

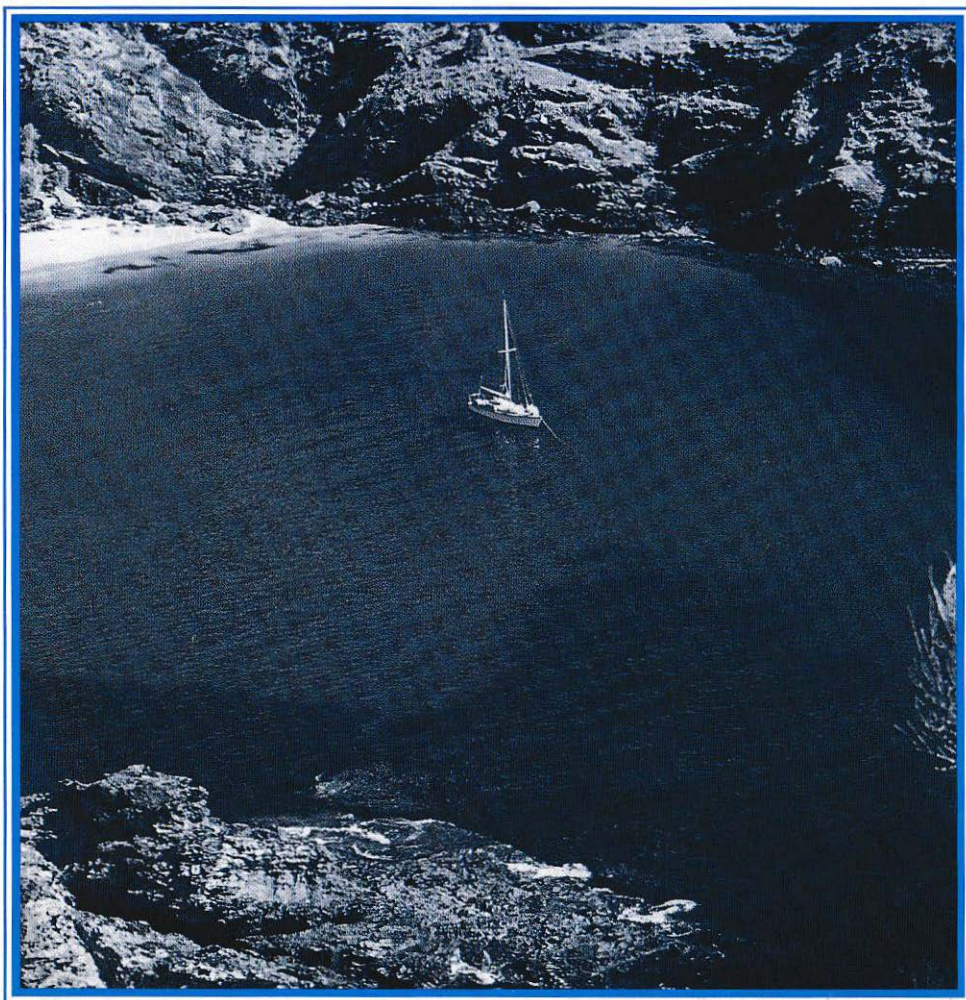


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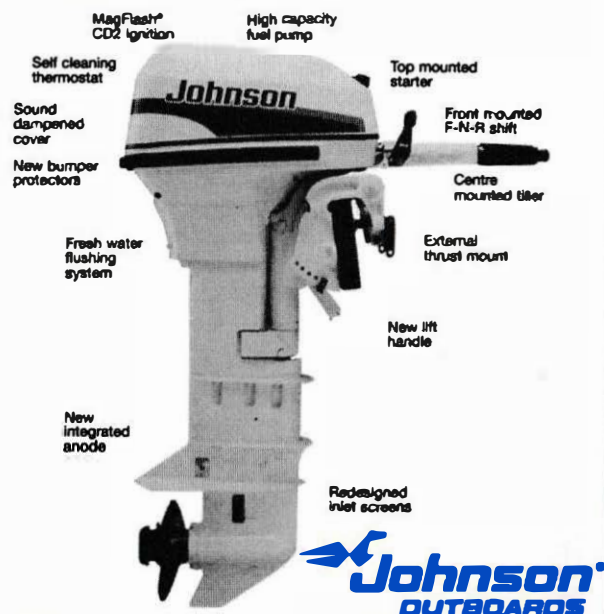
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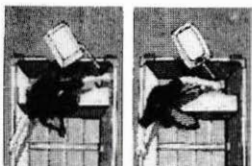
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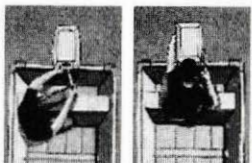
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Blue Ensign was dated 4 November 1890.

PATRON

His Excellency, Sir Eric James Neal AC, CVO
Governor of South Australia

OFFICERS 1996-1997

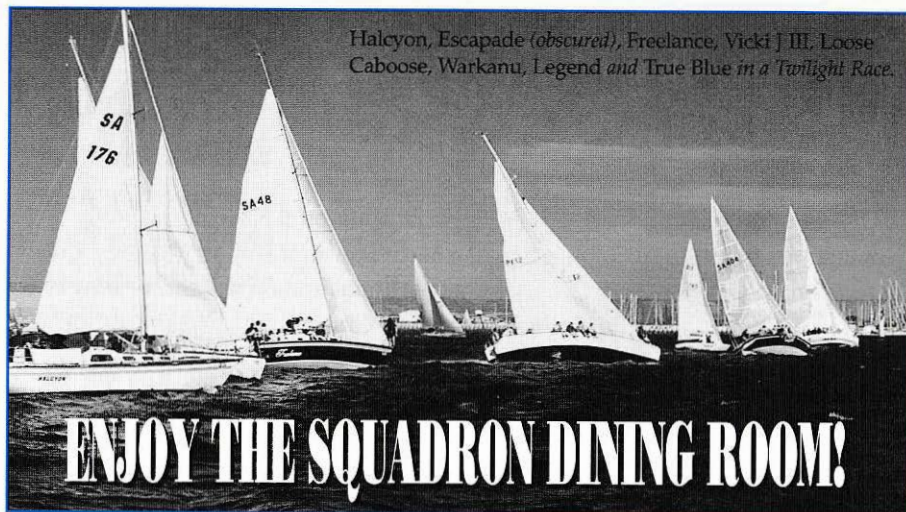
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Squadron Quarterly

Vol 11 Issue 1 March 1997

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Cover Photograph: Snug Cove, an exciting place to visit for the first time,
but it remains a snoog trap. *Jedda* in 1963.
(See the Commodore's Report.)

Commodore's Message

James H Cowell

Snug Cove has claimed another victim. While it will be well known by the time this is published, I am very sorry to report the loss of *Zest* in Snug Cove on 22 January 1997. Ken Maddern has cruised extensively in South Australian waters over the past twenty years in *Zest*. Now she has gone, and Ken has suffered a loss which possibly only other yachtsmen would understand. He has my sympathy and that of other Squadron Members.

Snug Cove has long been a Mecca for cruising yachtsmen. To those who have not seen it, it is a goal. Those arriving for the first time marvel at its beauty, tucked into the 200 metre cliffs at the west end of Kangaroo Island. It is perhaps the most attractive anchorage visited by yachtsmen in South Australia, but it is also one of the most dangerous. I can think immediately of five vessels lost there in recent years, possibly more than in all the other anchorages put together. Colin Haselgrove in his well known *Cruising Notes* called it a 'snoog trap'. When I set off on

my first cruise down the north coast of Kangaroo Island in the gaff-rigged and engineless *Fife*, a fisherman friend advised, "Don't anchor overnight in Snug Cove!" and yet hundreds of yachtsmen have spent thousands of pleasurable hours in Snug Cove and will continue to do so. They must be forever vigilant. Watch for the onshore breeze, and don't hang on moorings of unknown quality, in Snug Cove or anywhere else.

The period between Opening Day and Christmas was very busy. In addition to the Squadron functions reported elsewhere, I, or Anthea and I, attended other functions, including CYCSA Opening, the Boating Industry Association lunch, the Sea Rescue Squadron Christmas function and the SA Trailer Boat Club Annual General Meeting and Christmas party. This is also the period when Anthea and I are busiest at home, with our shearing in the middle of it. Fortunately the weather was kind and the shearers anxious to



Zest (1976-1997) in happier days. (Ken Maddern)

finish quickly. Two of them had tickets to the Michael Jackson concert (!), so we shore non-stop through the weekend — six thousand sheep in seven days.

We were pleased to have our Patron, His Excellency Sir Eric Neal and Lady Neal

and members of their family to lunch at the Squadron on Boxing Day. It was disappointing that the televising of the start of the Sydney-Hobart race was so brief. I hope His Excellency and Lady Neal will feel free to visit the Squadron whenever official duties permit.

Morning Hustler, along with others, celebrated the new year in traditional fashion at Island



Our former Commodore and Anthea hard at work in about 1970.

Beach in Eastern Cove. A small crowd enjoyed a bonfire, fuel for which arrived from American River in an overloaded dinghy. In previous years there have been as many as sixty boats all told at this gathering. This year it was disappointing that there were only about

twenty. Did last year's restriction on fires discourage people?

For those who watched the Etchell National Titles between 5 and 11 January, and regrettably there were very few, the close racing made a great spectacle, as did the 28 boats all lined up at the pontoon. The consensus among the competitors seemed to be that we have the best

AUSTIN GIBSON

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