

Addendum to By-Law 19b.

"A mooring nomination fee equivalent to four times the current mooring fee be payable on acceptance of an application for moorings.

The mooring nomination fee shall not apply to any member who has had a mooring in the pool for 4 years or more."

MOORING FEES.

It is with great reluctance that the Committee has been forced to raise the Outer Harbor mooring fees, which will take effect from 1st July, 1966. These new rates will in no way effect the contributions to the Loan Scheme, which are based on those operating at the time the Loan Scheme was introduced.

It will be noticed that a flat mooring rate of \$40.00 for all craft up to 30ft. will apply. Craft above 30ft. will pay an increasing fee to a maximum of \$120.00 at 60ft.

Dinghy and locker fees will be charged at the nearest dollar below the present fees.

These new mooring fees will help to offset the additional rent for land recently negotiated with the Harbors Board, and the employment of further labor at the Outer Harbor to maintain the property in good order.

NEW MOORING FEES.

Up to 30'	\$40.00 p.a.	46'	\$68.00 p.a.
31'	41.00	47'	71.00
32'	42.00	48'	74.00
33'	43.00	49'	77.00
34'	44.50	50'	80.00
35'	46.00	51'	83.00
36'	47.50	52'	86.50
37'	49.00	53'	90.00
38'	50.50	54'	94.00
39'	52.00	55'	98.00
40'	54.00	56'	102.00
41'	56.00	57'	106.00
42'	58.00	58'	110.00
43'	60.50	59'	115.00
44'	63.00	60'	120.00
45'	65.50		

CREW.

Dr. Harold Handley is looking for a crew, preferably with experience in ocean racing.

Mr. D.W. Thwaites, owner of "Meteor", is looking for an experienced crew.

FOR SALE.

H. 28 Sloop "Monsoon". Fibre glass planking. 4ft. draft. 20 h.p. Blomplex Ford 10. Completely equipped, including jinker. Inspection 96 Queen St., Norwood. A. Behrens.

HOW TO GO ON THE HARD AT SEACLIFF. by Col. White.

This manoeuvre was not very difficult, and if aided by substantial winds and seas success is almost certain.

"Flona" was stationed at Seacliff for the duration of the 505 World Championships during a period of assured mild weather based on statistics!!!

The first heat was sailed in very light conditions, and the next day, Sunday 20th March, when the second heat was held, stiff westerlies were the order of the day.

Tan Paterson and myself went aboard late in the afternoon to stand by in fairly sloppy conditions, but nothing untoward. We were quite comfortable with a 65 lb. anchor well dug in, riding to an almost new four strand grass warp. The weather forecast was for West to South/West winds, gusty at times and moderating, so, we felt justified in staying put in anticipation.

About 7 p.m. the wind screamed in from the North West with gusts up to 59 knots. It was quite alarming to watch the seas with breaking tops where we were anchored; the dinghy was astern on a long line, and threw both paddles overboard before very long, and we had no option at this stage but hope that the warp would hold.

During the evening the strain reduced the warp to almost half its thickness and at something after 11 p.m. we found two strands had parted, which left us no option but to go. The dinghy we tied to the warp, which was slipped, and full power given to 8 h.p. donk.

With the helm hard down it was impossible to come hard under engine up into the weather, therefore, in spite of every effort we could not get much sail on, apart from a little main and head sail which could

not draw sufficiently to drive the ship, and the wind and sea were continually driving us sideways to shore.

We tried both tacks which meant gybes under power taking us closer in-shore each time until we had to decide on a starboard tack, the most favourable in N.W. winds, or port.

We favoured the port tack as sand is not quite as hard as the rocks at Marino.

The issue was never in doubt, and our last desperate measure was to throw out the 35 lb. anchor as we approached the white water. The first sea snapped a 3 inch sisal line like a carrot.

"Fiona" grounded at about 1 a.m. and bumped in the surf on the rising tide until about 5 a.m. After the lighting battery was righted it was not too uncomfortable in the cabin. She came to rest up to the waterline in sand and thanks to W.G. Bourn Pty. Ltd. was returned to the Squadron some days later - that is another story.

I have had a lot of sound advice since the episode. One yachtsman said I should have gone to sea - another suggested I might have come head to wind had I put the motor in reverse (in the circumstances it would need more courage than I have). A third said I should not have been there (he is so right).

To all my helpful critics I would say that they were not on a lee shore in 59 knots and we were.

My thanks go to the help I received from Squadron members, those of the Brighton and Seacliff and Largs clubs and others connected with the 505 Series, and especially my company, W.D. & H.O. Wills (Aust.) Ltd.

SOME NAUTICAL WORDS, THEIR ORIGIN AND MEANING.

Most people feel "at home" in a house, a car, an office, a theatre and even in an aircraft, but they may not be "at home" in a yacht, be it driven by sails or mechanical power.

Why? Because the words used to designate things and actions are unknown to them and make them feel lost and ill at ease until time and experience (usually forced onto one by the skipper) bring a little order out of chaos.

To understand a word and make it memorable and meaningful, you really

should know something of its history and how it came into English seafaring language.

For example, take the word gunwhale - the Americans spell it as we pronounce it - gunnel. This was formerly a piece of timber that extended around the top side of the hull, to support the guns in early British Men-of-War. Gun comes from the Anglo-Saxon gunna, perhaps from the Scandinavian Gunnhild, a woman's name, both parts of which mean "war".

An account of munitions at Windsor Castle in 1330 mentions a great engine of war named "Domina Gunilda" and there may be a parallel here to giving of feminine names to planes, tanks etc. in modern times. The second syllable of "Gunwhale" is also Old English and meant a strip of wood.

Starboard is the right hand and comes from the Anglo Saxon Steorbord, stearboard, the right side of the vessel where the Viking or Early English steersman stood with his broad-bladed oar.

The port or left side of the vessel was the side always laid alongside the pier, since the steerboard jutted from the right.

Port comes from Latin Portus, Porta, gate, harbor.

In many yachts the compass (French compasser, to go around) is housed in a brass binnacle, which comes from Middle English bittale, Latin habitation, a small habitation or shelter.

Bulge is merely an alteration of bulge, the place where a vessel widens or bulges in the hull.

A spar (a mast, a boom or a gaff) is from the Anglo Saxon besparrian, to fasten with a bar, hence any bar or pole.

Landlubber is a term of contempt that has been used by sailors against landmen since the 16th century and the origin probably lies in Teutonic "lob", heavy, clumsy, or loosely pendant.

Bowsprit comes from the A.S. spreot or pole and is indeed the pole jutting from the bow of any vessel so rigged.

Bulkhead comes from Old Norse balkr - beam or balk. In Shakespeare, a bulk was a shopfront.

To be continued.