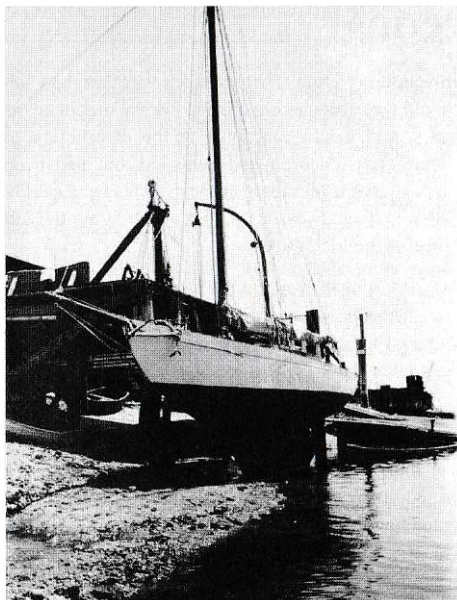




Careening Tom Hardy's Norallie against the Hydroplane Wharf in 1930 would now be a strictly forbidden activity. (Wigan album)

Slips are underutilised and a horizontal lift, which could be used at all tides, would require as much as \$300,000. Activity does not justify such an expense and utilization has to be increased. This may mean outsourcing to someone else who may take in some commercial work. **SQ**

Reminder

Adelaide to Port Lincoln Yacht Race and Race Week

1 March 2002

A new committee has been formed and our Chairperson is

Ms. Fran Solly -0427 013 509 -
fransoll@sp.tafe.sa.edu.au

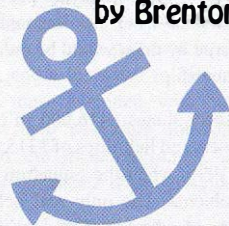
who has everything well in hand.

**DON'T FORGET TO WRITE IT IN
YOUR DIARY**

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Racing Penance

Wayne Knill

'Racing Penance' is perhaps misnamed this time around, as very little of my time has been spent on the water lately. Winter for me is doing all the little things around the house and collecting enough 'Brownie points' so I can play sailboats again during the warmer months. A familiar story with many people I'm sure.

At least there are plenty of familiar Squadron faces at the Port Power matches at Football Park, and this seems to be where the old Dragon adversaries now congregate to reminisce on the good old days. Ivan Godfrey is a regular, a bit slower these days after a recent knee replacement operation, although all agreed he could still hold his own in the back pocket for The Crows. When on the subject of Dragons, the bar talk inevitably leads to Laurie (The Baron) Deacon. Always a fierce and intimidating competitor, legend has it that one day a rival had a slight edge in boat speed going upwind. Just as the other boat was about to sail over the top of him, The Baron luffed savagely. The shuddering crunch of the collision could be heard for miles around. Shaken, the other

Dragon tacked away. Later, back on shore Laurie would enquire, all innocent like, 'Did we touch?'

One of these old Dragon sailors, my father Roger, is starting to slow down a bit now, gradually being worn down by a lifelong career as a boatbuilder. All his fingers have been bashed and mangled over the years by a succession of slips with the chisel, and hammer and screwdriver. He keeps in shape by sweating all day in grubby overalls during summer, and spending days on end under a trawler grinding off the antifouling, which even after a couple of showers still turns the water blue.

But it does have its moments. The old man was chuckling about one job he had recently. A trawler had been up on drydock at North Arm for a few months for some general maintenance and repairs. When returned to the water, she immediately started taking on water from the numerous cracks that had opened up as she had dried out.

The trawler was found half submerged the next morning, and the first few hours of the day had been devoted to pumping her dry. Things were desperate. The owner phoned through an SOS call to Searles, a



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