

Peter McBride has pointed out an editorial error in the illustration accompanying the account of the first Orontes Cup of 1931, published in March 1998: 42. The caption of the very old photograph (taken in about 1910) of vessels in the Black Point race should have shown *Norallie* as the yacht on the right of the picture, not the left. *Norallie's* distinctive spoon bow can be distinguished readily from the straight stem of the original *Solace*. This was our error, for which we apologise, and we wish to set the record straight.

Older Members will be sad to hear of the death in Queensland of John Harrington, after a long illness. He was a notable personality, with a flashing wit, an engaging sense of fun and an ability to produce attractive meals from sparse ingredients. When John was about, ripples of laughter signalled the pleasure his company gave to the many people with whom he participated in racing, cruising and the fellowship of the Squadron.

It was pleasing to see 50 or more boats enjoying the annual 'cruise' to Birkenhead Tavern in idyllic conditions. The first of these events took place on 9 November 1969, when the Squadron sailed and motored in company to the place where we began exactly a century previously. This was the Clubhouse Hotel, on the south-eastern corner of the Jervois Bridge, which was then still operating. We seem to remember that this was at the suggestion of Harry Cook, but if somebody knows more of how it began, please tell us so. An annual commemoration has continued ever since.

We were very impressed by the cheerful and competent fashion in which the tender driver operated his craft. A suggestion for next year would be to charge \$1 a head for each person transported ashore and to return to the boats. The money would be placed in a collection tin, with no change to be given. If the event were to be as well attended as this year, quite a tidy sum would be raised. Knowledge that the journey would cost money might also encourage more vessels to use their own dinghies, thereby reducing the delays waiting a turn for the tender.

David Harries returned from the marina conference with some news of Members and their vessels. At Royal Queensland Yacht Squadron Roger and Marion Holden's *Marionette IV* literally flew our flag, with the Squadron burgee proudly aloft. Barry Worrall was also there, well and fighting fit in the process of returning *Cardigan Bay* to our pool. There was a big blow there, with gusts recorded at over 80 knots. Some Etchells were blown off their cradles. We recall a yacht blown from one of the old two-armed cradles on our traverse in a heavy blow about thirty years ago, so boat owners should not be complacent at this risk. Incidentally, Ian and Di Moncrieff are back in town, having left *Pied Piper* at Mackay for the summer season with its risk of cyclones.



Bolero II was well placed for the wedding of Bob Jackson and Angela Mickan, who held their wedding reception at the Squadron on 10 October, 1998. Bridesmaids were Debbie Panagis and Marilyn Simmons. (Mike Hambidge)



Don Morton sent Jim Howell a photograph of *Seasalter*, taken recently in Fiji. She was built by Clausen & Sons of Port Adelaide in 1935 for Rev AGGC Pentreath, Headmaster of St Peter's College. Originally a yawl, 39 ft 6 in overall, beam 10 ft 6 in, draught 6 ft 6 in, she has been converted to sloop rig. Rev Pentreath returned to England in 1944, and when she competed in the Sydney-Hobart Race of 1949 the owner was DH Jarvis. Len Wigan was a member of the crew.

According to the information on the back of the photograph, the provenance of *Seasalter* since then has been —

1951-56 D Teakle
1956 T Carlton (Vic)
1962-66 GJ Fox
1966-67 Dr H Hoben (Vic)
1967-77 T Mitchell (Vic)
1977 R & G Rule
1984 Noel Williamson, Sandringham (Vic)
1991 Gordon Elcock,
C/O PO Opua, Bay of Islands, (NZ)

Please note that the December Quarterly Meeting will be held on Thursday 17 December, not Wednesday as is our usual practice. SQ

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