

Letters To the Editor

Dear Editor

Over New Year we had a brief but enjoyable cruise to Kangaroo Island, primarily for the New Year's Eve barbeque. The barbeque was great but from that visit we have a suggestion and a caution that may be useful to others.

A Suggestion

Despite being committed non-racers, we enjoyed joining in the New Year's Day Ballast Head Regatta – a non-club event which includes (and welcomes) all comers. It is a 'twilight rules, fun race' sailed in the waters of Eastern Cove which, in southerly summer weather, are clear and flat. The subsequent beach barbeque provides another great opportunity to catch up with old friends and meet new people with differing perspectives on the Island.

The regatta's aim is to bridge the gap between holidaying and local landlubbers and boaties of all types. Entrants are rewarded with handicap boosts for including locals, who are lined up and waiting on the beach, in their crews. As well as commending organisers Richard Pope, Chris Wood and Peter Page on a great concept and a well run afternoon, I would also recommend the event to anyone in the area and particularly to Squadron Members. So confident am I that people will enjoy themselves, I will buy drinks for any Squadron crew that participates and can put its hand on its collective heart and say they did not enjoy the event – payable at the 2009 Ballast Head Regatta!

A Caution

Faced with a need to get back to Adelaide on 2 January and a forecast of strong south to south-easterlies we chose to hug the coast, hoping for flatter water. By mid-morning we were south of Carrickalinga. The wind dropped, boxed the compass and resumed as an east south-easterly which built rapidly to a sustained 40 knots with gusts to 45. Regaining a little composure after an uncontrolled gybe, we sought shelter closer inshore but the closer we got the more violent the wind became. We got some advice by radio that the wind was not general but a local katabatic (gully) wind which I remembered only reaches two or three miles offshore. Instead of sailing further offshore at that point we elected to hold our northerly

course and by the time we reached more moderate winds of 20 to 25 knots off Aldinga we were somewhat bruised and aware of just how hard and slow it is to change headsails with a two person crew in gale force winds. I felt like I used to feel each week after rugby matches. It will need a compelling case to get us that close to a coast prone to katabatic winds in future!

Despite all that we enjoyed the few days and hope we can be there next year, or rather this year!

Yours sincerely
Bob Hogarth



Dear Members

I am sure you all enjoy receiving and reading the Squadron Quarterly as I do knowing this is our way for Members to learn about our Club.

Remembering names of so many Members and people can give one a slight embarrassed feeling. Yes it has happened to me so I like to try and put faces to vessel names. Do you also do this? It is working for me.

The last SQ November 2007 again gave us many interesting adventures, friendship and updates for us all to read and enjoy. One adventure with the title "My Boat, *The Mameema*," Robin and Angela Smith was read by myself and friends many times. Then we spotted the difference.

How many of you picked up the three M's in the name? *Mameena* has 2 m's and an n. But hey this is only being added to this SQ as a friendly question asking how well do we read the SQ?

- We didn't pick it up in the draft.

Sorry Di and Sally.

**Angela Smith
Mameena.**

Dear SQ Editor,

I would like to thank the many Squadron Members who supported the Chain Mooring opposition to Marina Stage 5 at the November Special General Meeting. The question of further marina development at the Squadron is indeed a difficult one. All of us wish to see our Club continue to improve and flourish, however I believe the proposal which was put before the Membership in November, embodying the termination of the remaining Chain mooring tenancies, was untenable.

Most of the remaining chain mooring licensees are long standing Squadron members who have contributed to the Club in many ways over many years. Many of the licensees, myself included, are not in a financial position to transfer to marina berths at the peak market valuations being sought by the management committee, and for these reasons we felt it necessary to invoke our rights to campaign against the Marina Stage 5 proposal.

Despite the overwhelming support at the November special general meeting, most of the chain mooring licensees are under no misapprehension that the question of further marina development has disappeared forever. As the Club grapples with this issue in the long term I sincerely hope that the rights of existing chain licenses will be honoured and valued, and that any future marina proposals preserve some mooring opportunities for keel boat enthusiasts across age and economic spectrums as there is much to be gained by the Squadron at large from this diversity of membership.

Peter Kelly

**Join fellow
Members for
Friday Night
Club Night
every Friday
from 5pm**