

Quarterdeck

Dr Reaburn and Dr Yvonne Reynolds have returned to Queensland to be near their children in Reaburn's retirement. The racing fleet will miss Marisa and the Historical Task Force will miss Yvonne. She was an invaluable contributor to the process of creating the data base of Squadron artefacts, with the skills of a professional historian and archeologist none of us possessed. She sorted and placed items in archive boxes for storage. It's another example of the great contributions made by volunteer Members, who undertake tasks because they know they need to be done and without seeking personal publicity in the process.

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Tony Mooney, Technical Manager of the Australian Yachting Federation sent the following E-mail on 11 July 2002 —

'I advise that due to a delay by Standards Australia in progressing changes to AS2227, the AYF has agreed to defer implementation of the requirement of AYF Special Regulation 5.02(c)

for one year. Regulation 5.02(c) will now be effective for any safety line purchased from 1 July 2003 when these lines will be required to have a means of showing that the line has been overloaded and requires replacing. Please circulate as widely as possible.'

Yachting South Australia Inc (hereafter YSA) has published the 1st Edition of what is proposed to be a regular News & Information Brief produced by the Racing Rules Committee of Yachting SA. 'This brief will include Rule Changes, Interpretations, Case Studies and a range of Articles related to the Racing Rules of Sailing. We encourage Clubs & Classes to distribute these articles of interest to your members.' The text is too long to include in full in *Squadron Quarterly*.

The first topic was Rule 42 (Propulsion), which has had a lot of attention and publicity recently, much focusing on on-water control by judges. A recent report said that at a major event in Europe rocking and pumping was so common

that the judges caught and penalized about sixty breaches. The second topic was the use and non-use of 5 kg corrector weights in the 49er World Championships in Hawaii.

Members seeking more information on either of these matters should ask for details from the Office or send an E-mail to yachtingsa@picknowl.com.au.

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An E-mail from Marlene Tassicker brought good news.

Crusader departed the Royal Queensland Yacht Squadron on Tuesday, 21 May and arrived in Port Vila, Vanuatu on Thursday, 30 May after a passage of 1195 nm. Ian and Di Moncrieff came with us to rejoin their boat *Pied Piper II*, which had been on the hard in Port Vila for the previous six months.

A couple of comical comments from the *Crusader* Crew — fun times, enjoyed by all.

Our departure was delayed by Di leaving her bum bag in a Chinese Restaurant at Manly after our farewell fling! Not too much of a problem

until we realised that both Moncreiff passports were included, and we had just cleared out of Australia. All's well, and we can laugh now. Waited three hours for the bag, but six hours for the tide.

During the passage our supercilious skipper came back on midnight watch. 'Canopeless *Crusader* Crew' had two internal lights blazing and the inverter on to charge computer. Captain's caustic comment, 'Is there some new power source on this boat of which I'm unaware?'

Phil, telling us of a past illustrious commodore, with whom he's raced to Lincoln. 'Don't ever stack used plates: it just means two dirty sides to wash instead of one!'

Di's attempt to gimbal the stove, resulting in her catching a very delicate part of her anatomy in the stove rail, followed by tortured shrieks from Di, and much 'tittering' from us!

Marlene told Betty, Phil's 85 year old mum, Black and Gold products were available in the Port Vila supermarket. Her comment? 'Well, that's globalisation!'

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Back Row: Ian Wishart, Di Moncrieff, John Taylor, David Taylor
Front Row: Phil Tassicker, Marlene Tassicker, Wendy Taylor, Ian Moncrieff (Marlene Tassicker)

Ian's precious ration of Scotch being blasted to the galley ceiling by a burping water pump — twice!

First e-mail from Di's 88 year old mum on hearing we had arrived, 'Atlasthell Happy days.'

Great delight in meeting expat. Squadron members John *Midnight Sun* and David *Polaris* Taylor. Had hilarious happening on *Crusader* with the star turn being a genuine 'pie floater', created by Ian Wishart, a friend on *Polaris*.

Crusader won the 'best dressed' international yacht prize, and the subsequent race for visiting boats.

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We express our thanks to Neil Cormack for restoring the submarine plaque, which was damaged and has now been replaced on the wall in the Dining Room.

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Members saw with pleasure the delayed commencement of the marina development, but were disconcerted when piles had to be removed and relocated. There was an error of 4.64 m,



Remarkable agility and strength were required to place piles for the marina development. Peter and Helen White managed to capture a worker in midair. When the job was repeated, a conventional pile driver was used.

which was emphatically not the fault of the Squadron. We were intrigued to see the fashion whereby one aspect of the work was done.

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Our first experience of a working bee to move a fence was in about 1961, when the old eastern fence was moved east of the slip, roughly to where the eastern dinghy shed was placed after yet another fence-moving working bee. Another took the line to its present eastern limit. Now it has been the turn of the southern fence, expanded to the edge of Oliver Rogers Road, and it was gratifying that the work was done so quickly and so well. Presumably that is the limit, so it is the end of a long Squadron tradition. Denis Winterbottom told us how, as a schoolboy at Saint Peter's College, he took part in the working bee that set up the wooden paling fence between the Squadron and the railway line in 1924 or 1925. We have grown a lot since then, but now all we can do is consolidate what we have.

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The working bee moving a boundary fence — for the last time?

Ralph Crook, who helped with material for the article on *Alexa*, wrote a postscript, 'With the demise of *Alexa*, Dad bought the *Carina*, and then in 1947 he invited Harry Perry to sail it in the first Forster Cup after the war (1947). Harry himself went on to buy the *Nerana* and to sail it to win three Forster and Albert Cups in succession in 1953, 1954 and 1955. I sailed with Harry in all (six) Forster and Albert cups that Harry contested and all invitation races. So a lot came of our short time with *Alexa*, the best sailing yacht of all!'

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John Woollatt of Yachting SA sent an E-mail to tell us that AYF Gold Membership has been withdrawn from 30 June 2002 and only Silver or Youth Membership will now be available. Most Members who upgraded to Gold did so to obtain access to the Personal Marine 3rd Party Insurance cover which was included. The option of Personal Marine 3rd Party Insurance is available to all AYF/YSA Silver and Youth Members. The policy insures you (as an individual) for personal legal liability while aboard or in charge of any boat covered by the insurance. At a cost of only \$75 it look like good value.

You can obtain full details on the AYF Website <http://www.yachting.org.au/> or call John at the YSA Office on 8232 6032

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Please note that the next Quarterly Meeting has been postponed to Wednesday 16 October. This will also be the Annual General Meeting of RSAYS Limited. As usual, the Dining Room will be open, which will allow many of us to meet the new caterers.



Geoff Wallbridge, Chairman of the Works Committee.