

It's more than a sport.

The Port Power training squad was at the Squadron back in December to join in for what turned out to be a very successful twilight race. It seems great fun was had by all, as the footy players divided into 'squads' of three to participate with the regular crews on several boats. According to reports, some of the Power boys were content just to sit back and enjoy the ride. On the other hand, others showed promise, flinging themselves into their assigned tasks, and looked just like a real yacht crew. It seems some were like naughty schoolboys when out of sight from the coaches. As soon as they were out on the water, they showed an incredible interest in how the fridge worked, and how cold the beverages can get. Again, just like a real yacht crew!

Compliments of the season.

The Queen of the Gulf race held just before Christmas was one that Anthony Gates and the *Legs Eleven* crew would probably rather forget. As the sea breeze freshened to over 25 knots, they firstly shredded a spinnaker and lost one of the kite halyards, then followed that with a torn jib and broken jib halyard. Anthony was later seen asking Santa Claus if it was too late to change his Christmas present — but somehow I don't think he was THAT good a boy this year...

Wrong number.

A combination of modern technology and failing eyesight caught out my father-in-law recently. He was ranting and raving about how the bloody mobile phone wouldn't work, until it was politely pointed out he was holding the television remote control instead.

Prawns anyone?

The Department of Fisheries may want to have a word with Jimmy Howell and the rest of the *Sunburst* crew after they used their kite to do a bit of trawling during the Special Inshore race mid-January. Witnesses report that things looked 'pretty ugly' after a Chinese gybe, and drastic actions involving the cutting of both the brace and sheets were required to recover the situation. Normally this sort of thing would pass without comment, but this time Peter Kelly, who was close by on *Sweet Caroline*, had a camera and immortalised it all on film.

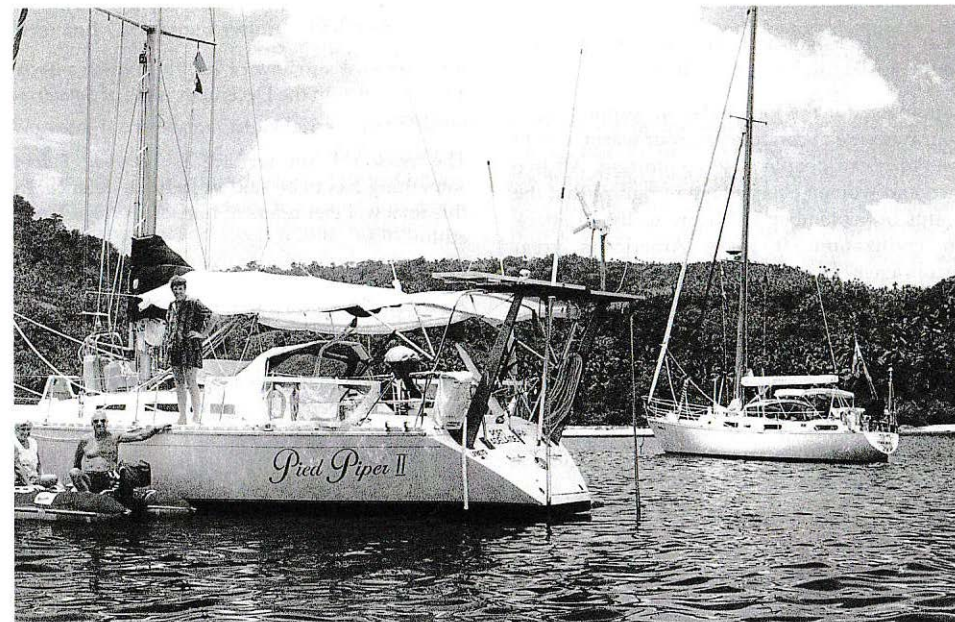
One, two, ...four?

One of the things my old man taught me as a youngster was how you were never out of a yacht race until it's over. This little pearl of wisdom crossed my mind again after a bizarre Etchells State heat in January.

The usual windward/leeward course was set, meaning 4 laps of the course. And as usual we were performing our role as perennial bridesmaids, a couple of minutes behind the leaders. By the third downwind leg the pattern of the race was set, and save for fog/icebergs/waterspout that's how things should stay. But then the CYCSA boat who was leading continued on past the leeward mark and across the finish line... Next came *Crews Control*, who lost count, wasn't sure and decided to cross the line just to be safe. We rounded the leeward mark just as they realised their error, but managed to hold them off for the last lap and score a narrow victory. Unfortunately, our luck didn't extend to winning Cross Lotto that night.

SD

Letters to the Editor



Don Morphet alongside Pied Piper II, with Toolka-T in the background. (The Moncrieffs)

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19 November 2001

What rotten luck for poor old 'Mort' to be knocked over like that! Di and I felt so sad when we heard of the tragic accident.

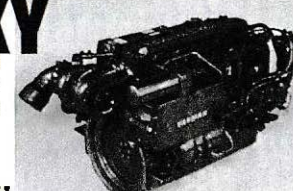
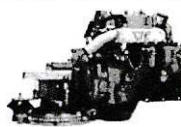
In October 2001 we had the pleasure of anchoring alongside *Toolka-T* in Lamen Bay, Epi Island, Vanuatu. We enjoyed chatting to Don and his partner, Jan Elliott (a New Zealander), both being such seasoned cruisers. Don admitted to being the same age as me (76) and reckoned he had cruised nearly 100,000 miles, since leaving the Squadron in 1986. Jan and Di hit it off together, Jan being an enthusiastic and competent yachtswoman (I prefer yachtsman!) — and a very nice person.

Don had intended coming back to Adelaide for Christmas. Sadly that will not happen, and his many Squadron friends will mourn his passing.

Toolka-T was very shipshape. She was a Cape Barron Goose design and a sister ship to *Crusader*, on which we are due to sail back to Vila in 2002. Don had the boat very well set up for cruising, having added a furling staysail and, recently, a fully battened furling mainsail. This was backed up with an electric winch for raising it. Now Di wants one — dammit!

We saw Don and Jan again before flying home from Vila. They dinged across to the boatyard to offer us a hand in bedding down *Pied Piper II* on the hard. He then went to meet his two crew members, who had flown up from New Zealand. Fortunately they and Jan escaped physical harm.

Ian Moncrieff





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