

Letters to the Editor

We apologise that through editorial oversight, the original version of this letter was omitted from our last issue.

Pied Piper II

20 July 2003

Surprise meetings with fellow RSAYS members and vessels in far away places always seem to result in fun times and great stories.

Pied Piper II entered Bundaberg Port Marina on June 11, after cruising from Brisbane on our way N, to see the RSAYS burgee flying from the Timpenny 770 trailer sailer *Musetta* — TS14S.

Intrepid owner/skipper Lloyd Cushway was on his way from RQYS in Manly, Brisbane to Darwin with then crew, Rob Hutson onboard. A brave voyage indeed on a small vessel. Given the wild weather experienced along the Oz east coast this season, we can but wonder at their progress and wish them well.

Later, Colin and Sally Fraser (*Spoonbill*) made contact with us after they had scanned the Whitsunday Sailing Club visitors' book looking

for sailing friends. We were anchored just off the club, still sheltering from the long established 25-30 knot SE and 3 m seas outside.

They were landcruising with 4x4 and caravan, and were very helpful in carting us and our autohelm drive unit to and from a suitable tradesman for refurbishment. After braving the weather on a charter sailing trip to the islands one day, they seemed quite relieved to hunker down in *Pied Piper II*'s saloon for a fun time eating, drinking and yarn telling. We once again became aware of the limitations of sea compared to land cruising. How much territory they have visited in such a short time!

Also in the Whitsundays we were lucky to have ideal weather and a plethora of whale sightings when Sally and Jack Metzger (*Emma*) cruised with us. That was a great fun week.

After putting *The Piper* up on the hard for the summer in Townsville in mid-October, we motored slowly home and caught up with Helen McGivern and Mike Fowler on *Pipitig*

Strike. They are on moorings in the Mary River, Maryborough, Qld, for the summer. Visiting family in Perth for Christmas and a couple of months working in Hobart will relieve them from the approaching summer humidity.

At Lemon Tree Passage, a protected spot in Port Stephens, NSW, Colin and Jeannie Harrison (formerly *New Address*) welcomed us into their new home. They offer their pontoon and yachties bathroom to passing RSAYS vessels.

We were then lucky enough to catch up with Bob and Pat Catley (formerly *Legend*) just south of Newcastle. Bob now heads up the Economics Department at Newcastle University. They send their best wishes to their many Squadron friends and still plan to eventually retire within walking distance of RSAYS!

Di and Ian Moncrieff

Patley11@hotmail.com

20 October, 2003

The last *Squadron Quarterly* had a temporary address for the Catleys. We have now bought a house and although not next to the sea, we are only a couple of minutes from the Sydney to Newcastle Freeway. Friends are welcome to call in if driving up the NSW Central Coast. Our new address is —

39 Riveroak Drive

MARDI

NSW 2259

02-4352-1380

Pat Catley

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CAUTIONARY TALES FROM OUR PAST

On 13 January 1904 it was reported that Dr AW Hill's *Miranda* was in collision with the steamer *Pilbarra* 'when rounding Luff Point on the Port River.' [Luff Point is on the right bank (eastern side) of the River, downstream from the docks.] A Marine Board of Inquiry reported on 6 February 1904, and Dr Hill was let off with a caution.

★ ★ ★

30 January 1904

Several yachtsmen recently anchored in the fairway of the Port River, and obstructed the passage of the *Cooyanna* into port, and now another case has come under notice, which might have resulted seriously but for the alertness of the lookout on the steamer *Pilbarra*. She was entering the harbour on Monday night, having just arrived from Melbourne, and when rounding Luff Point came upon three yachts beating up the river and standing right across her bows.

The *Pilbarra* fouled the *Miranda*, starting some of her woodwork forward and breaking the bowsprit, but the skipper of the steamer so handled his vessel that he just avoided running the other yachts down, and taking the bank of the channel himself.

These yachts were out on a pleasure excursion, and a goodly number of people were on board, so that the consequences of a collision would inevitably have been serious. To navigate the bends of the Port

River at dead low water is sufficiently a work of art, without imposing on a master the penalty of having to steer clear of pleasure parties.

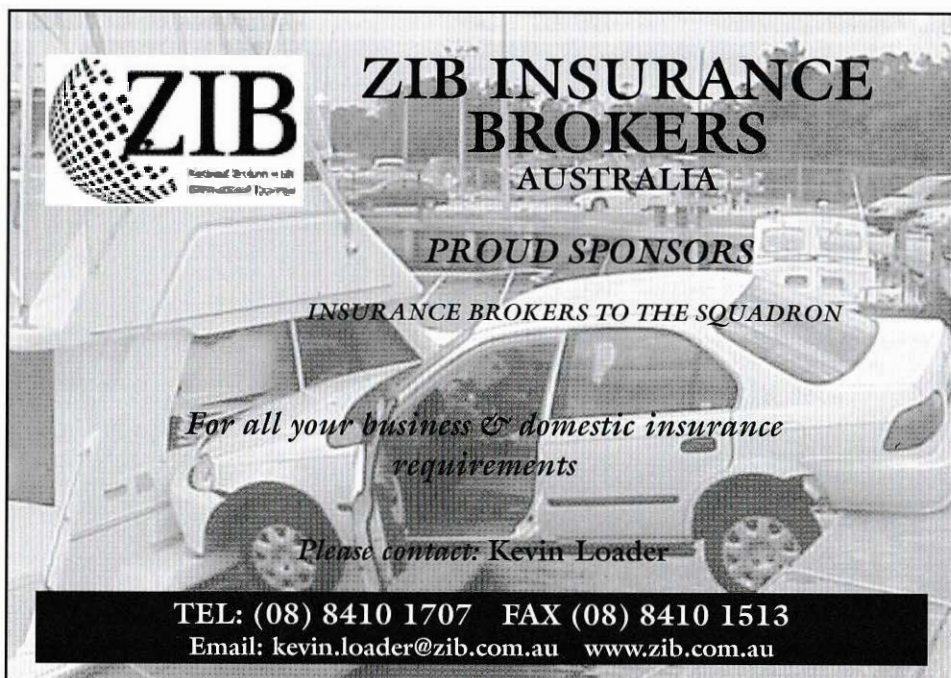
Yachtsmen should take a warning from the experiences reported during this week, and should remember that theirs are not the only craft that have a right to navigate the river. To anchor in midstream on whatever tide for angling purposes is to court a calamity, which will come suddenly some day, unless proper precautions are taken to divert it.

★ ★ ★

30 December 1905

J Crowther's *Shona* was sunk at Outer Harbor on Christmas night after colliding with a lighter towed by the tug *Wato*. There was no personal injury to Mr Crowther or his two companions. On the same day Dr Angove's yacht *Pixie* capsized in Spencer Gulf, but nobody was hurt and she competed in a New Year regatta... *Shona* was found with difficulty and raised, but 'it will cost a big sum to repair her.' (Lowest tender said to be £124).

Litigation was commenced for £158, and judgment was reported in January (undated). *Shona*, *Wato* and the lighters were all at fault, and *Shona*'s owner was awarded £48/8/4. The yacht was valued at £80. Mr Crowther sold the hull to Pickhaver the boat builder and promptly left for England. [*Shona* was previously owned by Mr EF Belt.]



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