

complete failure of all instruments — depth, speed, wind, autopilot, GPS, plotter and VHF radio. The faults varied from 'no displays' to 'displays but no operation' and, in the GPS and plotter, 'no fix & no pictures'. We found that the power supply electronic regulators were damaged in all but one unit, and also that the microprocessors had been corrupted. The most economical fix was to replace the circuit boards of all the equipment. The VHF radio had some modules replaced. At first this appeared to be a problem caused by lightning. This may still be so, but a more likely cause was a static build-up.

We ascertained that the offending voltage passed down the VHF radio aerial, which is at the top of the mast. It damaged the VHF radio, even though it was turned off, because parts of the circuitry are 'unswitched' and still hang on the battery.

The offending voltage then travelled along the power wiring to the other instruments. Although the power was switched off, there was still a path via the manufacturer's 'Seatack' line. Similar systems are used by all other manufacturers.

The VHF aerial was a popular brand, which is entirely insulated, using plastic fittings, so the high voltage was only able to travel down the coaxial cable. There is an alternative aerial available, which is electrically 'earthed out' when attached to a metal mast, provided that the base of the mast is connected to an earth such as the keel or a ground plate. With this system, the shortest path for any static charge on the aerial is directly to the mast and then to 'earth'. This will not protect against genuine lightning strike, but it will certainly save some equipment from static build-up. SQ

Letters to the Editor

It is a pity that Wendy Simpson did not bring to the Sailing Committee or Safety Panel her concerns on safety checks (*Squadron Quarterly*, June 1995). If there are other Members with similar doubts about the Squadron's safety procedures, an article on the topic has been forwarded to you for publication as soon as possible. [It arrived just too late for the September issue — Ed.]

The Squadron safety certificate check sheets embrace all the AYF items needed to obtain Category 3 certification. The Cruising Yacht Club of Australia (CYC) check sheet, as used for the Sydney-Hobart race, is used for Categories 1 and 2.

I agree totally with the importance that Wendy places on safety requirements and the responsibilities of skippers. It would be heartening indeed if all skippers shared her diligent approach.

I would be concerned if there are any Members who do not understand the system and where ultimate responsibility for safety lies.

Ian Moncrieff
Chairman, Safety Panel

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I must apologise for not writing earlier to thank you for the copy of the *Squadron Quarterly* [on the Forster Cup, March 1995]. I have been preoccupied recently with cataract surgery, complicated somewhat by previous glaucoma surgery. ...

I recently noticed in Pittwater a small and rather ancient yacht, not a Twenty-one, with the name *Tassie Too* on it. This suggests that the original *Tassie Too*, which I recall seeing in Pittwater some years ago, may have finally come to grief, with the name transferred to another vessel. Noticing this sort of thing shows how easy it is to get caught up in historical research.

There is a group of people in Pittwater interested in timber Jubilees. They have about four or five boats which they have restored and sail regularly in local twilight races. Next year marks the fiftieth anniversary of the Jubilee Huntingfield Cup, which was first sailed on Pittwater in 1946. Next year it will be held in Sydney. We expect to get a field of about twenty from Sydney, Melbourne, Sorrento and Ballarat. My last race was in 1980, and I am thinking of trying to

borrow a boat and take part with my old crew. Some people never know when to give up!

Don Taylor

Jubilees never properly took off in South Australia, but there may still be a few about. Paddy Malone had two, both called *Hebe*. He competed in the Huntingfield Cup in the second, in about 1954. — Ed.]

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20 October 1995

I write on behalf of Len and Elizabeth Jermin of the RQYS. They own *Tamahoi* now. I saw her on the slip, and she is in remarkable condition — a credit to Searles and her owners over the years. The Jermins are very interested in any item of news related to *Tamahoi*'s history, owners, gossip, etc. Their address is Box 10430 Adelaide Street PO Brisbane Q 4001.



Virginia Slocum (Chris Nye)

I have also seen *Kareelah* in recent months. She looks in good nick, well loved by her owner, although I had no opportunity to talk to him. I believe that the old *Southern Cross* was mentioned in the *Quarterly* a while back. I saw her at anchor off Airlie Beach, looking good, a few years ago.

Virginia Slocum has undergone a face lift. With extra balance and draft she now draws twelve

inches! She now has a wishbone rig. She is a fine vessel in and off shore, and the lee boards are the best echo sounder I ever had. Life is good here and I hope that it is so with you.

Chris Nye

157 East Terrace
Adelaide
18 September 1995

The article *The Governor's Shark* caught my eye, firstly because you mentioned Horrie Ratcliffe. I am sure the senior Members of the Club could tell enough Horrie Ratcliffe stories to fill a special edition of the *Quarterly*, and I would be happy to supply some.

Horrie may have been the official weigher, but the principal catcher in American River was one GR Cowell (Jamie's Dad). I asked him why Sir Willoughby Norrie's world record was not allowed, and his comment was that, "He had half the crew on the reel." Apparently he did play it for a very long time and became quite exhausted: hence the breach of rules.

Colin M Steele Scott

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Sail Training and Learning to Sail

During the last few months several members of the public, usually parents of the trainees either getting on or off the *One & All*, have asked me why the Squadron is now Sail Training when the *One & All* has been engaged in this activity for ten years.

Suffice to say that I think that it is time to clarify the issue so that confusion does not reign.

Sail Training as a term has been used over the last forty years internationally to describe what we on the *One & All* do, which is to take young people between the ages 15-25 years and take them out on board for a voyage on a square-