



SQUADRON

Seamanship & Fellowship

Quarterly

Volume 37 Issue 2
Winter 2023



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	David Eldridge	<i>Aquitaine</i>
General Manager	Adam South	

SERVICE DIRECTORY

Address: 750 Victoria Road, Outer Harbor, SA 5018
 Mailing Address: PO Box 1066, North Haven, SA 5018
 Ph (08) 8341 8600
 Email: rsays@rsays.com.au Web: www.rsays.com.au

Office Hours

9.00 am - 5.00 pm Monday - Friday
 9.00 am - 4.00 pm Saturday and Sunday (October - April)
 9.00 am - 2.00 pm Saturday and closed Sunday (May - September)
 Closed public holidays and Easter Weekend
 From Christmas Eve to the end of the first week of the New Year, the Office will be open for reduced hours as advertised.

Office Contacts

General Manager	Adam South	8341 8600 0450 946 586
Finance & Admin Manager	Carrie Dooley	8341 8600
Marketing and Member Services	TBA	8341 8600
Accounts Administration	Tanya Wesley	8341 8600
Hospitality Manager	Steven Bulach	8341 8600
Marina Administrator	Ann-Marie Gaffney	8341 8600
Head Chef	Ethan Humphrys	8341 8600
Boating Administrator	Simon Bath	8341 8600
Slip Master	Steve Dunn	0408 084 919
Dockmaster/Site Supervisor	Cameron Massey	8341 8600
Maintenance Manager	TBA	8341 8600

Committee Contacts

Cruising	Barbara Adams	0428 190 031
Dis-Able Sailing	Deirdre Schahinger	0404 033 327
Historian	Peter Kelly	0412 163 713
House and Social	Annie Wilkins	0409 695 683
Racing	Chris Mandalov	0417 847 836
RSAYS Foundation	David Adams	0417 836 449
Seaweed Gardening Group	David Borg	0488 794 436
SheSails	Helen Moody	0417 083 973
Trailer Sailers	Trevor Hamlyn	0418 318 644

SQUADRON QUARTERLY TEAM

Editor: Brigid Dighton

Production: Roger Oaten

Regular Contributors: Commodore, General Manager, RSAYS Limited Chair, Foundation Chair, Historian, Hospitality, Committee Chairs, Trailer Sailers, Women Racers

Writers and Proof Readers: Barry Allison, Anne Arnold, Kathryn Crisell, Fay Duncan, Rae Eldridge, Jeanne Harrison, Rick Holden, Helen Kearney, Sally Metzger, Phil Tassicker

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Advertisements, editorial and photographs can be sent to:

- Brigid Dighton (hello@brindabellasailing.com.au) or
- 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

BAR AND DINING FACILITIES

Dining Room

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

Jimmy's Bar

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

COVER PHOTO

Passport (Kevin Kelly) and *Silver Gull* (Rob Hutson) competing in the inaugural TSASA Regatta and Rosebowl Trophy Race
 Photo: Geoff Beacham

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FROM THE EDITOR

Brigid Dighton



THE Club was ‘abuzz’ with accolades in April when Presentation Night recognised the winners and participants of the RSAYS 2022/23 racing season. Congratulations to all the winners, including Jenny Geytenbeek who won the Eileen Hardy Trophy and is featured in this edition.

Also in this edition we welcome new Members Travis, Lauren, Owen and Alana Robbins to the Club and celebrate the loyalty of our Senior Member David Lowe who has been a Member since 1969 when the Squadron celebrated its Centenary.

We also hear from our regular contributors Captain Coconut and Robert Williams as they continue to share their adventures. Robert’s article bravely describes a vulnerable experience at sea and, as always, he is an inspiration.

As winter approaches you might be preparing to do some boat maintenance, so this could be a good opportunity to update your own First Aid skills. We have included a previously published article written by David Adams on Defibrillators – it is a critical read. The Club now has three Defibrillators.

Again a huge thank you to all the wonderful Members who have contributed to this edition – the SQ magazine would not be possible without you.

TABLE OF CONTENTS

REPORTS

From the Commodore 4
 From the General Manager..... 5
 RSAYS Limited Report 5
 Marina Refurbishment Report..... 6
 Hospitality Report..... 7
 Racing Report..... 8
 Junior Development Committee Report..... 9
 RSAYS Sailing School 9
 Foundation Report 10
 History Group Report..... 12
 SheSails@RSAYS Report..... 14
 House and Social Report..... 23
 Cruising Fraternity Report 24

REGULAR ARTICLES

Welcome to New Members..... 6
 New Members Profile – Travis Robbins and Family 16
 Dis-Able Sailing 22
 Did You Know? 27
 Senior Member Profile – David Lowe..... 28

FEATURES

Donation of Marine Defibrillator..... 10
 How to Use a Defibrillator..... 11
 History Festival Tours of the Squadron 13
 Eileen Hardy Trophy Winner 15
 Boating Fire Safety 17
 Racing Presentation Night Awards..... 18
 Racing Presentation Night Photos 20
 Farewell to Anthea Cowell 24
 KISS 2023 – Bigger and Better Each Year!..... 25
 ANZAC Day Ceremony 26
 A Collision at Sea 30
 Captain Coconut Update..... 32
 D’Estree Bay – Trip from Hong Kong to Darwin..... 34
 Tell Tales..... 36
 Member’s Hobby 36

ADVERTISERS

Haese Marine 13
 Bay of Shoals Wines 13
 GISA Wines 37
 Webb Marine Services 37
 Coopers Brewery 38
 Tight Access Cranes 38
 Whitworths Marine & Leisure 38
 Zambrero - Mexican with a Mission 38
 SD Marine 39
 MEH Plant & Equipment Hire 39
 Binks Marine..... 39
 Enviro Sweep 39
 Dockside Port Vincent 40

By Ian Roberts, Commodore



THE end of the Summer Series of Racing, Presentation Nights, the Easter Regatta and the Coronation of a new King, all have meant that it has been a busy few months both for me personally and for our Club.

The end of the Summer Series saw the conclusion of the 2022/2023 racing program and the commencement of the 2023 Winter Series. It also provided a time for reflection as to the current racing and sailing program.

In keeping with its commitment to review all areas of the Club, the Management Committee continues to meet with the Chairs of each Committee of the Club on a rotational basis at its monthly Management Committee meetings. The sailing side of the Club is but one section of the Club that has been reviewed by the Management Committee.

Concern has been expressed that while there is significant fun and achievement to be had by the individual boats and crews that have competed in the predominantly racing-focused sailing program, the actual number of boats and people involved has been significantly declining over the last few seasons.

The Management Committee is determined to endeavour to arrest this decline.

In doing so, not only does the Management Committee seek to enhance the experiences of the existing competitors but also to introduce as many new boats, crew and experiences as we can moving forward.

To this end, it is gratifying to see that for the first time in some years there was an election for the Racing Committee membership.

I congratulate and thank all nominees and look forward to their ongoing creative input as the new season unfolds. In order to foster a new outlook towards sailing a significant number of races will be scheduled for Sundays in the new season. I look forward to the ongoing support of existing and new crews to this innovative development in order to stimulate the racing program. Sternchaser handicapping will also be implemented for Twilights, again to stimulate innovation and competitiveness as well as safety into this section of the racing program.

Sailing within the Club, however, is not just the 'racing' component and we must be careful not to focus on just this aspect of the sailing program.

In my last report I wrote of the lives of two significant sailing matriarchs within the Club. Their input to the Club was greatly enhanced by the cruising aspect that they and their families participated in after various destination races such as the Port Lincoln race, as well as trips and races to Port Vincent and Kangaroo Island.

This is an aspect of the sailing side of the Club that I hope, moving forward, can again be re-established, and reinvigorated to add to the modern fabric of the Club, just as it has done in the past.

By the Club Members working in concert with each other, be they involved in racing, cruising, SheSails or House and Social events, these experiences will be enhanced and will ensure the continued longevity of this Club. Please give thought to how you can participate in this aspect of Club life.

My attendance at the Presentation Nights of both RSAYS and our neighbour, the CYCSA, brought into focus several matters.

Firstly, it is time for the Commodore's Shield to be returned to our Club and I urge all racing sailors to make this a focus for the next season.

Secondly, the role of the 'Cock of the Walk' Trophy is the ideal vehicle to create a 'Club Champion' who can be recognised over all of the various sailing aspects of the Club. Accordingly, the Management Committee has implemented a structure to revamp the concept of a 'Club Champion'.

This will be published in the sailing instructions for the 2023/2024 sailing season, and I commend to all Members that they familiarise themselves with this

proactive approach from the Management Committee to stimulate all facets of sailing within our Club. To be the 'Club Champion' will not just involve a trophy next season.

The numbers at the Easter Regatta were down very slightly but a great time was had by all who participated, notwithstanding the weather. I encourage all Members of the Club to give serious thought to their potential involvement in this regatta for 2024. The visit by the Squadron to Port Vincent over Easter has been occurring for more than 90 years and I am certain that from time to time it has had minor dips in numbers attending. The racing in the flatwater adjacent to the marina is great fun and the social activities are only enhanced by a larger volume of Members attending. The camaraderie fostered by this Regatta within the Club is sensational and your participation can only add to it. Please consider putting it on your must-do list for the 2024 program.

On a final note, Liane and I were proud to represent the Squadron at a cocktail party at Government House, as guests of her Excellency the Honourable Francis Adamson AC, Governor of South Australia and Mr Rod Buntin, to celebrate the Coronation of King Charles III and Queen Camilla. The continued support of the Club by our Patron is greatly appreciated and, I am sure, by all Members.

Notwithstanding that occasionally it rains, the Winter Series is a great time to be sailing, and I look forward to seeing you at the Club, either on the water or in the Dining Room or Jimmy's Bar discussing creative and innovative ways that we can ensure our Club remains positive, vibrant and the premier sailing club of South Australia.



Commodore and Liane Goldsmith at the Government House reception

By Adam South, General Manager

WITH summer sailing now completed, I'd like to congratulate all those who took part and those who stood on the dais. Well done to all! With the close of this season, our long-time Principal Race Officer Stewart 'Jock' Ross has stepped down. Congratulations Jock on a stellar career, from 14 ft skiffs in the early days to guiding our Adelaide fleets safely for well over two decades.

Jock will be an integral part of the Squadron's mentoring program as we move forward. This program will include all aspects of race management, from race officers to mark layers and scorers. Keep an eye out in the e-bulletins for dates of inhouse courses associated with each of these important Club volunteer roles and please commit if you're able to.

Many may have noticed that our other racing dynamo, Roger Oaten, has not been at the Club lately. Roger has been unwell, but it hasn't stopped him from publishing this great magazine. Get well Roger – we miss seeing you here at the Club.

The Easter regatta was a huge success. Annie Wilkins will elaborate on this further in the magazine, so make sure you've booked for next year as this iconic event re-establishes itself as the Club's premier yearly get-together for all its Members.

In closing, I have had the opportunity to return to active racing this year, competing in the KOG regatta and the Port Lincoln race as well as several Club days. As I reflect, I realise how fortunate we are to be involved with the oldest and most respected yacht club in South Australia. Isn't the sport of sailing wonderful!



RSAYS LIMITED REPORT

By Chris Mandalov, Chair

THE 2022-23 Financial Year has just closed for RSAYS Limited. The auditors are in, preparing the financial results for our AGM on Thursday 3 August.

With low bank interest rates for most of the year, we were challenged to keep our returns on cash reserves ahead of depreciation. The Board sought professional advice on alternative investments. In the end, we held off as global instability made these investments risky. Even safe investments in property stocks looked risky.

The only Infrastructure Development project over recent months has been on the Marina Stages 1 and 2 refurbishment. Phil Tassicker has been overseeing this work and can be found on the North Bank at 0730 hrs most mornings. Our team supervisor Peter Sacharias has had to leave the project for personal reasons. He has done an excellent job to date and we thank him for his efforts. His successor Cameron Massey is now in place.

Much time and money has been spent setting up for the project – that is, the non-recurring engineering. A system is now in place that the team can apply, using a 'production line' approach to the remaining refurbishment. Phil has prepared a more detailed report on this project in his Marina Refurbishment Report. By the time you read this report, we expect to have the refurbished AA Row from Marina Stage 2 back in the water. This row is made up of a



Marina Stage 2 with Row AA circled

secondary walkway and four fingers. While AA row is a comparatively simple section to work on, it's also the section that most urgently needed attention. We're not sure it would have survived another stormy winter.

The Board also spent time looking into RSAYS Limited's governance structure. The aim was to confirm that our assets would be protected from litigation action against RSAYS Incorporated, our tenant. Recent judgements on similar structures cast some doubt that protection would hold up in a court. Fortunately, independent advice provided to the Board gave us confirmation that our assets would be protected. A few changes to the way Limited operates were recommended to keep the two entities at arm's length from each other.

Finally, we recently completed a review of the various types of insurance cover that the company has. This review found a few areas that needed correction and Carrie Dooley is working to update these.



MARINA REFURBISHMENT REPORT

By Phil Tassicker

WORK on this project has been a long and difficult 'voyage of discovery' so far. As we dismantled and removed AA Row, the extent of the degradation of floats, walers and services became clear, but the good news is that the team has found solutions to all the problems, and re-assembly is about to begin.

The floats used in Stage 2 were very large polystyrene blocks housed in rather flimsy polyethelene boxes. These boxes have degraded and distorted, and in some cases fallen off (and are presumably still somewhere on the bottom). This meant the polystyrene blocks were exposed to seawater, and were beginning to disintegrate. The cost and difficulty of manufacturing new floats in the same way was prohibitive, so we have opted to use 'off-the-shelf' air-filled floats instead. These are made by a large manufacturer in Sydney, and are available in various sizes which will suit our requirements.

The walers in Stage 2 are structural and all need to be replaced. We have been fortunate to find a timber supplier able to source suitable

hardwood sawn to the dimensions we require. The power and water services will be replaced, and new service pillars have also been sourced. The steel corner brackets are in surprisingly good shape, and most require only sandblasting and re-galvanizing before re-use. All the concrete sections are highly unstable when disconnected from the general marina structure, and it is necessary to fit outrigger style floats in order to tow them to the crane wharf for removal. Unless this is done, the concrete will immediately overturn and sink.

A great deal of time, money and planning has gone into establishing a suitable work yard on the North Bank, and devising procedures, stands, jigs and systems to enable safe and effective dismantling and repairing of AA Row. The remaining work on Stage 2 is expected to proceed more quickly, based on all that has been learned.



Outrigger in place prior to disconnection



Towing to the crane wharf



Lifting onto the crane wharf



On the stands in the work yard

Welcome to New Members

Family:

Paul and Naomi Clarke
Mark and Louise Evans
Mark Higginbottom and Cheryl Cocks

Senior:

Christopher Doheny
Geoff Freer
Peter Sacharias (*Crusader*)

Intermediate:

Hudson Elliott
Blake Lawrenson

Crew:

Matthew Dunn
Hugo Ugartemendia

By Steven Bulach, Hospitality Manager

THE last quarter has been a mixture for Food & Beverage, with the main racing season coming to an end and shorter days falling upon us. We saw a good turnout for the last 78^o Sundays event for the season, with a beautiful Autumn day setting the scene and Pigsy & Tim providing some live entertainment on the Quarterdeck.

The final races for the season saw good turnouts for the hosted days. Unfortunately, the final race for the Saturday series clashed with a wedding ceremony and reception which caused some issues, but in turn we provided an excellent wedding event for a thankful bride and groom.

Racing Presentation Night was well-attended and mostly well received. The following day we also held a conference for Australian Sailing, with the host reporting that they were extremely happy with the event, so hopefully we can book some more functions for them in the future.

Winter is upon us and a new menu appropriate for the winter will be launched at the beginning of June. We have reopened the Squadron Dining Room upstairs, as well as keeping Jimmy's Bar open for the more relaxed Members who like a quiet drink and some nibbles in front of the fire. Upstairs dining will be available for lunch and dinner on Fridays and Saturdays and for lunch on Sunday afternoons during the winter period, while patronage is sufficient. Please refer to the RSAYS website for up-to-date information.



Cheerful service in the Dining Room

Jimmy's Bar will be serving a smaller/light menu during normal dining times as well as offering drinks from 12 noon until late from Friday until Sunday afternoons. A new winter menu will be launched as well as some 'special nights' where Chef offers something different to our standard menu. So keep a look out for What's On in the Squadron eBulletins.

The Members' House Account has been relaunched for the new financial year, and the value will be available on the older Squadron cards. Any cards that have been damaged or no longer work will be replaced, and any financial Member who does not have a card will need to notify the Office so we can organise printing. The Jimmy's Bar Social card will become a non-Members benefit to try and promote new faces through the gates to come and enjoy the food and drinks we have on offer.

The House & Social Committee is hosting a dinner and show on 24 June with a Throwback to the 1960s, 70s and 80s theme, with live entertainment and a 2-course meal on offer. It should be a great night, so book your ticket before missing out.

Friday night Members' Draws are still going strong and pulling good crowds. Hopefully everyone will still keep coming as the nights get colder to maintain support and to have a chance to win.

Before we know it Spring will be upon us and we will be relaunching the 78^o Sundays entertainment as well as some newer events. We will keep you updated as the events are being finalised. There is plenty happening so our team hopes that you will all keep supporting the Food & Beverage department as we look forward to some exciting times for the Club.



You have to be there to win the Members' Draw!

Trailer Sailer Regatta and Rosebowl Trophy Race By Kevin Kelly

ON the weekend of 22-23 April the RSAYS and TSASA jointly hosted an inaugural Trailer Sailer Regatta at the Squadron. The event was three months in the planning and was promoted widely across SA Sailing Clubs and open to any Trailer Sailers. The Squadron and the TSASA are collaborating to develop activities to increase joint Club participation and on-water activities for Trailer Sailers.

The weekend started on Friday evening as participants slipped their boats into the water and tied up for the night in front of the Squadron facilities. Many took advantage of Jimmy's Bar for evening meals and drinks on the Quarterdeck overlooking the marina, while revving each other up for the racing ahead.

On Saturday morning at 0915 hrs the Race Officer (Geoff Beacham) explained the two races for the day, the starting sequence and what would happen if the winds faded and adjustments needed to be made to the course. The courses were both windward/leeward, with two laps for each race.

Race 1 – 1030 hrs start outside of the River in very light conditions, with 4-6 kts of breeze and flat seas. Jay Brown on *Breakaway* got off to a great start and led the fleet to the windward mark, but in fading winds the RO made the call to shorten the course to one lap. This ensured everyone finished, with the first boat finishing in 33 minutes and the last boat finishing in very light downwind conditions in 78 minutes. The placings were *Breakaway* 1st, *Silver Gull* 2nd and *Passport* 3rd.

Race 2 – 1340 hrs start. After an extended patch of calm conditions (and time for lunch and a drink), the wind finally swung around to 220° and resumed at around 4-6 kts. Once again it was two laps windward/leeward. Several boats got off to a great start and positions changed frequently during the windward legs. Unfortunately, *Iona* missed the maximum delayed start time of 5 minutes, but proceeded to sail the course until informed by the Race Officials at the end of the first lap. The placings were *Breakaway* 1st, *Passport* 2nd and *Wild Child* 3rd.

On Saturday evening the Squadron put on a welcome barbecue for the fleet after the presentations, where the skippers pondered their performance from the day and planned improvements for Race 3 (the Rosebowl Trophy).

Race 3 – the Rosebowl Trophy Race got underway at 1030 hrs in absolutely perfect sailing conditions (NE 6-8 kts with flat seas). Everyone was keen to make a great start so the start line was congested (with the exception of Warren Carey on *Why*, who had experienced gear problems and didn't make it to the start). A relatively short start line led to somewhat chaotic scenes with *Breakaway* coming in on port and several other boats having to go-about to avoid missing the pin. Despite this we got underway without incident.

The Race Committee set a perfect course for the conditions which involved starboard roundings of various buoys and beacons, including Leads In/Out and Beacons 6, 8 and 10. There was a great tussle between boats, and although *Breakaway* led the fleet again it was not until the later stages that a close contest emerged between them and *Passport*, while a similar scenario was also occurring a little further behind between *Silver Gull*, *Wild Child* and *Odette*. *Breakaway* prevailed to cross the line 12 seconds in front of *Passport*.

The final Reggata placings were:

- 1st *Breakaway* (Jay Brown)
- 2nd *Passport* (Kevin Kelly)
- 3rd *Wild Child* (Peter Murfett)

The final Rosebowl Trophy placings were:

- 1st *Passport*
- 2nd *Wild Child*
- 3rd *Breakaway*

The racing experience of Jay Brown on *Breakaway* shone through in the series, by taking out line honors in each race. Jay also owns *Black Butterfly* a 44 ft keel boat that he races regularly at the Squadron.

The event was a success and the aim is to run a similar event in 2024. A big thanks to the Squadron for the initiative and to TSASA Members who helped make it happen – Adam South (General Manager RSAYS), Peter Murfett (Vice Commodore RSAYS), Simon Bath (Boating Administrator RSAYS), Trevor Hamlyn (President TSASA), Rob Hutson (Sailing Captain) and Kevin Kelly (Committee Member). A big thank you to our Awards Presenter David Eldridge and to the volunteer Race Officers – Stewart 'Jock' Ross, Geoff Beacham, Jasper Bowering, Brian Sutherland and David Zowtyj – they did a great job in officiating the racing but didn't do so well fishing.

Full results may viewed on the RSAYS website.



Top left: *Breakaway* Jay Brown's Ross 780 Mk3

Top centre: *Passport* Kevin Kelly's Austral Clubman 8

Top Right: *Wild Child* Peter Murfett's Ross 650

Bottom left: Series winner Jay Brown (*Breakaway*) announced by David Eldridge

Bottom right: Kevin Kelly (centre) with the Rosebowl Trophy and the crew of *Passport*

By Steve Wellings and Margaret Henry

By Steve Wellings, Chair

(prior to leaving with his family to travel overseas for six months)

THE Junior summer sailing program at RSAYS has been a resounding success on all fronts. Since taking over as the Chair I am happy to report we now have 16 regular Juniors and many enthusiastic parents attending all sessions. The season commenced with the well-attended Spring Camp and we aligned with Twilight sailing on Wednesday evenings and Try sailing on Sunday mornings.

Our Duke of Edinburgh program remains coordinated through Will Atkins, who has taken over as Administrator on behalf of RSAYS. Well done to Alex, Tristan and Oscar for achieving Silver and Bronze Medals during the period.

As we head toward Winter our Wednesday evening programs will cease and recommence in line with Twilight sailing. Sailing on Sunday mornings at 1000 hrs will remain under the guidance of Simon Bath and Geoff Beacham.

We remind Members that if you need crew we have Juniors ready to learn and willing and able to transition to bigger boats. A big thank you to Janet Thornley and Kaz Eaton who support growing our kids with sailing opportunities when they can.

In my absence I will leave the responsibility of the JTD Committee to Margaret Henry as the new lead. I want to take the opportunity to thank Margaret and Philip Clark for their support and passion. We absolutely need Margaret to run the Junior Program so fellow Members please treat her well! Philip is an asset to the Club and without him some of our sailing would have been very limited, and he is an excellent coach for the kids. Special thanks to General Manager Adam South and Vice Commodore Peter Murfett for their support and guidance. And a big thanks to all our wonderful, respectful and courteous kids!

By Margaret Henry

OUR Junior summer season 2022/23 came to an end on Wednesday 26 April, with a final evening of sail and celebration before the Presentation Night on Saturday 29 April. The winning crew for the Pacer Cup Trophy were Alex Farmer and Oscar Wellings. Alex Farmer was the deserving recipient of a magnificent new Trophy for Youth Skipper of the Year donated by Kaz Eaton.

We welcomed several new Members over the season and the three Monday evenings of come-and-try sessions were a huge success. A big thank you to all the Juniors who came to teach the novices. We couldn't have done it without you.

Junior sailing continues throughout the winter on various Sunday mornings that don't clash with the winter racing season. If you know of any children who wish to learn to sail please contact the Boating Administrator, Simon Bath.

Sunday 14 May
Sunday 11 June
Sunday 16 July
Sunday 13 August
Sunday 17 September

The next season starts with the Sailing Camp 9-13 October. We look forward to that event, so watch out for registration details.



Juniors rigging their boats before launching



Juniors packing up after a Wednesday Twilight session

RSAYS SAILING SCHOOL

By Simon Bath, Boating Administrator

RECENTLY we were audited by Australian Sailing and retain our accreditation as a Discover Sailing Centre. We are seeing a pleasing number of adult learn-to-sail participants utilizing our facilities, as well as providing ongoing Junior training.

We are working closely with the Saltwater Veterans, Australian Defence Force and the local RSL to increase their programs which assist returning veterans and ADF families. We are always looking for mentors to help with this program, so if anybody can spare time on the last Friday of each month please contact me in the Sailing Office and I will add you to the list.



By David Adams, Chair



To all of you who have supported the Foundation over the last three months – a big thank you.

Whether this has been through buying some raffle tickets, purchasing some Foundation wine, buying a copy of the *SA Anchorage Guide*, or making a monetary donation to the Foundation, the Trustees really do appreciate your support.

Everyone's ongoing support, however, is still required!

After a significant outlay from the Foundation to help purchase *Protector*, we are slowly building up the Foundation funds again. But we still have a long way to go – if you are considering making a tax deductible donation (especially with 30 June fast approaching), then please consider donating to the Squadron Foundation. The Trustees will ensure that your donation is well spent, to assist either the Squadron or its Members in their sailing pursuits.

Over the next few months, we will continue to offer wines for purchase through the Foundation – the wines available are regularly changing, so keep an eye out through the Squadron emails. We will also be organising a Quiz Day in the Dining Room during winter, and after the success of the recent Friday evening Foundation Wine Tasting event, we will

be holding another in October. If you haven't yet purchased Phil Tassicker's *SA Anchorage Guide* for yourself or for friends, copies are still available from the Squadron Office.

Please don't forget – if you have a worthwhile project either as an individual Member, a group of Members, or a Committee, and need some Foundation funding to help achieve your goal, then grant applications and guidelines are available on the Squadron website, or phone myself for further information.

Again, thank you to Squadron Members – through supporting the Foundation, you are providing for the future of our Squadron.



DONATION OF MARINE DEFIBRILLATOR



THE Multihull Yacht Association of South Australia (MYASA) has generously donated a marine environment heart defibrillator to the RSAYS. This donation has been made by MYASA to increase the on-water safety of crew in yachts.

MYASA is a very active state yachting association and has conducted regattas such as King of the Gulf, Triple Crown, and National and State Multihull Championships.

The defibrillator will be carried on board an official boat during racing and other on-water activities. Although it has donated this defibrillator, MYASA hopes it is never used.

Defibrillators at the Squadron

In addition to the donated marine defibrillator, two defibrillators are installed at the Squadron, and their locations are described in the accompanying article on the next page. This article was written by David Adams and published in the Autumn 2020 edition of the *Squadron Quarterly*. We are reprinting it with David's permission as a reminder of the importance of CPR and AED skills.

READ THIS ARTICLE – A LIFE MAY DEPEND ON IT

As many of you are aware (and all of us should be aware!), we have two AEDs (automatic external defibrillators) at the Squadron. Please know their exact locations – on the outside wall of the Clubhouse left of the Ladies toilet door, and attached to the North Bank Facilities block outside wall. Both can be accessed after hours.

As a rural GP who has done a lot of anaesthetics and attended a lot of emergencies over the years (including treating two cardiac arrests in the last month), I feel it is extremely important to make all members aware of their CPR skills.

So ...

How are YOU with your CPR (cardiopulmonary resuscitation) and AED skills? Providing CPR for a person is one of the most difficult things you can do, especially if the person is a friend or loved one.

This article will refresh you in this life-saving area.



A case scenario:

You are having lunch on your boat with friends and family in the Squadron pool, when someone at the table collapses and appears unconscious (a potentially witnessed cardiac arrest).

What do you do?

The mnemonics are simple:

- D (danger)** Is there anything that would be a danger to you and others when providing resuscitation, eg electrocution risk, carbon monoxide if down in the cabin, etc?
- R (response)** Gently shake the person ... 'are you OK?' Is there any response – groaning, verbal response, etc? If not, the patient may have suffered a cardiac arrest.
- S (send for help)** Absolutely critical. Ring 000. If there is a person free to help, get them to dial 000 – you will be busy! Then get them to phone the Squadron Office (if it is open) to bring the defibrillator to the patient urgently. Have someone stationed by the Squadron gates to let in the ambulance and direct them to the scene. If there is a spare person, they will become the Communications Officer. They will also ensure a clear passage for the ambulance to access the situation with their equipment.
- A (airway)** Quickly check the airway. This should take a second. Is the person choking? Is there a bolus of food blocking their airway?
- B (breathing)** Again, critical. Is the patient breathing? If breathing is not normal, or is absent, and the patient is unresponsive to gentle shaking, then we assume the person is in cardiac arrest.
CPR should be immediately started.
Don't ... feel for a pulse, panic, or run out to get extra help (that should already be on the way).
Do ... Start CPR straight away, have as many people around you to help as possible, allocate jobs to everyone, allocate a team leader to run the team and the resuscitation.
- C (circulation)** **Start CPR. This is absolutely critical**, and the sooner after the arrest cardiac compressions begin, the greater the chance of survival.
Remember how to give cardiac compressions – rate, depth, position of hands, etc.
Remember how to ventilate.
Remember the ratio – 30 cardiac compressions, then 2 breaths.
Remember – cardiac compressions should only cease when either the person has been successfully resuscitated, or when being defibrillated, or when it is decided to cease resuscitation attempts.
- D (defibrillator)** When the defibrillator arrives, place the leads on the person, as per the written and verbal instructions (the AED will tell you what to do). Don't stop cardiac compressions while this is occurring!
 Then defibrillate the person, as instructed by the AED.
 Defibrillation will only be instructed to be performed if the person has a cardiac rhythm amenable to cardioversion (ventricular fibrillation or ventricular tachycardia).
 At this stage, the ambulance will have arrived, and the paramedics (usually with Intensive Care training if they know they are attending a cardiac arrest) will be able to take control of the situation.
 When we are managing a cardiac arrest at our local hospital, we always have a debrief afterwards – this is of benefit to us all after managing a life-threatening situation. This should be the same in the non-medical situation.
 Some people do not want to be resuscitated – respect their wishes. This would need to be relayed to the Rescue Team by a close family member.
 My uncle (an engineer and a very practical person) gave himself a 90th Birthday present – he had 'DO NOT RESUSCITATE' tattooed across the front of his chest!

Now what I want you to do (straight away, not tomorrow night!) is go online and search YouTube for two things – 'CPR' and 'How to use a defibrillator'. St John Ambulance has a good site for 'AED demonstration'. Or better still, enrol in a First Aid course on CPR.

And please ... know exactly where our AEDs are located at the Squadron.



Celebrating 100 Years at Outer Harbor



Clubhouse at Outer Harbor Circa 1926

THE 1920s was a decade of significant changes globally, as well as in Australia and even at the Royal South Australian Yacht Squadron. In 1923 King George V was monarch of the British Empire; Billy Hughes was Prime Minister of Australia; and Mr A G Rymill was Commodore of the Royal South Australian Yacht Squadron.

Australia, with a population of 5.7 million, was emerging from the devastation of World War I, during which 45 Squadron Members had served their country, as recognised on the Honour Board displayed on our stairway. The Great War had claimed 60,000 Australian lives, closely followed by the influenza pandemic which took another 15,000 Australian lives.

On a lesser scale, turmoil was created locally when the South Australian Harbors Board informed the Squadron that all of their yachts must be removed from existing moorings at Birkenhead by 31 December 1923, as the site was 'required for public purposes'.

The Squadron held part of the Birkenhead premises on freehold, and part was leased from the South Australian Harbors Board. The Squadron, as well as owning some of the Birkenhead premises, was paying £185 per year for rented facilities at Birkenhead. It had been anticipated that this arrangement would continue onwards for 21 years, but the Board apparently had other ideas.

The 1923 RSAYS Annual Report states that, "After long and careful consideration finality has been reached, and an excellent site has been obtained at the Outer Harbor. This is situated at the northern end of the Harbour, and close in shore. It is well protected from all weather conditions, and should prove an ideal place for the Club's new quarters. It is proposed in the near future to build a shed on the shore opposite the mooring space, with lockers, petrol store, motor shelter, and other facilities. A lease has been secured from the South Australian Harbors Board on very reasonable terms, and your Committee feel that although we have been compelled to move our yachts from Port Adelaide, it is a step in the right direction."

The amount received for the Squadron's Birkenhead freehold assets, presumably from the Harbors Board, was £2,550. The Harbors Board offered to dredge an area at Outer Harbor of 400 feet by 300 feet to accommodate Squadron boats. An additional area of adjacent foreshore land measuring 150 feet by 150 feet was to be leased from the Harbors Board for an annual rental of £150.

By March 1924, newspapers reported that good progress was being made at Outer Harbor. Under construction were a new boathouse and other facilities for the Royal South Australian Yacht Squadron. Occupation of the new facilities was anticipated to be June. The basin for mooring berths had been dredged, so that boats could be moved there from Birkenhead. The boathouse was said to 'be of handsome design, equipped with every convenience for yachtsmen. A set of lines will be run into the premises so that dinghies can be easily run in or out'. Also a place was to be provided for cleaning or

scraping spars. In 1926 additional construction for a hydroplane wharf was approved.

Members were to be charged 10 shillings per annum for lockers and dinghy moorings. Boat moorings up to 20 feet were £1 per annum, increasing by £1 additional for every incremental 10 feet. The slipway was completed in October 1925. Daily slipping fees were: 5 shillings for boats under 20 feet; 10 shillings for boats 20-30 feet; and 15 shillings for boats over 30 feet.

A spacious balcony was to be built onto the boathouse to overlook the moorings. This would provide a good view of yachts on moorings plus a vantage place for watching races on the river. A landing area was planned and a pontoon gifted by Mr A J Fisher (who also provided horses and scoops to form the slipway) so that yachtsmen could land in comfort instead of wading through muddy water. Lockers were made available in the boathouse for boatowners. A cottage for the caretaker was also to be built.

Mr Eric H McMichael, FSAIA, had designed the boathouse and caretaker's cottage and provided his services gratuitously. Weetman & Needle were the builders. Volunteer workers contributed 23 weekends of labour with Commodore Rymill's strong support and encouragement. The cost of building all of the premises was reported to be about £3,500.

A caretaker was to be engaged at the wage of £4 per week plus the cottage accommodation with power and water included. Boat owners were notified that the caretaker would be available for any work they may require on their yachts.

Fundraisers for the new facilities included dances aboard the Holt liner *Nestor* and at the Palais Royal, plus an exciting motor boat championship race on the Port River which alone raised £1,000 and enticed 'the greatest crowd ever assembled in the district'.

All connections with Birkenhead were finally severed by 31 August 1924 when the move to Outer Harbor was considered complete. Yachts were all relocated, facilities were ready for use, and race courses were reset nearer to Outer Harbor, instead of at Port Adelaide.

Opening Day 1924 would have been an exciting event for Squadron members. Guests could watch from the new Clubhouse balcony, as Squadron yachts sailed past and saluted Commodore Rymill on *Avocet*, which was positioned on the wharf below. Following the sailpast, a hydroplane race enlivened the crowds, many of whom were aboard spectator boats lining the Port River.

The Squadron's Annual Report for 1924 showed that membership had increased from 350 to 413 members – perhaps an indication of how the move to Outer Harbor was optimistically perceived by the yachting community.

Raise your glass and join us in a toast to the yacht basin and our charming Clubhouse which celebrate 100 years of treasured yachting memories since 1923-1924.



Clubhouse on Opening Day 2022

By the History Group

As a participant in South Australia's History Festival 2023, the Royal South Australian Yacht Squadron was honoured to have provided eight history tours during the month of May. The tours proved most successful, even on rainy days.

The idea behind the SA History Festival has been to 'embrace experiences, explore the world of cultural material and storytelling, and discover the values inherent in understanding the past'. This year, the focus was on the word 'wonder'.

Our volunteers reinforced this theme as they escorted visitors and Members on the world of wonder that envelops the Squadron. The tours covered a broad span of history, from heritage trophies displayed in the Dining Room, including the ornate Bunday Cup dating back to 1877, to photos of our Sydney to Hobart Race winners in the 1950s, and then outside to see some of the yachts

of note on the marina pontoons. There were many historical highlights to describe about our 154-year Club history and 99 years in residence at the present location.

Recognition needs to be extended to all of the tour volunteers: Libby and Ric Ottaway, Jeanne and Colin Harrison, David and Mary Rawnsley, Peter Kelly, Terri Hamilton-Smith, Ken Case, Helen Prisk, Barry Allison and Barb Adams. A special thanks goes to Chris Howell who prepared the extensive tour notes, and laminated old photos, pontoon maps and boat histories for the tour guides to use. Terri Hamilton-Smith was the tour photographer.

If any Members would like to consider arranging a history tour of the Squadron for a group or organisation (schools, service clubs, etc), please give your details to the Office or let one of the History Group Members know of your interest.




Ken Case and Terri Hamilton-Smith with visitors



The Commodore (3rd from left) with Member guides and visitors


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By Helen Moody, Chair



WE are often asked about the difference between SheSails and WOW (Women on Water) with the two names being confused, or WOW being interpreted as SheSails.

The SheSails idea was started by Australian Sailing as a national initiative to increase women's participation in sailing. RSAYS adopted this idea as did other Clubs around Australia, and formed a Committee to act as an advisory body to the Management Committee and deliver programs to foster women's participation in our Club. Under the SheSails@RSAYS initiative, a number of programs were started. WOW was one of these and was formed using our fleet of J24s to run a sail training program aimed at fostering an environment that was focused on different learning styles. The regular and popular Something on a Friday talks are another one of our programs. Both of

these programs, WOW and Something on a Friday, come under the overall banner of SheSails@RSAYS. There is some state-based support offered from Australian Sailing with Kylie Baker, the AS representative, running networking sessions between the various SA Clubs with SheSails initiatives at regular intervals during the year. Hopefully that clarifies the interaction between SheSails and WOW!

The winter racing and sailing season is upon us now and it has traditionally been a little less hectic in terms of events being run across the whole Club. The SheSails Committee will be running an event every second month over the winter period with Something on a Friday occurring in the 6.30-7.30 pm time slot. On 16 June, Luke Burrow from Bravo Sails will talk about sail selection, design and maintenance and other interesting and related topics. On 11 August, David Eldridge will update us on the progress of the mooring project in SA (jointly with the Cruising Committee). Watch the e-bulletin for specific details and we hope to see as many of you there as possible.

Past events since my last report have been well-attended and extremely interesting.

On 8 March, the Women's Helm for Twilight racing, we celebrated International Women's Day at the race presentation on the Quarterdeck.

We acknowledged the women who had been crew in the 2022 Sydney Hobart race: Mary Foster and Jenny Geytenbeek on *Bowline*, and Sophie Bishop, Lauren Davison, Barbara Parker and Karen van Riet on *Papillon*; and crew in the 2022 Melbourne Hobart race:

Candice Cushway and Jodie Roberts on *Enchantress*. Mary, Jenny, Sophie and Jodie spoke about their experiences in a Q&A format and it was great to hear from them. It was a short segment but well-received, so thanks to all who participated. Jenny Geytenbeek has described her experiences in a separate article about her well-deserved award of the Eileen Hardy Trophy at Presentation Night on 29 April.

The last Something on a Friday was a Fire Safety talk on 14 April presented by Andrew Geytenbeek assisted by Jenny. It was very interesting and thought-provoking, with eye-opening videos about fires on board. See the separate article for more details on this.

There are two all-women teams heading for the Australian Womens Keelboat Regatta (AWKR) in Melbourne on the June long weekend. Helen Willmer will again be helming on *Mrs Overnewton* with a crew of nine, and Janet Thornley on the newly renamed *The XX Factor* will be on the water with her crew of eight. It is a competitive regatta and some boats have been entering year after year, and new ones are emerging. Good luck to all participating and we look forward to hearing about the ups and downs of the Regatta.

The SheSails Committee consists of Helen Moody, Helen Kearney, Fiona Hawker, Karen Van Riet, Carol Wellman Kelly, Mary Foster and Jeanne Harrison. We say farewell to Christine Harvey who is leaving our Committee with thanks for her contributions, and we welcome Julie Bernardo and Carolyn Sugars.



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



L-R: Jodie Roberts, Mary Foster and Sophie Bishop who were crew in the races to Hobart



The South Australian Women's Keelboat Regatta

THE South Australian Women's Keelboat Regatta will be run again this year on the October long weekend. Last year's event attracted 120 women and 21 boats, and a large contingent of those were from RSAYS. There was a great deal of learning, with the healthy competition, camaraderie and fun.

So start planning, get a team together and come and take part in an amazing weekend. RSAYS will have its J24s available and RSAYS Members will get first option to hire them, so make sure you speak to Simon Bath to register your interest by mid-July on 8341 8600 or email boating@rsays.com.au

For more information go to the SAWKR website.



This perpetual trophy was first presented to Eileen Hardy OBE in 1928 for Excellence in Seamanship by a Female Racing Sailor. It was rededicated in 2010 by her grandson, John Hardy, and is presented to the best performed yachswoman.



Anne from Bravo Sails presenting Jenny (right) with the Eileen Hardy Trophy

A SHEN with fear and exhausted by forty-five minutes of terror, I was horrified to hear over race radio that there would be a second race. Blustery conditions saw the One Design racing relocated to the apparently safer conditions of the River in only my third or fourth yacht race ever. Heeling severely and tacking every few minutes alongside the unfriendly steel wall of a containership, I gripped the shrouds with white knuckles before making my way clumsily to the other side of the boat, again. A second race was incredulous. My muscles were adrenalin-soaked and spent. My gasp held too long. I contemplated slipping into the water to be collected by the RIB following the fleet. Anything to get off this small yacht that I did not understand nor believed that I could ever master.

We went on to win the 2020-2021 One Design J24 Series. Peter Stevens, the skipper of *Cookie Monster*, and the experienced crew of Jodie Roberts and Kat Slattery, guided my fledgling skills. If I was going to stick with this sport and settle my fears, I needed coaching and lots more sailing. "You need time on the water," said Adam South and Alyn Stevenson. Steve and Sue Beaufooy hosted Andrew and me on the Squadron's Sail Coaching weekend in 2020 and Luke Barclay showed me around the foredeck of *Outrageous*. Women on Water was a safe and unembarrassing place to make mistakes without presumption of competence. One Thursday evening after WOW, while sipping my lemon lime and bitters, Jodie asked if I'd like to sail on a big boat. She introduced me to Jay Brown and his XP-44 *Black Butterfly*. I was soon tailing, grinding, packing spinnakers and sliding elegantly across the coach house. When Ian Roberts wanted to choose a crew of mixed capabilities to foster aspiration in offshore sailing, I began six months of rapid sail training toward mastery of the pit. Orontes, Ardrossan and Haystack races. Overnight sailing. Provisioning, food preparation at sea. Sail changes, spinnaker hoists, spinnaker rescues. On I went through Backstairs Passage to large following seas in Bass Strait, into 36 hours of 35-40 kt winds on the nose south-east of Eden, acquainting myself with the storm sails I would see many times through the Sydney Hobart Yacht Race of 2021 and the delivery in 2022.

On the first day I came to the Squadron, a photo reel was cycling on the screen in the Dining Room. There was a lightly-framed woman in command of a large orange helm with a look of joy and intent on her face. I was inspired. Through 2022, Helen Willmer skipped me to regattas in Melbourne, Darwin and Adelaide, to practise skills all over the boat with the intense repetition that regattas yield. Then Andrew and I bought a boat. When Ian Roberts set about preparing *Bowline* for the 2022 Sydney to Hobart Yacht Race, I envisaged what another 3,000 nm Adelaide-Sydney-Hobart-Adelaide circuit could teach me that I might need to know when Andrew and I sail off in our own boat, *Meander*. Haystack was a baptism for new crew, yet reminiscent of storms *Bowline* rode in 2021. I found myself on the bow rescuing the No 3 sail blown from its forestay foil, riding 3 m unbroken waves. The sea was so very blue below the pulpit. The dolphins that appeared then seemed to be checking in on the silly humans. I was calmed in the testy conditions and realised 'I like the bow'.

Four new crew came to project *Bowline* S2H 2022. I was less naïve and had some experience to share. Preparation of the boat was a phenomenal team achievement. Neither electrician nor mechanic, I could however feed mousing lines and pass tools. Auditing safety requirements, stocking the medical kit became my remit. Provisioning and making arrangements for accommodation and NYE celebrations in Hobart were also things I could do. Once underway, my apprenticeship at the helm in bigger seas proceeded in the able company of my watch buddies, Nick Smith and Reid Boswald. Keeping the boat straight in 4-5 m following seas with the regular breaking wave from the starboard aft was the theme from Adelaide to Sydney to Hobart. From helm to mast to bow, I was kept busy through some hefty sail changes. Packing sails down below, attending the pot on the stove or trying to stay seated at the nav station for a radio sked or chart review while heeling and rolling, were all significant tasks. What a relief it was to have 25 kts of wind after days over 30 kts. What a relief it was to anchor in Refuge Cove after a sail-ripping, pulpit-crushing, cockpit-drenching beating in the dark blackness of night. I am less naïve now. I am captivated by sailing with intriguing variables of boat, humans and sea to master.

There is serendipity that I should be awarded the Eileen Hardy Trophy for Seamanship by a Female Racing Sailor in 2022-2023. I have profited greatly from past winners Helen Willmer (2019-20) and Jodie Roberts (2020-21). I thank Ian Roberts, my skippers and fellow sailors for enabling my growth in sailing.



Bowline arriving at Constitution Dock (Jenny on the bow)

NEW MEMBERS PROFILE – TRAVIS ROBBINS AND FAMILY

By Travis Robbins

TEN years ago I found myself newly married and the father of a bouncing baby boy to keep me busy. I was the custodian of a Roberts 35 at the time and quickly found myself unable to keep up with both. I sold the boat and concentrated on family life.

Eight years later and with the addition of another child, my wife Lauren and I decided to re-enter the sailing world. The criteria for the new boat would be a quick cruising boat that we could comfortably cruise on for extended trips as well as sail around the cans and in offshore races.

Our search began in Covid times which was challenging, as entering other states to look at boats was often difficult and in some places impossible. We came across some boats that would fit the bill; however upon survey we found issues. Then we came across the perfect boat for us in the form of a Hanse 400e built in 2009.

The boat appealed to both of us. For me it had the reputation of a solid build and reasonable turn of speed while being easy to sail single-handed with all lines leading to the cockpit. Lauren liked the 3-cabin layout as well as the modern feel, generous head and shower, hot water, and open transom for easy access from the berth and dinghy. Our children Owen and Alana were super excited about having their own cabins!

We had a zoom walk through and went ahead with an offer, and on acceptance a test sail and survey. The boat was situated in Brisbane at the RQYS and the test sail was a sunny day with an 18 kt breeze. The boat was easy to sail and was set up pretty much as it was from the factory with very little changed or optimised. She was a good honest boat. The survey picked up a couple of small issues but nothing major and the deal was done.

I didn't like the prospect of sailing an unknown boat from Brisbane to Adelaide, so I utilised the skills of Johns Marine Transport to pack it up and truck her down south.

The rigging was all original, so while the mast was out I had new standing rigging made by Chris at Rope Solutions. Chris was flat out busy at the time but was super helpful and found time to make our gear and help pack the rigging into the boat for transport.

The boat arrived in Adelaide in the same shape she left Brisbane, and with the help of Doug Gladman from Adelaide Yacht Rigging Services we put her back together and launched at Marina Adelaide.

We renamed the boat *Settle Down*. This is a name we think captures our sailing ambitions and life goals, as well as a play on words with our family business Robbins Conveyancing which is expertly run by Lauren. Since launching I have made a few changes by installing a cockpit traveller system, added a couple of primary winches, changed batteries to lithium, and with Luke's help from Bravo Sails renewed some canvas as well. A lot of effort also went in to making the boat Category 3 compliant for the Port Lincoln race in February.

I had been a member of the Port Adelaide Sailing Club since 1992 when my father, Patrick Robbins, launched his yacht *Southern Comfort*. Dad built her in our front yard over a two-year period, and we enjoyed sailing her, cruising as a family around South Australia and racing her around the cans and over to Port Lincoln in the Blue Water Classic.

Dad left Australia in 1995 to circumnavigate the world, but sadly he suffered a fatal heart attack in Panama shortly after arriving. I was 20-years-old when this happened, and I sailed the boat home with my father's two mates. I stayed at the PASC with *Southern Comfort* until I sold her in 2013.

I work as a tugboat master for Svitzer here in Port Adelaide and as such spend a lot of time transiting the Port River. It was with a heavy heart that we decided to leave our beloved Port Adelaide Sailing Club and find a Club down the river. The RSAYS was the obvious choice for us with its long traditions and awesome facilities. We purchased our berth on G row and relocated.

Our two kids Owen and Alana are looking forward to participating in the Juniors program. We always take our dog Monty away with us, and he has really taken to our adventures this far. We have enjoyed a few races including the Port Lincoln race this year and hope to participate more in the coming season.

We are particularly looking forward to meeting other sailing families here at the Squadron. Thanks to everyone for the welcome we have received so far. We are really pleased with our decision to move here.



Altaira arriving in Adelaide



Launch day right in front of Southern Comfort



Lauren, Owen, Alana and Travis



Summer fun at Kangaroo Island



Travis and Alana happy to be on the boat

On 14 April off-duty fire-fighter and Squadron Member, Andrew Geytenbeek, led an informative session on boating fire safety for the SheSails Something on Friday event.



Andrew and Jenny sailing Meander

PERIODIC attention given to fire prevention, detection, firefighting equipment and skills is recommended for the special circumstance of fire on boats. Whether a boat is on fire in the marina or at sea, whether you're awake or asleep, whether it is night or day, each circumstance presents particular concerns for the protection of lives and property. Sailors need to consider their personal capabilities and the equipment at hand to fight a small fire or to make their escape from a bigger, fast-consuming fire.

Many a household has spawned comic stories of tea-towel flapping at aberrant smoke detectors sounding the embarrassment and nuisance of burnt toast. It is all too easy to ignore the incessant beep of an electronic alarm. If you heard such a beep as you walked along a pontoon of boats, what would you do? Fire defence can be aided by vigilant installation and attention to smoke detection and gas detection, but other boat alarms may beep similarly. Carbon monoxide, water in the bilge, an anchor alarm, or a collision alarm should all raise your bristles. Ignorance is risky.

Food preparation on a boat is hazardous whether or not heeling, swinging the gimbals or chancing a bacterial mystery from a warmer than recommended refrigerator. Cooking with gas or spirits introduces a flame to the boat. But other flammable interests include petrol, diesel, oily rags and linseed oil, risk associated

with re-fuelling, an oil leak or a fuel leak. Electrical components can overheat and spark at relays and fuses or where the wiring is worn. Battery chargers and portable devices such as mobile phones, tablet computers and hand-held radios can combust if left on charge or overheated. The boat's engine or a fused electrical motor can catch alight. Candles and cigarettes are always a fire risk. A boat may be struck by lightning or titillate an arsonist.

Know where your boat's extinguishers and fire blanket are kept. Are they accessible to the probable locations of fire: for example near the galley, the engine, the batteries, the fuse board, at the front and rear of the cabin? Fire extinguishers should be checked periodically. Powder extinguishers, marked with a white band for A, B and E class fires, need to be tipped, shaken or tapped from time to time to loosen their contents. That's class A for flammable materials that make Ash like paper and wood and toast; class B for flammable liquids like paint and petrol; and class E for Electrical fires like computers and generators. Powder extinguishers are the most universal for the types of fires to be encountered on a boat. Cooking fats and oils and frypan fires are class F and may be quelled by a powder extinguisher. Once discharged, powder extinguishers are very messy. In a confined space like a cabin, the powder can obscure vision and irritate breathing momentarily. Yet sailors have a choice between mess and irredeemable char. A small carbon dioxide extinguisher, marked black for A, B, E but not F (fat) class fires, is an alternative for the extinguisher-savvy person contemplating an electrical fire, in particular without the messy aftermath of powder.

Sailors might commit to memory the PASS acronym for fire extinguisher use. **P** pull the tab. **A** aim at the fire. **S** squeeze the trigger. **S** sweep across the area. Check if your boat has a fire-fighting hole to the engine bay, under the companionway stairs, for example. The extinguisher hose or nozzle can be inserted in the case of an engine fire and the extinguisher completely discharged.

Small fires can be successfully snuffed with a fire blanket. A pan fire on the stove top is a typical scenario. Pull down firmly on the tabs of the fire blanket satchel. Hold with the two tabs at the blanket corners over your hands to protect them. Approach the fire with your arms outstretched. Carefully place the blanket over the pot and do your best to form a seal so oxygen cannot get in. Do not remove the blanket as the fire could reignite. Turn off the gas or electricity at the stove or at the main supply.

Lighter, longer-lasting and speedy-to-recharge lithium batteries are attractive to boat-owners but they are not without their risks. Lithium ion battery fires are prone to thermal runaway which occurs in situations where an increase in temperature changes the conditions in a way that causes a further increase in temperature, often leading to a destructive result. It is a kind of uncontrolled positive feedback. Lithium battery fires can exude lots of toxic gaseous smoke, reignite and be very difficult to put out. Lithium iron phosphate (LiFePO₄) batteries may have superior stability than lithium-ion batteries. Some fire extinguisher sellers promote class D extinguishers for flammable metal fires such as lithium and potassium, or F-500 'encapsulated agent' extinguishers. There remains some contention about their effectiveness. Rumours exist as to the payout amount insurers will honour in boat fires caused by lithium batteries.

Members are encouraged to view the YouTube video by *Yachting Monthly* in their 2015 Crash Test Series where they set fire in a boat under controlled conditions with expert fighters in attendance. They demonstrate using a fire blanket, a powder extinguisher and a carbon dioxide extinguisher in a realistic setting for a galley fire and an engine fire. The test-sailor experiences heightened urgency, breathing irritation and obscured vision in a confined space. He shows how close one needs to be to the flames to be effective with an extinguisher. <https://www.yachtingmonthly.com/sailing-skills/crash-test-boat-fire-29724>



Yacht on fire. Photo *Phuket News*



Hamilton Island boat fire
Source: mysailing.com.au



A faulty dehumidifier wrote off this boat.
Photo: *Yachting Monthly*

RACING PRESENTATION NIGHT AWARDS

By Simon Bath, Boating Administrator



THE Racing Presentation Night was well-attended, and it was great to see a wide variety of boats represented across the various events and series, including our Squadron Juniors. David Eldridge did a great job as Master of Ceremonies, ensuring a great time was had by all.

Thanks were offered to Roger Oaten, who unfortunately could not join us on the night, for his tireless work behind the scenes and on the water as Twilight RO.

Our retiring Principal Race Officer Stewart 'Jock' Ross was presented with a framed AP Flag from *Wilbur* as well-deserved thanks for his many years of service to the Club. Jock is highly regarded throughout the entire yachting community, having run many state, national and international regattas throughout his career. Jock will continue to mentor our race management teams from terra firma.

Many thanks were also offered to our regular race management volunteers:

John Bernando, Jasper Bowering, Peter Boyd, Neil Dell, Peter Hansen, Rick Ottaway, Stewart Ross, Marika South, Brian Sutherland and David Zowtyj.

The Club also offered its appreciation to Brian Sutherland who provides his vessel *Wilbur* to enable us to run our racing.

Thanks must go to the Racing Committee who ensure a full program of racing each year:

Mal Denton, Chris Mandalov (Chair), Scot Mutton, Phil Parish, Stewart Ross, Gerald Valk, Andrew Waterman, Helen Willmer and Cynthia Yim

Prize List

Youth

Our Youth were particularly active this year, successfully competing in multiple Mirror Dinghy events and regular Club activities.

The winning crew for the Pacer Cup Trophy were Alex Farmer and Oscar Wellings.

Alex Farmer was the deserving recipient of a magnificent new Trophy for Youth Skipper of the Year donated by Kaz Eaton. The Trophy was constructed from bronze and original timber recycled from the Clubhouse renovations.

Women's Racing

Women's racing continues to grow and this season's winners were:

Blue Diamond - Daeleen Denton

Women's Series: Div 1 PHS 3rd

Women's Keelboat Invitation Trophy: Div 1 PHS 2nd

Balancing Act II - Janet Thornley

Women's Series: Div 1 PHS 3rd

Women's Keelboat Invitation Trophy: Div 1 PHS 2nd

Freedom - Deirdre Schahinger

Women's Series: Div 2 PHS 1st, AMS 1st

Women's Keelboat Invitation Trophy: Div 2 PHS 1st, AMS 1st

Black Butterfly - Helen Willmer

Women's Series: Div 1 PHS 1st, AMS 2nd

Women's Keelboat Invitation Trophy: Div 1 PHS 3rd, AMS 3rd

Alan Jordan Memorial Trophy - Lady Helm Twilight races 2022-23

Jodie Roberts 1st

Eileen Hardy Trophy - Best Performed Yachtswoman 2022-23

Jenny Geytenbeek

Jenny was involved in every aspect of racing at our Club in the past year and her achievements are as follows:

- Active member of the SheSails program
- Women on Water participant
- 2022 Sydney Hobart yacht race as lead bow
- 2022 Australian Women's Keelboat Regatta
- 2022 South Australian Women's Keelboat Regatta
- 2022 Darwin Women's Keelboat Regatta
- 2023 Port Lincoln Yacht Race and Regatta
- Regular crew member on *Bowline* and *Black Butterfly*
- King of the Gulf Regatta (last but not least)

Series and Trophy Racing

Circe - Colin Doudy

Twilight Series: Div 1 PHS 3rd

Goldfinger - Gerald Valk

CS Inkster Memorial Trophy 3rd

Tearaway - Geoff Kneebone

CS Inkster Memorial Trophy 1st

* Tearaway also won the SA Multihull championships.

Black Butterfly - Jerry Brown

CAT Thornquest Trophy - Glenelg Gulf Race PHS 1st

Summer Jewel - Ian Flint

Clive Fricker Memorial Trophy - Adelaide to Port Lincoln: Fastest

Liesl - Peter Wirthensohn/Chris Mandalov

Wheare Cup - Twilight Series: Div 1 PHS 1st

Arcadia III - Paul Bogner

Flinders Ports Trophy (Inshore Series Div 1): PHS 2nd

AMS Club Championship: Div 1 3rd

Papillon - Dale Price

Ardrossan Race: PHS 2nd AMS 1st

Orontes Cup Race: AMS 3rd

Kaesler - Colin Fraser

Flinders Ports Trophy (Inshore Series Div 1): PHS 3rd

TG Flint Memorial Trophy: Div 1 PHS 3rd, AMS 2nd

AMS Club Championship: Div 1 2nd

Audacious - Stuart Johnson

Orontes Cup Race: PHS 3rd

Matthew Flinders Trophy (Adelaide to Port Lincoln Race): PHS 1st

Ardrossan Race: PHS 3rd, AMS 3rd

Take 5 - Steve Martin

Para Cup - Twilight Series: Div 2 PHS 1st

Winter Series Trophy 2021-22: 1st

Le Hunte Cup 2021-22: 1st

Outrageous - Steve Beaufoy

Flinders Ports Trophy (Inshore Series Div 1): PHS 1st

Morton Cup (AMS Club Championship): Div 1 1st

TG Flint Memorial Trophy: Div 1 PHS 1st, AMS 3rd

Kaesler Cup: AMS 3rd

The Banshee - Janet Thornley

CS Inkster Memorial Trophy 2nd

Correll Memorial Trophy - Easter Regatta 2nd

Harold Dicker Memorial Trophy - Easter Regatta 1st

Germein Memorial Trophy - Easter Regatta 3rd

PFL Hussey Memorial Trophy - Easter Adelaide to Port Vincent 3rd

Bowline - Ian Roberts

Orontes Cup Race (Orontes Trophy): PHS 1st, AMS 1st

PFL Hussey Memorial Trophy - Easter Adelaide to Port Vincent 2nd

Correll Memorial Trophy - Easter Regatta 3rd

Harold Dicker Memorial Trophy - Easter Regatta 3rd

Germein Memorial Trophy - Easter Regatta 2nd

Nerana - Chris Perry

Bolton Trophy: Cock of the Walk

Morton Cup (AMS Club Championship): Div 2 1st

TG Flint Memorial Trophy: Div 2 AMS 2nd

Kaesler Cup: PHS 3rd AMS 2nd

Kintore Cup: PHS 1st AMS 1st

3 Cool Cats - Scott Mutton

Keith Flint Memorial Trophy - Adelaide to Port Lincoln Race: AMS 1st

TG Flint Memorial Trophy: Div 1 PHS 2nd, AMS 1st

Alan Wilkinson Trophy - Twilight Series Cock of the Walk: Div 1 1st

Adelaide to Pt Lincoln Race: PHS 2nd

Twilight Series: Div 1 PHS 2nd

Quarante-deux - Lloyd Cushway

Open Class Trophy: Inshore Series Div 2 PHS 1st

TG Flint Memorial Trophy: Div 2 PHS 2nd, AMS 3rd

Kaesler Cup: PHS 2nd

James Howell Cup: PHS 1st

Twilight Series: Div 2 PHS 2nd

AMS Club Championship: Div 2 3rd

Blue Diamond - Mal Denton

Open Class Trophy (Inshore Series Div 2): PHS 2nd

TG Flint Memorial Trophy: Div 2 PHS 1st, AMS 1st

Kaesler Cup: PHS 1st, AMS 1st

James Howell Cup: PHS 2nd

Alan Wilkinson Trophy - Twilight Series Cock of the Walk: Div 2 1st

Twilight Series: Div 2 PHS 3rd

AMS Club Championship: Div 2 2nd

Jumpin Jack Flash - Paul Henshall

Open Class Trophy (Inshore Series Div 2): PHS 3rd

Orontes Cup Race: PHS 2nd, AMS 2nd

Barton Cup (Ardrossan Race): PHS 1st, AMS 2nd

TG Flint Memorial Trophy: Div 2 PHS 3rd

Adelaide to Port Lincoln Race: PHS 3rd

James Howell Cup: PHS 3rd

Kintore Cup: PHS 2nd AMS 2nd

Correll Memorial Trophy - Easter Regatta: 1st

Harold Dicker Memorial Trophy - Easter Regatta: 2nd

Germein Memorial Trophy - Easter Regatta: 1st

PFL Hussey Memorial Trophy - Easter Adelaide to Port Vincent: 1st





Presentation Night





Season 2022 – 2023



By Deirdre Schahinger

Dis-Able Sailing and Volunteers

"On 16th March 2023 the Beyond Blindness Western Group set sail on the waters at Outer Harbor with a visit to the Royal South Australian Yacht Squadron. Taking in the fresh salty breeze, with wind through their hair, the members went for a cruise on a yacht named Freedom." (Facebook Beyond Blindness 22 March 2023)

DISI volunteers Dennis and Peter (who himself is visually impaired) had a great time welcoming the group on that day: lifejackets on and climb on board, close the gate, out into the River, mainsail up and head out to Gulf of St Vincent. Sailing is a great experience and lunch on the Quarterdeck was a good bonus. Everyone left planning on coming back in the summer.

Dennis and Peter are also the volunteers for Bedford Day Options and we look forward to welcoming them once a month. The three groups of four to five participants each with a staff member are an upbeat lively crowd, with a fair amount of good-natured shouting from one group to another as they leave and return to the dock. Several participants take the helm under Dennis's careful supervision, gaining confidence in learning a new skill – sailing *Freedom* straight is good, but doing donuts is the best!

The seals are back! Last week Bob and Julie-Ann took out a group from Helcom Disability Services who come twice a month and they counted 24 seals on the northern revetment, with the young ones larking around in the water at the end of the rocks. We are still undecided how deep cormorants dive when they appear from the River with a beak full of weed to make a nest: 14 metres to the bottom in the channel or 6 to 8 metres near the bank.

Minda Day Options are a quiet group and not all participants sail, but they are very happy to be on the Quarterdeck with a staff member. For some people with an intellectual disability the concept of climbing on board through the gate, stepping down and then sitting down where you have just stepped is too hard.

Inspired Options Inc is another group that come once a month and are very chatty on board, with the staff members very keen to learn how a boat sails and how the Squadron operates. As Bob helps a participant take the tiller he has a wealth of stories from fishing with his Dad before the rock wall was built, about wooden mine sweepers in the RAN, racing catamarans nationally and internationally, and for the past 10 years being involved in yacht racing.

When I phoned Dennis to see whether he had any anecdotes for this article, the background noise sounded unusual, and when I asked where he was he replied, "I'm Captain of the *Mayflower*." When I came back from visualising four centuries ago I realised he was volunteering on the *PW Mayflower* out of Mannum on the River Murray.

Our volunteers are fantastic people!



Beyond Blindness group



Peter welcomes the group



All aboard *Freedom*



Helcom Disability Services



Helcom Disability Services



Yvette with client

By Annie Wilkins, Chair

Easter at Port Vincent 7-10 April

WHAT a wonderful weekend of fun social activities, camaraderie, old friendships and new friendships. Windy weather and a few showers didn't deter over 20 boats from heading to Port Vincent on Friday – some cruising and some racing – to join the Easter celebrations and organised social events.

And what a fun time we had!

On Good Friday, Members and friends gathered in the marquee for drinks and nibbles at the Welcome to Vincent Happy Hour. What a great start to the weekend, catching up with everyone and having a good friendly chat. Thanks to David Zowtyj for the music which certainly encouraged dancing and much merriment! This was followed by a barbecue at the marina kitchen.

Unfortunately, due to inclement weather on Saturday, racing was cancelled which gave everyone the afternoon to mingle, walk to the pub for lunch, boat hop and generally spend some quality time with each other.

The marquee was abuzz during the day with visitors dropping by for a chat with Bill May (our tent custodian) or to buy much sought-after raffle tickets. The jigsaw queens were also out again in full force! The Easter raffle

raised a substantial amount of money which will be used to run further music events for our Members. Congratulations to Helen Prisk who won the Easter raffle!

Meanwhile, the House and Social team were busily getting ready for the Easter Cocktail event that evening, preparing cocktails and finger food. Many thanks to Joanne Klocke and John Hanson for allowing us to once again have this special event aboard *Solomon Ophir*. As guests arrived, resplendently dressed in a black-and-white theme, we served three exotic cocktails along with some yummy finger food. Everyone had a great time! Our thanks to Noelene Cooling for providing some cool Motown music and Kirsten and Maddie Foster for helping out with the production of cocktails!

In keeping with tradition, our Commodore Ian Roberts and a small group of dedicated followers attended the dawn service at the Anglican Church in Port Vincent on Sunday morning.

Afterwards in the marquee, the Commodore welcomed Members at the Commodore's Shout, with the House and Social Committee helping to serve drinks and food.



On Sunday afternoon, High Tea with scones, jam and cream, together with old-fashioned potted tea and filtered coffee, was served by Joanne Klocke and Annie Wilkins. It was well-attended, with many people coming back for seconds.

Overall, it was a hugely successful weekend of friendships and fun. Thank you to the House and Social Committee for their commitment and hard work, and to everyone for continuing to support House and Social events.



Commodore's Shout and welcome by Ian Roberts



Members enjoying the marquee



The Commodore presenting the raffle prize to Helen Prisk



Happy Members ready for the cocktail party

CRUISING FRATERNITY REPORT

By Barb Adams, Convener



Easter Weekend at Port Vincent

IT was good to see so many cruising boats in the marina and so many Members enjoying the activities organised by the House & Social Committee.

For the second year running Terri Hamilton-Smith hired the Girl Guide premises in Lime Kiln Road at Port Vincent, where 25 people who were without a boat, or crew with nowhere to bed down for the night, could sleep in comfort. Of course on one particular night the alarm snook off, but that is another story. Just ask one of the happy sleepers.

The Anglican Church service was beautifully presented on the foreshore, with dawn breaking behind the altar and the sun gleaming across the water. This was followed by a breakfast cooked and presented by the locals, some having travelled from surrounding towns. The Priest has 21 dioceses to service, so he advises when and where services will be conducted.

The Commodore's Shout in the marquee is always a special event. There was a quiz event and a jigsaw puzzle set up to exercise our minds plus the usual raffle, won by Helen Prisk.

The funniest photo competition was a hoot! There were several great entries but the winning photo was Rae Eldridge and Sandy Tutton trying to gracefully climb out of their

kayaks. The longest fish was impossible to decide so there were two winners – Peter Hansen's 90 cm skate and Noelene Cooling's 60 cm snook (one of seven she caught).

The House and Social team, ably led by Annie and Joanne, provided the catering highlights, from their black-and-white Cocktail Party to their High Tea, both served with aplomb.

The racing? Well someone else will have to detail that. We are cruisers!



Anglican Church dawn service



Rae and Sandy disembarking their kayaks



Rae, David, Carolyn, David and Barb relaxing

FAREWELL TO ANTHEA COWELL

The following is an excerpt from an article written by Sally Metzger and published in *The Islander* on 23 March

THE boat ramp at American River was the site of a beautiful floral tribute to recently deceased Kangaroo Island resident Anthea Cowell last Sunday morning. Members of the Royal SA Yacht Squadron and the Strawbridge Pointer sailors gathered together to stage the moving ceremony. On the day of her funeral flags were flown at half-mast in American River to honour this amazing woman.

Anthea loved Kangaroo Island and enjoyed being part of the American River community. She made all sailors welcome, often providing her home for group gatherings. One of her biggest joys was to be given the title of Honorary Commodore of the Strawbridge Pointers group ... the members acknowledged that Anthea knew more about sailing than they did!

Flowers were gathered from gardens on the mainland and from her American River home to be scattered from the wharf as a tribute.



Members of RSAYS and the Strawbridge Pointers watching the flowers drift slowly away



By Sally Metzger, Cruise Coordinator

THE third Kangaroo Island Sail Support event was held on the March long weekend, and from all accounts it was a great success! Seven Squadron boats (*Aquitane, Cicala, Emma, Koorinal, Okey Dokey, Santa Lucia and Sea Lady*) as well as *Aquila* from CYCSA, took part to show their ongoing support for the Island's sailing community.

The first KISS event was initially designed to boost the morale of Islanders who were devastated after the bushfires of 2020. KISS still has the support concept at its heart, but has also evolved into a great incentive for RSAYS sailors to return to the Island, explore the northern coastline and mooring spots, and share a time of mutual friendship and fellowship with KI sailors.

The Convenor of the Cruising Fraternity, Barb Adams, took her car across on the ferry, joined by three family members. "The weather was fabulous, and we 'landlubbers' had a great time," Barb says. "We all enjoyed seeing parts of the Island that we had never explored before, including Stokes Bay, which had recently been voted the Best Beach in Australia." Barb says there are still many things on KI that she hasn't yet seen. "I have quite fallen in love with it!" she says. New Squadron Member Dalice Kent and her mother Kerrie also joined in the activities and Dalice took on the role of unofficial photographer.

KISS Day 1 - Saturday March 11: Boats were moored either in American River or in the bay off Island Beach. A small group gathered on shore at the specially-constructed shed to check on the progress of the rebuilding of the *Independence*, a replica of the vessel used by American whale hunters prior to settlement. Some of the industrious volunteer shipwrights proudly explained the progress of the reconstruction. A highlight was putting a face to the voice of Carol Miell OAM of 'VMR American River'. Carol is well-known to most local sailors. She operates her invaluable service to

the SA sailing community from her nearby home. In the evening a large contingent of members and locals gathered for dinner at The Shed, a popular meeting place near the oval. Fellow Member and KISS supporter John Willoughby and his partner joined us, as did Carol Miell and local resident Lesley Beck (sister of Anne Arnold) and Lu and Andrew Nicholls (sister and brother-in-law of Sally Metzger).

Day 2 - Sunday March 12: Squadron Members gathered on the boat ramp to pay tribute to deceased KI resident and Squadron Member Anthea Cowell. They were joined by the Strawbridge Pointers, a group of sailing enthusiasts named after the sand bank at the mouth of American River. Anthea was their Honorary Commodore. (See separate report.) After the moving ceremony, Members set sail and headed to Kingscote. Most chose to pick up a safe mooring in the Bay of Shoals, overlooked by the green vines of John Willoughby's winery. Barb's family kindly ferried sailors to the KI Yacht Club for dinner and back to their boats afterwards. "It was a full house with 30 or so of us there for the meal, together with local members," says Barb. "The hospitality was great and even the local Mayor attended." The Acting Commodore was presented with two bottles of wine from the Squadron, plus a gift voucher for dinner at our Clubhouse one Friday night.

Day 3 - Monday March 13: The intention had been to sail to Penneshaw and explore the possible moorings (including Christmas Cove) around this busy ferry terminal. The winds were against us, so instead some boats set sail to further explore the north coast, while others went ashore and were ferried by Barb's family to her comfy rental in Kingscote. We enjoyed a relaxed 'Sundowners' with a few drinks and nibbles before being ferried back to our boats. Everyone agreed that our KISS venture was a great success, and we're glad it is now a permanent fixture on the Squadron's cruising calendar.



Sally Metzger and Andrew Nicholls



Independence volunteers with Jacques Metzger and John Wickham



Enjoying dinner in The Shed

ANZAC DAY CEREMONY

By Ken Case, Past Commodore



Opening addresses by Barb Adams and Ken Case

THIS year marks the 50th anniversary of the withdrawal of Australian troops from Vietnam, providing the backdrop for a special focus on our digger's experiences in the war in Vietnam. We were very honoured to invite two speakers, one a commander in the regular army and the other a soldier conscripted to serve, each giving a snapshot of their experiences.

On a fine day, Cruising Fraternity Convener Barbara Adams welcomed a strong contingent of Members who turned out to pay their respects to all those servicemen and women who have served our country in war and conflicts since the Australian character-defining actions in the Dardanelles in WWI.

Barb then invited Past Commodore Ken Case to say a few words. After acknowledgment of country Ken recognised Lynda Walsh's role in jointly initiating the Squadron's recognition of this event. He then invited Vice Commodore Peter Murfett to give the opening address.

Peter gave our Commodore's apologies as he was assisting his grandfather marching on Kangaroo Island. Ian's grandfather, who turns 100 later this year, served in WWII. Peter went on to talk of those who fought and died or were injured in the service of Australia. He reminded us of those who supported them, including the doctors and nurses who tended their wounds and the families who dealt with the loss and trauma of war.

Ken then introduced Past Commodore Bob Hogarth who served as Commander of B Company of the 4th Battalion of The Royal Australian Regiment, 4RAR. Bob spoke of his experiences

commanding the last Company to withdraw from Nui Dat. He described facing a large force of regular North Vietnamese, suffering 14 casualties and he named five privates who lost their lives in what became known as the battle of Nui Le.

Bob's moving address was followed by the President of Plympton Glenelg RSL, Bill Hignett OAM, who spoke of his experiences serving in Vietnam, culminating in the withdrawal from Nui Dat. Bill served with the 86 Transport platoon in the Royal Australian Army Service Corps. Coincidentally Ken's father spent 23 years in the British equivalent, the Royal Army Service Corps. Bill spoke of the withdrawal from Nui Dat and transporting military ordnance to the port ready for embarkation to Australia.

We were honoured to have Frank Fursenko, President of the Association of Ukrainians in South Australia, attend and give a short address. He referred to the solidarity of Ukrainians with Australia, showing two books about Ukrainian ANZACS who served in Gallipoli. Frank's address was a reminder of the many lives being lost as his compatriots are fighting to defend their homeland from the Russian invasion.

Barb Adams acknowledged that her brother, uncle, son and grandson all served in the Australian defence force, and Annie Eaton stepped forward to speak very movingly of her family war history.

Following the speeches we all stood quietly as Roger Holden delivered the Ode of Remembrance leading into a minute's silence, followed by the playing of the Rouse as the Blue Ensign was jointly raised by Marion Holden and David Zowtyj.

After the ceremony Barb thanked everyone for coming, inviting them to enjoy a barbecue and more camaraderie, and thanked Hospitality Manager Steve for opening Jimmy's Bar for us. We even played a little Two-up, this being the only day such gambling can legally happen.



Guests at the ceremony



Original Port Adelaide Sailing Club

By Kirsty Hammet and Helen Kearney

THE original Port Adelaide Sailing Club (PASC) and its surrounding precinct on Jenkins Street, Birkenhead, is an important State of South Australia site with a history that dates to the early 1800s. Located on the sloping north-western Birkenhead banks of the Port River Inner Harbour, and nestled against the Birkenhead Bridge, its architectural typology – gable and lifted/raised section – is typical of sailing clubs. Its surrounds include its jetty, multiple slips and ramps, retaining walls, and the adjacent remnant façade and jetty of the Castle Salt Company which dates to the 1890s. The Port of Adelaide National Trust (PoANT) is currently seeking State Heritage listing with the South Australian Heritage Council. Here's a small taste of the Club's history – now at imminent risk from demolition – taken from PoANT's nomination.*

The Port Adelaide Sailing Club's genesis is unique to South Australia. In 1869 the South Australian Yacht Club (SAYC), later the Royal South Australian Yacht Squadron (RSAYS), was established in the Port River mooring basin. In 1881 its recreational sailing moorings were laid off the Birkenhead banks adjacent to the PASC site. A gentlemen's club, SAYC nonetheless enjoyed a mixed sailing fraternity. Granted in 1890, the effect of SAYC's royal warrant was to exclude important parts of this community. They were either not 'British Gentlemen' (a Warrant requirement), the 'wrong' religion, or classed as not professional by virtue of their maritime labours (think boatbuilders and ferrymen) thereby excluded from amateur racing. Others were keener for small boat river racing, or simply could not afford the membership fees.

In 1891 the PASC held a prospective gathering of 14 interested sailors at the Birkenhead Hotel (now Tavern). The Port Adelaide Working Men's Association, one of Australia's first unions, supported the venture, which went on to formal establishment as the Port Adelaide Sailing Club in September 1897. Its democratic membership, office-holder and racing rules were based on workingmen's sailing clubs of the eastern seaboard. A month later the Club's first official racing event was held.

In 1909 the Club's storage shed was erected at Birkenhead Street. Despite being 100 metres from the water's edge, it provided facilities to boat owners who were otherwise not able to join RSAYS. In return, they shared management responsibilities and contributed to the maintenance and development of facilities.

On 7 March 1925 the PASC shed on the river frontage was officially opened at Jenkins Street. It enjoyed a booming membership of 500. The RSAYS and PASC supported each other's development and

maturity as Clubs, and this extended to women's racing who crewed PASC yachts from the outset. However, women had to wait until 1985 for full membership. The first publicly reported PASC Ladies Race was in 1924, with RSAYS women also racing, and it was noted that 'none of these helmswomen can be classed as novices'. Despite their skill and competitiveness, the PASC 'ladies' had to wait until the 1930s for their race to become a fixture on the River.

The Ladies Day race was revived in 1945, and is still running today with two perpetual trophies – the Queen of the River and the Ladies Auxiliary. There are many links across the Clubs, the most prominent being the Eileen Hardy Trophy for the best performed yachtswoman. Eileen Hardy was the matriarch of the Hardy winemaking dynasty, and wife of PASC mentor and RSAYS Vice Commodore TM Hardy. She won multiple races in the 1920s and 30s, competing with and against PASC boats.

Fast forward 75 years – to the relocation of the PASC premises to Adelaide Marina at Snowden's Beach in 2007. The Port Adelaide Arts Forum (PAAF) and Dragon Boats of South Australia (DBSA) took occupancy in 2011 and have operated the club with public access for community and social events for over 10 years. Both tenants have lovingly kept up its repair and maintenance. The lockers are intact, the timbers are polished, and the mid-century Kelvinator bar fridge still works. Their stewardship continues a century of volunteering to keep the premises ship-shape.

Earlier this year PAAF and DBSA were given notice to vacate by 28 June 2023. The site – the final heritage area able to be saved in Port Adelaide's Inner Harbor – will be gifted to developer Cedar Woods to demolish.

Nominating the Club building for protection is about saving one of the last places that directly speaks to the Port River's rich working, cultural and recreational history. A decision to heritage list the Port Adelaide Sailing Club would honour its contribution to recreational sailing for all South Australians. It would be great to hear from RSAYS Members who have a story to share about times at the old PASC. Please contact Kirsty Hammet at portofadelaideid@gmail.com or keep a lookout for campaign updates at the Port of Adelaide National Trust website <https://www.facebook.com/PortofAdelaideNationalTrust/>

* *Port Adelaide Sailing Club and surround, New Port [26562] 9/05/2023 PoANT is indebted to John Couper-Smart as a principal source https://cdn.environment.sa.gov.au/environment/images/Port-Adelaide-Sailing-Club-Nomination_Combined_Redacted_9MAY2023.pdf*



Moorings and basin circa late 1950s / early 1960s

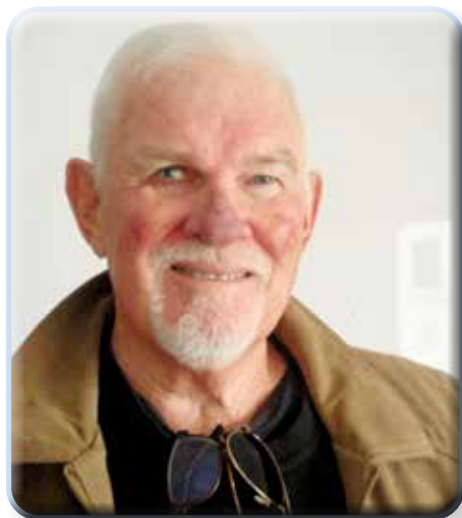


Clubrooms and extensions pre-2009

SENIOR MEMBER PROFILE – DAVID LOWE

By Barry Allison

This is another in the series of articles by Barry Allison recording some of the many and varied adventures of our Senior Members of the Squadron. This time we review the interesting and very busy life of David Lowe who joined the Squadron on 1 April 1969 when Dick Fidock was Commodore.



DAVID has experienced the successful management of 30 Commodores over these years, and he also had the rare opportunity of being invited to attend a meeting with the Squadron Secretary in 1969 at the Club premises in the basement of the T&G Building in King William Street to sign his Membership application forms. He well remembers the aura of the Squadron premises in the city, with the large leather arm chairs and the full-size billiard tables, and many prominent businessmen supporting the unique bar. Squadron meetings were held in the city until it closed in 1968, when they were held at the Outer Harbor premises.

David's first encounter with salt water was when, as a ten-year-old student at PAC, he crewed in one of the dozen or so of the Jack Holt designed International Cadets

based at the Squadron. The Squadron had a strong fleet of Cadets in those years including several owned by PAC, and they were regularly raced on the waters of the Outer Harbor Channel. They were stored in the eastern boat shed where our dinghies are housed today. At this time he had the opportunity for a day sail on the well-known Sydney to Hobart competitor *Southern Myth* owned by Norm Howard, which was quite an experience for a young lad.

Later, David was invited to join his father, Peter, aboard Jack Williams's 6 metre William Fife III designed *Judith Pihl* for a short sail, and this was the beginning of a long life on the water aboard a great variety of yachts. Peter then bought Keith Flint's Tumlarén *Tromie* and later a New Zealand designed cruising yacht named *Ghost* which the family spent many wonderful Sundays sailing along the coast as far as Glenelg. However, the lure of the local dinghy clubs where he could be with sailors of his own age tempted David to join the nearby Largs Bay Sailing Club and to sail a Mirror Class dinghy named *Image*. He and his brother Michael sailed very successfully, winning the Mirror State Championships in 1966.

Then in the late 1960s, David and Peter bought a Tumlarén *Zefir* from Les Howell, and David sailed her successfully over the next three years with Ian Shaw, Steve Wills, Roger Manning, Harry Moore and Michael Russell crewing at various times. In the late 1960s *Zefir* was sold to a keen yachtsman from the Royal Brighton Yacht Club in Victoria, and has raced there since with their large fleet of Tumlaréns. In the early 1970s, Alan Jordan's beautifully-built,

modified Albatross Class *Celeste II* – then owned by Garry Jaffer – came on the market and was snapped up by the Lowes and sailed very competitively over the next seven years. They won the Squadron point score series and also the King of the Gulf in 1964, competing against such well-known yachts as *Galatea*, *Ranger*, *Demeter*, *Cooinda* and *Helen Wynn*. The crew at that time was David as skipper ably assisted by Ian Shaw, Steve Wills, Ian Kerr and Chris Rowson.

Celeste was very much a family boat, with the Lowe and Shaw families almost living at the Squadron and their children spending nearly every weekend there. The children fondly reminisce about sometimes sleeping under the table at social functions.

Celeste II was constructed with beech timber which had been varnished by Alan Jordan to a light cedar/redwood colour and was a beautifully-maintained yacht, with a very fast light-wind performance. The original mast had been shortened to do away with the running rigging, and later David restored the mast to the original length after a dismasting incident when racing on the Northern Silt Ground. Barry Quinn assisted in replacing a larger mainsail and together with a Jeckell 180% genoa her performance improved dramatically, particularly in light air. In the early 1980s *Celeste II* was sold to Simon Fraser in Sydney, and sadly today her topsides are painted black!

After the sale of *Celeste*, David began crewing on many different yachts – the first being Wilbur Tedmanson's Duncanson $\frac{3}{4}$ ton *Hecate*. This was followed by crewing aboard Allan Swinstead's Duncanson $\frac{3}{4}$ tonner *Kama* and then *Kamatu*, a new Van de Stadt



Tromie and Judith Pihl



Zefir on the slip



Celeste II

designed Mander 11 metre hull which Allan completed in his front yard, with David and Ian Shaw assisting him. In these two boats they sailed in numerous offshore races, including Port Lincoln races and the great cruises through the Banks Group on the return voyage. Crew on these trips consisted of Alan, Marlene, Ian Shaw, David and at various times Andrew Swinstead, John Howden, Merv Butterfield, Mike Dyer, Roger Oaten and John Maslen. About this time he sailed on Peter White's Peter Cole designed *Kaos* in a winter series where he was surprised to find sailing during winter was quite enjoyable if you kept warm (particularly with a couple of rums).

In the following years, David raced with Ian Shaw on his Duncanson ¾ ton *Virago* and he and his family accompanied the Shaw family on several cruises across the Gulf. He also had the opportunity to crew on Bob Francis's Ron Holland designed two-tonner *Renegade* for a Lincoln race and Lincoln week with the subsequent cruise home. David also had the opportunity to sail on Bunny Preston's classic Peter Cole designed Cole 43 *Born Free* and as well as on *Celeste III*, the latest of Alan Jordan's beautifully built yachts. Designed by James McGruer of Scotland, she was a Cruising 8 metre class yacht with a magnificent varnished mahogany timber hull, and the timber work was expertly completed by Peter Lauridsen. The mahogany timber was purchased from Le Messurier Timber Co and Alan and Peter asked them to open every pack of their mahogany stock so they could handpick each individual piece to be used in the construction. Sadly *Celeste III* is lying on the bottom of Darwin Harbour. He also enjoyed several successful seasons sailing on board the Northshore 38 *New Morning III*. He has sailed several overnight races, including his first overnight race to Haystack Island on Dick Fidock's S&S 34 *Morning Hustler*. He remembers being on deck all night due to the excitement of his first offshore race

and then sleeping most of the return leg, eventually waking just as they crossed the finishing line. (A lesson well learned – when it's your turn to go off watch, do so.)

One particular incident that sticks in David's mind is on an annual Labour Day weekend race to Kangaroo Island aboard Allan Swinstead's *Kama*. The race started in 50 kts with rain pelting down and being blown horizontal to the water — providing a very uncomfortable sail to the Island for all participants, but they won the chocolates.

There was also another incident aboard *Kama* when competing in the Adelaide to Port Lincoln race, when at the foot of Yorke Peninsula a reef in the main was required. It was the middle of the night and pitch black, and while standing at the mast on the leeward side, completing the reef as the water rushed over his waist, David was wondering why the hell he wasn't home tucked in a nice warm bed. After the finish of the race the experience was completely forgotten, with all on board enjoying the race and talking about competing again the following year. David served on the Squadron's House and Social Committee for three years and was Chairman during the 1983-84 season. This was a particularly exciting time for yachting, culminating in the America's Cup being won for the first time by *Australia II* in 1983. This interest in yachting enabled the House and Social Committee to have full participation at all of our functions which in those days included a dinner dance after the ladies' day race, the annual Christmas lunch and New Year's Eve dinner dance, a fashion parade and an enormous celebration the night we won THE CUP.

In November 2008 David purchased *Unity* from Rob Norton at the CYCSA and transferred her to the Squadron. *Unity* is a Nantucket 33 designed by Peter Cole and built of fibreglass by David Binks at Somerton. Her dimensions are LOA 33 ft, LWL 27 ft, Beam 11 ft 6 ins and a Draft of

5 ft 6 ins. She is a masthead sloop with a sail area of 499 sq ft. The Nantucket 33 design is well-known for its roomy cabin spaces and is a remarkably dry boat. David had Alan Dowler build a fibreglass coach house to replace the existing dodger and this has given much greater heavy weather protection. He purchased a set of sails from the Rolly Tasker loft situated in Thailand two years ago, and considers the trials of taking all the measurements along with the back and forth communications to ensure that some obvious poor measurements were corrected, resulted in excellent quality sails and made the exercise worthwhile.

Over the last few years David has been fortunate to have experienced the joys of cruising on Peter Hansen's 42 ft *Serenity C*. The destinations have been to Port Vincent (numerous times), Port Lincoln and the Banks Group, Edithburgh, and KI several times. The rule was always to give yourself plenty of time with no set timelines to avoid having to sail in unpleasant conditions. This has always resulted in great times, plenty of good sailing, fishing, fine wine and dining.

David has been fortunate to have been selected to sail with so many different skippers and on a variety of yachts, and has experienced a wide variety of sea conditions and wind vagaries. While yachting is not every person's idea of having fun, David believes that it is one of the best team-building exercises you'll ever experience and he would highly recommend it to anyone who seeks a bit of fun and adventure. ONCE IT GETS YOU IT'S GOT YOU FOR LIFE.

Today, David and his family enjoy day sails and the occasional sleepovers aboard *Unity*. We wish them every success in pursuing their dreams.



Celeste II and Celeste III



Unity - Opening Day Sail Past

By Bob Williams

Bob Williams mentioned this incident in the article he wrote for the Summer 2021 edition of the *Squadron Quarterly*. Since then we have been pleased to publish his articles about *Sylph VI* and receiving the Yacht Youth Trophy. This a gripping story worth telling ...



WITH some hesitation I tell this story, not to inform or educate, but simply to entertain; for in having told this story on a number of occasions, what I have learned is that, without exception, nobody would ever have allowed themselves to get into the situation that I will herewith unfold.

When this incident occurred it was night, but far from dark and stormy. A full moon shone, the night was clear, and a fresh breeze blew from the NE. *Sylph* and I had just visited South Korea so as to be able to extend my visa in Japan and we were on our way back to Fukuoka, crossing the Korean Strait. A few hours before, we had rounded the northern point of Tsushima Island and were on a SE heading, beam reaching to a fresh NE breeze, on the port tack with two reefs in the main and partly furled jib, making good a speed of six to seven knots. There is of course a lot of traffic in the Strait between Japan and Korea, so I had to keep a near constant lookout to monitor which ships were going to cause a potential problem. The Automatic Identification System (a standalone receive only model at this point in *Sylph's* history) is a great aid in this respect. It tells you, among other things, a ship's position, its course and speed, its name, its international number and, with the unit I had at the time, it showed a trail of dots coming off the symbol indicating its relative motion. If the dots trailed directly away from the contact then you know it closing on a steady bearing and that there is a risk of a collision.

At about 0430 hrs I was looking at a close in range scale with two ships passing close by, one about half a mile to the west and the other about a mile to the east. I would

occasionally zoom out in scale to see what other ships were around that might look like a hazard, as well as going on deck and checking the contacts visually. One contact, a large container ship (no names – no pack drill), down to the south-west at about eight miles was showing such a trail so, while I continued to monitor the closer in vessels, I was also watching this ship's movements. At about three miles she still looked to be closing on a steady bearing. She was doing 19 kts and the range was closing rapidly. I called her on the VHF to make sure she could see me. She came back straight away, said that she held me visual and on radar and that she would pass clear of me. I pointed out that we were closing on a steady bearing and the ship's watch officer advised that he would alter course to open the range. I then went on deck to monitor the ship's movements visually, as of course one can see course alterations almost instantly with the eye, but it takes a while for a course alteration to become apparent looking at a radar display.

As I watched, the vessel did not appear to be altering course at all. Now I was in a bit of a bind. Despite only being a small yacht compared to the massive size of the container ship, the rules clearly state that when a risk of collision is deemed to exist then the vessel with the right of way, in this case *Sylph*, shall maintain her course and speed. This is so as not to confuse the situation, but the rules also state that when it becomes apparent that the actions of the give way vessel alone appear insufficient then the stand on vessel shall take such action as will best aid the avoidance of a collision. Well that time had definitely come! The ship's bulbous bow was riding high and looked more like a knife than a bulb, a knife that was about to cut *Sylph* in two. I unlashed the wheel and turned to port. *Sylph* came around but of all times to do so, she stalled head to wind. At this point I regret that I reacted like a deer caught in the headlights of an oncoming car. I watched as the massive bulk of the ship loomed down on top of us. Her towering black sides slid past only metres away, and they just kept on coming. As the massive ship continued to slide by I knew the scary part was yet to come, when we would be caught in her quarter wave, and sure enough it came. I was suddenly underwater and *Sylph*, now facing away from the ship, was hit.

Perhaps unsurprisingly I thought this was the end for *Sylph*, if not for me. And as for RC (Robinson Crusoe – the ship's cat at the

time) well, to be honest, at this point his welfare was not uppermost in my mind. As the water cleared and I resurfaced, I realised that we were still afloat. I looked below at the sodden chaos of *Sylph's* saloon. Water was sloshing around and anything loose had been washed on the crest of the incoming wave towards the bow. I was of course saturated. I looked aft and could see that the wind vane had been demolished. The stern had been damaged but structurally it looked intact. I went below to assess the situation. RC was on the starboard settee and was not at all happy, but he seemed to be coping well. My priority was to get the bilge pump going. First I switched the battery bank switch to both banks and then started the engine so that it would keep the batteries charged, and then I started the electric bilge pump. Looking on deck, *Sylph* had turned through 360° and was now sailing on our original SE heading at about 5 kts.

It was chaos below, and I was not yet sure whether *Sylph's* wounds were fatal or not. I called *Sylph's* assailant on the radio. I was wet, and shaking with a combination of cold, fear and rage. I advised the ship in unequivocal terms that she had just run me down. She asked what did I want her to do. I requested that she stand by me while I assessed the damage. The watch officer came back and said she was altering course to do so. I started some tidying up on deck, as some gear that had been loose in the cockpit had been thrown around making the cockpit unworkable. I watched the ship and she seemed to be continuing to the NE. I was concerned that maybe she could not see me, so I fetched a couple of distress flares from down below and let one off. I then got on the radio and, to make sure that she did not depart the scene, I broadcast a MAYDAY call. She acknowledged the call and again asked what I wanted her to do. I repeated that I wanted her to remain nearby until I was sure that *Sylph* was safe to continue sailing.

Now I was getting very cold. The bilge pump was working, there was no obvious ingress of water, so I decided my next priority was to change into some dry clothes. I managed to find a dry track suit and then donned a pair of foul weather trousers and sea boots to keep myself relatively dry and warm. This helped a lot. At this point the ship looked like she was continuing on her way and leaving the scene. While I was starting to feel that all was going to be OK, I thought that while merchant ships have tight schedules to keep,

she should not be leaving until I had released her. I called her up again on the VHF but she did not reply. I called her again, by name and also by her international MMSI number which I could read off the AIS, just to make sure she knew that I had her identity. She still refused to respond. I came to the conclusion that she was abandoning the scene, so I wrote her name and number on the white board I keep near *Sylph's* communications centre and got on with taking care of *Sylph*, RC and me.

It was now apparent that we were not taking on any more water and that the bilge pump was evacuating all the water in the bilge nicely. *Sylph* was heading a little to the east of our desired heading towards Fukuoka. Looking over the stern I could see that the wind vane rudder was still loosely attached by the struts and was partially in the water, all askew, and was tending to round *Sylph* up into the wind. I found some rope and lashed what was left of the wind vane to a cleat so as to lift the rudder clear of the water. This didn't actually make much difference, *Sylph* fell off the wind a little

bit but the mainsail was keeping her on a close reach. Next step then was to hand the mainsail so that the jib might cause her to fall a little more off the wind. This she in fact did, but now she had a tendency to go too far, risking a gybe. I realised I was going to have to steer most of the 40-odd miles remaining to Fukuoka.

In the meantime I had already downgraded my MAYDAY to a PAN PAN and then to a SECURITE, advising ships in my vicinity of my position, and that I was not under command, that is that I could not control *Sylph's* movements. However, now that all was under control, I no longer needed the SECURITE either, but as it seemed that there were no longer any other vessels in our vicinity I didn't bother cancelling the SECURITE message; I just got on with things as best I could.

Once we were about 20 miles out from the coast of Japan I called the Coast Guard, first to confirm my arrival time, and also to advise them of the collision. The Japanese Coast Guard were very helpful and once

they had taken some details they instituted an hourly watch on me where I would call them and advise them of my position, course, speed, and updated ETA. Eventually we arrived alongside at the Fukuoka City Yacht Marina later that afternoon.

And that concludes the dramatic part of my story. It took just over a month to repair *Sylph's* transom, repair or replace the damaged electronic equipment, and to order in and fit a replacement Hydrovane self-steering system from the UK. It was an expensive lesson, but *Sylph* and I survived to tell the tale. And since this incident we have had many more adventures and, with a little luck, look forward to few more yet.

All is well.



The damaged transom



Repairs underway



Repairs almost done



Repairs complete

By Mark Sinclair

Mark mentioned in his latest update that he had been invited by Don McIntyre to be skipper/navigator on *Tindora*, a Swan 57. It has been renamed *Explorer* and will take part in the Ocean Globe Race departing Les Sable d'Olonne on 10 September. The website for McIntyre Adventure provides information about the boat and invites crew to sail under the experienced command of Mark Sinclair. Here Mark describes the OGR and the delivery of *Tindora* from the Netherlands to France.

IN the previous edition of the *Squadron Quarterly*, *Coconut* was propped up on the hard at Peakes Marine in Charauramas, Trinidad, and was aptly sitting under a coconut tree. I had returned to Australia for work, to see family and friends in Adelaide and Brisbane and have some more minor surgery. The plan was then to compete in the 2023 Ocean Globe Race (OGR) and then to continue the adventure to sail *Coconut* from the Caribbean through the Panama Canal and across the Pacific back home to Adelaide.

Also, to recap, the 2023 OGR is a recreation of the 1973 Whitbread Race, the first fully-crewed round-the-world yacht race. The 2023 OGR celebrates the 50th anniversary of the original race, much like the 2018 GGR (Golden Globe Race) celebrated the 50th anniversary of the first single-handed, non-stop, round-the-world Golden Globe Race back in 1968. Both the GGR and OGR are retro races set out to recreate the originals as far as possible, sailing 'normal' boats and using the technology which was available at the time. Navigation is by astronomical observations and dead reckoning using a sextant, nautical almanac, mathematical tables, paper charts, magnetic compass and log; communications and weather are received via HF radio, weather fax and using an on-board barograph, and entertainment is from cassette player and tapes. Digital technology is not allowed in the Notice of Race; banned equipment includes GPS, computers, laptops, iPads, satellite phones and electronics such as autopilots other than for certain safety applications, such as EPIRBs and vessel tracking systems, but certain media devices are allowed for public

relations. Importantly, there is no access to online weather applications like Windy. These retro races celebrate the golden age of sailing, using traditional methods, with moderate budgets and when normal sailors from typical yacht clubs could participate in round-the-world races without major commercial sponsorships.

I flew back to Europe on 28-29 March and was picked up by Don McIntyre and partner Jane Zhou. Don is the new owner of a Swan 57 to be named *Explorer* (formerly *Tindora*) which will compete in the 2023 OGR. Note that Don is also the founder of the OGR, the GGR and the MGR (Mini Globe Race); he has a fascinating history of supporting adventure and most importantly, is a former Member of RSAYS! We headed for Les Sable d'Olonne which is the base of the OGR and the port where *Explorer* will be prepared. Note, *Explorer* is now under Australian Registration with a home port of Adelaide.

On Sunday 9 April I drove to Breskens in Netherlands where *Tindora* was on the hard. Over the next two weeks major maintenance was completed including replacement of the rudder post and gudgeons, replacing floorboards and building new bunks down below, fitting a new log, dyna plate for the HF radio and wind instruments and a host of other jobs. On Friday 21 April we launched and over the following two weeks installed new rigging and completed the refit by Breskens Yacht Services. This was also a crucial time to get to know the peccadilloes of *Tindora's* systems, particularly electrics, fuel and water systems, not to mention communication and navigation systems. There were also 19 sails that came with the boat, some of up to 70 kg weight, with various life and wear that

had to be triaged. It was quite an endeavour to prepare a 57 ft yacht that I had never seen before, with a crew from six countries that I had also never met before, and who also had no experience in this boat.

The crew arrived by plane, train and automobile between one and three days before we cast off on Sunday 7 May. We were able to arrange one short training sail on the day preceding departure; up to that time the final refit items were still being completed or left until later! We briefed and trained including a fast cruise, which involved anchoring, reefing, gybing and spinnaker pole drills while we were still tied up alongside. One crisis at a time – what could go wrong?

The 600 nm delivery voyage from Netherlands to France was interesting and challenging with high levels of traffic, inshore navigation, strong tidal streams and at times very reduced visibility, and took us through the lower part of the North Sea, through Dover Strait, the English Channel, around the coast of Brittany, through the Bay of Biscay and on to Les Sable d'Olonne.

We cast off into a light breeze from the south-west and motor-sailed along the coast of Netherlands, Belgium and France, through the narrow but well-buoyed coastal channels inshore of the Traffic Separation Scheme (TSS). We passed Dunkirk and Calais in the late afternoon when visibility reduced to only two cables, and the AIS with radar overlay were invaluable managing the twenty-knot cross-channel ferry traffic. At dawn, the next day we were north-west of Dieppe and with force 3-4 winds from the SSW we were able to proceed under sail hoisting main, mizzen, genoa and staysail. The Swan 57 loved the upwind conditions and easily sailed at 6-8 kts through the water.



At Les Sable d'Olonne (OGR office in the background)



Repaired rudder and dyna plate for HF

As strong westerly winds were predicted the following days we decided to put into Cherbourg. The fast west-running tidal stream swept us on but changed abruptly just as we were approaching the Manche Peninsula, and we had to motor-sail into the final approach to avoid being swept back up the English Channel. There was also an awfully narrow escape from an almost-submerged fishing buoy laid directly in the approach channel, which required a hard a-starboard quickly followed by a hard a-port to keep the bow and stern clear. We berthed in Cherbourg at dusk and remained alongside for the next two days enjoying this delightful town. Interestingly *Pen Duick II, III* and *V* (Eric Tabarly of OSTAR and Whitbread fame) were also berthed nearby. It was also an opportunity for diagnosing and fixing problems, or at least attempting to. This included dropping the stainless-steel port navigation light bracket overboard, manufacturing another (which subsequently did not fit) and then dropping the starboard one overboard that had been used as a template. Thank heavens for gaffa tape and cable ties!

We departed from Cherbourg at 0600 hrs on Thursday, into a force 4 wind from the WNW and caught the fast-running tidal stream

which swept us past Cap de la Hague, the island of Alderney and off-lying rocks, the Casquets. As we approached the north coast of Brittany the wind veered to the north and we were able to sail parallel to the coast about ten miles off. We planned to arrive off Le Four, a major lighthouse inshore of Ile d'Quessant (Ushant) at the time of high water in Brest, to catch the fast-flowing tide through Chenal du Four, across the sea L'Iroise and through Raz de Sein. This clears the west coast of Brittany in a single tide and saves a long and exposed trip seaward of Ile d'Quessant and having to negotiate the TSS.

We arrived off Le Four – ‘the oven’ in English, as you are cooked if you get it wrong – about one hour early and sailed through the channel at slack water but later rocketed past Raz de Sein at 10-11 kts with the fast-running ebb stream. We then enjoyed a fast beam reach down the Bay of Biscay, reaching Les Sable d'Olonne on Saturday afternoon, a day ahead of schedule. We received an enthusiastic reception from owners Don and Jane, and after a well-earned break will prepare *Explorer* for a 1,500 nm pre-qualifier and the OGR.

Many thanks to the delivery crew Renaud and Benoit (France), Emily (Seattle, USA), Philip (Waterford Ireland), Esteban (Canary Islands)

and Vlasta (Czech Republic); and to Marco (Switzerland) for on-the-ground support.

To recap again, the 1973 Whitbread Race started in Portsmouth UK, and included four legs with stops in Cape Town, Sydney, Rio de Janeiro and then back to Portsmouth. The 2023 OGR will commence in Southampton, with the same starting line on the Solent off the Isle of Wight as the original race. Stopovers will be in Cape Town, Auckland and Punta del Este. With 15 boats including previous Whitbread campaigners, this is setting out to be an exciting adventure.

Note that other RSAYS sailors are also involved in the OGR through the *Spirit of Adelaide* campaign sailing the vessel *Outlaw*, which will be skippered by our own Campbell Mackie. So, there will be a race within a race, the real Adelaide Cup?

Editor: Campbell Mackie was unable to provide a report before *Outlaw* left Newport Rhode Island bound for the Azores in mid-May. We wish him well and look forward to reading of his experiences as well as Mark's in the Spring edition of the SQ.



Pen Duick III with *II* and *V* in the background



Passage through Raz de Sein



Emily conducting routine engine maintenance



Emily and Vlasta on watch

By David Harris

In the Autumn edition of the *Squadron Quarterly* David described the first part of *D'Estree Bay's* journey from Adelaide to Hong Kong. The catamaran was built in Adelaide and recently returned to the RSAYS pool after 10 years and a 16,000 nm trip to Hong Kong, South East Asia and back to Australia. This is the second part of David's epic voyage.

JANE and I lived in Hong Kong for four years trading wine into China. We had an office in Shenzhen to which I commuted from Hong Kong, together with the 750,000 people who crossed the border in and out of China every day. With a tiny apartment and constant travel, the pace of life was such that we really wanted a boat.

We bought a Volvo 60 V1 which as *EF Language* had won the 1998 round-the-world race from Ian Murray and employed Mega Bascomb to help us sail her to Hong Kong. Some Members will recall Mega had a heart attack and died on board soon after leaving Bitung in Indonesia on that trip. The boat went on to Sandakan where his body was offloaded with the help of local police and the local Australian Consulate.

Because of our work commitments, our son Angus and two Hong Kong friends took *D'Estree Bay* to the Philippines for us to commence the trip home. On the day of departure from Hong Kong Angus was concerned about an intense low-pressure system north-west of the Philippines, and decided to delay a few days in case it turned into a typhoon. The crew of a brand new Beneteau 50 which was being delivered to its new owners in Manila decided to leave from the Royal Hong Kong Yacht Club instead of waiting. No trace of that vessel and its 4-man crew from the UK was ever found.

Oblivious to this, Angus had a good trip. Jane and I flew to El Nido from Manila to meet the boat and take her on to Kota Kinabalu in NW Saba, with Angus and David Fergusson, a friend from Hong Kong. We had great sailing from the NE trade winds with free sheets down the eastern side of Palawan Island. It's a lovely cruising area and full of interesting anchorages. While we were provisioning at Porta Princesa we were warned about pirate activity around Bataraza on the southern tip of Palawan Island. Arriving in the area late one afternoon we anchored up a creek and out of site, ready to leave early in the morning.



Anchored inside the Krakatoa lagoon with 'Son of Krakatoa' bubbling away in the background

Later the next afternoon as we were about to enter a lagoon for the night, two high-speed modern fibreglass boats with twin outboards came up behind us. Each had a three-man crew, two of whom were in army fatigues, board shorts and bare feet with machine guns at the ready. They asked us to stop so they could come aboard. They said they were security. We were terrified but said we could not stop as we were a sailing boat. They asked in English, "What nationality?" I said Singaporean, hoping that might deter them because the Singaporean Government has a zero tolerance of piracy and lawlessness. The conversation went back and forth and, because we were heading for the open sea it was getting rougher, and as we were sailing at fast speed they chose to break off. We dreaded the thought of what might have happened if we had been anchored and they could have more easily got on board.

Our first anchorage in Northern Saba in Borneo was a beautiful bay so we decided to go ashore for a barbecue, only to find thousands of drink bottles and bits of plastic washed up among the driftwood. We lit a big bonfire and collected hundreds and hundreds of bottles and plastic flotsam, creating a huge fire. We worked for an hour or so but only managed to clean up about 100 metres of beach. Plastic contamination is a huge problem in South East Asia.

Mt Kinabalu, at 13,500 ft, came into view 50 miles away to guide us into Kota Kinabalu. It's a relatively modern, bustling city with a very smart marina called Sutera Harbour, with all the facilities we could want and a lot of world cruisers. We left the boat there for a couple of months.

When we returned my friend John Van Heurck from Adelaide and I spent a couple of days cleaning the mould from everything on board before we left Kota Kinabalu bound for Singapore. It was a 900 nm sail across the top of Indonesia, slightly in the wrong direction but Singapore was the only place closer to Australia that we could safely leave the boat until we could recommence the trip.



The repair to the head car of the mainsail. This small failure in the worst place, caused us to go east about instead of west about. I think we are one of the few yachts to have sailed circumnavigated Australia via Hong Kong. This repair lasted 2,000 nautical miles. Dyneema cordage is a yachtsman's fencing wire

We picked up the strong NE trade winds which suited us perfectly. With lots of wind and hard sailing we both suffered first-night blues; however we soon settled into a week at sea. Early the next morning there was a terrific crash. John had fallen from the cockpit coming onto the cockpit floor, hitting the seat on the way down. He could not move and was in agony. I managed to get him onto a bunk where he stayed for 24 hours. With a strong quartering sea, the autopilot couldn't properly control the boat. We had about 750 miles to go, so manually steering the boat on my own and not knowing how bad John's injuries were made me feel thoroughly miserable. He had a huge dinnerplate-size bruise on his back around his kidneys on his left side. It was yet another reminder of how quickly things can go wrong and, in these areas, how little support there is for cruising yachts if there is a major issue. You are on your own in South East Asia.

Despite John's injury, we arrived at the Riau Islands after sailing 500 nm from Kota Kinabula in under 48 hours. After we anchored two men came out in canoe. They were unusually surly and wanted to get on board. John had a bad feeling about them and with a bit of Indonesian he felt they were on a mission to case the yacht and come back later in the night to steal things.

We came up with a plan to sneak away soon after dark. We shortened the anchor, turned the music off and shut the boat down for the night, one light at a time. We then silently lifted the anchor and let the boat drift out of the bay, only starting the engines quietly when we were about 2 nm away. It made me wonder what we were doing in such an unfriendly place, what the point of it all was, and how far we still had to go to get the boat home.

As we sailed south-west and closer to the equator the wind abated, and conditions turned into lovely tropical sailing with fresheets.

The last 200 nm into Singapore was dead calm and stinking hot. We would occasionally stop and jump in for a swim (one at a time!). We had arranged a berth at Puteri Harbour which meant we had to go through the Singaporean Strait and enter the waterway between Singapore and Malaysia from the south-west. A quick glance on the Marine Traffic app gives a good indication of just how much commercial traffic there is in this area – it's probably the busiest waterway in the world. Singapore is not a great place for sailing, however. There is little wind, it's hot as blazes and always raining and wet. We took to wearing sarongs to prevent 'gunwale bum' caused from constantly wet and sweaty shorts!

We left the boat there for a number of months before returning to take her on to Jakarta.

En route to Jakarta we had good sailing as we island-hopped in a generally south-easterly direction. A lot of the anchorages were muddy bays and not particularly interesting. Approaching Jakarta the smog was so bad we couldn't see the shoreline until we were only a few miles out. We got a berth at the Batavia Marina which was quite grand, but the water and surrounds were filthy. Customs and Immigration entry and exit from Indonesia were a nightmare as we were directed to different agencies all over the city while trying to navigate the impossible traffic. We stayed in a hotel rather than on the boat before going home for a few months, to return again to sail the boat to Perth.

Sailing east and then turning south through the Sundra Strait to the Indian Ocean we overnighted at Krakatoa with 'Son of Krakatoa' smoking away in the centre of the lagoon. The scale of the volcanic eruption that occurred in 1883 is hard to take in. 18-21 cub km of dirt was lifted into the atmosphere which changed the world's climate for five years. The still-active volcano is a sulphurous and barren outcrop as it grows out of the ocean where Krakatoa was. The

remaining islands, which are all that's left of what was Krakatoa, are now lush rainforest and very attractive. You would not know that they had been virtually blasted out of existence only 140 years ago.

Setting out into the Indian Ocean the strong SE trade winds soon set in. We couldn't lay Christmas Island, so set off for Perth 1,700 nm away hoping to pick up some SW or Westerly winds as we worked our way south. On about the fourth day the mainsail came crashing down on deck. The head car ring had separated from the sail. It was too rough to get up to the top of the mast to retrieve the halyard and with only a blade jib we could not steer above about 70o apparent. This course was taking us well east of south out into the middle of the Indian Ocean. We were already 700 nm from the West Australian coast with not enough fuel should there be another disaster, so we reluctantly turned around. Of course, after a day or so the wind veered east, so instead of being able to lay Exmouth, we had to set a course for Bali. Three days out of Bali we were able to get the mast up to retrieve the halyard headboard ring and did a repair (which lasted until we got the boat to a proper sailmaker in Townsville 2,000 nm later). The distance sailed on that leg of the trip was the equivalent of five back-to-back Sydney to Hobart races.

We left the boat in Bali for a month or so and then set off sailing along the bottom of the Indonesian archipelago and south-west of Timor for Darwin. This area is on the opposite side of the Indian Ocean to the Kimberley and is similarly dry and barren in places.

Approaching Australia, Border Force flew over us daily and we spoke to them each time on VHF regarding our intentions and ETA for Darwin. When we got into phone range, we tried to ring Border Force for a customs clearance and could only get their airport operations officer who could not care less. Eventually we managed to raise someone in Gove who said, "Those blokes in Darwin are bloody hopeless and won't answer the phone. I will get them to ring you."

We were tied up at the Cullen Bay jetty by the time they contacted us. Eventually four people arrived in black long-sleeved uniforms and black-soled boots better suited to the Tasmanian climate, and were quite cross that we had not pre-arranged our entry. Apparently, they don't communicate with the guys who fly out every day to protect our shores.

Welcome back to the lucky country!



On the beach at the Darwin Sailing Club, Fanny Bay. We often used the boat as a beach cat. Great for areas with big tides instead of anchoring miles offshore

By Barb Adams

How to Become a Yachtie



WHEN I first arrived at the Squadron in the 1990s the ladies joked, "You can never consider yourself a Yachtie until you have fallen in." I thought to myself, "Well that's not going to happen." I thought they were joking!

My first experience was when we arrived at Edithburgh, looking like escapees from prison after 10 days at sea, and I fell in from the wharf as we were returning to the dinghy, complete with my mobile phone and transistor radio in my backpack. (I had worn my vanity shoes instead of sailing shoes and the soles were not suitable, so my feet just slid out from under me on the wet slippery stairs.) My son Martin Hamilton-Smith, a graduate from Special Air Services (SAS)

during his army career, was travelling with us. All were very impressed when Martin, intent on my rescue, hit the water a split second after me. It was a laugh a minute because the tide was out and when we stood up the water was only up to our chests!

The next time that I fell in was in the Squadron pool. We were working on the boat on a Saturday and it was just getting dark when we packed up to leave. Swinging my leg over onto the pontoon as I had done many times, I missed and in I went. It was winter and very cold. No matter how hard I tried to get out, I couldn't lever myself up, so I clung on like a puppy. There was no one else around to help pull me out, so the skipper made a loop from a mooring rope into which I was able to insert my foot and manage to lever myself up. When we discussed this later we heard from some of our friends who had also fallen in. One said he had swum around for half an hour on a Saturday, tapping on boat hulls looking for someone to help him get out. After we collected all this information and presented it to the Management Committee, it was decided to install ladders on the pontoons and you will see them there, identified by red flags.

After my mishap we realised that a boat opposite had a ladder on the stern and I could have swum over and climbed on that boat. Had we had the forethought to rehearse the possibility of such an incident we would have worked that out and had a plan!

The Tassickers had a house in Port Vincent where they regularly held a barbecue for Squadron Members. On one such occasion we left the festivities about 2130 hrs and as we were getting into the rubber ducky at the small wharf my foot must have landed on the side instead of in the middle, whereupon the dinghy tilted and we fell in. We pulled ourselves back on to the wharf (fortunately the tide was in, so this was relatively easy to do). As the ducky righted itself it floated away with our Esky still upright in it. The skipper untied another boat and rowed after it, towing it back to the wharf. He tied the other dinghy back onto its mooring and we were very pleased with ourselves that no-one had witnessed our embarrassing adventure. We were cold, wet and very miserable when we arrived back at the boat.

By any assumption I believe I am now a true Yachtie!



MEMBER'S HOBBY

by Jeanne Harrison

The Sailing Philatelist saves the First Fleet

IN addition to enjoying ocean sailing, I also enjoy collecting memorabilia related to sailing. This memorabilia includes philately – collecting stamps. Within my collection, I have many First Day Covers (FDCs). These are stamped envelopes which commemorate special occasions or events and which bear representative stamps that are postmarked on significant dates and often from relevant locations. Some of these envelopes are actually posted to an address, whilst others are unaddressed and set aside for collectors.

In 1988 a set of stamps and First Day Covers were issued to commemorate the First Fleet Re-enactment voyage. These were delivered by boat (paquebot) and posted from Portsmouth, England (13 May 1987); Tenerife, Canary Islands (6 June 1987); Rio de Janeiro, Brazil (6 August 1987); Cape Town, South Africa (27 September 1987); and Sydney, Australia (26 January 1988) commemorating the 200th anniversary of the First Fleet voyage to these ports.

Examples of these five First Day Covers are saved in my collection. This set of FDCs includes a total of 21 stamps which paint a picture of these five sailing destinations in 1777-1778. Two of the five First Day Covers in this set are pictured below.

All five of the envelopes show the route of the First Fleet and the route of the Re-enactment Fleet. Whatever one's view on the subsequent political events, I enjoy the historical images, the sailing activities and the information on routes and provisioning stops, especially since I also have stopped in England, Tenerife, Cape Town and Sydney to reprovision.

The most precious of the First Day Covers in my extensive collection include a trifecta of a sailboat image, an historical event and an unusual postmark. These First Fleet commemorative FDCs definitely satisfy all three criteria.



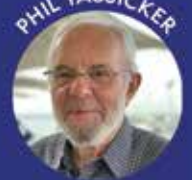
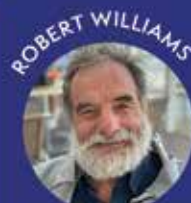
1788-1988 Departure from England



1788-1988 Arrival in Australia

GUESS WHO ANSWERS From the Autumn Edition

1. Padraic Conneely, *Antigua* 2. Liz Crowley & Rob Wallis, *Taworri* 3. Kaz Eaton, *Divine Madness* 4. Phil Tassicker, *Crusader* 5. John Butterfield & Deb, *Allure* 6. Robert Williams, *Sylph VI* 7. Verity & Michael Quinlan-Watson, *Rhythm & Blues II* 8. Karen Van Riet, *Sass & Bubbles* 9. Shirley & Gordon Samarzia, *Maverick* 10. Helen Moody, *Magic Beach*



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