

Peter Miller of *Pyewacket* has sent us a clipping from an English magazine, *Practical Boat Owner*. PK Davies of Rhyl, Clwyd wrote that after opening the hatches he briefly left his Nicholson 32, and returned to be confronted by three young men with back packs and sleeping bags who announced that they had settled themselves in to use his boat as a squat. The police could not help, because there had been no forced entry, and much later the owner was still trying to achieve eviction by lawful means. What would be the situation in this country if something like that happened here? Can any of our legal eagles tell us? We ask for a letter to tell our readers what they should do in such a situation, when an unattended boat is left open and unlocked, say at a public jetty. We hope that we won't ever reach the stage whereby we are forced to turn our yachts into the sorts of fortresses we now see in the suburbs.

Many Members will be sad to hear of the death of Muriel Deacon, who always strongly supported Lawrie throughout his long sailing career. Muriel's own link with the sea began early, because her father was the keeper of the Cape Jaffa light. He died when she was only four years old, and his sorrowing family moved to Kangaroo Island. Muriel was one of the switchboard operators on the exchange at Kingscote when one day Mark Mitchell brought *Grelka* into Western Cove for shelter and the crew went ashore to the weekly dance in the local institute. Love at first sight led to a close and happy marriage for 63 years. We last saw them together for a Christmas function at the Squadron, when Muriel was her usual elegantly groomed and warmly gracious self. She will be sadly missed, and many will join in sending to Lawrie and his family our deepest sympathy in their loss.

We owe to Bernie Matzat the quote of the month: 'With respect to favourable weather, Jamie Cowell has got the right initials to take care of it.' This was said by Alan Duncan, at the Cruising Committee meeting on April, 6th when reminiscing about the North Coast of KI cruise. That goes well with a remark made one morning by a participant who came by *Morning Hustler* to ask, 'Where today, O fearless leader?'

With characteristic modesty, in his final report of the now extinct Outer Harbor Committee, Robert Henshall does not refer to the work of the Seaweed Gardening group, of which he is the founder and principal organiser. This small but dedicated band of volunteers labours willingly one Sunday a month to enhance the premises, with results which we all enjoy. The time and effort are not much to ask from our large number of Members, and again we appeal for more to participate.

It was fitting to see the newspaper publicity given to Hartleigh Kelly, who at 87 is the oldest active racing helmsman in South Australia, when he won the Plympton Cup in QED. This is the oldest trophy in the State, having been presented to the Holdfast Bay Yacht Club in 1891. *The Advertiser* of 16 February 1901 reported, 'The Plympton Cup, the Blue Riband item on the season's program of the Holdfast Bay Yacht Club every year, was for the fifth time in the history of the cup contested on Saturday afternoon last, and an excellent race resulted. As the conditions of the sailing allow of boats from any class competing, the result, principally as a result of weather vagaries, in conjunction with the difficulty in adjusting the handicaps equitably, could not with any degree of certainty be foretold, and the closest interest in the sailing was maintained until nearly the last boat home had her time recorded and a mathematical computation decided which boat had secured the honour and was by virtue of the same entitled for twelve months to hold Captain Morish's coveted trophy.' The winner was *Winfreda* from the South Australian Yacht Club [predecessor of RSAYS.]



QED on the way to victory in the Plympton Cup.
(RSAYS)

Peter Dermott has sent us a clipping with a story relating to *Lauriana*, which in Lance Le Cornu's time was the largest vessel in the pool. This grand old 66 ft ketch was launched in 1938 for the Arnott family, having been under construction for three years. During the Second World War she served in the RAN and was used by General MacArthur as he toured operational zones to our north. She was subsequently radio relay ship in several Sydney-Hobart races, as well as playing host to the Queen and Prince Philip on one of the Royal Tours. She has been lovingly restored as a charter vessel on Sydney Harbour, based at Balmain.

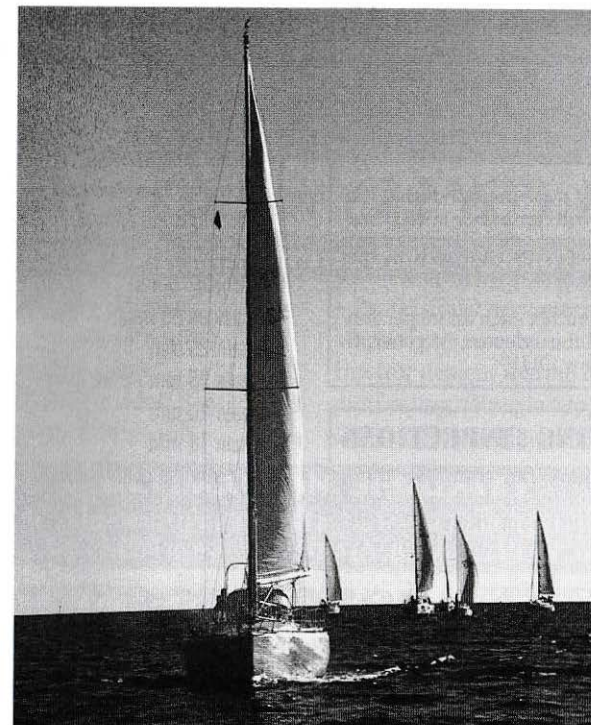
We are often asked to publicise new products as a form of free advertising, and we need to balance a commercial motive against our assessment of potential value to our Members. Large organisations can afford extensive publicity, but smaller ones struggle to let people know what they have to offer. Accordingly, when space is restricted we lean to the latter. A good idea is a clear cover for bilge pumps to allow direct

inspection for wear of impeller blades, unwanted bubbles and obstructions. WEB TRADING of PO Box 402, Ashmore City Q 4214 (07 5539 1269, fax 07 5539 1977) produce a 'C-Thru' cover for water pumps made of toughened glass which has a twelve month warranty and an offer of 20% discount to Squadron Members. No price is given.

The Office has a detailed listing of telephone numbers for weather information from the Bureau of Meteorology, of which the most important are:

Coastal Waters Forecast 190 293 5280
SA Marine Warnings 190 293 5078
Latest Coastal Weather Reports 190 293 5289

The charge is 60 cents per minute. Weather by fax includes hourly satellite pictures (190 293 5201); weather chart (190 293 5210); forecast chart (190 293 5211) and 4-day forecast charts (190 293 5002). Those who have used the old 019 system are advised that this is due to have been replaced by the new 190 numbers by May 1998.



The C-in-C
passing down
Sultana Passage.
(Jamie Cowell)