

Quin's Yacht Brokerage

At Quin's Yacht Brokerage P/L we offer a complete service to boat owners.

NEW BOATS

If you are thinking about a new boat you will want to know all about **HUNTER** and **RIVIERA**. Arguably the most prestigious names in ocean going sail and blue water power boating today.



Quin's Yacht Brokerage P/L are Sole S.A. Agents for both these 'Blue Riband' lines. See us at the 1997 Adelaide Boat Show at Wayville Showgrounds on 11-14th July inclusive, where you can make a leisurely inspection of the superb **HUNTER 376** and the magnificent **RIVIERA Platinum 36**.

USED BOATS

Yacht and Power Boat sales are handled by Quin's Yacht Brokerage P/L. A Quality Assured Company, who offer a confidential service and who represent the best interests of boat owners.

MAINTENANCE & DETAILING

Boat owners too busy to attend their boats regularly can maximise the return on their capital outlay by using Quin's Yacht Brokerage P/L maintenance and detailing service.

INSURANCE

Your boating insurance needs are well cared for through Quin's 'Club Marine' Agency.



If you need us, we are where we have been for the past 76 years at:

77-89 St. Vincent Street, Port Adelaide

Call in and see us, or ring:
Chad Winding on 0418 822 339 or
Dudley Haydock on 018 592 367

Quin's... Your Boating Safe Haven!

Pre-war Fishing and Other Tales

Jack Wood

In my opinion, easily accessible waters in South Australia are pretty well fished out. The amateur today needs to have a lot of patience and often travel very far to achieve the sort of catch we used to take for granted. Compared with today, we used to have only a small fraction of the number of boats, even fewer yachts, and they didn't go far afield so often as today. Our waters have suffered from years of netting, pollution from the land killing off the underwater vegetation and people fishing without regard to fish sizes or the numbers taken.

It was different in the old days — before the War (by which I mean the Second World War of 1939-45.) Whiting (of legal size), salmon, gar and other species were plentiful in the Port River; the sand banks were full of cockles; and when one walked in the shallows of the Squadron at night flounder were there for the taking. Off the local beaches fish were plentiful, with plenty of snapper in the deep.

To yachtsmen Kangaroo Island was a fisherman's paradise, especially American River and parts nearby. Mark Mitchell bought a lot of land long before the war, where he built a house he called Camacoo. When I and others stayed there, the main meals every day were whiting, which one could readily catch in unlimited quantities. The sandbanks and beaches were full of cockles, and scallops were plentiful in the shallows. When I fished at American River from a friend's dinghy three years ago, whiting were hard to catch and were often under size.

By way of a change the rock fishing, at Ballast Head for example, yielded trevally, sweep, moonlighters, drummer, bream and other species in profusion, and if you wanted a bit of heavy action you could fish for sharks and not be disappointed.

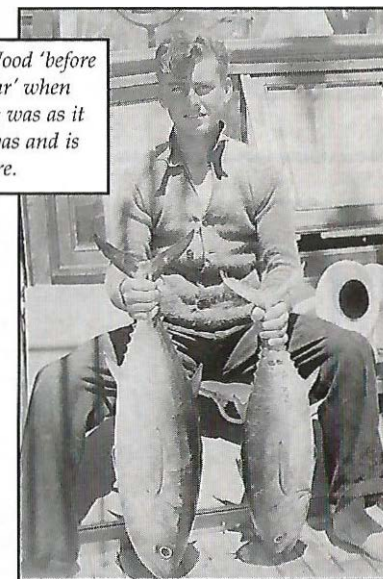
Before the War Mark Mitchell went to California. He spent a few days fishing with lines run through schools of tuna, with small fish by the thousand jumping out of the water as they were attacked by

the tuna. He brought the necessary big-game gear back with him, and fished likewise on the north coast of Kangaroo Island. Bruce Tunbridge and I were fortunate to be on board *Grelka* and to participate. It was a great experience to have a sixty pound tuna hooked on light gear. When this happened, the boat would be stopped and with the drag net it was a fight to get it aboard, which sometimes took twenty minutes or so.

I used to go with friends to Cape Jervis, where they had access to an old flatty that lay on the beach, with an ancient outboard motor. We did not have to go far out of the cove and along the rocky shore to catch all the rock fish we wanted — sweep, trevally, etc. Two rare fish are called the Harlequin and the Magpie Perch. I have only seen one of each. The Magpie Perch was caught by Mark Mitchell in American River from a small reef of rock there, and the Harlequin near the reef at Cape Cassini by a person in the *Grelka's* dinghy, who was a beginner fishing with me and enjoyed the luck accordingly. I talked him into throwing it back.

Prewar, fishing for snapper from *Grelka* in Backstairs Passage was hard exercise. We could

Jack Wood 'before the War' when fishing was as it once was and is no more.



only do so at slack water, as the strong current with twenty fathoms of heavy line, plus a 500 gm sinker, made it too difficult to stay on the bottom. Whiting fillets were used as bait on large hooks. As soon as the line was lowered to the bottom, it would be pulled up again, with two large snapper. This would go on for the duration of the slack tide, with luck one or two hours. In due course sharks would arrive, so one would pull up only the heads of the snapper, as the sharks grabbed their bodies. That showed us it was time to move.

In the period of the Great Depression before the war, Mark Mitchell, generous as usual, purchased two fishing cutters and leased them at peppercorn rates to Kangaroo Islanders who would otherwise be unemployed.² One was the *Arthur* and the other the *Tama Ita*. This had a beautiful hull, and was subsequently owned by Don Morton's father, who had it converted into a yacht, which in due course was handed down to Don. Mark would motor down to Cape Jervis (a much more formidable journey at that time than it is today!) and one or other of the cutters would pick him up to take him and his guests out for a day's fishing.

The western side of our Gulf also teemed with fish, and in season there were monster snook everywhere. So too were whiting. The trouble close inshore were the trumpeters in their thousands, which stripped your bait if you weren't quick enough. The small rivers on Kangaroo Island were plentiful with bream, as was the Port River, with mulloway at the right time.

I count myself very lucky to have enjoyed these wonderful fishing experiences, which will never come back for me, and, I regret to say, neither will the fish in such profusion for my successors. **SQ**

1. Sir Mark Ledingham Mitchell was Professor of Biochemistry at Adelaide University and subsequently Vice-Chancellor. His father, Sir William Mitchell, who lived to be 100, was sometime Chancellor, and it was for him that the original University building was named the Mitchell building. In 1937 he gave the University £20,000 to endow the Chair in Biochemistry, to which his son was appointed (and in his turn donated £2,481/18/1). This was followed by a further £5,000 from Sir William Mitchell for the Barr Smith Library. Mark Mitchell was our Commodore 1938-45 and a generous supporter of Junior sailing, both at the Squadron and at Largs Bay Yacht Club. He never married.
2. Mark Mitchell was a wonderfully generous person, who hated ostentation, and nobody knows how many people he supported in ways like this. He inherited great wealth, and although he lived well, he certainly abided by the principle of *noblesse oblige* (privilege entails responsibility).

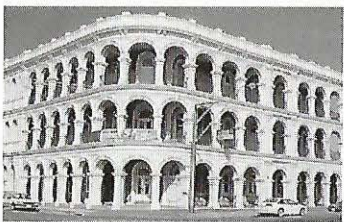
BECOME A SAILING INSTRUCTOR!

The Squadron Junior Committee will be conducting a Sailing Instructor Assistant Instructor Course (TL1) to the Australian Yachting Federation Proficiency Scheme.

Those successfully completing the course will gain nationally recognised accreditation to teach sailing. It will consist of 16-20 hours of formal instruction, including effective teaching and communication. The only requirement is a basic sailing ability. We will need to limit numbers to about fifteen.

Those interested should enquire early to Ian Power on 8242 3825 or Darryl Emery on 0419 481370.

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Forty per cent Cruise to Port Lincoln

In the annual race from Outer Harbor to Port Lincoln, there were 101 starters, forty being in the Cruising Division. This is double the number of 1996, and they were blessed with an easy passage, looking for wind rather than the gales and gear troubles of the previous year. The Cruising Division started at 1000 on Friday 14 February, and most arrived at their destination about 1600 nm away between 1200 and 1800 next day. Half motored for an average of 31 nm, although the mean was 20 nm. [We leave it to the statistically minded to explain to innumeratees like the Editor what that difference means. — Ed.]

The combination of starting early and use of motors allowed slower yachts to arrive in time for the celebrations. The fastest averaged 5.9 knots and the slowest 3.2. The handicap system incorporated criticisms of what was done in 1996, resulting in close corrected times and few complaints. When boats jammed together along the foot of Yorke Peninsula, some were only a few boat lengths apart. (See cover)

Turning to the future, Mike Stockdale wrote that the deadline of 0830 on Sunday must be rigidly enforced. Several participants submitted their papers very close to the time for the presentations, requiring re-ranking of all yachts. Some did not go to the briefing and did not have papers at all.

Nominations will be required at least two weeks before the event, to enable time for printing, planning and catering.

Calculating handicaps took several people with calculators three hours of uninterrupted time, as each was checked three times and many errors were found.

Not many took part in the two-day events, but the feedback was quite positive. **SQ**



Cabaret cruising to Port Lincoln, February 1997.
(Mike Stockdale)

GRAYFISH are still obtainable at the Thistle, seals at Dangerous Reef, splendid snapper fishing at the rock off Cape Donnington, abalone at the Pickers Islands, bronzewing pigeons, plover and curlews on Boston Island; good flounder and other fish with the net almost anywhere in Spalding Cove, the proper and the western side of Boston Island, and oysters galore if desired. There is scarcely a rocky promontory where good rod and line fishing cannot be secured, and from a dingy [sic] or the yacht's deck, whiting, flathead and small snapper, &c are easily obtainable in many places.

Bundey W.H. *Reminiscences of Twenty-Five Years' Yachting in Australia: An Essay on Manly Sports, A Cruise on Shore, &c., &c.,: Notes of a Voyage to China and Japan.* By W.H. Bundey, For Four Years Vice-Commodore and Ten Years Commodore of the South Australian Yacht Club. Adelaide: Published by E.S. Wigg & Son, 22 Rundle Street. 1888: 17. (Describing a cruise in *Zephyr* undertaken in 1873.)