boatyard and this is the last email transmission via VMQ5448@sailmail.com. Email at home is as usual di@picknowl.com.au

Living on the hard is as uncomfortable as usual but the To Do Lists are gradually being eroded and new ones made for home. Moncrieffs leave Vila tomorrow evening, October 29 and will be in Brisbane 3 hours later — the way to go! Home in Adelaide about November 2. (In time for Opening Day?)

We return to Vila about May next year to continue cruising in Pacific waters. A great season's cruising this year and we are ready for more. *Marionette IV* you were right. Vanuatu is fantastic cruising. We'll take up your recommendation of the Solomons next year.

All the best to everyone, home and away,

Di and Ian

254 Lady Gowrie Drive
Largs North SA 5016

25 October 2001

The Percy Islands are located approximately 70 nm south-east of Mackay, and in early October three Squadron boats (and an ex-Squadron boat) had a rendezvous at the middle island of this magnificent group. They were — *Crusader* (Marlene Jay and Phil Tassicker), *Coromandel II* (Col and Jeannie Harrison), and *Minke II* (Fay and Mark Harman). The fourth boat was *Pied Piper*, formerly owned by Ian and Di Moncrieff, and now based in Rosslyn Bay near Rockhampton.



Impoverished RSAYS Members discard worn clothing. (Phil Tassicker)



Mementos at Middle Percy Island. (Phil Tassicker)

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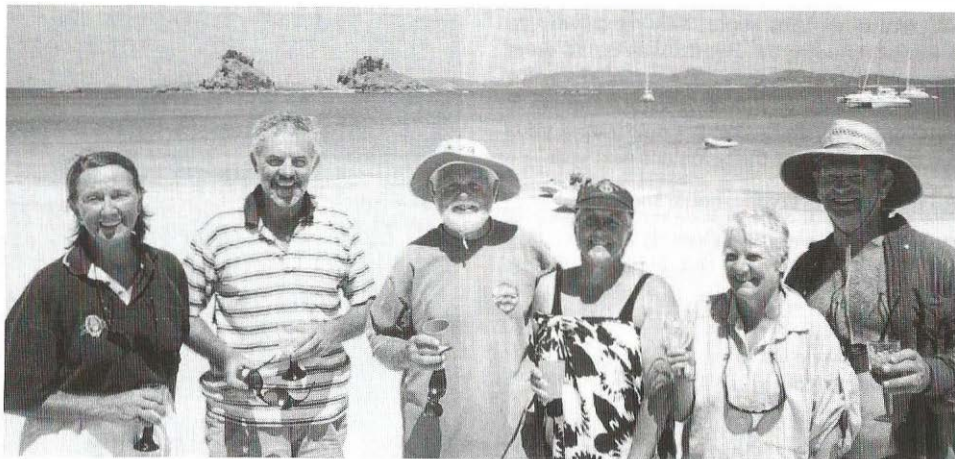
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Marlene Jay, Phil Tassicker, Col and Jeannie Harrison, Fay and Mike Harman. (Phil Tassicker)

The Percy Islands have been a popular cruising destination for many years, and a large A-framed structure has been erected on the beach, in which many boats have left mementos of their visit. There are hundreds of items, such as pieces of name plates, oars, dinghies, seats, life-rings, floats and items of clothing. They are nailed to or hanging from every available part of the timber structure.

Imagine the delight of the crew of *Crusader* when they discovered a much-loved and worn Squadron teeshirt inscribed *Pied Piper II* — *Monkers and Di* — 16 Oct 2000.

After an emergency meeting of the 'bad taste committee', Phil reluctantly agreed to part with a favourite pair of shorts to be suitable stencilled and hung under the teeshirt further to consolidate the collection of Squadron regalia.

Perhaps the next visitors from SA could add a cap in 2002!

Phil Tassicker

For the circumnavigating exploits of Col and Jeannie Harrison, see *Squadron Quarterly* March and June, 1996

Opening Day 2001 Postscript

Saturday 3 November saw an ideal Opening Day, with clear sunny skies and a light north to nor-easter in the river. The decision was made to opt for a southerly breeze sail past, as conditions to seaward indicated that the usual sea breeze was about to predominate. There was a very low tide, and with a four-metre climb to the deck of *One and All* from the wharf, it was a good decision to embark some of the more elderly and less agile guests from *Gallantry* and *Miss Robyn*. Another complication for the day was that three shipping movements were scheduled during the afternoon on the rising tide.

One and All took up position, but being affected by tide did not hang into the wind (still from the north). The sail past commenced without any bother, with the earlier vessels reaching beside the official boat at a sedate speed, being able to salute Commander Gray and the Commodore who took the salutes from the port bow. 128 vessels passed in what must have been the most ideal conditions possible. The seabreeze was evident only a few hundred metres away, but did not make it to the saluting vessel: such are the vagaries of light weather! The sail past was just completed as a container vessel pulled away, and *Accolade* made her usual appearance soon after the container ship had cleared the river. Congratulations to the OOD for getting all vessels through in good time.

On return to the Squadron, the Official Party mingled with Members and guests for afternoon tea. The Hon John Olsen joined us at 1645 and the Time Capsule Plaque was unveiled,

followed by lowering the capsule into position in the floor of the foyer.

A short address from the Commodore was followed by presentations to the two outstanding Volunteers of the year nominated by Members. The best-dressed vessel award this year went to *Freelance*, and the best-handled vessel award to Graham Mortiz's *Sinabada*. The evening continued to be warm with just a gentle breeze and encouraged a very social atmosphere, particularly with those vessels on the main pontoons. Revelry continued into the small hours and at least one Member was seen to attempt to walk on water with mixed results! All in all it was a most enjoyable Opening Day. The Commodore was most relieved.



John Olsen MHA and Commodore David Henshall (Helen Prisk)



MATTHEW FLINDERS

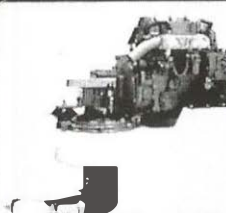
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