



# SQUADRON

*Seamanship & Fellowship*

*Quarterly*

ESTABLISHED IN 1869

Volume 40 Issue 2  
Winter 2026



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### Editorial by Fay Duncan



This edition of the *Squadron Quarterly* continues the important role of the magazine as a valued form of communication for all Members, sharing news about Squadron matters, the excitement of social events and the sailing achievements of our varied membership. It also provides a permanent record of Squadron events since 1962 and in its current format since 2006. The Commodore's report is an overview of the last two years for the interest of Members and to provide such a record.

The Members of our Club have a wealth of interests, skills and experiences and this edition especially shows their willingness to write articles that inform and even inspire us, from Leila's Story to Tim's Crew, and to read about local events as well as the experiences by Helen Moody and Helen Kearney in the northern hemisphere.

The magazine is a high-quality publication which is available online in a digital format and printed copies are available for collection at the Clubhouse or can be mailed at no cost. The production by Roger Oaten is highly professional, and his skill in formatting text and photos adds significantly to the presentation.

The editorial team is a group of dedicated volunteers who willingly obtain and follow up articles, and I have been fortunate to be a part of that team for eleven years. I was a proof-reader for five years when Sally Metzger was Editor, and then a coordinator when Kathryn Crisell and Brigid Dighton were Editors.

After my decision to retire from the team a year ago I was relieved when Tim Whitrow agreed to be the Acting Editor for two editions, with responsibility to obtain sponsors to cover the cost of printing. Lisa Smedley was Acting Editor for the next edition but found that other commitments meant that she couldn't continue. I agreed to be the coordinator for those editions but it is time for me to pass responsibility to someone with renewed interest and fresh ideas who will take on the role of Editor to ensure the future of this valued publication.

I admire the contribution by these Editors and all the members of the editorial team over the years, and I am sincerely grateful for their understanding and support.

Like other volunteers I have gained enormous satisfaction from contributing to the Squadron while also forming valued friendships, and I will continue to be proud to be a Member of this wonderful Club.

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*Rival* (Ned Dally) and *Inukshuk* (Rob Large) becalmed during a Twilight race. Photo: John McKenzie from *Aquitaine*

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### Squadron Quarterly:

Deadline for the Spring Issue is 16 August 2026

Advertisements, editorial and photographs can be sent to:

- [rsays@rsays.com.au](mailto:rsays@rsays.com.au)
- left at the Squadron Office.

### Notes for Contributors

- Articles submitted should be typed as a Word or plain text document. Up to 1,500 words and four to six photos will cover two pages, 750 words and two or three photos will cover one page
- Photos should be (a) in focus, (b) JPEG format at high resolution and (c) sent separately and not embedded in a Word or text document or downloaded from the internet

## DINING FACILITIES

### Dining Room

Available for functions and for hire

### Jimmy's Bar

Please refer to the RSAYS website: About → Club Facilities for current bar and dining times

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## DISCLAIMER

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**I**T was in July 2024 that I was elected your Commodore and as this will be my last *Squadron Quarterly* article, I have chosen to present an abridged updated 'Squadron report' summarising an overview of what has transpired over the last two years.

Since taking office in 2024, a number of significant events have shaped the Club for the better. The incoming Management Committee faced considerable challenges from the outset, including the very real risk of trading while insolvent. At the same time, the Club had been operating without a General Manager, with a newly-introduced accounting system which was not functioning effectively, and the financial records were in disarray. The then Treasurer was unable to sign off the balance sheet for audit purposes due to inaccuracies and a lack of clarity in the data. Matters were made even more complicated by certain legal matters within the Club membership which consumed much time, effort and expertise to resolve.

To address this, an external accounting firm was engaged for several months to resolve irregularities and stabilise the financial systems. This work has since enabled the Club to operate on a much sounder financial footing.

A professional recruitment agency was also engaged, resulting in the appointment of our current General Manager, Hayley Hunt, in April 2024. This position was very keenly sought after as it attracted more than 80 applicants. Her leadership has been an important part of the Club's progress.

The marina refurbishment and repairs project began as a joint venture between the Limited Board and the Incorporated Management Committee. While initial progress was encouraging, serious design and financial issues emerged in 2024, bringing the project to a halt. After these matters were addressed, the project resumed 12 months later with the support of independent consultants, and significant visible progress was achieved by late 2025 and continues in a planned way.

In response to growing concerns about Member harmony, an independent mediator was engaged to conduct a Club-wide survey in March. Approximately 10% of Members responded, which is considered a meaningful sample for this type of exercise. The findings were presented and discussed at an open meeting, leading to a number of observations and recommendations. The Management Committee recognises the importance of this feedback and is committed to addressing these matters in a structured and transparent way over the coming months. We hope to see positive steps to simplify the governing structure of the Club which has become unwieldy and poorly understood by Members, which was clearly demonstrated in the Health Survey results in April this year.

For the last two years, I have written a weekly brief account of what has been happening around the Club in 'Commodore's Corner'. The intention was, and still is, to supplement the General Manager's report which is published at the same time. Some Members have expressed anxiety over the presentation of financial details in the recent past. It is less than 12 months that this has been anywhere near possible, but at long last it has been rectified and data will be more readily available to Members as they have requested.

Loyal Members as well as visitors to the Club have voluntarily expressed how the culture has improved markedly over the last two years and all credit goes to the Management Committee and the General Manager. This has been very challenging. There is no doubt that this change of spirit has been a contributing factor in attracting new vessels into the pool.

I would also like to acknowledge the ongoing and significant contributions of our generous benefactors. Most recently, their support has funded the renovation of the upstairs balcony – an improvement that not only enhances Member experience but also signals to the wider community that



the Club is in a far stronger position than it was two years ago. We also owe a great deal of gratitude to the late Brian Sutherland, the RSAYS Foundation, and also to the Henshall family for their generous support in providing funds in support of the official start boat.

A defining strength of our Club lies in the resilience of its Members over more than 150 years. While the past six months have presented challenges, the resolve of the Management Committee, combined with the strong support of the majority of Members, has enabled us to take meaningful steps toward a more positive and inclusive Club culture.

All elected members of the Management Committee have demonstrated dedication and commitment to the Club's long-term wellbeing. We have moved beyond survival mode and are now firmly focused on a future of stability and prosperity. That, I believe, is a legacy worth building on for those who follow. The most important ingredient for a happy and collegiate culture comes from common decency and respect towards each other.



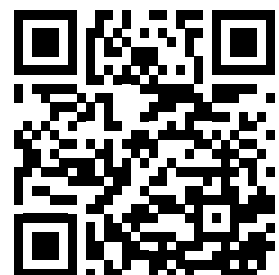
## Welcome to New Members

We welcome New Members who have recently joined the Squadron

Family: Steven & Christine Edwards (*Nehani*)

Crew: Cassie Tidswell

Country: Sean Moore



Scan the QR code or click on it to go to the RSAYS website for information about applying to be a Member.

# From the General Manager

By Hayley Hunt, General Manager



**A**s we conclude the Squadron financial year ending 30 April, I am pleased to report that the Squadron has achieved a second consecutive trading surplus.

This result is particularly encouraging given our increased investment in marina and maintenance throughout the year. A key priority was the significant improvement works to G Row, with approximately \$137,000 funded directly from RSAYS Inc funds.

We were also pleased to meet our full rental commitments to RSAYS Limited from May 2025 through to February 2026, before successfully negotiating a new monthly rental agreement commencing 1 March.

Looking ahead, the new fuel berth leasing structure will begin on 1 June. Members should notice very little operational change, while benefiting from a guaranteed diesel supply through Flinders Ports procurement arrangements.

Over the coming months, we also expect to strengthen our Office team with two new appointments. Recruitment is currently underway for a casual/part-time Marketing Assistant role, following recommendations from the Squadron Health Check, as well as an Administration & Finance staff member.

There are exciting opportunities ahead as we continue our transition from scarcity to abundance and focus on growing sustainable revenue for the Squadron.

I look forward to seeing members at the Annual General Meeting on Thursday 30 July at 7:30 pm.



## Leila's Story

By David Ingleton

**H**AVE you heard of the song 'From little things big things grow'? It was written by Adelaide musician and songwriter, Paul Kelly. This story fits the song well.

Several years ago in a conversation with a friend's daughter, Leila Massisimo, she mentioned that she was interested in sailing. We invited her to visit us at the Squadron to come for a sail on *Shanti* and try out the Juniors program. Leila did that and discovered that she loved being on the water so she began to learn to sail in Optis and Pacers. It wasn't long before she found herself on *Take Five* sailing Twilight races with Steve Martin. Little did Leila know that this was just a beginning!

Through the high school that she attended, Leila heard about youth sponsorship on a *One and All* voyage being offered by the Rotary Club of Mitcham. She applied and was successful. This led to Leila undertaking a five-day Youth Voyage in April 2024. By October of the same year Leila had signed on as a volunteer and began day trips, followed by a Gulf trip and sailing to Kangaroo Island. Over time, Leila gained experience and qualified as a watch leader in late 2025.

While doing that, Leila discovered she loved the rigging and sails. This led to Leila being awarded a cadetship to study at the Maritime College by Flinders Ports Holdings. Leila qualified for a Boatswain Class One – Near Coastal. That meant that she could skipper vessels up to 12 metres and be first mate on vessels up to 24 metres.

In April of this year Leila did her first voyage as Boatswain on the *One and All*, which meant that she was responsible for all parts of the ship from the deck up – a daunting challenge! During the voyage she had unfurled the forecourse square sail but suddenly the ship was hit by a 40 kt squall. Leila and three other crew went aloft to do a job normally done by eight people. They also had to furl the nock staysail which wasn't an easy task either. All this time they were standing on footropes. Suffice to say, all the sailors were exhausted when they got back on deck with very sore feet.

As she is completing school this year, Leila wants to undertake an apprenticeship in tall ship rigging. She anticipates going to Tasmania or maybe even overseas to pursue her dream. We wish her well. From a first sail at the Squadron to sailing the world – what an adventure!



**The following is an extract from the RSAYS Member e-bulletin on 7 May: A legacy from the late John Powell**



**Cheque presented by John Powell's son**

Last Saturday marked a heartfelt and inspiring moment for the Squadron, as Dis-Able Sailing was presented with a generous \$5,000 cheque from David, the son of the late John Powell.

John Powell was the Squadron's longest-serving member, having dedicated more than 80 continuous years to the Club before his passing last year. In a final act of generosity, John bequeathed the funds specifically to support the Dis-Able Sailing program—ensuring that his passion for the water and the community will continue to make a difference.

John's legacy will live on through this important program, which provides inclusive sailing opportunities and is supported by the dedication of Members such as Bob and Dierdre Schahinger, along with many other committed volunteers.

John's son shared that he hopes his father's story will inspire others within the Squadron community to consider leaving a legacy of their own. By supporting programs and projects like Dis-Able Sailing, Members have the opportunity to create lasting impacts that will benefit future generations.

This generous contribution is not only a tribute to John's remarkable life and commitment, but also a powerful reminder of how one person's vision can continue to shape and strengthen a community for years to come.



**DIS-ABLE** Sailing's first group to come sailing on *Freedom* were five people and a dog from the Royal Society for the Blind (RSB) on 15 November 2009. It just so happened that the *Young Endeavour* was anchored in North Haven bay so they sailed out and around the brigantine, but had to motor back to the wharf as the wind died. The dog stayed ashore.

Since that time many groups have come sailing, such as Can Do 4 Kids, Anglicare, Northlink, Autism SA, Disability SA, and Flinders Medical Centre Brain Injury Group. Bedford first came in January 2015 and continue to enjoy sailing with us, as do groups from Minda who have been coming nearly as long due to the Recreation Leader at the time being a Member at the Squadron. Currently *Freedom* is taking groups out every Thursday and two Wednesdays a month.

Dis-Able Sailing Inc is a not-for-profit organisation run entirely by volunteers. It receives no government funding and relies on grants and donations for income. The cost to groups is \$20 per person on board including staff members, and this covers Corporate Membership fee, monthly berth fee, monthly jinker hardstand, monthly locker for life jackets and boat insurance.

We don't go out when the weather is windy so this year we took out only one group in February and one group in March, so the finances were not looking good. Very, very many

thanks to David Leslie of *Koko* who donated \$2,000 after talking to Bob in Jimmy's Bar when he learnt of the heavy increase in the Corporate Membership for 2026/2027. Thank you David. John Powell's generous \$5,000 to support the Dis-Able Sailing program is recognised above, and by arrangement with the General Manager it has been credited to Corporate Membership and the marina fee for the season 2026/2027.

Sailing on *Freedom* gives people who would otherwise never get the opportunity to experience some healthy and meaningful outdoor activity which enables them to increase boating confidence and safety knowledge as well as to work as a team. The onboard talk is about boat safety (everybody wears a life jacket), and participants and friends enjoy the sun, the salty breeze, the sounds of the sea and everybody gets a chance to steer – doing doughnuts is popular! Highlights are seeing seals on the rocks on the northern revetment and the delight of dolphins in the River. Seagulls and cormorants are noticed only by the smell, especially when they are nesting.

Perks for being a volunteer with Dis-Able Sailing are being able to race *Freedom* in Twilights, Winter Series, Women's Series, some Saturday races, Short-handed races and SAWKR. Our main volunteers are Bob, Benjamin, Dennis, Julieann and Peter who are all wonderful.

"Volunteers are not paid – not because they are worthless but because they are priceless."



**ICASPA**



**Freedom sailors**



**She saw lots of seals**

# Racing Committee Report

By Kevin Kelly, Chair



## Racing Presentation Night Season 2025-26

**WELL**, the silverware has been distributed once again to recognize the outstanding achievements of our racing skippers and crew for 2025-26.

We all know that racing is not just about the trophies: it is about the fun, the challenge, the competition, the fellowships and the memories. However, for those who have done well over the course of the season, it's nice to finish the season with your name on one or two of the Squadron's priceless trophies.

The beautifully polished silverware was generously refreshed once again by our House and Social Committee volunteers.

Presentation Night was a wonderful success with more than 110 people attending in the beautifully decorated dining room (a big thanks to Helen Kearney). Once again, it was my honour to be MC for the evening with support from David Leslie, Helen Kearney and Anna-Mieke Kappelle.

Vice Commodore Owen Haskett provided a formal welcome to our special guests, volunteers, skippers and crew. Owen acknowledged the recent passing of Brian Sutherland, an avid supporter of racing and owner of *Wilbur* (an official race boat). Later in the evening his widow Pauline Sutherland was presented with a framed Squadron burgee to

commemorate Brian's generosity and support of racing. The burgee had been flying on his boat *Wilbur* for several years while officiating in races throughout the season.

Our race volunteers do a tremendous job in supporting us and making it possible for us to race, and the racing community is thankful for the loyalty and reliability they show week after week. Throughout the season our core volunteers have included: race officers Darryl Emery, Peter Boyd, Geoff Beacham, and duty crew Jasper Bowering, Gerry Valk, Ric Ottaway, Langdon Hamlyn and Peter Hansen. In addition to this we would like to thank Roger Oaten and Geoff Beacham for setting up our racing in SailSys and producing the results, Bob Schahinger for handicapping, plus Andrew Waterman and Lisa Bettcher as our Protest Committee (thankfully this Committee has not been kept very busy over this period).

## The Commodore's Shield back with the Squadron

This is an annual teams competition between RSAYS and the CYCSA, based on the results of the top three boats from each Club in Div 1 & 2 over the course of the Inshore series. This competition has been a fierce but friendly rivalry between the two Clubs for many years. The Squadron boats achieving the results for the series were *Nerana*, *Outrageous*, *3 Cool Cats*, *Quarante-deux* and *Mystery Taxi*.

This group was successful in overcoming the CYCSA team. The Commodore of CYCSA Andrew Saies presented the Shield to our Vice Commodore Owen Haskett on Presentation Night.

During the 2025-26 season our boats have had plenty of opportunity to test their racing skills, work on our handicaps and occasionally win some wine. This season we hosted 88 races as part of nine programmed series, of which 19 races were abandoned due to poor weather conditions. A total of 41 different boats competed in these races. Our boats have represented the Squadron in regattas across Australia including: east coast races (four between Sydney and Hamilton Island), King of the Gulf, Port Lincoln, Easter Regatta, SAWKR, Premiers Cup, Queen of the Gulf, Great Southern Regatta, Multihull National titles, Marley Point race, Christies to Hobart Wreck race, and even a fleet of radio-controlled yachts competing in Portland, Victoria.

Along the journey many boats have shared their experiences with us on social media platforms, enabling us to feel a part of their experiences and provide them with encouragement from afar. To recognise their creativity in sharing their experiences, this year we introduced a Social Media Excellence award (not unlike a Logie), which had five nominations (*Bowline*, *Inukshuk*, *3 Cool Cats*, *CarbonTest.au* and *The XX Factor*) with the winner being Cool Cats Yachting. With over 3,400 followers of their Facebook page and another east coast campaign coming up this year, they are definitely worth following on Facebook.

## Women's Racing

Women's racing at the Squadron continues to grow in participation and competition. Two of our boats won the SAWKR event at the start of the season (*The XX Factor* and *Quarante-deux*), an all but one women's skipper and crew competing in the Sydney to Hobart race (*The XX Factor*), and many women taking part in offshore and inshore racing. Helen Kearney presented the trophies for women's racing and the winners were: Blue Diamond Women (*Blue Diamond*) Alana Francis (*Freedom*) for Women's Series PHS and Barbara Parker (*Papillon*) for the Women's Keelboat Invitation race.



**Volunteers: Ric Ottaway, Geoff Beacham, Jasper Bowering**



## Key highlights from other racing results

The Bolton Cock of the Walk trophy for the most number of fastest finish times came down to the wire in the second-to-last race of the season, with five boats all in contention and *Crosshair* triumphant, being fastest in the James Howell trophy and taking the title. The Twilight Cock of the Walk went to 3 *Cool Cats*.

*Blue Diamond* shone to take out the Tri-Series, which was a combined series with CYCSA and PASC as a subset of the Inshore series.

*Nerana* – Chris Perry won the Inshore series Div 1 AMS & PHS, the Winter Series AMS and PHS, Jubilee Cup, Hawes Cup and Club Champion award.

*Quarante-deux* – Lloyd Cushway won the Inshore series Div 2, along with the TG Flint Trophy and James Howell Cup.

*Inukshuk* – Rob Large spent Easter in search of trophies rather than Easter eggs, winning three of the Easter regatta trophies. He also won the Haystack Island race.

*Summer Jewel* – Ian Flint enjoyed success in Offshore racing winning four trophies, including the Clive Fricker Memorial trophy for fastest in the Port Lincoln race.

*Silver Gull* – Rob Hutson was beaming, taking out the Bunday Cup and also the Small Boat series.

*Mystery Taxi* – is also deserving of a special mention for their performances in regattas which include: The Premiers Cup, Queen of the Gulf, Great Southern Regatta and Port Lincoln Regatta.

## Club Champion Award

Chris Perry and the crew of *Nerana* have managed to go back-to-back winning this award. The award is designed to recognise the outstanding performance of an individual boat from the overall results achieved throughout the season. Points are awarded to boats achieving placings in races and are accumulated to determine the winner at the end of the season. *Nerana* consistently achieved placings across the Winter Series, Inshore Series, Trophy races and several offshore races and regatta events. As mentioned previously, they were winners of the Inshore and Winter Series. Late in the season Bob Schahinger and the *Freedom* crew mounted a challenge and got close to the leader, but *Nerana* finished the season strongly. The top five boats in the championship were: *Nerana*, *Freedom*, *Quarante-deux*, *Blue Diamond* and *Outrageous*.

## Skipper and Crew Night

The Racing Committee have been collaborating with CYCSA and PASC to combine our racing competitions over the 2026-27 season. While we will continue to have an internal Club competition, our boats will be actively competing against boats from other Clubs to achieve success in the combined competition. This was discussed at Skipper and Crew Night and is well supported by the racing community. An Offshore racing survey was conducted prior to the meeting to determine preferences for next season. The views were to expand the number of races (including a Kangaroo Island race) and include a combined racing competition.

A proposal to change the approach to the temporary membership Sail Pass process was discussed, and the feedback provided will reshape the proposal that the Racing Committee will refer to the Management Committee for consideration.

Skipper and Crew Night was quite productive with around 50 people participating and diverse views being expressed for the Racing Committee now to consider.

The Race Committee for 2026-27 is: Kevin Kelly (Chair), David Leslie, Chris Perry, Bob Schahinger, Jim Gordon, Rob Large, Geoff Beacham (co-opted), Helen Kearney (co-opted)

## Colin Fraser (Kaesler and Spoonbill) – an inspirational competitor

Colin retired from sailing following his final race on *Kaesler* on 20 December 2025 after almost 50 years of membership and racing. Being one of our Club racing legends the Racing Committee decided that we should hold a commemoration for Colin's racing achievements, his influence on other Members and contribution towards sailing after the final Inshore race.

On Saturday 11 April we did just that and had good turnout for the presentations and particularly to honour Colin Fraser.

Bruce Roach, Chris Perry and I provided a tribute to Colin for his influence and achievements in racing over almost 50 years. He joined on 10 March 1977 to sail with Chook Wall-Smith on his Half Tonner *Rouseabout*. In the mid-1980s to 1990s he sailed on Half Tonner Keith Adam's *Peacock* and Wilbur Tedmanson's *Hecate*. In December 1991 he bought Half Tonner *Spoonbill* and raced until December 2005. He then launched Sydney CR39 *Kaesler* with its first race in January 2006. Over the next 20 years he raced Inshore and Offshore and several Port Lincoln Races. While his name is on many perpetual Trophies his influence on competitive sailing has rubbed off on numerous skippers and crew over the years (several going on to become Squadron Commodores).

At the presentation, Colin of course had to have the last word and acknowledged his long-serving crew and the camaraderie he enjoyed with other skippers and crew.

The final crew were: Colin Fraser, Bruce Roach, Doug Glover, Andrew Smiles, Eddie Smiles, Ben Young, Rudi Regel, David Burnett and Peter Hutchinson.



# Eileen Hardy Trophy Recipient – Sophie Bishop

By Emma Watson, recipient of the trophy in 2025

First presented to Eileen Hardy OBE in 1928, this perpetual trophy has long recognised outstanding seamanship by a female racing sailor. Rededicated to the Squadron in 2010 by her grandson and Member, John Hardy, the trophy is awarded each year to the best performed yachtswoman, as selected by a panel of women sailors.



**T**HE 2026 Eileen Hardy Trophy was awarded to Sophie Bishop, an exceptional sailor whose dedication, skill, and leadership have enriched every corner of our sailing community. Since joining the Squadron in 2016, she's become a driving force for women's sailing, a passionate ambassador for the Club, and a formidable competitor across both inshore and offshore racing.

Sophie champions women in sailing through her leadership as Chair of the SheSails Committee, valuable contributions to the Racing Committee, and enthusiastic involvement in community building events such as Something on Fridays. She's proudly represented the Squadron at the Australian Women's Keelboat Regatta (AWKR), South Australian Women's Keelboat Regatta (SAWKR), the NT Women's Regatta, and numerous Women's Series, while also contributing to the restoration of the Club's J24 fleet.

On the water, Sophie is a powerhouse. Most at home on the bow, she brings deep technical knowledge, calm precision, and an eagerness to continually expand her skills – whether handling asymmetric or symmetric kites, code zeros, or staysails. Her versatility across positions, including her impressive helming in challenging offshore conditions, has earned the admiration of skippers.

Sophie's commitment to coaching and mentoring is equally outstanding, generously sharing her expertise at Come and Try days and supporting new sailors stepping into

foredeck roles. Her contribution to boat preparation and maintenance is unwavering. From rig setup and raceday readiness to sanding hulls, rebuilding winches, and even being hoisted up the mast whenever it's needed, she is always there, always contributing, always lifting the team.

On performance, Sophie's impact is undeniable. Her anticipation of manoeuvres, clear communication, and constant attention to wind, waves, trim, and balance have been instrumental in a string of strong results this season, including multiple firstplace finishes across the Reverie, Orontes, and Tapley Shoal trophies, as well as podium results in the Inshore and Shorthanded Series.

Sophie's racing resumé is extensive and impressive: Sydney to Hobart (2022, *Papillon*), Sydney to Gold Coast (2025, *Cool C4ts*), the 1000nM VicMaui (2016, *Expresso*), nine Adelaide to Port Lincoln races, countless offshore races, and a wide range of inshore series and regattas across numerous boats, including *Taniwha*, *Papillon*, *Clockwork*, *Inukshuk*, *Enchantress*, *Silent Partner*, *Mrs Overnewton* and *3 Cool Cats*.

Her seamanship, leadership, generosity, and competitive spirit embody everything this award celebrates. Sophie lifts every boat she steps onto, every sailor she sails with, and the entire Squadron community.

Congratulations, Sophie, on this well-deserved honour!



By Sophie Bishop, Chair

**T**HE RSAYS SheSails Committee kicked off the month of March by highlighting International Women's Day at the first Twilight race of the month, which was a Women's Helm race. Every year we gather the helmswomen for a group photo after the race, and this time we included all the other female sailors too. As an added bonus, Helen Moody interviewed four of our Club's women racers who completed the 2025 Sydney to Hobart Yacht Race. It was funny and insightful, and hopefully will inspire more of us to be brave and sail that race.

We collaborated with the Cruising Committee by hosting a Something on Friday session during their Big Weekend in March. We were presenting a talk about cruising so we thought this would ensure we'd have a very receptive audience. Although our presentation was aimed at new sailors who might not have considered cruising in the Whitsundays before, it turns out most of you had already done exactly that! I think everyone was surprised to hear that you didn't need a boating licence to charter a yacht, which really means anyone can do it!

Continuing with our theme of working with the other Club Committees, we assisted Racing with the Come and Try session held in March. Juanita provided her sailboat as one of the training vessels and acted as a mentor as well. Emma and I each hopped aboard one of the other boats to mentor and assist where we could. The conditions were perfect! If the participants didn't fall in love with the sport after a day like that then nothing was going to convince them!

The SheSails Committee's current focus is on increasing the number of women in leadership positions at the Club. Why aren't there more? What would it take to increase this number? If you have any suggestions or feedback you'd like to share with us, please reach out to any of the Committee members, Send us an email to [shesails@rsays.com.au](mailto:shesails@rsays.com.au) or find us on social media @RSAYS SheSails.

The current SheSails Committee members are Juanita Ottaway, Emma Watson, Julie Bernardo, Sophie Bishop, Janet Thornley, Jeanne Harrison, Helen Kearney, Helen Moody and Carolyn Sugars.



Tracey McInerney and Mary Foster (*The XX Factor*), Jodie Ward and Martina Nicholls (*Cool C4ts*) interviewed by Helen Moody



Women in the Women's Helm Twilight race on International Women's Day

## South Australian Safety and Sea Survival Courses

[External provider – courses are open to all sailors from all clubs]

Safety and Sea Survival courses planned for South Australian sailors in June are as follows:

The course is required for a percentage of sailors in Category 1 and 2 events and in some Category 3+ events. Details are as follows for the upcoming course:

### Full Course

**Saturday, June 27, 2026** 0900-1730 (CYCSA) – Introduction, flare drill, theory

**Sunday, June 28, 2026** (0845) 0900-1730 (The Parks Recreation Centre & CYCSA) –Theory and wet drills

**Registration Link:** <https://www.revolutionise.com.au/marinesw/events/348993>

**Refresher course: Registration Link:** <https://www.revolutionise.com.au/marinesw/events/357319>

**Sunday, June 28, 2026**, (0845) 0900-1730 (The Parks Recreation Centre & CYCSA) –Theory and wet drills

**Registration Link:** <https://www.revolutionise.com.au/marinesw/events/357319>

# Farewell *Kooringal* – Hello *Minnehaha*

By Sally Metzger

## What's in a name? A lot of thought and decision-making it seems!



**C**HANGING the name of a boat can be an emotional and controversial move. However, if the name of your newly purchased vessel has no significance to you, the decision to put your preferred name on her hull is your prerogative.

After many years of reminding popular Squadron identities John and Veronica Wickham that they'd promised to give us first preference if they ever decided to sell their much loved boat *Kooringal*, when the time came they did exactly that! It was a big decision for them to make. They've been avid Squadron cruisers, having sailed her far

and wide and have been active participants in most Squadron activities. However, luckily for us they were true to their word. They contacted us after they'd made their big decision to say farewell to *Kooringal* and gave us the first option to buy her, an American-designed and built 42' Catalina.

We tested their patience with long lists of questions about *Kooringal's* capacities and the origin of her name. They admitted they'd never really bothered to question it, focusing more on her sailing capacities, her spacious below-deck layout and the luxury of her two heads! My research showed *Kooringal* means 'near the water' to a local aboriginal Sydney tribe. As our boat *Emma's* first mate, I was given the task of choosing a name for our new acquisition. With her origins in the United States, and with us having lived there at various times and having numerous friends there, I decided that she should have an American name. While studying American literature as part of my Arts Degree at the University of Adelaide, I had read of Henry Wadsworth's epic poem (circa 1855) about the fictional Hiawatha, chief of the Red Indian Dakota tribe and his lover *Minnehaha*. Her name means 'laughing water', hence I thought it highly appropriate – a quirky and unforgettable name for our new acquisition.

The new skipper invoked the Gods of the sea to forgive us for changing the name

of our new boat, and appealed to the four points of the compass to give us good sailing in the future. A real highlight for our land-lubber guests was when the bunting attached to the halyard at the top of the mast and the spreaders broke. Jacques asked former skipper John and one of our burly friends to hoist him up to the top where he unwound the stray lines and made his way down onto the deck again, to a round of applause from the open-mouthed spectators!

We set sail the next morning, heading to the KISS event on Kangaroo Island which I'd initiated six years before. The forecast was for strong southerlies, so we headed west. Unfortunately the winds continued to be against us and we had an inglorious ending to our first venture in *Minnehaha*. We ended up heading to Port Vincent with the plan of sailing down to the Island when the storm abated. But the strong southerlies stayed and we spent a couple of days holed up in Port Vincent. The exhausted skipper reflected that he might have made a more appropriate decision to head down to the Island if he hadn't been exhausted from all the maritime merriment the day before our departure! We hope to see you at sea soon!

(\*And if you're interested in purchasing *Emma*, a much-loved, seaworthy family cruiser, we're at your beck and call!)



# A Good Crew Is Not Always Made up of Experts

By Tim Whitrow



Trans Tasman Crew: Front - Tim and Sue, Back - Leanne and Colin

**T**HERE is a quiet little myth in sailing that a good crew is made up of people who know exactly what they are doing.

It sounds sensible enough. After all, when the weather turns to soup, and the lines start looking like a half-eaten bowl of spaghetti, and something down below begins making a noise that was not making that noise yesterday, it is comforting to have a few experienced hands on board.

But here is the thing I learned bringing *Sea Dragon* home from New Zealand. Experience is useful but attitude is everything.

When Leanne and I sailed *Sea Dragon* (a 30 Tonne, 63' blue-water ketch) from the Bay of Islands back to the RSAYS, my crew was not what anyone would describe as a hardened offshore racing team. My crew included my 78-year-old mother, my 70-year-old neighbour, and Leanne: between them, there was exactly zero offshore sailing experience.

They were magnificent, and it wasn't because they knew everything – they didn't; and it wasn't because they could instantly tell a halyard from a sheet or look at a darkening sky and mutter something wise about the barometer. They were magnificent because they turned up with the rarest and most useful thing you can bring onto a boat: a good attitude.

They listened and learned and asked questions without pretending they already knew the answers. They watched, absorbed, helped, laughed, made mistakes, tried again, and slowly began to find the rhythm of the boat.

That rhythm is hard to explain to someone who has never been offshore for weeks at a time, being so remote it seems that the closest humans to you are in the international space station. A boat

at sea becomes its own little world and everything matters, but not always in the way people expect. Yes, someone must be on watch, and someone must keep an eye on the weather, sails need trimming, ropes need coiling, and things need to be checked before they become bigger things. But the real test of a crew often happens in the smallest of moments – it is how people behave when they are tired, and it is how they respond when they are cold.

It is whether they can still laugh when the boat is on the lean and the kettle is attempting to escape, and the skipper is doing his best impression of a man who is completely relaxed about everything. For the record, the skipper is not always completely relaxed about everything.

There were plenty of moments on that trip when things were new, uncomfortable or just plain strange. Boats make noises and weather changes its mind; sleep becomes something you negotiate with the universe; a simple cup of tea becomes a small engineering project; and even walking from one end of the cabin to the other can feel like a competitive sport.

But through it all, the crew stayed cheerful and willing, they trusted the boat and trusted each other, and the process.

That was more important on our trip than any sailing qualification, because you can teach someone how to coil a rope, you can teach them how to take a watch, steer a course, read the wind, or understand which line does what. You can explain reefing, navigation, sail handling and the thousand little habits that slowly turn a beginner into a sailor.

But you cannot easily teach kindness, you cannot easily teach calmness, common sense, courage, patience, or the ability to remain good company when everyone is tired and the horizon has looked the same for the last six hours.

Those character traits are absolute gold on a boat: the best crew member is not always the person who knows the most, sometimes it is the person who notices someone is cold and puts the kettle on. Sometimes it is the one who asks the simple question everyone else was too embarrassed to ask, and sometimes it is the person who admits they are nervous, then clips on, takes a breath, and does the job anyway.

That is real seamanship too – sailing clubs like ours are built on that sort of spirit. Of course we need knowledge, skill and experience, we need good skippers, careful preparation, safe boats and people who know what they are doing. But we also need to remember that every experienced sailor began as someone standing on a deck, looking at a rope, hoping they were not about to pull the wrong one.

Nobody starts as an expert. Usually someone gets invited aboard and gets shown; someone just has to say, "Come on, you'll be all right, give it a go." And the best thing a new crew member can bring onboard is a good attitude and a willingness to learn.



Skipper-in-training enjoying the sunset



Crew Training, day one



Skipper on lookout for Fish Aggregation Devices

By David Eldridge



**OUR Club is fortunate to maintain the largest network of coastal moorings in South Australia, providing Members with valuable safe-harbour options along the eastern Gulf St Vincent coastline.**

The RSAYS coastal mooring network currently includes:

- Edithburgh (3)
- Stansbury (3)
- Port Vincent (2)
- Black Point (3)

Detailed information on each mooring — including coordinates, mooring design specifications, chain details, and the 28 mm rope rode system — can be found in the RSAYS Year Book.

### The Good News

These moorings did not appear by accident. They are the result of many years of hard work by dedicated Club Members who recognised the importance of safe and reliable cruising infrastructure for the sailing community.

Each year, the moorings are professionally inspected by a commercial diving company in conjunction with the Cruising Yacht Club of South Australia, Port Adelaide Sailing Club, and

Glenelg Yacht Club. The network continues to be heavily used by cruising Members and visiting racing yachts, particularly those returning from Lincoln Week.

### The Bad News

Like many long-serving pieces of infrastructure, our moorings are beginning to show their age.

Most were originally designed when the average Club yacht measured around 30 feet. Today, it is common to see cruising yachts in the 40–50 foot range, placing far greater loads on the systems. In addition, several moorings are located in relatively shallow water — perfectly adequate for earlier generations of yachts, but increasingly unsuitable for modern vessels with deeper drafts.

A more immediate issue is the rapid deterioration of the mooring buoys themselves. Continuous friction from the 28 mm poly rode passing through the UV-stabilised polyethylene buoys is wearing away the plastic material. Unfortunately, this is not unique to RSAYS – clubs throughout the region are facing the same problem.

In some cases, the attachment loop gradually disappears inside the buoy, rendering the mooring unusable. In the worst cases, the buoy can detach entirely from the rode and drift away — an expensive and frustrating loss.

### The Solution

Fortunately, a practical solution is already emerging.

Port Adelaide Sailing Club has developed a stainless-steel reinforcement system using large split washers fitted at each end of the buoy. These washers keep the 28 mm rode captive and prevent it from rubbing directly against the plastic.

Our own Member Gerald Valk from *Crosshair* has taken the idea a step further by producing three prototype designs. The first two were created using 3D printing technology and could be clipped around the rode before being secured into the buoy ends. While these prototypes looked impressive and were simple to install, concerns remained about long-term wear resistance.

The latest prototype, however, has been manufactured from an ultra-high-density engineering material that appears exceptionally resistant to abrasion and weathering. Future production units will be CNC-cut from solid sheets of this material, providing a durable and cost-effective long-term solution.

It is hoped that the CYCSA and Glenelg Clubs will join RSAYS in a combined production run, allowing all participating clubs to benefit from economies of scale and helping to keep the cost of upgrading the buoy systems within reach.

### Looking Ahead

The Cruising Committees from all participating Clubs recognise the importance of maintaining these coastal moorings to a high standard. Beyond their immediate value to Members, there is a longer-term vision: that a well-maintained and coordinated network of Club moorings could one day be incorporated into a broader state-managed mooring system, supported by government maintenance and infrastructure programs.

For now, however, the continued success of the network still depends on the same thing that created it in the first place — dedicated Club members willing to contribute their time, skills, and ingenuity to keep these vital cruising assets alive and well for future generations.



**S**UMMER season for the Juniors has now wound up and we'd like to thank everyone who has been a part of it – what awesome fun it's been! Over the last six months we've run our Wednesday night Advanced Teens program on the Pacers, plus a Beginner Teens program on Sundays and also the 7-12-year-old program. Added to this we have had Juniors on board the Twilights keelboats, we've run a J24 School Holiday program, and the Juniors entered a Juniors-only crew on the J24 in several Club races. Lastly we wrapped it all up with our End of Season Celebration day (big thanks to Annie and Kev of Viking Yacht Charters who took the Juniors and their families for a Charter). The Pacer Cup was planned for this day but unfortunately the weather stymied us, so we'll just have to anticipate a big one next year! This will likely be planned to coincide with the Squadron Christmas Party.

We were very pleased that one of our new Juniors took out the Youth Skipper of the Year trophy this year. Tennyson grew up sailing with his family and joined as a member for the recent summer season. He's going to be one to watch and we can't wait to help support his development through our upcoming programs.

Thank you also to the House and Social Committee who very generously donated the proceeds from their recent book sale to the Juniors. We hope Members grabbed a bargain – there were certainly some interesting books for sale!

Now we are going into planning mode ready to gear up for next summer, and we will be looking for some new Committee Members. If you are interested in being a part of the Juniors, either as a Committee Member or otherwise, please let me know ASAP so we can make plans accordingly – we'd love to have you on board! If you know of any Juniors who you think might be interested please also send them our way.

This coming summer we are hoping to expand the program from 4-year-olds through to 17-year-olds – it's going to be great fun and the more the merrier. Bring on next summer, and we look forward to more Juniors joining us!



Anna-Mieke with Tennyson Rogers

## 2026 SA Radio-Controlled Laser State Championships

By Peter Murfett

**T**HE 2026 South Australian Radio-Controlled Laser State Championships were held at Mawson Lakes on 23-24 May, with a fleet of 13 yachts including four sailors who travelled from Victoria to compete. Racing was conducted under the Racing Rules of Sailing 2025-2028, as changed by Appendix E Radio Sailing Racing Rules.

Nine members of the Mawson Lakes Model Yacht Club, including Squadron members Peter Trenorden, Helen Willmer and Peter Murfett sailed in the event, which was expertly managed on the water by Race Officer Geoff Beacham.

Day 1 saw NE breezes of 5-8 kts, and mild overcast conditions clearing as the afternoon wore on. Only five races were completed for the session, with two races abandoned and the AP flag raised, giving everyone a break while we waited for the breeze. Day 2 conditions were cool with showers, and a NE breeze of 2-6 kts. Six races were completed before a 20 kt SW rain squall burst across the fleet, forcing everyone to take shelter. The troops scrambled to hold down the gazebo in the wind and drenching rain, the scorers hustled to protect the paperwork, and boats were left to fend for themselves for a while. With a further six races completed and only half an hour left for the session the decision was made to call it a day ... and a Series.

The Race Officer set true windward/leeward courses with a windward offset and a leeward gate on Day1, and made minor

adjustments throughout the session as needed. On Day 2 two windward and two leeward marks were set in alignment, which allowed quick and easy course shortening between races without the need to reposition buoys. The recovery boat crew had spent several hours on the water already, some of it in the rain.

Lunch on both days was provided to the competitors, partners and volunteers. Hot savouries, gourmet sandwiches, cakes and slices, fruit and drinks meant nobody went hungry. It was a great opportunity to socialise with old friends and to meet new ones, and a regatta dinner was held at the Mosaic Hotel West Lakes on Saturday night, with 20 people attending.

Volunteers aided the event as scorers, recovery boat crew, observers, photographer, and with a multitude of other tasks.

Brad Hein from the Portland Yacht Club won the regatta for the fourth consecutive year, with Peter Murfett finishing 5th, Peter Trenorden 6th and Helen Willmer in 11th place. Helen received a medallion for First Female Sailor and then a lucky draw prize of a panel heater, kindly donated by APAC Rinnai.

Squadron Members looking for more information about the class can reach out to us at any time but be aware that racing a true one-design, radio-controlled Laser dinghy is highly addictive!



## Port Victoria Celebrates the 150<sup>th</sup> Anniversary

By Jeanne Harrison

**THE 7-9 March Long Weekend at Port Victoria was a Sesquicentennial celebration to remember. As John Deniet would say, "It was magic!"**

Nature cooperated throughout the weekend with warm and sunny days, sparkling seas and great camaraderie as RSAYS, CYCSA and PASC Members, families and friends participated in land and sea events. Squadron Members arrived on *More Magic*, *My Love II*, *Pacific Hawk* and *Crusader*. More than a dozen Members also arrived by car.

Highlighting the weekend was the arrival and jetty Sail Past of the combined sailing fleet, including tall ships *Soren Larsen* and *One and All*, followed by a steady stream of private yachts. Teresa Hamilton-Smith was aboard *More Magic* and experienced the thrill of sailing past waving and cheering spectators who lined both the jetty and the foreshore.

Teresa and Barb Adams arrived in time to book two of the available spots aboard the *Soren Larsen* for a day-sail. Barb enjoyed the unique experience of being hoisted from the launch into the entry

port of the ship with a 'brawny seamen on each arm'. She also enjoyed having her hands on the helm!

Land activities included exhibitions of agricultural equipment and cars, movie nights, music and food stalls (including a fan-favourite, Pavlova and Strawberries). After a Sunday barbecue luncheon on the foreshore, our Members enjoyed visiting the waterfront Maritime Museum, which featured exhibits about the grain shipping heritage of Port Victoria. A photo of the grain transporting square-riggers *Pamir* and *Passat*, presented by Squadron Members, was gratefully received by the Museum.

Special thanks to Barb Adams and Albert Watson for orchestrating RSAYS participation in this event. Thanks also to Darren Harvey from CYCSA and Nathan Bennet from PASC for convincing them to do so. Fun was had by all.



Start of the fleet Sail Past



Members enjoying the barbecue lunch



*More Magic* leading *One and All* and *Soren Larsen*



Barb Adams at the helm of *Soren Larsen*

## KISS weekend on Kangaroo Island – 14-16 March

By Barb Adams, Chair

**THIS year's Kangaroo Island Sail Support (KISS) weekend was full of activities and fun, and was enjoyed by cruising stalwarts John Deniet, Simon Powell, Barb Adams, Teresa Hamilton-Smith, Roger and Marion Holden, John and Veronica Wickham, John Willoughby and Margaret Wiese.**

We all love Kangaroo Island and support and admire the inspiration of Sally Metzger who stepped up with her plan to support the island community after devastating bushfires in 2020, with an annual

Squadron flotilla of the willing who came by yachts and/or vehicles. Sally had planned the itinerary for this year's KISS venture once again, but sadly she and Jacques couldn't continue their cruise to KI due to strong southerly winds. They were holed up in Port Vincent on *Minnehaha*, making daily contact with those KISS participants who were having fun on the island.

As always, our Members were welcomed by local people and businesses, and we thank Sally for organizing the program.



## The Case of the Mysterious Missing Crock Pot Lid

By David Eldridge



Cheerful helpers - Alana, Barb, Mary, Shelley, Terri

**ENCOURAGED** by the fantastic success of our first Big Weekend last year, the Cruising Committee held its second Big Weekend on Friday and Saturday, 20–21 March.

The primary aim of the weekend is simple: get Members back to the Club and onto their yachts for an old-fashioned sleepover. A secondary goal was to raise funds to assist with the annual maintenance and ongoing upgrades of the Club's coastal mooring network. Fortunately, it is generally quite easy to raise a few dollars when delicious donated meals are sold to our wonderfully generous Members.

The Big Weekend began on Friday evening, with Members settling into their yachts and caravans around the Club grounds. The usual Friday night Members' Draw and meal were extremely well patronised, as well as the Cruising Committee raffle which was boosted by a plethora of additional prizes.

The special fundraising raffle saw many Members digging deep, with extra money flowing into the pot from our generous Squadron Members and guests. We were also delighted to announce two especially generous donations supporting the mooring network fundraiser: Frank Bamford and our Commodore, Alan Down, both phoned through sizeable donations, making the task of repairing and maintaining several moorings far more achievable. The Club — and especially the Cruising Members — extend heartfelt thanks to both Frank and Alan for their generosity.

Saturday morning saw the Cruising Committee cooking up a hot breakfast for the significant number of Members who had stayed overnight, whether aboard yachts or in caravans. The rest of the day was spent boat-hopping, relaxing around the Club and enjoying each other's company.

Later that afternoon, the crock pots began arriving and were lined up and plugged in to heat their contents. There was an enormous variety of delightful dishes on offer, including curries, many casseroles, stir fries, shepherds pie, jacket potatoes, rice, and naan bread. There was simply no chance that all the food was going to be eaten!

After dinner, chocolates and ice creams were served to the 100 diners. Meanwhile, a battle erupted over the Quarterdeck television, with Members divided between watching the State election coverage or the Matildas' Asian Cup Final on the outdoor screen. In the end, common sense prevailed, and the political tragi-comics were banished to Jimmy's Bar.

At that point, we all assumed another Cruising Committee culinary triumph had successfully concluded.

Then the proverbial hit the fan.

How could twenty crock pots arrive at the Club with perfectly matching lids, yet only nineteen leave with the correct one?

Accusations flew everywhere. Who had stolen an ill-fitting lid?

The local police were nearly called. Past episodes of *Matlock*, *Division 4*, *Columbo*, *Inspector Morse*, and *Midsomer Murders* were mentally reviewed for clues. Frantic texts and emails were sent to all twenty food donors — yet the dastardly culprit remained silent.

Our only solace is the knowledge that, somewhere during the depths of winter, in an as-yet unidentified house on an unknown street, an innocent crock pot will one day be removed from a dark cupboard, only for its owner to realise that they — yes, they — are the culprit. The thief. The dastardly destroyer of the joy of the Big Weekend!

The Committee has now reconciled itself to the fact that we may never discover the identity of this villain. We also acknowledge that the cost of replacing a now-useless ill-fitting lid is undoubtedly preferable to the shame, embarrassment, ignominy, mortification and chagrin that would accompany a public confession — not to mention possible expulsion from the Squadron.

Seriously though, it was a fantastic weekend, and we hope even more Members will join us next year.

You can come for the entire weekend or simply enjoy any of the individual events:

- the Friday night Members' Draw and meal
- the Saturday breakfast
- the morning and afternoon boat hops
- or the now-infamous Café de Crock dinner
- and, if we are lucky, perhaps even tickets to the local courthouse for the impending prosecution we all hope might follow.

The most important thing must be a big thank you to the RSAYS Members who helped run the Weekend, and to those who donated the crock pot meals and other food for our enjoyable Saturday night meal.



Cruising Committee Report continued on the next page

## Port Adelaide 16-17 March

By Barb Adams



**W**E had perfect autumn weather for *Magic Beach, More Magic, Marionette* and *Four Seventy* to sail under the 'Diver' Derrick Bridge to the new pontoons at Inner Harbor.

Members and friends gathered in the afternoon for a chat by the boats, and then 38 people enjoyed dinner at the recently-refurbished British Hotel.

It was a very relaxing weekend, and some new Members are intending to take this easy cruise up the Port River next time.



## Safety Advice for Boarding your Boat

By Darren Harvey, CYCSA Cruising Coordinator

**O**N New Year's Eve at Eastern Cove in Kangaroo Island there was an incident that I feel should be described to all sailors. It makes common sense that knowledge that can enhance our safety should be out there for the benefit of all sailors.

A couple was returning to their boat at 0200 hrs on NY Eve. As they were trying to board their boat they both fell out of the dinghy and ended up in the water. They were unable to get themselves back on the boat as the swim ladder was up and not reachable. The woman was wearing a modern life jacket but without the crutch belt attached.

As luck would have it the man was wearing a personal man overboard device (MOB1) which can be attached to a life jacket. When activated it alerts by pinging on screens within a 5 nm radius. Carol Miell from VMR American River was alerted and she contacted the police, but any help via that process would have been far too late to assist the couple.

Anchored near this couple was Nathan from the Port Adelaide Sailing Club. His equipment pinged and woke him. He looked around at all the boats anchored and everything appeared to be okay, but nevertheless he decided to get into his dinghy to motor

around and check. The good thing about the MOB1 is that it has a strobe light which helped to identify where the MOB1 was.

When he arrived at the scene he found the woman struggling in the water with her life jacket floating around her head, which meant she couldn't even see to help herself. She was in a distressed state when he arrived. Thanks to the man wearing a MOB1 and Nathan's attentiveness no one was injured, and it highlighted a few safety considerations.

The next day a group of us heard the story and discussed the situation. Some said that they always put their ladder down when they are at anchor. Some said that they prefer climbing onto their boat via the ladder. I recalled that in the boat I crewed on for 11 years there was no access from the stern, so I always climbed on board from the dinghy via the ladder. I have had a ladder on my boat for years and it's been folded up except when someone goes swimming.

I've now discovered that sensible people always lower their ladder when they're at anchor so that anybody in trouble nearby could always swim over to your boat, or if you fell off yourself you can get back on board. What common sense!

[Ed: Thank you Darren for giving permission to share this safety advice.]





**W**HILE working in my previous role as Maintenance Manager for ARTAV – yes, the manufacturer of hair care products, which is ironic considering my head of no hair (although their products have done wonders for my beard) I found myself scrolling through job advertisements during a lunch break, and to my surprise I came across an advertisement from the Royal South Australian Yacht Squadron for a position I had once considered my dream role. The moment I saw it, I knew I had to apply.

After three long years being apart from RSAYS, it was with great pleasure that I accepted the role as Superintendent with open arms.

One of my great achievements in life was marrying my lovely wife of 32 years, Amanda. We have three lovely fur babies Chief (Mastiff x Staffy), Rubie (Rottweiler) and one-year-old Calamity Jane (Border Collie x Kelpie). We also share a passion for old, fast and loud cars.

A couple of years ago, my wife surprised me with one of the most unforgettable gifts I have ever received – a brand-new Harley-Davidson Breakout. She had recently purchased her own Harley-Davidson Softail Standard, and her idea was for us to experience the freedom of the open road together. What began as an incredible surprise quickly became a shared passion as we look forward to countless rides and adventures while creating memories we continue to treasure. This has not only strengthened our love of motorcycles, but also given us a unique way to spend time side by side.

Returning to the Royal South Australian Yacht Squadron has been a welcoming experience, with many familiar faces alongside plenty of new ones. It has been great to reconnect with the Club and be part of an environment that is continuing to move forward with positive improvements and exciting opportunities for the future. Together with Stephen Vincent, I am confident we can achieve great things, especially with the ongoing support and leadership of Hayley Hunt as the General Manager.

My door is always open for Members to come in and say HELLO!



## Is Your Boat Infected with *Cladosporium Resinae*?

By Alan Duncan

**D**URING a return cruise home from Port Lincoln in *Salacia* we decided to stay overnight in Snug Cove, Kangaroo Island. As we approached the entrance under motor, the motor stopped and would not start. Suspecting a fuel problem we unfurled the jib and proceeded to sail in circles while we diagnosed the problem.

We started by removing the primary fuel filter and found that the inlet was covered with a thick black sludge. We replaced the filter, bled the system and restarted the diesel. It stopped again almost immediately and we found that we could not blow back through the fuel supply line to the tank. After checking further we found that the fuel stop cock in the line was blocked with the same sludge. I had experienced a similar

problem on another boat during a return trip home from Sydney in 1996 which was caused by a fungal growth in the fuel known as *Cladosporium resinae*.

Our temporary solution to the problem was to use a 3-litre plastic milk bottle as a temporary fuel tank and run the fuel supply and return lines into it as shown in the photo. We were able to siphon fuel out of the main tank and, after ensuring that it was clean, pour it into the milk bottle using the blue detergent bottle as our makeshift funnel.

This experience again reinforced the need to keep the main fuel tank full whenever possible to reduce condensation in the tank, and to regularly use a fuel biocide to kill any bacteria.





Commodores' Shield - winner RSAYS



Pauline Sutherland and son Luke in thanks for the use of Wilbur



Club Champion



Youth Skipper of the Year Tennyson Rogers



Vice Commodore Owen Haskett



Freedom Bob and Deirdre Schahinger



## Presentation Night



3 Cool Cats (Scott Mutton)



Women's Series for Papillon (Barbara Parker)



Women's Series Freedom



Women's Series Blue Diamond Women



Silent Partner (Derek Morrison)



Mystery Taxi (Paul Henshall)



Lies! (Peter Wirthensohn / Chris Mandalovl)



Koko (David Leslie)



erana (Chris Perry)



Racing volunteers



# Season 2025 – 2026



Kevin Kelly Racing Committee Chair



Women's Helm Twilight Races



First Light (Owen Haskett)  
Mahalo (Anna-Mieke Kappelle)



Enchantress (John Muirhead)



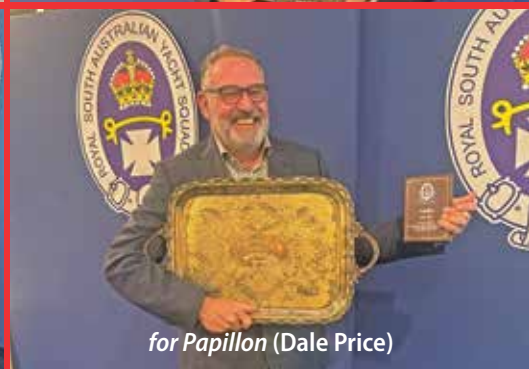
Divine Madness (Kaz Eaton)



Blue Diamond (Mal Denton)



Quarante-deux (Lloyd Cushway)



for Papillon (Dale Price)



for Outrageous (Steve Beaufoy)



Passport (Kevin Kelly)



Inukshuk (Rob Large)



Juniors Committee (Anna-Mieke Kappelle)

# House and Social Committee Report

By Annie Wilkins, Chair



**THE** Easter Regatta weekend at Port Vincent proved to be an outstanding success, combining calm sailing conditions with a vibrant social program and strong camaraderie among Members.

About 30 boats made their way to Port Vincent, with crews enjoying the passage and arriving in good spirits ready for a full weekend of festivities. The marina became the hub of activity with a marquee set up to host the main events and provide a welcoming space for people to gather, relax and celebrate. A special thank you to the generous donors who made this all possible.

Saturday night's 'Loud and Lairy' dress-up party was a highlight of the weekend, drawing around 100 attendees. Members embraced the theme with enthusiasm, showcasing creative and humorous outfits that set the tone for a lively, colourful evening. Music, dancing and laughter carried on well into the night.

On Sunday morning the church service offered a more reflective moment for those who attended by rounding out the weekend with a sense of community. Following the church service, the Commodore's Shout was well attended by all, with the Commodore serving celebratory drinks to Members and friends which certainly added to the festive atmosphere. Some great food was provided by House and Social.

Another highlight was the House and Social Easter raffle which featured three very impressive Easter baskets plus the choice of a mystery prize. Thank you to the Members who donated prizes, and congratulations to the Easter basket winners.

Everyone enjoyed a fantastic weekend of dockside events, boat hopping and relaxed moments strengthening new and old friendships, welcoming new faces and truly capturing the spirit that makes our Club so special.

## Loud and Lairy



## Easter Raffle



Fiona Hawker with her Easter basket

Jonny Gilmour with Jill Roach

Terri Hamilton-Smith with Annie Wilkins

## Racing Trophy Award Presentations



Hussey Memorial Trophy - Owen Haskett (Mahalo) with Anna-Mieke and Freyja



Germein Memorial Trophy presented by Colin Germein - Rob Large (Inukshuk) with the Vice Commodore



Correll Memorial Trophy presented by Margie Stockman - Rob Large (Inukshuk) with the Vice Commodore.

## Music on the Deck

**DUE** to the resounding success of the Music on the Deck events, House and Social have continued to host the event throughout the year in order to open up the Club to the local community and bring new faces and families to the Club.

The afternoon features popular live music by T-Junction that sets a perfect tone to create an easy-going backdrop for conversation and enjoyment. Everyone enjoys great food and a steady flow of drinks, adding to the laidback vibe.

The raffle brings an extra layer of excitement with a range of super prizes up for grabs and plenty of happy winners.

With sunshine, good company and a relaxed atmosphere these events are very well-attended and a joyous occasion for all those who come along. What a way to spend a Sunday afternoon! Next Music on the Deck is on 28 June – we hope to see you there.



By Angela and Keith Bates

## No More Heeling Feeling!



By Angela

**W**E first boarded a Fountaine Pajot at Macona Inlet in the Whitsundays while sharing sundowners with a couple we met travelling on *Club 56* along the east coast. They spoke very highly of their catamaran, not only for its comfort but also for how well it sailed. One comment in particular stuck with me: 'Catamarans do not heel!'

Two years later the dream became reality.

I love everything about *Santé*. The interior and exterior living spaces make her an incredibly spacious liveaboard platform, and the owner's suite is amazing. The galley is very functional, with an excellent oven and three-burner stove, so I have no excuse not to enjoy cooking onboard.

Having lived aboard *Santé* for five months in the first year and eight months in the next, we quickly realised just how perfectly our catamaran suited our needs.

The owner's suite occupies the starboard hull and features a large shower, vanity and plenty of cupboard space, including one housing the washing machine, which has certainly had plenty of use. The port hull has two beautiful guest cabins, both with ensuites.

We spent 10 days around Magnetic Island and Townsville with friends, and everyone agreed there was always enough room to find a quiet moment alone if needed ... although no one actually did! Our grandchildren also thoroughly enjoyed their time onboard in the Whitsundays. Fishing off the back or bow was easy and safe, while jumping off the bow and swimming between the hulls became a favourite activity for everyone. Their parents were relaxed too, as *Santé* is a very safe boat with plenty of shade, allowing us all to enjoy being outside without worrying about too much sun.

We also had reverse-cycle airconditioning fitted throughout both hulls.



I suspect now that we are back in South Australia the heating function may get more use than the cooling!

We are now thoroughly enjoying having *Santé* at the Squadron and both agree buying the berth was absolutely the right decision. Living in Second Valley, we now use *Santé* as our apartment in town. We enjoy catching up with friends on Friday nights, making new ones in Jimmy's Bar, and there's no need for a hotel room anymore. It's just a five-minute walk to the train for trips into the city for shopping or dinner, and occasionally a soccer or football game.

During summer we plan to take her back to Worrina and once again enjoy the coastline we loved so much with our previous yacht *Club 56*. Port Lincoln and Kangaroo Island are both firmly on the radar for this summer.

If you happen to be passing *Santé*, please say hello. If you're interested, we'd love to show you our second home.

By Keith

Once the decision was made to move to a catamaran, the search began: new versus used. In the end, new won for a variety of reasons – what different manufacturers offered, the available features, and ultimately what suited us best. While more than one builder met our criteria, we eventually settled on Fountaine Pajot.

Why Fountaine Pajot?

Overall, their models and features best matched what we wanted in our next boat. Their modern production methods, combined with proven construction techniques and materials, gave us confidence in the product. Budget also plays a significant role in any decision – which is why we didn't end up with a Catana! We settled on the FP Astrea 42.

Like all production boat builders, you start with a base boat and then add features and upgrades. This is where you identify the 'must-haves' and see where they sit within your budget.

For me, the essentials were upgraded engines, electronic upgrades and a couple of powered winches. From there, we added a few more comforts to make cruising as comfortable and self-sufficient as possible. This included a washing machine, electric fresh-water flushing toilets, and a water maker – all improvements designed to help us stay away from marinas for longer periods when cruising.

Even when cruising around South Australia now it's reassuring to know we could comfortably remain away from marinas for several weeks if we wanted to.

The final – and probably biggest – upgrade was how to power all of this technology.

I settled on a 1000Ah lithium battery bank, paired with 1200W of solar power and 4000W charger/inverters. Having twin motors also assists with charging when needed. We chose not to install a generator, saving ourselves another maintenance item.

All electrical and electronic systems were factory-fitted, with the exception of the batteries and solar setup. The battery system was engineered and installed here in Australia, while the solar installation



came from a French company specialising in FP upgrades. The solar frame and panels are fully approved by FP.

The opportunity to tour the factory while travelling in Europe was well worth the effort. It reinforced our confidence that the boat was being built to a high standard by a company genuinely committed to both its product and the skilled people building them.

Some of FP's production methods include balsa-cored sandwich construction for the hulls, PVC foam coring for all structural bulkheads, and a patented moulding system for the deck and coach roof. All components are resin-infused using a vacuum system – very impressive to witness in person. All bulkheads and hull stringers are glued and tabbed to the hulls, decks and roof structure.

The basic numbers are:

- 12.6 m overall length (14.3 m including bowsprit and dinghy)
- 7.2 m beam at the widest point
- Light displacement: 12,700 kg
- Draft: 1.25 m
- Standard sail area: 110 sqm
- Fuel capacity: 450 litres
- Water capacity: 700 litres

It's a cruising cat, so the sailing performance is more about comfort than outright speed. Under power, we comfortably cruise at 6-7 knots, with fuel consumption around one litre per nautical mile using both engines.



Under sail, we've been very happy with the performance, although sail trim and angles are still a learning process coming from a monohull background.

No matter what boat you buy, you always question some of your decisions, but so far we're extremely happy with ours. It has kept us safe when needed, performed as expected, occasionally surprised us in the best ways, and we're looking forward to adding many more memories to those we've already made.



## Dockyard Services

### Composite, Fibreglass and Gelcoat Repairs

**ALL** sizes of boats throughout their life will require the skills of a shipwright, whether it's a trailer boat, racing yacht, cruising yacht, power boat or a commercial vessel.

The repairs can be of no fault of the skipper and can be just the weathering or aging of the vessel with crow's feet surface cracking, or fair wear and tear surface chips that one day the owner decides need fixing.

There are other instances, which can be from an accumulation of small surface scratches to more significant damage due to storm damage, berthing difficulties or damage caused by running aground or into a fixed structure.

As boat owners we are fortunate to still have a skilled shipwright workforce as for 13 years there were no shipwright apprenticeships delivered in South Australia.

Dockyard Services has five employees undertaking shipwright apprenticeships and is seeking to secure more youth to undertake the trade each year. It's imperative that the investment into training is delivered over the next 5-7 years prior the retirement of some of Dockyard Services experienced senior shipwrights.

The skill retention is critical for the State's boating industry to ensure that when vessels are damaged, or refurbishment modifications or annual marine maintenance are undertaken, boating owners' experience and value of vessels are seamless.

Dockyard Services has established a respected track record from complex boat refurbishment to routine small marine repairs and maintenance. Whether it is a single repair, a major insurance claim or a refit we have the skills to support all vessel owners.

We are happy to work with you and respond when required to provide an honest assessment and advice.



**Mark Cant, Dockyard Services Manager**  
Phone: 0428 826 588



By Trevor Hamlyn, Grey Nurse

## Western Port Cruise in March



Warneet anchorage

**LORRAINE and I are always on the lookout for new adventures in our trailer sailer so when one of our friends suggested that Lake Eildon in Victoria was worth exploring we decided to hook up our caravan to check it out.**

A couple of days on location proved worthwhile because we quickly realised that this wasn't our scene at all. Water in the Lake Eildon Dam comes from the Snowy Mountains catchment and is used for irrigation and recreation purposes. The volume was just over 50% capacity in November 2025 and is expected to drop further, possibly to less than 35% following a very dry winter throughout Victoria. We found that the shorelines were steep and rocky or muddy, and in many cases drowned trees were beginning to show above water. This was especially the case in areas that would normally be accessible to small craft like ours. The lake is a busy houseboat haven in the summer. Many of them tow wake boats or PWCs so we were thinking noise and waves against a rocky shoreline. No thanks!

Then came the idea to look further afield. We had heard that Western Port was a better option so having not been there either we cut our losses and headed south, basing ourselves at Stony Point not far from the regional town of Hastings. This was more like it! Shallow waters in many parts, but that's what we are accustomed to, strong tidal flows but we can deal with that too. More importantly, the area has friendly yacht clubs that beckoned us to come and visit. Planning therefore commenced immediately, along with more local research.

Once it was announced, seven crews showed interest in attending a Western Ports Cruise beginning in early March, three of us from the Squadron including Rob Hutson and Roy Martin, with the other four from the Trailer Sailer Association of SA (TSASA). Notably, one couple ferried their Ross 780 across Bass Strait from Devonport in Tasmania to join us.

We chose the Yaringa Private Boat Harbour for launching and retrieving, which could offer secure storage for our cars and trailers while we were on the water. Their marina facilities are first class. Their on-site waterfront restaurant 'Capt'n Jacks' worked well for dinner on our first night, providing us with a taste of what the region has to offer.

Warneet at the shallow end of Cannons Creek was our first port of call where a local fellow directed us to the most suitable anchorages from his fishing boat. He spent quite some time sorting us all out in the shallows, so we ended up giving him the unofficial title of 'Harbour Master'. One of us remained on anchor, two were on swinging moorings and the rest of us were between stream pylons as the tide raced out and the wind blew to over 20 knots. The Warneet Motor Yacht Club generously opened their Club bar to us at a time that they would not normally trade, thanks again to our Harbour Master who made the arrangements.

An incident on board one of our boats that night involving a metho stove reminded us all of the need for vigilance when using liquid fuel. The modern alternative is to use an induction cooktop of course, but that's another item to add to one's list of cruising equipment. It doesn't stop there, as you will ultimately need additional battery capacity, an inverter and additional solar PV generation if you haven't got sufficient capacity already.

From Warneet the winds and tides sent us in the direction of Westernport Commercial Marina at Hastings. Three nights there gave us time to enjoy a private tour of the local Historical Museum, complete with complimentary afternoon tea. Our guide John Wooley, a local seaman, had been instrumental in collecting artefacts and creating the many interesting displays. Well worth a visit if you are in the area.



Yaringa Boat Harbour



Warneet Stream Moorings



John Wooley Historical Museum



Warneet jetty from the Motor Yacht Club

None of our group had sailed in Western Port previously so we relied heavily upon the comprehensive 67-page guide *Discovering Western Port* that was written by Bob Couper, a sailor who obviously knew the area like the back of his hand. It wasn't clear to us before we headed off though that many of his recommended wild anchorages were based upon going aground at low tide with limited access to the shore. We are a bunch of sailors who are used to running up onto sandy beaches in our inflatables for happy hour so slithering over mud was definitely unappealing. Not to mention Bob's warning to avoid the occasional rock or the remains of old redundant moorings lurking below in the murky waters. The few remaining anchorages were, like all anchorages, subject to the overnight wind strength and direction, leaving us with few choices for a calm night.

Lorraine and I were made welcome from our very first encounter in November by members of the Newhaven Yacht Squadron (NYS) so we kept in contact with them up until the date of our cruise. Their magnificent marina at the eastern end of Phillip Island, just north of the bridge to the mainland, is fully occupied by members; however their marina master was kind enough to canvass berth owners and arrange for our fleet of six boats to be accommodated in vacant pens.

We sailed in from Hastings on a Friday and were given full access to their clubhouse, including their upper level deck that overlooked the Marina. What a perfect spot to chill out and cook-up our evening meals! We hadn't been there for long when one of their members approached us and invited us to join in their classic 'Around Philip Island Race' the next day. He immediately recognised our TSASA burgee from Christmas holidays in Coffin Bay when his parents were members. His name was Simon Hogarth, son of former RSAYS Commodore Bob Hogarth and Gill who sailed with us many years ago in their trailer sailer *Inshallah*.

This was an invitation that we couldn't resist on what was to be a perfect March day with light winds, so most of the males in our fleet hopped aboard Rob Hutson's *Silver Gull* for the experience of sailing in Bass Strait. Does an involuntary 360 count for anything

when racing as tidal eddies take over in a narrow channel on a windless morning? Rob with our motley crew finished second over the line by four minutes in a race that had to be shortened due to light conditions. Not a bad effort using a wardrobe of cruising sails including a lightweight blooper that he had thrown in just because it didn't take up too much room in his locker.

Many thanks to the Commodore and his team at NYS for handing us the keys to their facilities for a nightly fee and making us most welcome.

From Newhaven our fleet headed north via Hastings once again and then to Chicory Lane Channel in the French Island Marine National Park. For those who are unfamiliar with Western Port, French Island sits in the middle of the bay with navigable waters to the south, west and north but shallow waters between it and the mainland to the east. Our fleet of trailer sailers could have circumnavigated the island on a high tide, however the tide times weren't favourable during our cruise and the shorter days didn't help either.

Chicory Lane Channel on the northern side of French Island was our only wild anchorage during the cruise. It is a deep water channel with a sandy bottom providing good holding and protection in winds from the south. We anchored in 8 m of water, but others found some shallower water closer to shore.

At low tide most of us headed to a small sandy beach on the nearby Barrallier Island. We quickly returned to our boats when we found a sign warning us that landing was forbidden because it's a high tide roosting site for many bird species. One tiny inhabitant, the Red Neck Stint, migrates annually to breed in Siberia. A happy hour with ten on board *Grey Nurse* followed.

From Chicory Lane three of us sailed east along the Boulton Channel in a perfect breeze, before doubling back and joining the rest of our fleet at Yaringa ready to retrieve.

All in all it was an enjoyable cruise amongst great company, in waters that have plenty to offer.



Sundowners at Warneet



Newhaven Yacht Squadron



Philip Island Race on *Silver Gull*

# Driving Miss Daisy

By Marion and Roger Holden



**MORE THAN 200 years ago, that truly extraordinary explorer and navigator Matthew Flinders cruised and charted Kangaroo Island and our coasts. He brought with him a cat called Trim, 'companionable, intelligent and brave.'**

More than five decades ago we began cruising those same waters with our very young children and carrying with us as well a true explorer, a Beagle puppy called Jodie, 'willful, untrainable and adorable.'

We loved that dog and she sailed with us for 12 years. If a Beagle – be it a Brig or a canine – was good enough for that other famous explorer of the time, Charles Darwin, who introduced the world to the wonders of the Galapagos then it was okay by us. With all due respect to Flinders and Trim, no cats aboard our *Marionettes*, thank you.

Today, we no longer sail. The mind says yes, but the bones, brain and brawn say otherwise. Instead, we now confine most of our travel to a small campervan. Not particularly adventurous perhaps, but at least it keeps us moving.

This year, enter Daisy, a Beagle of sorts, with all the curiosity and silliness of the dominant side of her breeding, and a personality that sits in the spectrum somewhere between irrepressible love and hopeless insanity. In other words a puppy, with all the attributes of a dedicated explorer.

We love Kangaroo Island and support and admire the inspiration of Sally Metzger who stepped up with her plan to support the island community after devastating bushfires in 2020, with an annual Squadron flotilla of the willing, yachts and/or vehicles. KISS she called her plan: Kangaroo Island Sail Support. Go there. Spend. Give back. Care.



Daisy resting between excursions

Daisy came with us to KISS in April this year. Just seven months old, she sniffed out our Squadron friends with sloppy joy, mixed with welcoming Islanders, and joined us as we camped out on the shores of a smattering of our favourite anchorages.

Daisy took it all in her modest and trusting stride. She sat with us while we all scoffed prawns and oysters at American River, dribbled with lust over our amazing scones and cream at the Lavender Farm near Emu Bay, slept in the van as our group of 24 Members and local friends caroused the night away inside the Mercure Resort restaurant and won hearts at the very welcoming and generous Kangaroo Island Yacht Club.

This year though, only one yacht made it, *More Magic* with John Deniet and his crew Simon who were returning from Port Lincoln and the 150<sup>th</sup> celebrations at Port Victoria. The rest of us came by ferry.

Kangaroo Island in April. The glorious, benign autumn weather. The best time to cruise the north coast of an island which, we are told, all the world wants to see. All the world ... but not many Squadron cruisers any more it would appear.

Just one boat? What has happened to that wonderful spirit of adventurous sailing and cruising that had fortified Squadron life for decades, when Members planned and yearned months in advance to head to the Island and beyond for their summer escape.

Has the insidious charter boat school of 'sail training' won? Have the calumnies and implied suggestions and self-interest of the boating and real estate industries become so entrenched that everyone now believes that to be truly safe and happy on a boat you must seek the fatuous and flatulent sanctuary of a marina each night? Worse, to believe that if there isn't a mooring available, you surely cannot be secure!

Kangaroo Island has no marinas of consequence and, thankfully, the few moorings it does have are mostly private, in the wrong places anyway and not yet littering the truly special secluded beauty spots

Don't our new younger members want to learn any more the joys of exploring remote and stunning anchorages, the satisfaction of knowing that they have the training, the boat and the crew well prepared to handle the challenges?

We suspect even Daisy instinctively knows the answer to that one. Too many pussycats, not enough puppies with a nose for adventure.



Imelda checking the coastline of KI

By Bob Schahinger

**THE** question in our mind was, “Will the fuel price leave us stranded somewhere between Adelaide and Ballarat if it sky-rocketed?” That question was quickly dismissed – we were going, come what may, to Ballarat for the Hansa National Championships on Lake Wendouree during Easter.

With the Hansa Liberty (Deirdre Schahinger) in tow, we arrived at the Ballarat Yacht Club on Wednesday, during the late afternoon. The welcoming party, the organising group, greeted us as if we had not seen them for a long time, but actually it was only 12 months. As I was the nominated chief measurer, the boat inspection site and procedures were established and a couple of volunteers were allocated to the group. Deirdre was the sail inspection/measurer team leader, ably assisted by other national measurers. With all the formalities done (welcome party, sailor briefing, inspection, etc) it was time to go racing the next day.

During a previous regatta at Ballarat the wind had been fluky and shifty. The wind forecast for the first day of racing on Saturday was southerly 12-17 kts; however the wind gods didn't read the forecast and it was 20-30 kts. This did not faze the Liberty fleet sailors – we went racing! No waves! Great! All three programmed races were completed. I started each race conservatively while assessing the performance of the other sailors. The front-running boats were fairly evenly matched upwind but I had more speed downwind, even though all boat/sailor combination weights were equal. During the second race I broke the jib boom/strut but I was still able perform well for the last half of the race. I was able to replace the broken strut between races (I always have spares). A similar breakage occurred in the third race while I was in the lead, which eventually persuaded me to retire. My first day scores: 1, 1, RET. I needed a beer.

Sunday brought some relief from the previous day's wind strength but had shifted to the east, so it was less shifty. The Race Officer set the course for the day which was the same configuration as

on Saturday. Everyone was keen to 'perfect' their starts to gain an advantage so I played it a bit 'cool' and managed to keep clear air as much as possible. It paid off in the first race. Next start didn't go so well because I changed my game plan and must have had a brain fade. Once you're in amongst the fleet and most boats are sailing it's not easy to extricate yourself from the group. Must have a rethink for the next race – more aggression at the start of the third race was required! Don't get buried! It worked as I kept in clear air and led all the way. My second day scores: 1, 5, 1. I still needed a beer.

Once again, the wind shifted, this time to the north at 10-15 kts on Monday with no trees upwind to mess around with the direction. Perfect for everyone. Only two races were programmed for the day, for a total of eight races for the regatta. By now most sailors were in their groove so I needed to be my best or better. My aim for the day was to be in front of the second-placed Liberty with Alison, and cover her to protect my overall lead. My first start of the day was as near perfect as possible, next to the start boat within two seconds, now to keep an eye on Alison. She tried valiantly but I managed to lead all the way to the finish. Meanwhile while waiting for the final race another sailor came over to me and wryly commented, “Do you get tired of winning?” The last race of the regatta played out the same as the previous race but Alison's husband came second with Alison in third place. My last day scores: 1, 1. I had champagne.

The top three placings were: Bob 1,1,(RET),1,(5),1,1,1=6; Alison 3,(6),(5),2,2,3,2,3=15; Sean 2,4,(DNC),(10),6,4,3,2=21

The 2026 Hansa Nationals were very well organised and run with only two protests. All 45 crews spread among the three different classes had a great time and are now looking forward to next year in Perth.



# Senior Member Profile – Bruce Roach

By Barry Allison

This is another in the series of articles by Barry Allison recounting some of the many and varied adventures of our Senior Members of the Squadron. This time we review more than four decades of sailing adventures by our Past Commodore, Bruce Roach, who joined the Squadron in June 1986 and is celebrating his 40<sup>th</sup> year of continuous membership.



**B**RUCE has a long association with the sea, initially placing his energy into sail-boarding in his youth, and then by an invitation in the early 1980s from Bob Human to crew one Saturday on his Duncanson 34 *Nemesis* for some inshore racing at the Squadron.

In 1990, he began crewing as the 'bow boy' on Ian Moncrieff's Van de Stadt Pion 30 *Pied Piper* and competing in the Half Tonner series across all inshore and offshore events. The Half Tonners racing in those years included *Caprice II* – jointly owned by John Powell and Jim Boucaut, *Peacock* – Keith Adams, *The Saint* – Dick Jay, *Spoonbill* – Colin Fraser, *Dynasty* – Bill Strangways and *QED* – Hartley Kelly. From 1998 to 2007, and after Ian had sold *Pied Piper*, Bruce sailed on many Squadron yachts, building great experience across a variety of fleets and weather conditions. Some of those he remembers well are crewing on Ken O'Brien's *Zaphod*, Colin Todd's *Trick Cyclist* and Colin Doudy's *Circe*.

In 2007 Bruce began crewing on *Kaesler*, a Sydney 39, and this was the beginning of an 18-year partnership with Colin Fraser, or the OB as he was affectionately known. Over these years, Bruce served as mainsheet hand, headsail trimmer and navigator, and

contributed to many podium finishes. The 2019-2020 season was their most successful with many awards in the inshore and offshore races.

The sailing 'disease' had really taken hold with Bruce and his wife, Jill, when they decided to purchase a catamaran advertised in a local marine magazine. *Antares* was located in Moreton Bay in Queensland and is a Jeff Schionning Wilderness 10.3 metre multihull design. With the help of RSAYS friends, including Ian and Di Moncrieff, Doug Glover and Bruce Macky, she was sailed back to the Squadron with a four-week turnaround, including a week's stopover in Sydney to celebrate Christmas Day and, of course, to watch the start of the Sydney to Hobart yacht race. So *Antares* became the basis for future family sailing adventures and included numerous gulf crossings and cruises to Kangaroo Island.

The most memorable KI holiday was the Christmas of 2015 when they met up with *Last Tango* and *Erica* which were among the yachts that had sailed down to the Cutter Patch on Troubridge Island. They assisted in bringing a new boat battery for Phil and Peta on *Erica* to replace the one on board that had cooked and was unusable. The skills required when performing a battery transfer from one boat to another certainly required some precision sailing!

The Browns Beach New Year's Eve party was great fun, but all good things had to come to an end. The anchor was raised and Jill and Bruce, with Helen Moody as crew, sailed the voyage back to Adelaide with strong following winds and 2-3 m seas. Jill and Helen were on the helm at the start in the lee of the land, but as the wind gradually increased from 20 kts to 30 kts, *Antares* began catching and surfing down the waves. With a heavy helm, Bruce took over and applied some of his racing skills for the remainder of the voyage. He claimed that his arms were like jelly at the end of this

voyage – and so were Jill's and Helen's. This exhilarating voyage from American River to Outer Harbor on this occasion was an amazing six hours.

Over many years Bruce has amassed an amazing 16,000 miles in offshore sailing, which includes 4,000 miles in RSAYS offshore races and 3,000 miles in inshore races. His offshore resume includes:

- 2006-2007** – four week cruise sailing *Antares* from Queensland to the RSAYS
- 2013** – cruising Tasmania's east coast aboard *Pied Piper II* with Ian and Di Moncrieff
- 2014** – Hobart to Adelaide aboard *Crusader* (a Cape Barren Goose 38) via Strahan and Robe with Phil Tassicker
- 2015 & 2017** – Tasmanian cruising aboard *Pied Piper II* with Ian and Di Moncrieff
- 2019** – Adelaide to Hobart, via Portland, Port Davey and Recherche Bay, including a demanding West Coast passage with Phil Tassicker and Helen Moody on *Crusader*, with a memorable passage through the gap of Breaksea Islands at midnight and finally anchoring in Schooner Cove with complete protection from the 50 kt wind front heading their way. The stay in Bathurst Harbour was celebrated with Helen's birthday.
- 2021** – delivery of *Bowline*, a Beneteau 45.7, from Pittwater to Adelaide
- 2021** – Sydney to Hobart race on *Bowline*: with 85 starters and only 40 finishers, *Bowline* was the 38<sup>th</sup> yacht to finish. This race was a hard one which the high attrition rate shows. It was only the last-minute forward thinking of *Bowline's* skipper, Ian Roberts, to include the cruising mainsail in the event of racing damage. As it happened, it was needed as the racing mainsail was torn, and after two hours or so had to be replaced in near gale conditions on the first night out of the Heads. At the end of the race on the evening of New Year's Eve, the wives and partners were waiting at the dock for us to arrive. This did take an unusually



Bruce on *Antares* Opening Day 2019



Jill and Bruce celebrating with friends



Phil and Helen celebrating Helen's birthday



**Jill, Di, Bruce and Ian going ashore at Bruny Island with Kettering in the distance**

long time as it was a year of Covid and the Tasmania Biodiversity body had to clear the crew to check if any of them had caught the dreaded Covid virus while at sea. This was highly unlikely as all had tested negative prior to the race.

Prior to Bruce's role as Commodore in 2017-2019 he served on the Development Assessment Panel and later the Infrastructure Advisory Panel through to 2023. In 2014-2015 he and Geoff Wallbridge volunteered their time to oversee the major first floor Dining Room renovations, and this provided a refreshed dining and commercial area that our Members enjoy today. In 2016, Bruce initiated the commercial precinct development adjacent to the Squadron slipway, beginning with Bravo Sails taking the first shed which was a forerunner to the larger shed that was built as stage 2. This three-month project was completed from start to finish under Bruce's guidance. Then in 2019, he organised and hosted the Royal President's Dinner – an event held only once before in the Squadron's history, with our State Governor Hieu Van Le, AC and Mrs Le as the Patron of the event as our special guest. Stan Quin, a well-known identity in Port Adelaide, was the keynote speaker talking about his great-grandfather Captain Hugh Quin who was RSAYS Commodore from 1871 to 1872.

After twelve years of sailing our waters, *Antares* needed some much-deserved maintenance, and so a major refit was organised to take place between July

and October, 2019. The work was divided between internal and external repairs – which included the removal and replacement of all carpet and vinyl, new LED lighting throughout, the removal of deteriorated linings and the application of a stippled finish, the strengthening of cabinetry and joinery and a full electrical rewiring which included a new circuit board, instruments, solar panels and batteries. The external work was more involved and included the removal and replacement of wet balsa-core sections in the bow and cockpit seating areas, a full sand-back, priming and application of a three-coat Wattyl two-pack finish to the hull, the removal of the mast and inspection of the rigging, installation of new B&G instruments and a mast top antenna, servicing and repairs to the outboard, new LED navigation and deck lighting and finally fresh Antares signage featuring the distinctive scorpion emblem. A celebration of the completion of the refit was held on 18 October 2019 and included friends and sailing mates shown in one of the photos. Bruce appreciated the dedicated teams of shipwright Alan Dowler, Millteck's Marine Electrical, Graham Mills, Arno's Outboard Marine Services, WOW Marine, and Alligator Sails who were contracted to lift the mast out prior to going into one of the large sheds at Dockside for the spray painting.

Over many years, Bruce and Jill have had an incredible sailing life shaped largely by enduring friendships – none more

significant than the 40-year association with Ian Moncrieff. Bruce and Jill continued to share adventures with Ian and Di, regularly travelling to Hobart for their Wooden Boat Festivals, and cruising the serene waters of Kettering, Bruny Island, Franklin, Port Huon and Recherche Bay.

Bruce's working life was also full of hard work and stiff competition in a very challenging field. He conducted his business Bruce Roach Design from 1981 through to 2019 when he decided to retire. He was awarded several building design awards in those years, including being awarded a National Design Award for Tavern 540 on Port Road, and a Commercial Building Design Award for the Carlisle Tavern at Ethelton.

After 40 years of commitment, camaraderie and a deep love of the sea through the RSAYS, Bruce's contribution as a leader, a volunteer, a sailor and a mentor have certainly strengthened the functioning and development of the Squadron.

In retirement, Bruce and Jill are undertaking a program of world travels – recently completing a five-week holiday in South America and a cruise to Antarctica. Future plans next year are to include a bike and barge adventure in Germany and using the Eurail system for travel in Europe. We wish them well in their adventures.



**Jill and Bruce on the maiden voyage from Queensland in 2006**



**Phil and Bruce on the tall ship *Tenacious* 2006**

# Member Profile – Gary Oswald (Solga)



**T**HIS is my second membership stint with the RSAYS after being a Member between 2003 and 2015, during which time I was working as a professional fisherman and the Squadron was basically my home port and launching point.

Although I had no sailing involvement during this period, I did enjoy the interaction with the many sailors who were always keen to share their experiences and knowledge. This camaraderie reminded me so much of my time as Marine Technical Propulsion sailor (a pretty fancy name for a 'stoker' in the RAN): The willingness to

share knowledge, to uphold grand seafaring traditions and to lend a hand whenever needed is a trait that the RSAYS and the RAN have in common, and I'm proud to say that I've been a member of both.

The origins of my love of the sea, fishing and Outer Harbor are probably best summed up by the following excerpt from my article on the 'Real's Reels' website, a site dedicated to the legendary Swedish fishing tackle company of ABU.

"Growing up on the banks of the Port River in South Australia, I guess I was destined to have a love of the sea and the life it contained. I remember, as an 11-year-old boy, roaming around the docks and breakwaters of our local sea-port, Outer Harbor, when I first met 'Old Nell'. I say 'old' because to an 11-year-old every adult seems old, but in truth she was probably only in her mid-forties at the time, and if ever I knew her surname it has been long forgotten. This particular day was a magnificent autumn day, flat calm and not a cloud in the sky, 'Old Nell' was fishing off the rocks for Snapper with her trusty 14' bamboo rod and 6" Alvey side cast reel. There was an air of anticipation and excitement surrounding Nell and her male fishing companions, for which I could fathom no reason ... until the peacefulness of that Saturday morning was shattered by the unmistakable howl of the ratchet on an Alvey reel as 25 lb of South Australian

Snapper took the bait. 'Old Nell' calmly picked up her fishing rod and eased back on the big piece of bamboo to set the hooks, and after a battle that seemed to last an eternity to a goggle-eyed youngster a beautiful Snapper was drawn up through the crystal clear water. I will never forget the crimson back, the silver belly with its blue tinges or the spread of this magnificent fish's pectoral fins as it fought for its freedom so close to my feet. And so began my love affair with the art and romance of fishing."

Fishing and boating have been a huge part of my life but the only sailing experience I have had, until just recently, was on a hire catamaran at Moana Beach back in 1979. I always believed sailing was too technical, too many things to go wrong and just too much hard work to be enjoyable. That mindset was changed when I was taken on a short run on *Solga*, a 32' steel-hulled motor-sailer by John Pugh in August last year. I couldn't believe the peace and, dare I say, the serenity, when the sails were raised and the diesel engine was turned off. It left me lamenting the many years I had wasted in the belief that sailing wasn't for me.

I look forward to many more years of sailing, shared seamanship and tales of the deep from the genuine 'old salts' of the RSAYS.



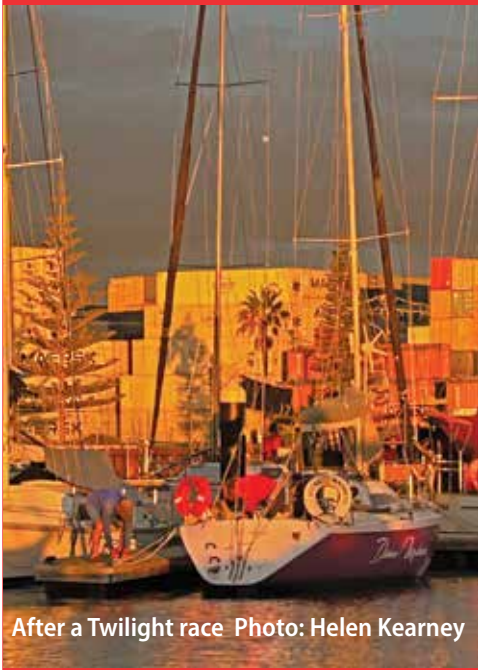
## Oli's Memorial

Gary is pleased to tend the memorial for Oli in the north-east bank of the basin. Oli was the much-loved crew for Bob Williams on *Sylph VI* on many cruises and was the first cat to complete the Sydney to Hobart race in 2023.





Easter panorama in the marquee Photo: Peter Kelly



After a Twilight race Photo: Helen Kearney



Ships at Outer Harbor Photo Barb Adams



Sunrise at Port Vincent Photo: Bruce Roach



Reflections from the North Bank Photo: Fay Duncan



Koko at Port Vincent Photo: Lisa Smedley



Returning from Stansbury Photo: David Eldridge

# Nautical Moments in the Northern Hemisphere

In August 2025, Helen Moody and Helen Kearney travelled north for some very special nautical experiences, with a week in Sweden's beautiful archipelago based on the island of Koster, before re-joining some of the Dutch friends that Helen Kearney had met on her trip to Antarctica on the Bark *Europa* to attend SAIL Amsterdam.

## Swedish extravaganza of sail and sunshine

By Helen Moody



The Helens ready to board *Equity* in Frederikstad Norway

**I**<sup>N</sup> July-August 2025, as part of a longer and varied trip, Helen Kearney and I were privileged to take up an invitation from Marie and Hans Wicklander to join them for a week in Sweden. Both Marie and Hans had lived in Adelaide for a while when Hans worked at Osborne. During this time Marie sailed on various yachts at RSAYS and hence the connection. We joined them on *Equity*, their Swedish 39 yacht, in Frederikstad, Norway after flying into Oslo. Hans and Marie were terrific hosts, treating us to some wonderful sights, experiences and food.

In perfect weather we motored and sailed for two days around many rocky islands, crossing from Norwegian waters into Swedish waters without a bump or marker to indicate the border crossing. The abundance of small islands and narrow passages makes sailing tricky, and it was not until there was clear water that the sails could be relied upon.

There are some key differences between sailing in Australian waters, and the island-dotted Norwegian and Swedish coasts where we were located. There are multiple rocky islands with available anchorage depths nearly to the edge of the islands with some of them just rocky outcrops. This makes for a surplus of areas to anchor. There are very crowded marinas, with berthing places for visitors at a premium and fierce competition for spots. Significant boat-handling skill was required in the marina we visited, and generally no assistance was provided by fellow boaties that you might find in Australia; however we only experienced a very small sample of marina life. You have to be very expert at manoeuvring your yacht into tight spaces, especially when parallel parking. We observed amazing skills!

After sailing for two days we arrived at an island called Koster on the western side of Sweden. It is a very small island with minimal shops. There are only a few vehicles with motorised buggies (Mules) with bikes being the main form of transport. The highest point was a lookout at 60m! Hardly a steep climb.

The summer holiday property where we stayed has been in their family for generations and is an idyllic area of attractive charming houses, green grass, flowers and rock promontories looking out towards the North Sea. It is a water paradise of varied activities such as lobster fishing, island circumnavigation in a large tender, swimming, snorkelling and island hopping. The Swedish people seem to play hard during the short summer months to make the most of the warm weather and extended daylight hours (light until 22:00 hrs).

A big thank you to Marie and Hans Wicklander for showing us their slice of the world and enabling us to join in on so many terrific water activities.



Hans and Marie Wicklander with Helen Kearney on *Equity*, Swedish 39



Swedish flag flying from the stern



Charming cottage which was our accommodation on Koster Island



Typical boat houses on Koster Island



Dining on the rock promontory which was part of the Koster Island property



Yachts tied up to rocks was a common sight

## Sail Amsterdam

By Helen Kearney



Helen Kearney and Helen Moody

**SAIL Amsterdam is the world's biggest maritime festival attracting >10,000 ships and boats and 2.3 million people over a five-day festival. Helen Moody and I were lucky enough to attend its 10th edition in August 2025.**

SAIL celebrates Amsterdam's illustrious maritime history. Since 1975, tall ships from all over the world have come to Amsterdam every five years for SAIL. 2025 was a double celebration: 750 years of Amsterdam and 50 years of SAIL. But that's not all! In 2020, SAIL was postponed due to the pandemic,

moving the 10th anniversary edition to 2025. A triple celebration, indeed!

It is difficult to describe the size of this event and the number of boats involved. Upwards of 800 ships, including iconic tall ships, historic vessels and modern boats, filled the IJ (Amsterdam's waterfront). Following the spectacular Parade of Sail down the Grand Canal, the event settles in the Eastern Docklands. These vessels were moored along 5.5 km of wharves, with people thronging by land and spectator boats parading by on the water in their thousands. Helen and I made the most of SAIL, settling on the north shore to watch the parade which took many hours, with every type of vessel you could imagine. Apart from the many tall ships and galleons in the parade, all manner of boats plied the canal – tugs, barges, motor boats, quaint old Dutch boats, boats dressed up as barrels, groups singing sea shanties and so many more. How there weren't any accidents I don't know! The excitement of the day ended in one of the many bars around the area.

In the following days, we walked the 5.5 km of wharves boarding and touring on some of the tall ships and galleons. We were lucky enough to be staying with some locals that I met on my trip to Antarctica on the Bark *Europa*, and it was a special moment to board the Bark *Europa* and re-meet some of the crew we had sailed with. Our final day of the Festival was spent on a sloop that one of my Amsterdam friends owned. We joined the parade of hundreds of other vessels getting up close and personal on the water side of the docked boats. It was very enjoyable but a pretty stressful time for our skipper with moving boats in all directions, but an amazing experience to see so many boats in one place. The only thing that I would say there is more of in Amsterdam than boats is bicycles. Bicycles definitely rule.

Amsterdam is a beautiful city, and our friends there really showed us a good time.



Sail Amsterdam Grand Parade – Photo Marek Illinger



Parade of Sail – Photo Roberta Macleod



Parade of Sail – Photo Roberta Macleod



Parade of Sail – Photo Roberta Macleod



Parade of Sail – Photo Roberta Macleod



Parade of Sail – Photo Roberta Macleod

# RSAYS Members' Workshop

By David and Mary Rawnsley



**T**HE RSAYS Members' Workshop has been buzzing with activity over the past few weeks, with several new inductees joining the workshop and plenty of projects progressing well.

One of the major projects currently underway is the refurbishment of the Club dinghy. A special thank you goes to Trevor Deslandes, who has been working tirelessly on the engine restoration, including exhaust work, new filters, pumps, bilge pumps, and electrical upgrades. The project is now progressing nicely.

Most of the old fixtures and fittings have now been removed, and the dinghy is nearly ready for painting. Upcoming works will

include sanding, filling, hull preparation, refitting rubbing strips, and completing the internal and external fit-out. We are aiming to repaint the dinghy in the same Club colours as before.

We are still looking for a few volunteers to assist with the restoration work. Even a couple of hours here and there would be greatly appreciated, and it is a great opportunity for Members to become involved in a practical Club project.

A sincere thank you also goes to the many Members who continue to donate tools, equipment, materials and workshop items. These generous donations are a tremendous help with the many projects currently being undertaken by Members and greatly assist in keeping the workshop operating efficiently.

Workshop inductions are now generally held on the first Sunday of each month. The next RSAYS Members' Workshop induction will be held on Sunday 7 June at 11:00 am. If you require an alternative time, please let David know so arrangements can be made.

Members wishing to participate are asked to complete the induction forms and send them through prior to attending. The forms can be found on the RSAYS Website under the Members menu.

The workshop continues to grow thanks to the generosity of Members and volunteers, and it is fantastic to see so many projects underway and Members enjoying the facility.

Feel free to drop in, see the progress being made, enjoy a tea or coffee, and put your stamp of approval on this great Club project.

David: 0419 440 999





**Peter Wayne Hastwell**

**10 June 1951 – 24 December 2025**

**By Ann Hastwell**

**P**ETER was born in Barmera and enjoyed playing cricket and football as well as sailing a Rainbow on Lake Bonney. I was a member of the Glenelg Sailing Club and we met there when he sailed in the Australian Rainbow Championships in 1968.

Sailing championships played a big part in our lives, even when our wedding day on 3 January 1974 was sandwiched between the National Fireball championships and Worlds Fireball championships.

In 1978 Peter joined the RSAYS as a crew member for Gil Findlay on *Ricochet* and later that year competed in the Sydney to Hobart race as navigator/helmsman. In preparation Peter undertook a course at Flinders University to use a sextant, and he always prided himself that he didn't need to rely on GPS. The race was one of the slowest on record and *Ricochet* spent NYE becalmed outside Hobart. Peter said he didn't have any ambition to compete again.

Peter moved to Adelaide to enter the Police Academy and after graduating he spent every cent on flying lessons – it was very important to get your hours up so we delayed our honeymoon so that Peter could fly the fire and shark patrols.



**Witchcraft**

After seven years in the police force Peter took long service leave to take a course as a flying instructor. He had been lucky enough to spend time in the Police Aviation Wing where he gained his commercial flying licence. He wanted to fly more hours so he left the police force and joined Williams Aviation which held the RFDS contracts to supply pilots for the Alice Springs and Port Augusta bases. Peter started in Alice Springs in late 1979 and then in 1980 he was the first pilot for the RFDS Central Section when they employed their own pilots.

We transferred to the Port Augusta base to be close to the water! Peter joined the Port Augusta Yacht Club and became the proud owner of a Lightweight Sharpie which he began reregging. He needed Ronston boat fittings so he decided to open a chandlery shop. I found myself working behind the counter while Peter continued to fly and run the Port Augusta base. Soon we were approached by SA Bait Supplies to sell bait so I rebagged wheat bags full of cockles into smaller bags by using my kitchen scales.

Next, the dive shop in Whyalla asked him if he wanted to run diving courses, so he took up scuba diving and did every level of diving all the way to diver-lifesaver but not cave diving! He started the Port Augusta Diving Club and took the members to many dive spots, mostly on Kangaroo Island.

In 1989 the RFDS opened the Adelaide airport base and Peter was the Senior Pilot. As Peter worked shift work all his life he was invariably available during daytimes and volunteered at our children's school to help with coaching and excursions. As a member of the police force he had a heavy duty vehicle licence and could therefore drive the school bus.

In 1995 Peter travelled to Switzerland for training on the Pilatus PC-12. He ferried the first PC-12 to Australia and also several other ferry flights over the years. Pilatus had sold a PC-12 to a French children's author Jean Chalopan and the condition of sale was that he had a copilot in the southern hemisphere. Peter was the man for the job which took him on yet another adventure. They flew from France to

Singapore and all over Asia with Peter as Jean's training and safety pilot.

Peter's parents retired to KI and every school holidays we took the children to stay with them at Penneshaw. Peter needed a boat on the island so he bought a 20 foot solid jarrah fishing boat with a simplex motor. We called her *Santorini* because she was like a Greek fishing boat. It wasn't the speed boat the kids wanted but the put-put supplied many hours of boating and fishing out of Christmas Cove. Later Peter bought *Peacock* which we kept at Wirrina so he could sail to Penneshaw easily.

In 2005 we bought, *Witchcraft* a Farr 1104, from the Royal Prince Alfred Yacht Club in Pittwater, Sydney. Peter rejoined the Squadron and competed in several Port Lincoln races. He enjoyed sailing in Twilight races when he could get a crew together, and he embraced the King of the Gulf regatta. Being a commercial pilot, and being in charge, Peter didn't drink much as he never knew if he would be called in to cover another pilot. But he always made sure the eskies were full so the crew could enjoy a cold drink after sailing.

Peter loved checklists. When he went on home dialysis he built a trolley for his machine and each night he had a process to go through and checklists to prepare for dialysis. Peter suffered from kidney disease all his life after it was detected with his first Aviation Medical.

Peter was a great dad and grandfather. We did the school run picking up the grandchildren from school on selected days, and on shopping day Peter would fill the trolley with plenty of after-school snacks.

Peter and I have always been very proud of our children Sam and Sophie. They have brought us joy every day of their lives and we are blessed with four beautiful grandchildren, Rosie, Harvey, Beatrix and Alfie, who have given us so much happiness, Peter and I were a team. He was my best friend and I miss him terribly.

[Ed: Peter wrote an article *Flying versus Sailing* which was published in the Summer 2019 edition of the SQ]



**Peter with the PC-12 on arrival in Australia**

HOUSE & SOCIAL COMMITTEE PRESENTS

# LIVE MUSIC

SUNDAY 28<sup>TH</sup>  
JUNE 2026



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1-4pm - Squadron Dining Room

Great Prizes to be won

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Tables of 10 - book 10 tickets or individuals will be seated together for a blending of knowledge!

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