

vested in the Manager or a Member of the Committee to authorise removal of coats.

The following are the only exceptions:

Summer Time - 1st November - Easter

The wearing of a coat is optional. The wearing of tailored shorts, long socks, with collar and tie is permissible as also is the wearing of a suit of the safari type.

When forecast temperature for the day is 37°C or above, ties need not be worn.

Winter Time - Easter - 31st October

The wearing of a coat is obligatory at all times but in lieu of a tie, a suitable roll neck shirt may be accepted.

(b) Coats must be worn in Dining Room on Friday evenings.

The Manager or a Member of the Committee has absolute authority to request modification of attire when it is considered necessary.

The Club looks forward to welcoming you in our premises.

ANTHONY GERARD - Chairman

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6/7/81

Dear Editor,

I have been reading and enjoying the contributed articles over a long period and many of them have brought memories flooding back. In particular, The First Cruise of Nerida, 1934, has stirred memories, as I met and boarded NERIDA on that occasion and in later years had the privilege and pleasure of a business association with the then owner. The crew were all known to me and, if memory serves me aright,

Chris Dabovitch was on board and whilst sampling the Coopers, entertained us by playing records of sea shanties on the gramophone (built into the cabin furniture) and raucously roaring the choruses, whilst we others sampled the Gold Label Port.

Mention is made of the fishing cutter GLADYS out of Moonta, with her surprisingly light white canvas including jackyard tops'l and watersail. GLADYS had been built as a yacht and brought to Port Lincoln for use as a fishing boat by the late Maurie Watherston in 1923. She was later purchased by Fred Ives Jr. who used her as a fishing boat-cum-yacht for a number of years before selling her to a Finn, Yalma Kontinnennen. The original sails were still in use in 1934 when the Finn took her over. He later took GLADYS to Ceduna where she was trapped on a lee shore and totally wrecked by a gale whilst on the primitive slipway there.

Mention is also made of "Uncle and Wally" of the cutter PLAYFAIR. Both came from Germany and during the war these two harmless and most obliging souls were interned. PLAYFAIR had a steering cockpit, the after end of which was open to form a locker beneath the deck, extending back to the transom. In that space, over a number of years, a pair of swallows nested and raised a number of broods. The birds were quite tame and would zoom in on PLAYFAIR whether at anchor in Boston Bay or elsewhere, or under way between the fishing grounds anywhere between Thistle Is., Wedge Is. or Sir Joseph Banks group. They would never approach any other cutter in error.

The cutter JENNIFER was built by the late Axel Stenross for Jack Green, who assisted with the construction. Green had been fishing in the old ketch-rigged MERMAID, also known later as the DIGGER, when taken over by his brother Jim. She was lost years later at Spilsby Island. Jack Green had established a charter-type cruise and fishing holiday and found MERMAID unsuited for the work. A number of prominent Adelaide businessmen became regulars, among them Aana J. Stevens (real estate), also members of the medical profession and the late Fred Cornell. It was the latter who encouraged Green to get a more suitable boat and guaranteed the finance and charter



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parties. Significantly, JENNIFER was named after one of Fred Cornell's daughters.

The BRITANNIA was owned and sailed by a Dane, one Magnus Kristensen. I well remember the first race to Tumby Bay, organised by the Port Lincoln Yacht Club and in which both BRITANNIA and JENNIFER were entered. BRITANNIA was sponsored by the late Kevin Henderson of the Boston Hotel and JENNIFER was under charter to Fred Cornell. These two cutters were within a biscuit toss from start to finish, enabling the parties and crews to offer and accept numerous bets (in grog only) on the outcome of the race. I crewed in a Tumblaren-type boat designed and built by the late Knut Midtvik, a Norseman. It was a queer sight to the local fishermen, who dubbed it the GARFISH and predicted all kinds of fates for it. It was the boat's maiden voyage and we finished well back. Alongside the jetty, we were met and offered lashings of grog by the successful bettors.

It amused me to read of Percy Mundy, Critic, faulting the NERIDA ("the brass work wants polishing"). He had often given me the same message to convey to the late Geo. Cleland. It originated from George giving Mundy exactly the same advice. Cleland had sold his boat KATY to Mundy, who converted her for fishing. During a cruise some time afterwards, Geo. came up to his old KATY and was invited aboard by Mundy. When asked his opinion of the ship, Cleland replied "If you had kept the copper kettle polished, I'd say O.K.". The kettle had been sold with the boat and become quite black from Primus soot.

There is no doubt NERIDA'S owner and crew went everywhere and checked everything. Not many Squadron yachts have been in Peake Bay, nor many Port Lincoln yachts either, and only a few of the older fishermen who used to work around Bolingbroke and Peake Bay. It is a good locality to avoid, unless you are prepared to watch your marks carefully. The late Charlie LeBrun used to moor JEAN there, close by his farm. The only other Squadron member I know to have been in Peake Bay is Doug Verco, who can tell you of a very scary night when he

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slipped and buoyed his anchor and cleared out. If he had not taken the necessary precautions before turning in, he would have been caught nastily.

Alan Payze.

## WALES STATE RESCUE HELICOPTER

The Wales State Rescue Helicopter Service is a unique example of cooperation at several levels. The helicopter is leased from Lloyd Helicopters Pty. Ltd. by joint action by the State Government, Radio 5AA, Television Station SAS10 and the Bank of New South Wales.

It is also unique in this country, and so far as we know anywhere else, in the way in which it is deployed on a co-operative basis by four prime users. These are Police, St. John (for medical retrieval teams), Country Fire Services and Surf Lifesaving. The interior has been adapted to accept two special stretchers and to accommodate medical monitoring and emergency equipment. It can seat four passengers or carry two passengers and two escorts. The equipment added to the helicopter includes a winch, life raft, pop-out floats to allow it to land on water, a "Night Sun" very bright light for night work, and, it is hoped shortly to obtain gyroscopic binoculars which overcome the problem of vibration which prevents the use of ordinary binoculars in flight. Total costs of the added equipment were more than \$75,000.

A remarkable feature of the helicopter has been the development of its radio systems. In addition to the requirements of the Department of Transport each of the prime users has independent radio services. It has proved an intricate matter to provide resources which allow the different services to maintain contact with their own headquarters and with personnel on the ground, as there are six F.M. two-way radios involved. In addition there is a marine radio so that contact can be made with Adelaide Radio and with ships at sea. For example, it is possible for the helicopter when being used for fire fighting purposes to allow both Police and CFS personnel aloft to maintain direct contact with their own headquarters and with their different personnel on the ground.