



SQUADRON

Seamanship & Fellowship

Quarterly

ESTABLISHED IN 1869

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Autumn 2024



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Notes for Contributors

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

DINING FACILITIES

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

COVER PHOTO

Blue Diamond during the King of the Gulf Passage Race to Port Vincent
 Photo: Deb Milton getting her feet wet

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FROM THE EDITOR Brigid Dighton



IN this SQ edition we are privileged to present some truly remarkable articles that capture the essence of sailing – the thrill, the dreams fulfilled, and the triumphs achieved. One such piece, penned by Leslie Chisholm on page 21, beautifully depicts the communication with the Cape Horn lighthouse keeper. It’s a testament to the marvels of modern technology that such connections are now possible, contrasting starkly with the limited radio contact half a century ago. The ability to stay connected with our loved ones and fellow sailors while they pursue their passion on the open waters is truly a gift.



José Luarte Sepúlveda speaks with *Explorer* while Leslie and Clara watch and listen (featured on page 21)

Let’s also extend our heartfelt congratulations to Oli the cat for completing his inaugural Sydney to Hobart race – an achievement that undoubtedly required no small amount of ‘paw power’... congratulations to Bob Williams on *Sylph VI* and all competing sailors.

Whether it’s the adrenaline rush of racing in iconic events like the Sydney to Hobart, the Port Lincoln Teakle Classic, or the King of the Gulf, or simply enjoying leisurely sails around Tasmania, life on the water is undeniably wonderful – as our captivating cover photo taken by Deb Milton while on *Blue Diamond* perfectly illustrates.

A special word of gratitude goes out to the dedicated Members whose contributions have enriched this edition. Your passion for sailing shines through in every word and image.

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By Ian Roberts, Commodore



THE phrase 'Seamanship and Fellowship' tag appears on so much of the Squadron's publications and literature. What do these two words really signify? Are they still as applicable now as when they were first introduced? Do we as individuals and Squadron Members live up to the standards that this phrase demands?

'Seamanship' initially conjures up visions of going to sea in a variety of conditions and coping with what is thrown at you. In order to survive you require a degree of 'seamanship'.

A person's experience often defines what they see as seamanship. A person who has undertaken a circumnavigation or competed in offshore races is often seen as a person who has a high level of seamanship. Surely seamanship is relative. If you are completely inexperienced or it is your first time sailing, what appears to be a simple trip across the Gulf to Port Vincent requires an act of seamanship, irrespective of the conditions. For that person the journey is no less an achievement than for the more experienced who seek to venture further afield.

Likewise, 'Fellowship' conjures up a feeling of friendship, camaraderie and a common desire for involvement in a common good.

To consider this, Members of the Squadron must have a common goal of wishing to be part of the Club and to abide by the rules that govern us all. In the case of the Royal South Australian Yacht Squadron, these rules and conventions have grown through a myriad of sources over the last 154 years.

To have survived over that period a Club must have a very strong spine and be prepared to grow and evolve. This is especially true at present.

Club members have seen over the last nine months an evolution of the Squadron, both in its management and to some extent the functions that have occurred at the Club.

To this end, I acknowledge the endorsement by the Members and the election to the

Management Committee at the Inc Quarterly Meeting in December of Anthony Pennington as Rear Commodore, David Harris as Treasurer, and Alan Down and Bob Hogarth as members of the Management Committee.

The Squadron has also evolved in the functions that it has conducted since my last report. I note that Club functions such as the Members' Draw and the 78° Music Sundays continue to be a success. I recommend that all Members find time to enjoy and participate in these regular activities. I further thank the sponsors and organisers of the Members' Draw, and especially David Eldridge for preparing the roster. I also wish to heartily acknowledge those Members who regularly attend on Friday nights for continued fellowship while aspiring to win the draw!

In particular, the unparalleled success of the Adelaide Coastal Festival cannot be ignored. The organisers of this function and the positive input that it had to the Club must be acknowledged by all Members.

It is not just these functions that have been a success. They have provided the springboard to showcase our Club's magnificent facilities to a much wider public than just our Members. It is only with this evolution that the Club can survive and thrive in the current sailing and economic climate.

While acknowledging these events I also recognise the organisers and participants of the King of the Gulf regatta and the Squadron's participants in the Lincoln race and regatta. Both of these events are an ongoing opportunity to experience both seamanship and fellowship with fellow Members and like-minded individuals.

It is no secret that there has been a degree of turmoil on the administrative side of the Club. I wish to reassure members that the Management Committee and the staff are doing all in their power to 'settle the ship' and report on what is occurring to the Members, and to plot a course for moving forward.

I appreciate that many Members have a sense of anxiety while this process is occurring. I ask Members to have faith in the Management Committee who are all working to the best of their abilities to achieve positive results throughout the Squadron for all Members. The Management Committee members are all volunteers, and the number of hours that are going into identifying and trying to resolve matters for the benefit of all Members is placing a great burden upon them. Notwithstanding this, each member of the Management Committee is completely committed to endeavoring to meet the needs of the Squadron to ensure that the Club has a strong base, not only for the next Management Committee but also for the next 154 years.

I have been heartened to receive positive reinforcement from the majority of Members who recognise the positive contributions of the Management

Committee as it endeavors to ensure the Club continues to evolve and thrive. I further wish to acknowledge the offers of assistance that are being made almost daily to the Management Committee and to the staff from concerned and committed Members who unobtrusively go about supporting the Club in all its various facets.

I especially wish to acknowledge the amazingly generous sponsorship of a Senior Member who has facilitated the replacement of the western wall of the eastern dinghy shed and adjacent storm water upgrades. This offer, gratefully accepted by the Management Committee, is from a Member who wishes to remain anonymous. It is an unbelievable act of generosity from a very long-standing and active Member. On behalf of the Management Committee and the Members, I wish to thank him and his wife most sincerely for their generosity – surely an act of extreme fellowship.

I heartily recommend Members to get involved as a volunteer in the many aspects of this dynamic Club. From the Juniors to the House and Social, from the Cruising fraternity to the Racing group, now more than ever, the Squadron needs all Members to be involved as much as possible.

From time to time, we must all roll up our sleeves and get involved. Now is the time that I ask all Members of the Squadron to examine whether they can become more involved and facilitate a transition from an older guard to a new cohort of involved younger members. This is the epitome of fellowship to enable this transition to occur.

For this Club to continue to thrive all Members, whether you are a Senior Member or a Crew Member or any membership category, have something to offer this Club and I would be pleased if you would consider becoming further involved with the Squadron and all its various components. If you are a Crew Member, I would ask you to give serious consideration to upgrading your membership to a Senior Member so that you can participate in the decision-making process of this Club. We cannot simply leave the organisation and running of the Squadron to a very few but very dedicated group of Members. It is simply not sustainable.

At the time of writing this report, there are 145 days until the Annual General Meeting on 21 July. It is imperative that all Members give thought to who they wish to elect as Flag Officers and members of the Management Committee to ensure that the motto of 'Seamanship and Fellowship' can continue with all of the joy, obligation and fun that such a motto can bring for all Members.

The Squadron is only as strong as its membership – this is more than just a simple cliché.



By Chris Mandalov, Chair

I ONLY have a short report on RSAYS Limited for this issue of the *Squadron Quarterly*. The Board is comprised of volunteers who head off sailing and travelling over the holiday season, so we often don't meet in the December to January period.

Marina Stage 2 Refurbishment

Since our last report, we have completed an investigation into the low floatation levels on AA Row, the first new section to be installed. With the assistance of two structural marine engineers, we have discovered that sections of the polyethylene floats have distorted under the weight of the walkways. This caused the floats to expand into the cavity under the concrete walkways. This in turn manifested itself as a reduction in the floatation level of the walkway.

A modified 'matrix' structure was used to mount the walkways to the floats on BC Row, the next section of the marina to be installed. BC Row and its T-heads have been in place for several weeks with no evidence of the AA Row issue. By the time you read this report, we expect BC Row will be operational with refurbished fingers, brackets, new pedestals and new services.

Once boats have been returned to BC Row, AA Row will be reworked to incorporate the new mounting arrangement. After this, a somewhat simpler D Row remains to be refurbished to complete Marina Stage 2.



Newly installed BC Row walkway

Company Finances

A significant issue for RSAYS Limited over the past few months has been the lack of regular financial reports. These reports are prepared by Squadron Office staff for RSAYS Limited. The reason we are in this situation is primarily due to a change in accounting software that has been implemented by the Management Committee, together with attendant staffing issues.

After many months of promises, I have been buoyed by recent progress made by Nadia Pirintzis and her team from S & N Accounting Services. They are finally progressing through the backlog of paperwork. There is still a lot of work to do, and we are only a few months from the end of the financial year when the accounts will be verified by independent auditors.



FOUNDATION REPORT

By David Adams, Chair

THE RSAYS Foundation remains an active part of our Squadron. We have recently farewelled Dee Henshall and Chris Henshall as Trustees, and thank them very much for all the input, experience and expertise that they have contributed over the years.

We are thrilled to have new Trustees Helen Willmer and Rosemary Murfett on board. Carolyn Sugars has also taken on the role of Secretary. I am sure that they will all contribute towards the ongoing success of the Foundation, and am grateful that they have joined us. These appointments have been made by the Foundation Trustees, and will be ratified by the general membership at our next RSAYS Inc Quarterly meeting.

Please remember that the Foundation is here to support the Squadron and its members. Our original charter from 2006 states that the purpose of the Foundation is:

To support the objects and activities of the Squadron and in particular:

- Capital projects on or associated with the land and buildings of the Squadron
- Support Junior sailing
- Such other projects for the benefit of the Squadron

We have also supported Members in their sailing pursuits to attend regattas, etc.

Applications for grants can be obtained online and sent to either myself or Carolyn.

Please remember that one of the main roles of the Trustees is to ensure that the Foundation funds are used wisely, and each application is discussed at the next two-monthly meeting of the Foundation. This may mean a time delay after an application is sent to us.



By Kevin Kelly, Chair



I WRITE this article on the eve of the King of the Gulf regatta, with the Port Lincoln regatta on the horizon, and after yet another Twilight race has been abandoned due to excessive winds.

Club Champion Award

The Club Champion award is past the mid-way point, and at the time of writing this report the top five include:

- *Take 5*
- *The XX Factor*
- *Bowline*
- *Blue Diamond*
- *Audacious*

Take 5 has led with a narrow margin for several weeks, but the competition is closing in. Clearly the boats sailing multiple series are featuring strongly. This new award for the Squadron includes handsome acknowledgement for the winner (refer to the racing menu on the website for details).

Inshore Series

Once again, this has been a hotly contested series. After 11 races we saw four races abandoned due to unfavourable weather conditions. Only a few points separate the leaders in each division.

Twilight Series

There was much talk around the Quarterdeck about windy Wednesday, and why is it always the windiest day of the week? Anyway, I hope the conditions improve for the remainder of the season. In the pre-2024 series the placings were: *Freedom*, *Take 5* and *Jubilation*.

Series 2 of the Twilights transitioned back to all-boat starts after trialling sternchaser starts for series 1. While the sternchasers had their own unique benefits, the hustle and bustle of traditional starts reinvigorated the excitement of the starts, and by not knowing who the winners are until after the race.

Small Boat Series

The Small Boat series has worked well in conjunction with TSASA, attracting members to racing and enjoying the Squadron hospitality. An article describing the series is published on page 26.

Women's Series

After five races, the Women's series continues to be keenly contested, with crews experiencing a range of weather conditions to prove their capabilities. Although second and third places are close, *Divine Madness* remains a few points ahead with three races – two windward/leeward, and a fixed mark – remaining over two race days.



Freedom winners of the Women's Keelboat Invitation Race

Offshore Standalone Races

Race 3 - Glenelg Gulf/Thornquest Trophy

Seven boats from the Squadron and CYCSA competed in the Glenelg Gulf Race.

Silent Partner took first on PHS, followed by *Audacious*, with *Jumpin' Jack Flash* an unfortunate retirement.

Race 4 - Tapley Shoal Race/Muirhead Trophy

The combined race was conducted in a soldierly procession. *Silent Partner* was an unfortunate DNF due to steering loss, leaving *Bowline* and *The XX Factor* to duke it out. Winds were 16-30 kts for the entire race and the lively conditions caused the Danbuoy on *The XX Factor* to self-inflate on deck, but despite this the Muirhead Trophy went to *The XX Factor*, with *Bowline* in second place.

Kaesler Cup

Run in conjunction with Inshore Race 8, light and variable conditions on the start line saw a jostle for position and some eager early starters. At the pointy end of the race *Papillon* continued their form after being out for repairs and were in 3rd place, with *Audacious* in 2nd. *The XX Factor* had an excellent day to win Div 1 and, more importantly, the Cup. Skipper Janet Thornley carried her smile for a week!

TG Flint Memorial Race

The TG Flint Memorial Race was run as a standalone trophy race with a small fleet in light conditions.



TG Flint Memorial Race winners *Bowline*

Finally, a big thank you to our sponsors for continuing to support our competition and our volunteers for officiating our racing. While we wait for a suitable replacement for our Boating Officer, our Race Committee members are filling the gaps to help events to continue.

THE crew of 3 Cool Cats and I always look forward to the Teakle Classic Adelaide to Port Lincoln Race and Regatta as a highlight of our racing season. This year's race was the 74th and was a very typical race.

Our preparation began early in the season. As most know, racing offshore is the last place you wish to find a problem with your boat. I have had some problems with my fridge and spent some considerable time and effort on it, only to have it blow a circuit board on the way there! No cold beer on arrival so we had a mildly chilled one.

The pre-race briefing at the Club was well attended and we were advised by Vince Rowlands from the BOM that we would have winds swinging from south-westerly to south-easterly, building early in the afternoon and getting softer as the night progressed, and into Spencer Gulf in the morning. That is exactly what we got, although a little stronger than predicted as has been the case all through the 2024 summer season. The Commodore hosted a post-briefing Prawn Night and I can attest that the prawns were excellent.

There were 22 boats that started and all finished the race. Seven boats were from the Squadron with Janet Thornley, skipper of *The XX Factor*, being one of the two female skippers and Ian *Flint's Summer Jewel* being the fastest Squadron boat. There were five interstate boats. While the fleet was smaller than usual the quality of the fleet was of a very high standard, and the Squadron entries are a group we can be very proud of.

With the swing in the wind from the south-west to the south-east most of the fleet lifted to make the Marion Reef mark after one tack early after the start. A tight reach along the foot followed and gains were made by those

who were able to get a kite of some sort up later in the leg before Cape Spencer.

3 Cool Cats had a very friendly rivalry with Derek Morrison's *Sintara* from the CYCSA. Unfortunately, we watched him get across the start strongly and build a 2 nm lead on us before Cape Spencer. When the fleet arrived at Cape Spencer it was kites up for everyone, then a downwind run to Dangerous Reef and all the way to the finish. Happily, while there was some south-westerly swell to go with the south-easterly breeze it wasn't so large as to set up a large roll in the boat.

My favourite time sailing is crossing the finish line in a winning position. My second favourite time is on the run from Cape Spencer to Port Lincoln when the sun comes up behind the boat and I can feel it warming my shoulders as we sail along with a full spinnaker and a boat full of mates on our way to our favourite regatta. This year didn't disappoint.

We closed some of the gap with *Sintara* but not enough to beat them across the line. A small consolation is that we were beaten by the boat that took out the race on AMS. Geoff Boettcher's *Secret Mens Business* took the IRC win and Justin Brennan's *Alien* (RBYC) won the PHS division.

On arrival we settled ourselves in for the regatta week. Accommodation in Port Lincoln is readily available and there are some fantastic places to stay. Everybody knows the seafood is excellent. The Port Lincoln Yacht Club hosted the Prize Presentation on Sunday and while we were happy to receive our third place Division 1 PHS trophy, we were more excited when one of our crew Adrian Edmonds won the seafood raffle, and we got a box containing a large crayfish, two bags of prawns, two bags of oysters, two bags of mussels, five cooked crabs, a bag of tuna steaks and a bag

of sashimi-quality kingfish. We also won another crayfish on Monday at the daily draw where three crayfish are given away.

Racing on Monday through Wednesday was in very light winds, predominantly less than 10 kts. For us, racing on those days is best forgotten but we had some wonderful social times hosted by the Line and Label Restaurant and locally at Bill and Natalie Van Riet's house. Wednesday afternoon was Megga's barbecue after racing at Spalding Cove. It is a wonderful sight to see all the boats anchored in the Cove while we consumed excellent food and a few beers on the beach.

The last day of the regatta on Thursday was a fantastic sailing day, with Port Lincoln showing off why it is one of the best race tracks in Australia. We were greeted by consistent 15-20 kt winds with flat water, allowing boats to really shine. The first race was our best race of the regatta, with a 1st on PHS and a 4th on AMS.

The Port Lincoln Yacht Club really makes a huge effort to put on the offshore race and regatta. We greatly appreciate what they do and recognise that they are all volunteers who pull together to host a complex event. Our heartfelt thanks go to them.

The Teakle Group, owned by Squadron Member Peter Teakle, are both the naming right and major sponsors of the Lincoln Race and Week. They have committed to an extension of their sponsorship, ensuring that next year's 75th Anniversary Race will be a special event not to be missed. As the Squadron was instrumental in organising the first race it is hoped we can have a strong representation in the fleet, and that a large number of our Members can enjoy what is still an excellent and well-organised event. *3 Cool Cats* is already committed to participating!



3 Cool Cats



Audacious



Silent Partner



The XX Factor



Summer Jewel



The crew of 3 Cool Cats

KING OF THE GULF REGATTA

By David Eldridge



L-R: *Ritalin* (Craig Humphries), *Young Einstein* (Rob Sellick), *Fifi V* (Brian Lawrie), *Enchantress* (John Muirhead)

THE Tenth King of the Gulf, the BIGGEST and the BEST The tenth King of the Gulf was blessed with perfect sailing conditions over five days, a record fleet of 31 yachts representing four states, a happy and inclusive social scene, and the making of new friends and the reacquaintance with old ones.

The regatta commenced on Friday 9 February with the Passage race over to Port Vincent. The fire boat was near the start line and put on a great water cannon show for everybody. The race started in 4 kts with the three division fleets splitting up into two groups: a 'let's go to Glenelg' group who were seeking the fresh southerly wind with lots of tacks down the Gulf, while the 'Port Wakefield looks good' group headed north. This group ended up sailing to Port Vincent on the same tack all the way, so in the end I think the northers may have got it right. The race was won on handicap by *Goldfinger* (RSAYS) in the Multihull division, *Liesl* (RSAYS) in the Monohull division and *Trim Cat* (CYCSA) in the Cruising division.

On arrival the huge marquee had been set up with 30 large trestles and 220 chairs. The Port Vincent Coast Guard were soon cooking the barbecue in the 25-30 kt plus sea breeze, while we sat inside the marquee hoping that the marquee would stay put on the south side of the marina.

We had great pleasure in celebrating our multi-awarded PRO Jock Ross on his 86th birthday, with a birthday cake kindly donated by

the Coast Guard. The volunteers on *Wilbur* ate half of the cake, with the rest going to the enthusiastic and delightful group of University students sailing on *Clockwork*. As tradition dictated, we then had the return of the trophies by last year's winners and the new skippers and crews were welcomed into the KOG family. The big \$1,000 prize in the KOG regatta is the North Haven Marine/Wireless Communications teams trophy, and five teams were announced with each team comprising multihulls, monohulls and cruisers, drawn by our regatta sponsor Dockside Port Vincent.

Saturday was regarded by many of us as one of the best sailing days ever, and it was right on our doorstep! Flat water and a steady breeze of 12-15 kts was there for the taking all day! Two races were expertly run by the great team on the committee boat, *Wilbur*. That night, those of us who scored one of the sold-out tickets enjoyed the hospitality of the Port Vincent Sailing Club, always a good night and always very well run by the local Club.

Sunday was the Orontes Beacon race with the three fleets starting at significantly different time intervals. This works with a key KOG philosophy of keeping the fleets together and timing the races so we all finish together. The trailer sailers started first, followed by the cruising division. Although the wind was very light the high-quality trailer sailer fleet had built up a considerable lead before the monohull racing and the multihulls started. Again, although the race started in light breezes, we all came home with the reliable 12-15 kt breeze from the Orontes.

Monday was the day the winners were decided. The courses were laid by our friends from Port Vincent Sailing Club in their mark-laying boat, with some additional unscheduled adjustments by *Marnico* from the CYC. Although a bit lighter in the wind department we had two great races and a brilliant fast sail back to the marina.

During the regatta we experienced the lowest tides many of us could remember in Port Vincent, making the entry to the marina problematic. The wise heads on *G-Wizz* just waited for water, but *Clockwork* crossed the entry into the marina with nearly all the crew hanging off the boom at 90° to the boat. To everybody's surprise they made it! We did, however, have very good news when our major sponsor, Peter Villis from Dockside Port Vincent, outlined the fantastic plans that are well underway, including dredging the marina entry, and building a hotel, apartments and on-water town houses. We wish Peter and his team all the best because this will make our frequent trips across the Gulf like sailing into a paradise.

Greg Patten of Wireless Communication has been a fantastic supporter of sailing in South Australia for years. Greg made an announcement during the welcome dinner that he thought he could be holding in a large A4 envelope ominous news that could



Enchantress (John Muirhead) closely followed by *Aquitaine* (David Eldridge)



Liesl (Chris Mandalov and Peter Wirthensohn)

well be the demise of yacht racing as we all know it. Greg and his team are at the cutting edge of artificial intelligence (AI) and Greg had a group in his office work out the winners of all the King of the Gulf divisions. To say he was met with a great deal of scepticism would be an understatement but, undaunted, he handed over the sealed envelope to the KOG secretary for safe-keeping, with the results to be revealed at the Presentation Dinner. Well knock me over with a feather! Despite the divisions including two state championships, the results were unbelievably precise with nearly a 70% success rate. As Greg said, "Soon yacht racing will involve standing on the club lawn with your crew, getting squirted with very cold water, having a shower, then retiring into the Club bar to see who won the race on the computer." A very scary prospect indeed and congratulations to your AI team Greg!

The Presentation Dinner at the Bowls Club was, as always, top shelf with the very formal Club volunteer waiters wearing bow ties. As the meal progressed some of the teams even managed to go outside and play an end of bowls. A great addition to the night was Bruce Richardson who set up a self-serve photo booth for yacht crews in front of the large KOG flag. As usual, the meals were delicious with congratulations going to the Bowls Club ladies once again.

Iain MacDougall and John Hardy conducted the presentations with aplomb and a great deal of laughter. The 10-year-old gowns and golden crowns had been replaced with something akin to British royalty level. Gerald Valk had crafted the greatest Neptune tridents anybody has ever seen. So good were these tridents that one Queensland crew offered huge money to take one home with them, but we held firm.

For the second year in a row an interstate team won the Multihull King of the Gulf crown, with Craig Humphries and his crew on the big fast catamaran *Ritalin* from the Royal Queensland Yacht Squadron taking home the trophy. Second was Terry O'Brien and his crew on *The Stig* from the Port Macquarie Sailing Club, with Gerald Valk and his crew in *Crosshair* finishing third.

The Monohull Crown was won by the CYCSA yacht *Young Einstein* jointly skippered by Moore/Sellick and Smith. They certainly enjoyed the conditions and won comfortably from RSAYS yacht *Liesl* (Peter Wirthensohn) and CYCSA yacht *Ocean Hawk* (Steve Emery).

The Monohull Division 2 crown was won by *Fifi V* with the veteran crew skippered by Brian Lawrie. *Elementary* (Greg Hackett) was second with *Passport* (Kevin Kelly) third. This was a strong showing from the Port Vincent Sailing Club to pick up the first two positions, and we are hopeful that more Port Vincent yachts will join us next year.

The Cruising Division saw John Muirhead in *Enchantress* winning from *Aquitaine* (David Eldridge) and *Four Seventy* (David Rawnsley).

The King of the Gulf regatta had the added prestige of hosting two State Championships this year. This is the 10th year of hosting the Multihull State championships, with the first-place position going to our very own *Goldfinger* (Iain MacDougall). Second was the 2023 state champion Geoff Kneebone in *Tearaway*, with *The Stig* from NSW taking the third spot.

The new Trailer Sailer State Champion is Greg Hackett in *Elementary*, with Brian Lawrie second in *Fifi V*. *Fast Forward* from the Darwin Yacht Club finished third.

The evening finished off with the best of wishes going to the three King of the Gulf yachts *Clockwork*, *The XX Factor* and *Elementary* who will be competing in the Port Lincoln race and regatta.

Planning immediately commenced for the 11th edition of the King of the Gulf, with some fantastic and exciting additions to the regatta already well into the mix. Some of these suggestions have come from both competing crews and skippers which is a KOG thing. A big effort will be to get some of the SA cruising yachts out of their berths for some relaxed racing in the Cruising division. Early indications show that the cruising fleet could swell to 10 or more which would be great.

So another regatta ends. The KOG is truly a regatta for sailors by sailors. Everybody helps, meaning there is no mess to clean up. Tables are always clean and tidy. We have a very special group of people – the King of the Gulfers. A big thanks goes to Jock Ross and his team of race officials and photographers, to the King of the Gulf committee, and the people who just help because they are there. And a big thank you to our generous sponsors, Dockside Port Vincent, 35 South Marina, North Haven Marine, the Multihull Yacht Association of South Australia, Wireless Communications, the CYCSA, and the RSAYS.

We hope to see you all back for the 11th King of the Gulf next year.



Silver Gull (Rob Hutson)



Foreground -*The Tribe* (John Hardy)
Background *Carbon Credit* (Peter Hawker)

The 2025 dates are as usual selected by the best tides for entry into and out of the marina.

Passage race to Port Vincent	Friday 14 February (Valentines Day)
KOG Regatta	Saturday 15 to Monday 17 February
Passage race back to Adelaide	Tuesday 18 February

Sylph VI By Bob Williams

Last Boat to Hobart



Bob, Oli and Chris - a happy crew Photo: Marie van der Plas

SINCE *Sylph's* last Squadron Quarterly update we have completed the Cabbage Tree Island race, a 170 nm offshore race from Sydney to an island off Port Stephens and back; and the Sydney to Hobart Classic Regatta, an event for boats which had been launched prior to 1976 and had competed in at least one Sydney to Hobart race. *Sylph* was launched in 1960 and has previously competed in six Sydney to Hobarts between 1961 and 1972, so was well qualified. And, of course, there was the main event, the 2023 Rolex Sydney to Hobart Yacht Race.

The Cabbage Tree race was held on the first weekend of December and started with light southerly winds all the way to Port Stephens. The light winds, exacerbated by the lack of a spinnaker, saw *Sylph* drop back to her customary position at the rear of the fleet. Fortunately, the wind picked up during our return to Sydney and going out wide allowed us to find a good 2-3 kts of favourable current, so in the end *Sylph* finished on corrected time a respectable 39th out of fleet of 60 finishers, with five boats retiring.

The Classic Regatta was run over three races on the weekend of 8-10 December. *Sylph* competed in the non-spinnaker division which was an interesting assortment of boats, large and small, fast and slow, including for instance the sleek 18.5 m *Fidelis*. So, on PHS it was always going to be a bit of lottery although, having said this, there were no real surprises with *Sylph's* performance, coming 7th on corrected time out of a fleet of ten boats.

Sylph was entered in the two-handed division of the Rolex Sydney to Hobart Race, with Chris Warren as my co-skipper and of course Oli. Even with modest expectations based on recent race experience, it has to be said that our performance was disappointing. Compared to *Sylph's* previous six Sydney to Hobart races many years ago, our race time of 7 days, 19 hours and 26 minutes was 2 hours and 13 minutes longer than *Sylph's* previous longest time back in 1963, a record I was certainly not wanting to break. On the plus side, while we crossed the line a comfortable last, on corrected time we came 83rd out of the 85 finishers, and most importantly we continued *Sylph's* unbroken tradition of never having retired from a race, and with some 18 retirees this made for some significant compensation.

As ever is the case in sailing, the most significant factor contributing to *Sylph's* slow going was the weather, which was similar to that of 1963 with light winds and calm patches for the first few days, then a strong south-westerly as we crossed Bass Strait (reaching 70 kts in Storm Bay in both cases) and then, for *Sylph*, more light winds with calm patches for the leg down the east coast of Tasmania. The final leg up the Derwent River was light headwinds which saw *Sylph* crawl inexorably towards the finish line. The race committee had manned the finishing hut especially for our arrival and the siren sounding marked the completion of *Sylph's* seventh Sydney to Hobart, her bow at last crossing the line off Battery Point at 08:26 on Wednesday 3 January 2024.

Needless to say, by the time we made it to Hobart most of the crowd had long gone. Nonetheless, our reception was exceptional, mostly due to the publicity that the ship's cat, Oli, had gained during the race. I also rather suspect our crossing the finish line last rather added to our popularity as the people's underdog choice (or perhaps that should be undercat?). As we crossed the line we could hear chants for Oli from the shore and when we docked many well-wishers (as well as the media) had gathered, again mainly to welcome Oli to Hobart. He was showered with numerous treats and gifts, including a new carry basket so that we could take him up to the Customs House Hotel for the mandatory post-race celebration, despite the fact that by the time we got there, *Sylph's* crew and supporters (two in number) were the only ones there. I am pleased to say that Oli has not allowed his new-found celebrity status to affect his feline attitude to life, though all the treats are rather spoiling his usual dietary regimen.

I confess, on crossing the finish line, I was unexpectedly overwhelmed with emotion at having finally achieved our goal, feelings I have not experienced since my rounding of Cape Horn, both significant accomplishments in my sailing career. I think there were a number of factors that contributed to these feelings. Most of my sailing has been single-handed and with minimal fanfare, whereas with the Sydney to Hobart Race I enjoyed the camaraderie of its numerous participants, many of whom are elite sailors, and in particular the close teamwork and friendship of my co-skipper Chris Warren. Also, the race attracts enormous media attention, and clearly the novelty of having Oli on board for our campaign captured the imagination of sailors and non-sailors alike. Finally, the race is very challenging. With contemporary safety regulations just getting to the start line demands a high level of commitment and organisation, and a not insignificant budget. Then the race itself has achieved almost legendary status as one of the toughest sailing events in the world and, for many boats, the 2023 race lived up to this reputation.

Now, after a few days of basking in the hospitality of Hobart, Oli and I have enjoyed a short cruise around the D'Entrecasteaux Channel and the River Huon with a friend, who has since returned to Sydney. From here the plan is to make our way back to the Squadron to catch up with family and friends before departing on a cruise up the east coast for the winter, something I had planned to do last year before the idea of competing in the Sydney to Hobart overtook my horizon.



A warm welcome in Hobart Photo: Marie van der Plas

A Note from Oli, the Ship's Cat

IT has been brought to my attention that I am the first cat to have completed the Rolex Sydney to Hobart Yacht Race and as such I have been asked to give my impressions of the event. (The ABC, in their usual fastidious fashion, has determined that in fact one of my feline brethren competed in the race on board the gaff ketch *Connella* back in 1947; however, unfortunately his boat had to retire.) This feat has for some reason attracted quite a bit of fuss in the media. As Bob, my carer and media manager has pointed out, this old boat is my domicile though at times, particularly when alongside, it resembles something of a prison. Whenever we are dockside between the hours of sunrise and sunset I am locked below with the storm boards secured firmly in place. At anchor things are a little better in that I have free roam of the upper deck, but I am not sure whether this is in fact more tortuous than being locked below. I don't know whether you humans can imagine what it is like, sitting on deck, looking out over an endless moat towards a prey-rich shore, full of inviting sounds and smells. But I digress. I had been asked to share my experiences of the Sydney to Hobart Yacht race.

In a word ... overrated. Allow me to elucidate.

For a start there was an extra person on board which did not translate into extra cuddles. With all due hospitality and courtesy, I attempted to offer this stranger the warmth of my company but on each occasion when I offered to share MY quarter-berth with him, I was promptly and unceremoniously turfed out. I am happy that this bunk, one of the most comfortable on board I would note, especially when there is a bit of rough weather about, has now been returned for my own exclusive use.

Then, it seemed to me that conditions were decidedly less tolerable than usual. We spent a lot of time flopping around with our sails draped lifelessly overhead going nowhere, the motion invariably most unpleasant. And, even worse, there were several days when my bunk, dining area and, in all due modesty, my personal privy, leaned over and bounced around quite excessively, far more than I am accustomed to.

Finally, on arrival at our destination, we were overwhelmed by all these strange people on the dock, including a bunch with microphones and big cameras. I was constantly dragged away from my food bowl or sleeping spot to be stared and poked at. It was all quite undignified. (Though I note an odd coincidence that shortly after all these indignities the quality of my food significantly improved.)

So all in all, I can't say I was overly impressed with the whole episode and am quite satisfied to return to our normal ship's routine.



Oli observing the finish with Chris

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Caro By Ryan Godfrey

Squadron Member Ryan Godfrey was a crew on *Caro*, and describes his experiences with sailing and in the Sydney to Hobart Race.



Ryan Godfrey

MY racing started in Holdfast Trainers at Largs Bay Sailing Club, and progressed through to becoming a Member and racing keel boats at the RSAYS as an early teenager in the 1990s. My father, Rex Godfrey, has owned several yachts at the Squadron since the 1950s: the Tumlaren *Unity*, 5.5 m *Kirribilli* and ¼ tonner *Wazazulu*. During this period, I worked most weekends as a tender driver at RSAYS, building great relationships with many Members while taking them out to the moorings or to the newly-installed marina on the North Bank. In 2000, I moved to Sydney to complete a sail-making apprenticeship with North Sails which led to a career on the global yacht racing circuit. Highlights include being part of the US America's Cup campaign, winning the Volvo Ocean Race, winning several World Championships in various classes, and holding the 24-hour mono-hull speed record.

For the 2023 Rolex Sydney to Hobart Race (my 19th race, I think), I was on board the Swiss-owned IRC52 *Caro*. We were returning to have another attempt at handicap honours after coming 3rd overall the year before. We had a successful season in the lead up to this year's race, highlighted when we became overall winners of the Fastnet race, despite tough conditions and competing against a huge fleet of nearly 500 yachts that had entered the race's 50th anniversary.

The weather forecast looked very complicated in the lead up to the Rolex Sydney to Hobart Race this year. A large low pressure had formed over Sydney at start time that was slowly moving offshore. The winner of the race was going to come from those yachts that managed to stay on the east side of the low's centre and rip around it at high speed in the fresh easterly airflow. Unfortunately, our routing suggested that the 50-footers would not be quite fast enough to stay ahead of the low as it moved offshore and that we would get swallowed up by the light airs in the centre. We decided, however, that the reason the owner shipped the boat all the way from Europe was to have a serious crack at winning overall, and that we would pursue the offshore route in the hope that we could hang onto the 60-80 foot mini-maxis and perhaps stay ahead of the light airs.

After a shocking start, we got settled in on the first afternoon with some fun, fast reaching, and managing to keep the bigger boats in sight only 7 or 8 miles ahead. Sure enough, though, we did eventually drop out of the easterly breeze and ground to a frustrating halt. Our disappointment was exacerbated by several thunderstorms that brought lots of lightning and driving rain which meant we had to give up on our

original plan. We sailed back to the west side of the weather system and joined the rest of the 50-footer fleet for a rather miserable and thoroughly wet upwind slog to Tasman Island.

It was great to see fellow RSAYS Member Seb Bohm doing so well and leading our group of boats. That said, we were not pleased to be behind *Smuggler* for the best part of a day trying to catch up, eventually only just passing them in the Derwent River to claim the honour of first yacht under 60 feet across the line. Our handicap result was thoroughly disappointing, although we can console ourselves in knowing that our overall result was a consequence of the weather situation, and not due to the particular way we sailed or navigated *Caro*.

My family and I are now based in Adelaide after many years living abroad. I am proud to say that I've kept up membership of the Squadron for what I think is more than 30 years. While I am typically happy to have a break from sailing when home, it is always nice to call down to the Club for a beer and see some familiar faces. I enjoy showing my daughter, Harriett, around the place where I spent a vast part of my childhood in the hope that she too discovers the pleasure of messing around in boats.



Caro surfing down the coast Photo © ROLEX/Carlo Borlenghi

Smuggler By Seb Bohm



Seb Bohm (left) with the crew of Smuggler

WHAT a race this year's Rolex Sydney to Hobart was! Talk about a race having a bit of everything – from start to finish the race kept competitors and spectators on their toes the entire way.

The lead up to the great race was a little different to previous years I've experienced as even up to the day before the race the weather models hadn't aligned, and it was still up in the air as to what we were going to get out there. It was a bit unnerving because we were told there were going to be some strong winds but weren't sure exactly when or where they were going to hit. We were also being told it was an upwind race, so there would be a lot of time spent on the rail!

Smuggler's preparation was once again second-to-none with the boat in fantastic shape, thanks to the dedication of the racing crew and shore crew to make sure everything was checked and checked again to ensure no failures mid-race. The morning of the race arrived and the usual buzz and excitement on the dock at the CYCA was in full swing. We headed off from the dock and when we checked the rain radar we saw there were some significant storm cells around the Sydney area. About half an hour before the race start one of these cells decided to head straight for the harbour and we got an absolute drenching with some decent lightning! This wasn't going to be the only time we'd have to deal with lightning in the race!

Smuggler got a fantastic start and we even managed to hold up *Andoo Comanche*, giving us maximum TV exposure! We were flying down the eastern side of the harbour with the Code Zero up and the atmosphere was incredible! We managed to get a clean exit out of the harbour but then the breeze lightened right off, and it became quite a tactical upwind race.

The routing suggested that we should try and get offshore and into quite a strong easterly breeze which, if we could stay in it, would stick with us all the way down to Tasmania. Unfortunately, things didn't quite go to plan, and we got caught under another storm cloud and watched as our competitors were racing away doing 20 kts with us becalmed and flapping our sails. We were down in 70th place and were feeling quite dejected but we never gave up.

With nightfall came a spectacular lightning display along the NSW coast. The lightning was in the distance but then all of a sudden it descended upon us, and we found ourselves surrounded by it. Lightning was striking the water nearby and we thought for sure our mast was going to be next. The rain was incredible too, but we were actually flying along doing 20 kts. It was one of the most amazing sailing experiences many of us had ever been part of. We later heard one of our competitors did get struck by lightning and it fried all of their electrics so they had to turn around and head back to Sydney, but thankfully nobody was hurt.

With the excitement of the storm, we didn't realise that staying closer to shore than our competitors had us in better breeze so we had shot up the leader board to be winning the race overall! The next day saw a very light and fickle breeze all day as we slowly started making our way across Bass Strait. We knew there was going to be a big breeze at some point but with every weather update it was still difficult to tell when and where it would hit.

The third day saw the breeze come in and we had 25-30 kts on the nose. The boat and crew were well-prepared and setup for this, and when we got back into internet range we found we were actually ahead over the line of our main TP52 competitors, and we were also ahead of some of the bigger 60-foot boats. We couldn't believe it, and everyone dug in to give it their all for the final run home.

Coming around Tasman Island we could see our competitors behind us: *Caro*, a fully professional brand new TP52 yacht and *Celestial*, the winner overall of the race the year before. To beat us on handicap they needed to be significantly further ahead of us, so we were in a solid first place in our Division. The big easterly breeze that the larger boats were able to get into did hold the whole way down for them, so the overall winner came from that group of boats.

We had an epic battle across Storm Bay and up the Derwent with the other TP52s and managed to hold them off to take the win in Division 1. This was an incredible moment for us and easily my best result yet in the Rolex Sydney to Hobart. We couldn't believe we had so many spectator boats come out to greet us and cruise with us for the last few miles up the Derwent, and the reception when we got to Hobart was like nothing any of us had ever experienced before. What a race and we can't wait to get back out there again this year!



Rounding Tasman Peninsula Photo: Rolex/Andrea Francolini

By Johnny Hilhorst

A Success Story in Fostering Local Tourism

THE South Australian coastline has always been a gem in the State's tourism crown, but tapping into the lucrative cruise market has been a challenge. However, thanks to innovative thinking and collaborative efforts, the Adelaide Coastal Festival has emerged as a beacon of success, showcasing the region's beauty and boosting local businesses.

The South Australian Tourism Commission (SATC) recognises the significant economic impact of visiting cruise ships, estimated to be a whopping \$215 million for the 2023/24 season alone. Yet, navigating the complexities of the cruise market, with its intricate contracts and international tour operators, has long been a hurdle for local businesses and tourism providers.

Enter the Adelaide Coastal Festival, a concept born out of collaboration between the City of Port Adelaide Enfield, the SATC and the local community. With the proximity of the Squadron to the cruise ship terminal and the support of the Management Committee, the Festival took flight with an \$8,250 grant from the Council, ensuring financial security for the venture.

Led by a dedicated team including Naomi Tyson, Karen Jones-Hauser, Steve Bulach, Annie Wilkins, Megan Tudor, Brigid Dighton and Johnny Hilhorst, the Festival kicked off on Friday, 15 December.

Though the initial event fell short of cruise ship expectations, valuable lessons were learned, leading to adjustments for subsequent events.

The Festival hit its stride on 26 January, Australia Day, attracting nearly 4,000 visitors, with an estimated 50% stemming from a cruise ship. Stallholders reported record-breaking sales, and the Club itself experienced a surge in business, reflecting the Festival's broader impact on the local economy.

Beyond the immediate success, the Adelaide Coastal Festival has sparked renewed interest in the Squadron, driving up local visitor numbers and generating enquiries for venue hire. As anticipation builds for the upcoming cruise ship season, it's clear that the Festival has cemented its place as an annual highlight, poised to deliver even greater benefits in the future.

We extend a heartfelt thank you to all who contributed, whether by volunteering on the day or by simply attending and enjoying the festivities. Together, we've proven that with creativity and collaboration the Adelaide Coastal Festival is not just an event but a testament to our Club's community spirit.



Bowline (Ian Roberts) offering complimentary Come and Try Sailing



The lawns buzzing with brew tastings and market stalls



The Dinghy Shed transformed into an artisan market



Live music by Mason LLOYD

By Steven Bulach, Hospitality Manager

THE summer period has been busy and well received by both Members and the general public. The Food and Beverage operation has been extremely busy compared to previous months and compared to the previous year. We have had many functions and events, none bigger than the Adelaide Coastal Festival.

The Festival had two events, the first being in December and the second in January. The Festival was well-supported by the Port Adelaide Enfield Council and had some flow-on support from Tourism SA and Brands SA. The Festival was headed up by Brigid and Johnny from Brindabella Sailing, with a great support cast of volunteers.

The initial event fell on Friday 15 December and targeted the cruise ship *Majestic Princess*, which had approximately 3,500 passengers and 1,300 crew on board. The event was satisfactory for a first edition, with approximately 400 people coming through the gates. The event had many stallholders and local brands selling produce, including Club sponsor Coopers Brewery and other local breweries such as Big Shed, Prancing Pony and Tiny Fish. There were also some local distillers and wineries like Mad Monkey Distillers and HillTilly to name a few. The feedback was positive on the day and at follow-up briefings we came to the conclusion that as the event was on a Friday work day, as well as the ship docking so early, it hindered the number of people coming through the gates. The return event fell on Friday 26

January. Being a public holiday, the turnout was massive, with a few thousand coming through the gates. The event was a major success and well received, not only by the passengers from the *Ovation of the Seas* but also by the local community. Unfortunately, the February event was cancelled due to the expected ship being diverted from Australia, but we are looking forward to the season next year.

Another successful private function was the Queen of Wands Psychic Fair held in February during the KOG regatta. There were over 600 in attendance for the day, and many people from across Adelaide enjoyed the Club surroundings.

The return of customers from both events has been massive, and the enquiries for functions and events has skyrocketed. The positive feedback has been pleasing and there has been an immediate growth in patronage and sales. February is normally a quiet month due to having two regattas hosted away from the Club which previously has made the Club a bit of a ghost town, but this February period has maintained constant patronage. The hospitality sector has benefited greatly, with monthly sales for February on track to double previous year in comparison and it keeps growing.

Looking forward, we still have great support for our 78° Music on Sundays and in January we introduced a second version called Big Shed's Big Twist Sundays, replicating a similar environment but getting behind another local SA brand. We still have a few



more additions to come for the summer season as well as numerous Club events such as Racing Presentation Night, and many private functions booked in over the coming months.

The hospitality sector of the Squadron has been working extremely hard to grow and benefit the Club over the past 18 months, and we are starting to see some positive results and great feedback. We are all looking forward to continuing the growth, and providing a service to the Club that we hope is of a high standard and appreciated. We look forward to a busy period ahead, with winter hopefully remaining steady and then next spring we will launch into what we hope is a hectic sunny sailing season.



Chef Raphael placing the final touches on his signature dish



Chef's selection



Sunset Gin cocktails





By Helen Moody, Chair



A NEW year and new adventures – I wonder what 2024 will bring for us and the RSAYS community? In 2024 the SheSails Committee is planning to continue the SOF (Something on a Friday) sessions held every second month, with an occasional extra to be thrown into the mix and advertised through the e-bulletins and Facebook.

The Women on Water (WOW) program is continuing with the first season, consisting of five sessions, completed before Christmas and the next series, consisting of four sessions, starting in March. The pre-Christmas sessions had 15 participants with five mentors and between three and five boats out on the water. Of these, four were from the J24 fleet and the fifth boat was *Freedom*. Predictably, there were some challenging wind conditions, plus some great ones. All participants were keen to go on to participate in the intermediate course.

This program is run entirely by volunteers and has resulted in valuable new Members joining the Squadron and accepting volunteering positions in various Club activities. The program is run by Janet Thornley and Alan Dowler (both accredited Keel Boat Instructors) and Mary Foster. Our thanks also go to Bob Schahinger, Helen Willmer and Jodie Roberts.

At our final SOF in December 2023, Anne and Clive Arnold were guest speakers with a terrific presentation about their amazing year-long America’s Great Loop journey by power boat around the eastern states of the USA and part of Canada, enthralling

over 60 attendees. Both Anne and Clive, who are long-term RSAYS members, have a long sailing history with both having been Australian 420 and Flying Fifteen Australian champions, in addition to enjoying extended cruising to Tasmania and Queensland on their previous yacht *Earrame*, a Rival 41. They described their more recent Loop travels through locks, rivers, bays and canals as they made their way from Florida to Canada, then south through Chicago to the Gulf of Mexico and back to *cross their wake* in Florida. An amazing journey that made a fascinating and interesting story.

The SheSails Committee is always looking for new members, and we would love to have a chat with anyone who is interested in finding out more about what this might involve. Please feel free to contact Helen Moody, Helen Kearney, Carol Wellman Kelly, Julie Bernardo, Chrissie Gow, Carolyn Sugars or Jeanne Harrison for more information. Our contact details are in the Year Book.

We hope to see you at our events this year so keep an eye out for the advertising of our events in the e-bulletins and Facebook.



Anne explaining the Great Loop



Excellent presentation by Anne

Reception for Power Boat Owners

By Ian Roberts, Commodore

Throughout the history of the Royal South Australian Yacht Squadron there have always been a number of power boats and motor launches on the Squadron’s register, and these boats and owners form a significant component of the Club.

Accordingly, I considered that given that there are functions for the racing, cruising, and junior components of the Club it was high time that the Commodore recognised the power boat owners of the Club with a function of their own.

On 1 February, 20 of the power boat owners of the Squadron and their partners met with me over a drink for a short reception and an opportunity to get to know each other. While many of the participants have known each other for many years and have been stalwarts of the Squadron, it was pleasing to welcome new faces and hopefully break down any barriers that new Members may have had with the Club.

As I drifted around the groups it was pleasing to see old and new Members mingling together, swapping stories of powerboating compared to their days as sailors and rejoicing at not having to get crews together as they did in their sailing racing days. But I did notice significant reticence among the power boaters to share their secret fishing and crabbing spots. The competitive spirits remain strong!

I thank the power boat owners for attending and I trust that ensuing Management Committees will continue engaging with all boat owners, irrespective of whether they sail trailer sailers, keelboats or multihulls, or as in this case the power boat fraternity of the Club.

Get excited for 2024!



Enjoying the Quarterdeck on a Friday night



AFTER an amazing 2023 of music and fun events at the Squadron, we are now looking forward to organising some exciting new events for your entertainment at the RSAYS.

For your information and just to whet your appetite, here are just a few snippets of what's to come in 2024 ...

Get ready to groove and celebrate Easter at Port Vincent with our DJ Dance Party 'Bring your Best Blingy Bling' music event in the marquee on Saturday night. Wear some bling and enjoy a fun night of music with family and friends. There might even be an Easter themed dance-off or a visit from Easter Bunny.

In April, brace yourselves for a captivating musical evening with Amber Joy Poulton! She is an award-winning country singer, songwriter and performer. She tours extensively in Australia and overseas as well as on cruises on the high seas, with her country music sung from the heart.

We have been waiting for a long time to arrange this much-requested ticketed event. Stay tuned and book your tickets early as this will certainly be a sellout event.

Due to popular demand we are bringing back Drag Bingo. We'll see the return of Vonni and Kris Del Vayze in May for an afternoon of laughter, glamour, prizes and bingo like we enjoyed in October. If you missed the last show, get in early and book for lunch as well.

Join us at the Squadron in your Christmas-themed outfit to enjoy a winter wonderland for our festive 'Christmas in July' celebration, with themed decorations, music, food and wine. Invite friends and family along to enjoy this fun occasion.

As always the House and Social Committee will continue to bring a range of live music to the Quarterdeck throughout 2024, as well as some evenings of music by local artists, to provide a relaxing, fun atmosphere for Members, families and friends.

Stayed tuned for dates and further information.

Support our Club! We hope to see you at these special events.



WELCOME TO NEW MEMBERS

We welcome New Members who have recently joined the Squadron

Family: (renewed)

James & Christine Denton

Senior:

Mark Higgins (*Beau Roger*)

Reginald Huddy

Jacob Liebelt (*Teal Too*)

Thomas Meldrum (*King Magic*)

Neil Young (*Carbon Test*)

Associate:

Glen Arthur

David Pollitt

Crew:

Penelope Armstrong

Melanie Bushby

Charles Edwards

Nicholas Ferguson

Scott Hamilton

Raymond Liddle

Juniors:

Eli Fawkner

Jack Underwood

Xavier Underwood

Correction:

The list of New Members published in the Summer 2023 edition was incorrect. The following names should have been listed as **Crew**, not Juniors:

Ieva Daenke

Adam Henry

Darren Lowe

Wendy Lowe

Cheryl Moore

Benjamin Ontronen

We sincerely apologise to these Members for this editing error.



By Rob Large

Inukshuk's solo circumnavigation, turned round trip to New Zealand



Rob at sunset off New Zealand

Day 1–7

With great excitement and some trepidation, I left the Squadron on 23 September, 2023 to embark on a solo circumnavigation on *Inukshuk*. My planned route: down the west coast of Tasmania, turn east and cross the Tasman Sea past Stewart Island, north to cross the equator, back south to round Cape Horn and then hightail it home crossing the Atlantic and Indian Oceans.

My departure was timed to catch a predicted weather window with favourable conditions to New Zealand. Instead, I passed Maatsuyker Island at 02:00 in steady 42 kt winds gusting to 52. *Inukshuk*, with only a partial jib, was in her element and moved us along comfortably, sometimes at 9 kts. I had a great but surreal (given the conditions) radio chat with the island caretakers as I passed. It was a wild ride and one I'll remember for a long time. The heavy weather continued across the bottom of Tasmania. I rounded South East Cape, my first of the five Great Capes, at dawn and decided to anchor in Coalbins Bay to rest overnight. A fortuitous decision because the next morning I discovered a chafed main halyard – an easy fix in a calm bay.

Day 8–13

The gale force winds and boat-breaking sea states continued in the Tasman and it was a week before I could leave. Plenty kept me entertained while I waited, including enjoyable daily HF radio conversations with Passage Guardian and with Bob Williams (and Oli) on *Sylph VI* who were preparing for their S2H bid.



Inukshuk in calm conditions

Day 15–21

Departure day! Once again, I found myself taking a royal thrashing from the Tasman Sea. I do ponder what kind of a person Abel Tasman was to have such a body of water named after him. It wasn't an easy crossing and conditions varied from little wind and wallowing in big, confused swell, to winds in the 35-40 kt range and waves sometimes towering over 6 m.

Day 22–23

I passed Stewart Island, South Cape on 14 October. It was in the clouds and too far away to see, but it was there and suddenly another great ocean cape was passed. I was flooded with a multitude of emotions including feelings of accomplishment. I altered course to north only to face yet another gale. Somewhere through all the heaving and bashing an electrical short left us without autohelm or the ability to see ships on AIS (but still transmitting). I decided to stop in Dunedin for repairs. Leslie frantically submitted the entry paperwork and permission was quickly granted, despite the very short notice and it being a non-first point of entry (NFPOE) for non-commercial vessels. Entry was quick and efficient.

Day 24–26

After two nights on a chain mooring thanks to Harbour Control, I moved to the Otago Sailing Club where I enjoyed my first shower in almost a month and fish and chips with a cold beer for dinner. As expected, the electronics failure was due to water ingress into a connector. A 20-minute fix but it would have been impossible in the massive seas combined with not knowing the exact problem.

Day 27–32

Departed New Zealand. I felt very depressed and cripplingly daunted by what lay

before me, but once out of sight of land, confidence and calm returned. However, just as I hit my stride, I was advised that the first cyclone of the year (Lola) was brewing (two weeks before the official season). With that and projections for a higher number than average, I decided it was too late for safe transit to the equator and set course for Christchurch/Lyttelton to re-evaluate my plans. Immediately it seemed the sea concurred with my decision. The sailing was glorious, with a 50° reach into the setting sun. My choices now were either to head for Cape Horn or abandon this journey and head home, taking from that the joy of 5,000 miles of incredible ocean sailing.

Day 33–51

By now Leslie was an expert at NZ entry/departure paperwork. Entry again was pleasant and easy, and we berthed at Te Ana Marina in Lyttelton. There I met Peter Mott aka Passage Guardian. It was great to put a face to the calm voice that called me on the HF radio each evening. I spent my days in reflection and having conversations with some people I highly respect in the sailing world. Due to the uncertain weather patterns and rigging issues, I finally made the difficult but prudent decision to abandon my circumnavigation. With a 2,000-mile sail home, my little junket was hardly over, just changed. I flew back to Adelaide to wait for a favourable weather window.

Day 52–59

I returned to New Zealand and was happy to be on board *Inukshuk* again. Finally the weather complied and we set sail for Picton. I had the company of Christine Peachey, my live aboard neighbour at the marina, who wanted more offshore experience. The mountain scenery up the coast was spectacular, their snowy peaks inspiring and the albatross plentiful. Cook Strait was pleasantly benign. We arrived at Picton around 0100 local time through the long, cold, dark, drizzly Tory Channel. The tide was with us allowing quick transit (almost 10 kts



Inukshuk down below



Inukshuk departing Dunedin



Tasman Sea weather

at times), interrupted by the occasional cross current that threw us sideways.

Day 60–70

I spent the next 11 days enjoying Picton, including coastal walks and great food, while I waited for a favourable weather window allowing for a course set for Gabo Island and then Portland where I would do customs and biosecurity clearance.

Day 71–78

Departed New Zealand ... again. The scenery through the Marlborough Sounds was spectacular! Cook Strait had 'you can't get there from here' winds so I motor-sailed to catch the important weather window. It was no surprise the Tasman crossing (my fourth), threw a mix of everything at me. Regardless of the conditions the poetry of the ocean again filled my soul and I wept at the rugged fragile beauty. An albatross soared by. *Inukshuk* moved onwards, her



Departing Picton

solid motion a tonic as the waves rolled under and rose again high above the bow.

Day 79

I was blissfully unaware of the nightmare *Inukshuk* re-entering Australia had become for Leslie. Abridged version. Biosecurity policy changed while I was en route, and Portland (and Adelaide!) was now a NFPOE location. All of Leslie's requests and appeals (stating concern for solo sailor safety etc) for entry at Portland and then her Hail Mary bid for Adelaide were denied, citing lack of biosecurity infrastructure/ training. It was a stark contrast to how the same entry situation was handled by New Zealand officials. This was not an issue with frontline biosecurity people who are all very friendly and efficient but instead with higher level policy/decision makers. That there is now no first point of entry location for recreational vessels to enter Australia in either Victoria or South Australia is astounding! Further discussion on this and yacht export and import regulations is for another day. My defeated and totally shattered wife finally had no choice but to send me a message to change course for Hobart. She added the promise of a mini holiday. We both knew the conditions I would likely sail into. Indeed, the weather system and my mood then played out like a proverbial heart of darkness. I altered course and hours later I found myself busily setting up *Inukshuk* for a stormy night.

Day 80–86

It was one of the darkest nights I've ever been in. We were pitched around, sometimes drifting, sometimes surfing big waves at 17 kts, sometimes stopped. Lightning was close and high winds shrieked through the rigging. But *Inukshuk*



Tasman Sea big waves

took it all in her stride. The rest of my sail to Hobart was uneventful by comparison, and filled with beautiful moments to be cherished. I cleared customs and biosecurity without issue – none of the officials knew of the policy changes. Leslie and I enjoyed a few wonderfully relaxed days hanging out in some of our usual haunts and discovering new ones.

Day 87–93

Adelaide bound. I had another delightful chat with the caretakers of Maatsuyker Island as I passed, this time during the day in heavy fog. In no time my trip was in its final days. Already I missed the Southern Ocean. Its wild severe beauty is a tonic, a place that fills me and makes me whole. It rewards those who come out to meet her prepared. How many hours did I spend just watching the ever-changing sea and sky and her many moods? I sailed into Outer Harbor, slid *Inukshuk* into her berth and walked away. It seemed too soon. Too sudden. I was not prepared. It seemed only a moment ago I had sailed away from here and yet here I was again. But all journeys end. To the Southern Ocean – I will be back. How could I not. When and for how long is for the future to decide but I will go back.

Update: Indeed 16 days later I flew to Auckland to join Captain Coconut and the rest of the crew of *Explorer* for Leg 3 of the Ocean Globe Race. Cape Horn, here I come!



Don McIntyre, who has strong connections with the RSAYS, is the Founder and Race Director of the Ocean Globe Race 2023 which celebrates the 50th anniversary of the Whitbread Race. Don also instigated the Golden Globe Race in 1988 to celebrate the 50th anniversary of that first fully crewed round-the-world race. Both are retro races to recreate the originals as far as possible, predominantly using the technology which was available at the time.

Mark Sinclair took part in the GGR in *Coconut*, and is now competing in the OGR in *Explorer* which is owned by Don and Jane McIntyre. Campbell Mackie is competing in *Outlaw* which is supported by the Spirit of Adelaide Team.

The RSAYS is very proud that two of the 14 boats entered are skippered by our Members, with other entrants from around the world. Mark and Campbell have written reports for the Squadron Quarterly of the preparations before the start in Southampton, Leg 1 to Cape Town and now Leg 2 to Auckland. Future editions will describe Leg 3 to Punta del Este in Uruguay starting on 14 January and Leg 4 to Southampton starting on 5 March.

Full information about the race, the entrants, the race classes and the crew can be accessed on oceanglobelrace.com. The images are very interesting, and a YouTube video shows the blowout of the spinnaker as *Outlaw* arrived in Cape Town. Progress of the boats can be viewed on the live tracker site.

EXPLORER'S OCEAN GLOBE RACE

By Mark Sinclair (Captain Coconut)

Photos: McIntyre Adventure

Leg 2 – *Explorer's* passage to Auckland

Mark's article describing Leg 1 of the OGR published in the Summer edition of the *Squadron Quarterly* included a reference to the delayed departure of *Explorer* from Cape Town. The arrival of *Explorer* in Auckland on 7 January left little time before their departure on 16 January, so we thank Mark for writing this article.



Explorer in port

EXPLORER arrived in Auckland on Sunday 7 January, 62 days after the start of Leg 2 of the Ocean Globe Race. The actual passage through the Southern Ocean and across the Tasman Sea took 50 days. We initially departed Cape Town on Monday 13 November, which was a week behind the rest of the fleet due to our late arrival in Cape Town from Leg 1. However, after departing Cape Town, and as we rounded the Cape of Good Hope in fresh southeast winds of Force 8, the furling line parted and the large genoa unfurled. In the aftermath, we lost the sail overboard when lowering it and later, when we inspected the masthead, realised the furler head was badly damaged and the rod forestay was bent. We subsequently returned to Cape Town for repairs, departing a second time for Leg 2 on Sunday 19 November with a new wire forestay and Profurl furler.

We crossed the continental shelf southeast of South Africa and experienced very heavy seas due to the Agulhas current. Here the strong southwest running current pushes into the prevailing southwest swell, raising dangerous seas in these conditions. We shipped many waves, and the cockpit was filled on multiple occasions; on one occasion a fish was washed into the cockpit. The main deck was swept continuously by waves, regularly testing the seals on all the upper deck hatches. We cleared the current at dawn after about 12 hours in the Agulhas washing machine. A few days later we received advice of the development of a severe low-pressure system, so we headed south to almost 44°S latitude to allow it to pass us to the northeast.

Over the next four weeks we had a fantastic sail through the Southern Ocean, averaging 200 nm per day on several occasions. We were continually accompanied by albatross and had numerous whale sightings, including orcas and pilot whales. We rounded Maatsuyker Island south of Tasmania on Boxing Day before heading across the Tasman Sea.

The crew of 10 celebrated both Christmas and New Year at sea. Christmas dinner included roast turkey, and we baked breads and cakes. Santa visited and we had a Christmas quiz with *Sterna* via HF radio – *Sterna* won. We had secret Santa and Christmas presents from yacht *Godspeed* which withdrew from the race in Cape Town. We also celebrated our youth legger Ryder's 18th birthday at sea – Ryder was the youngest sailor in the OGR.

We had a relatively slow sail across the Tasman Sea trying to avoid a high-pressure system. This gave us the opportunity for lots of spinnaker work: symmetrical, asymmetrical and cruising codes up and down regularly. We had a mixed bag of winds on the New Zealand east coast and spectator boats came out to meet us as we sailed past the Bay of Islands and Hauraki Gulf, and from Ryder's extended family of course. We navigated the entire trip without the aid of GPS, using astro navigation offshore and coastal fixes down

the coast and through the islands by day and night – sailing like it's 1973! All the crew have been trained to take sun sights, and the adventurous take stars, the moon and even day sights of Venus during the day.

One of the highlights of the voyage was sailing into spectacular Auckland Harbour under spinnaker before a 15-20 kt northeast breeze, with a snappy spinnaker drop before the harbour bridge. We then beat back and sailed into our berth in Jellicoe Harbour, as our engine was unserviceable.

We have a big job to prepare the boat over the next week for Leg 3 around Cape Horn and onto Punta del Este. We need to service the injector pump on the main engine, we have been running the generator without a fuel pump through a fuel transfer pump, and during the voyage we ripped the genoa track out of the deck on the starboard side which has been removed for straightening and repair ... and clean the boat, service the winches, reposition ... no day too long!

Update: Rob Large, fellow RSAYS Member and the owner of *Inukshuk*, will be joining *Explorer* for Leg 3 around Cape Horn. Welcome aboard Rob!



Explorer found not one but two pots of gold at the end of this beautiful double rainbow in the Tasman Sea



Father Christmas arrives on *Explorer*



Don McIntyre with the crew in Auckland

STOP PRESS: Cape Horn radio call with *Explorer*

By Leslie Chisholm

At 21:35 on 14 February, local time, *Explorer* passed Cape Horn. It was an incredibly emotional experience, not only for the crew but also for their loved ones.

Clara Carrington (whose partner Antonio Palacio was also on *Explorer* for Leg 3) and I were blessed to have a more personal encounter. I was in contact with José Luarte Sepúlveda, the Cape Horn lighthouse keeper, a few days before their expected arrival to ask if he could take photos of the Ocean Globe Race yacht *Explorer* when she sailed past. I was thrilled when he said yes, as long as it was light enough.

Hours before they were due to arrive, he sent a message suggesting something more! This is the amazing thing he did for us. José started a WhatsApp video chat with Clara and me and then radioed *Explorer*. We were then able to watch and listen to his VHF radio conversation with *Explorer*. But there's more! At one point he held the radio microphone to his phone for me to say a message to my husband Rob and Clara to Antonio. And then we both conveyed our heartfelt congratulations to the entire crew.

I really don't have the words to express how amazing sharing this special moment with the crew of *Explorer* was. I am still grasping to process the highly emotional and surreal experience. There were a lot of tears. Rob spent most of his life dreaming about sailing around Cape Horn and he did it! What's more, I could be there when it happened. It doesn't get much better than that.

I also struggled to find the right words to thank José. It was a tremendous thing he did for us that day and I will be eternally grateful.

By Campbell Mackie

Leg 2 – *Outlaw's* passage to Auckland

Photos: McIntyre Adventure

Campbell Mackie described Leg 1 of the OGR from Southampton to Cape Town in the Summer edition of the *Squadron Quarterly*, and a photo of the spectacular blowout of the spinnaker when arriving in Cape Town was featured on the front cover of the magazine. We thank Campbell for writing this article before departing Auckland on 14 January.



Campbell on the helm

AT 02:00 on Saturday 16 December *Outlaw* raised the Cape Reinga light at the northern extremity of New Zealand. Forty-one days and 7,000 nm had passed since the light of Cape Agulhas at the southern tip of Africa had slipped below the horizon and this was our first sighting of land. Dawn found the on watch and half of the off watch perched on the starboard rail staring silently at the rugged coastline emerging from the twilight. The failing breeze provided an atmosphere of serenity as they contemplated the imminent end to shipboard routine and reconnection with family and the complexities of life ashore.

Our ten days in Cape Town had been dominated with repairs and preparation for the next leg. Time for relaxation and recuperation was in short supply! Nevertheless the V&A waterfront provided a great environment with ready access to the shopping mall, pubs and restaurants. South Africa winning the Rugby World Cup was something to witness as the city erupted with exuberant celebration.

As the start date for the leg to Auckland drew near we turned our mind to strategy. The opportunities to do something different, as we did in Leg 1, were very much less. From previous experience I was keen to sail south as quickly as possible and stay in deep water west of the Agulhas Bank. The currents in this area can be fierce and wind against current produces a very gnarly sea state. The anticipated westerly winds meant that our competitive advantage in upwind sailing was unlikely to play a major part. So mapping the favourable currents and staying in touch with the great circle route between mandatory waypoints was the best we could do.

Start day on 5 November saw us set off in very light winds keeping pace with the 73' *Pen Duick* and 70' *Translated 9*. That evening as the lights of West Cape and Cape Agulhas slipped below the horizon the rhythm of life at sea took hold and we settled into marathon mode. Our first waypoint was the Isles de Crozet at 46°S 51°E. After days of fresh westerly winds, during which we were making 24-hour runs up to 230 nm, a turbulent sea state was anticipated where the depth reduced from 4,000 m to 200 m on the Antares Bank north of the archipelago.

The five days preceding our arrival in this zone was bedevilled by full cloud cover and no opportunity to obtain an astro fix. So there

was a level of tension in the nav station as the DR indicated our approach. This was compounded by ongoing problems with the reliable performance of our log. At the time we were on a port gybe heading ENE and it was time to gybe over to ESE, but where were the islands and the 200 m bank? After much debate we were on the cusp of gybing when the depth sounder reading suddenly went from infinity to 200 m. Decision made, we held our course and nervously sailed back into deep water. The depth sounder was our friend indeed!

Obtaining good weather information was a constant challenge. Cape Town weather services provide a High Seas forecast by HF radio, but their weather fax service has been discontinued. The French Navy was providing the French boats with information for the Met zones that they were in. In the daily HF radio fleet chat this information was shared, as was the position and weather conditions prevailing for each yacht. Thus it was possible to construct a synoptic chart of sorts and make some informed guesses as to what lay ahead. But it was a far cry from the modern day facility of GRIB forecast files and a 7-day look ahead. Matters did improve as we moved into Australia's Met area and we were able to tune into transmissions and the weather fax service from Wyluna and later from Charleville. But even then the quality of the charts was poor when compared to those we had received in the northern hemisphere.

The next waypoint was the Kerguelen Islands some 750 nm east of the Crozets, which passed without sight or incident. We were running our easting down at a rate measured by the ship's time being advanced an hour every four days. Sailing conditions continued to be brisk with challenging helming, especially at night. Inevitably we had a major spinnaker wrap which looked like it would require the sail to be cut down. We got Mehdi up the mast to begin the process. The instant the halyard and topping lift were cut the kite slid unaided down the forestay – an unanticipated benefit of rod rigging. Happily, the spinnaker was undamaged and quickly ready to be relaunched. Another bullet dodged.

The bird life around the Crozets and Kerguelen was plentiful and endlessly engaging, ranging from the majestic and solitary albatross to swarms of agile prions darting across the wave tops like miniature Spitfires.



The starting line at Cape Town

The legendary cold fronts of the Southern Ocean were proving elusive and in the final tally we only had to deal with two. In between times there were short periods of almost flat calm which, as we learnt in the Fastnet race, are very hard on the rig. This time it was the hydraulic vang, or rather the tangs which provided its attachment to the mast. One morning while conducting a deck walk I noticed the welds were cracked and the tang was close to parting company with the mast. So we immediately demounted the hydraulic ram and set about constructing a soft vang using dyneema, low friction rings and a handy billy. It worked so well that there is a move to leave it permanently in place.

By 30 November (day 25) we were 400 nm south (43°S) of Albany and the Aussies on board were basking in the comfort of being in home waters. Presently whales were sighted quite close at hand, a pod of about 15 Humpbacks making their leisurely way on a parallel course. There is something ethereal and majestic about these creatures which is captivating for sailors. The excited cry of 'whales!' soon had most of the off watch out of their bunks to bear witness. After 45 minutes of sailing in company, nervously monitoring their course for potential collision, they were gone, and we returned our attention to sailing the race.

The first of December heralded the first day of summer in the southern hemisphere and the beginning of the festive season. Marie, our Team Manager, had given some thought to this moment, realising that we would be feeling remote from loved ones as the festive cheer began. At morning watch change India produced an Advent calendar that Marie had prepared, and so began daily openings of chocolate and messages from home. The nav station, now festooned with Christmas baubles, was progressively adorned with photos of family pasted in every available space.

The next day we were reminded of the realities of the Southern Ocean when a cold front finally caught up with us. Wind speeds gusting to 50 kts, heavy rain and a beam sea made helming a challenge. With about 2,000 nm to run several issues emerged that required careful management. During the preparation of breakfast the gas ran out, and it became apparent that at this rate we would not make Auckland with a fully functioning galley. Then the battery monitoring system malfunctioned. Obeying the 'things come in threes' rule the log problems were getting worse, making

the calculation of our DR more problematic as we approached Tasmania. Work-arounds were quickly implemented and a potential diversion to Hobart for gas was averted. Agreeing the gas rationing strategy was entertaining, with the Brits placing a higher priority on hot beverages (aka tea) than a hot meal. The hot tucker won the day!

On 9 December (day 34) we had rounded Tasmania and were entering the Tasman Sea.

While getting a kite off in a freshening breeze we eased the pole forward to spike the tack, but a broach ensued and the pole, under immense compression, buckled under the load. We managed to recover the gear, and once again the sail was undamaged and the pole was retired for repair in Auckland. There was no flapping and the boat was soon back to sailing her course.

By now we were at the boundary of the synoptic charts produced by the BOM in Australia and New Zealand's weather service no longer transmits this data. So we were beginning to fly blind when Passage Guardian called on the HF radio to advise of a secondary depression forming with expected wind speeds of 50 kts, meaning we could expect gusts of 70 kts. Although we were in very light airs at the time we amended the sail plan and prepared the boat generally while altering course to the south. In the event the predicted wind didn't arrive, and after a few hours we turned back to our course and made sail. This incident was a harbinger of things to come.

Traversing the Tasman was tricky, with a tropical cyclone in the far north impacting the high pressure systems we were trying to stay on the right side of. Our progress was slow and frustrating as other competitors made better choices. Then we heard *Galiana* calling on the VHF. Although out of sight an exchange of positions revealed that they were astern and very close. By daylight at Cape Reinga they were in sight and this marked the beginning of a two-day match race down the east coast to Auckland. At dusk on the last day we were both flying kites and *Galiana* was only 2 miles astern. As we entered the channel leading into Auckland the breeze was rapidly dying and the tension built as we struggled to make progress and stay ahead of *Galiana*.

By midnight we had rounded North Head and were beating to windward, stemming 2 kts of tide in less than 5 kts of breeze.



Crew busy on the deck



On track south of Adelaide

MEANDERING ABOUT TASMANIA

By Jenny Geytenbeek



Wineglass Bay from Mt Amos

I GREW up in the island state of Tasmania overlooking Bass Strait, where an 1889 lighthouse stands with red and white stripes, both warning and welcoming those who approach the Mersey Bluff. In high school in Tasmania I became a bushwalker, venturing to rugged mountains and wild coastlines. But tertiary education, professional endeavour and family-making uprooted me 600 nm north-west for 37 years. When a rare opportunity arose in 2018 to caretake remote Maatsuyker Island, life changed. During six winter months of howling wind in the far south-east of the Indian Ocean, with a fetch extending between continents and the peopled world elsewhere, time existed for reflection and wonder. Thus began an interest in the sea.

This summer, I have returned to lutruwita.

Apt there be dissonance.

Summer, the antithesis of Winter.

To journey, after island taught stillness and happiness to just be.

To cruise in selected fair winds, not race to a weather-blind calendar.

To establish just who is Me-and-(h)er.

Andrew and I sailed *Meander*, our Bavaria Vision 46, out of Outer Harbor in the early hours of 1 November into a glimpse of anything-but-southerly winds. Of thirty passages so far, some short some long, to get us to south-east Tasmania, the wind has disagreed with our direction of travel for most of them. Perhaps a negative Southern Annular Mode was dragging the prevailing westerlies northward, bringing stronger southerly winds up the east coast.

Far from being miserable, the journey has been thrilling, each arrival a celebration of a passage well-planned and executed betwixt the worst of the weather. As problems arise, we improve as sailors with quick solutions: two-handed reefing; reefing and reefing; a snapped furling line; a jib sheet violently knotting; a halyard spooled at the mast. While straining on anchor at Bryan's Beach, Freycinet Peninsula, a 40 kt wind blew into a small gap in the furled headsail, flapping itself to a quarter unfurled, dislodging a batten of course, though no one saw where it went. We have learned to respect our 25 kg Rocna Vulcan anchor that digs, spade-like, into the seabed, experimenting with chain length and the Anchor Watch app. We have availed ourselves of Marine and Safety Tasmania's (MAST) convenient array of courtesy mooring buoys and pontoons around the coast and up the Tamar River, necessarily rated for 15m vessels in 40 kt winds. King Island, the north coast, Swan Island and the east coast have been spectacular. The lighthouses at Tassie's corners evoke wonder at the difficulties of colonial construction in perilous locales. Freycinet's Hazards, rounded granite cliffs, white sandy beaches and deep translucent waters of aquamarine do not disappoint. We engage in The Shuffle, as yachties do at Freycinet,



Two-handed sailing through Schouten Passage

relocating between windward shores as the wind changes her mind: Passage Beach (NE to E), to Bryan's Beach (NW to NE), to Morey's Beach on Schouten Island (SE to SW), to Swansea (SW to NW) and Coles Bay to resupply (NW to SE) and famous Wineglass Bay (SE to NW). Land legs and lungs ascended Mt Amos, Bear Hill, Mt Graham's track and Maria Island's Bishop and Clerk over granite and dolerite, through sheoaks, Oyster Bay pine, banksia and aged messmate to views overlooking beaches and the way from which we'd come. I'm sure I could see New Zealand out east, we were up so high. I jumped clear of two tiger snakes on my path (or was I on theirs?). Skinks flitted about in great number and variety. Maria Island piqued discomfort amongst beauty, a penitentiary of 1825, so far from Britain. Should I marvel at the remains of man's inhumanity? What is the difference between a slave and a colonial convict, who, in the majority, committed crimes of poverty and survival? Yesterday, I saw rare fairy terns on the wing, expertly hovering, head down, spying piscine quarry, then a piercing dive! Nature awes and restores.

As yet, the likely success of our clockwise circumnavigation is unassured. It seems west coast winds have rarely prevailed in favour since *Clockwork* made her way home to Adelaide after the Sydney to Hobart Yacht Race. We don't intend to hurry. After all, our journey is unnecessary, but for personal accomplishment and intrigue..



Cape Wickham Lighthouse, King Island. Massive 3.4m thick walls and a height of 48m, Australia's tallest lighthouse.

By Jeanne Harrison



Iris Gross

The *Zephyr*, built by Robert Playfair in 1873.

LIKE the soft western breeze of its name origin, *Zephyr* has gently sailed through 150 years of history. She has ridden the waves of notoriety and troughs of oblivion, but remains a yacht of note in the Squadron sailing history archives.

Launched in 1873, *Zephyr* is perhaps the first pleasure yacht built in Australia. She was designed by William Taylor and built by Robert Playfair Sr in Adelaide for Henry (later Sir William Henry) Bunday, the inaugural Vice Commodore of the South Australian Yacht Club and a notable identity in the South Australian colony as a Supreme Court Judge and a state MP. He wanted a boat in which 'three or four companions could be comfortably entertained', so *Zephyr* was built. Another local craftsman, William Russell, made the sails. The Judge learned to sail on *Zephyr* and became one of Australia's great cruising yachtsmen, eventually writing a book of his sailing memories.

At the time of launching, the *Adelaide Observer* newspaper described *Zephyr* as having 'Huon pine for planking and Kauri Pine for the deck. The upright stem and the long overhanging taffrail and square stern were thoroughly approved of in a yacht of this size, although some sailors despised the square stern.' She measured 45 feet long and weighed 22 tons.

Her launching on 25 August 1873 was conducted with great ceremony. The newspaper reported: 'There were fair ladies and brave men present – the horny handed sons of toil, members of Parliament and members of the press, sea captains in full commission and sea captains who had long given up the idea. The band played 'Rule Britannia'. The yacht lay on her ways like a lady adorned for a ball. Garlands and wreaths of flowers decorated each end. In our colony matters of this kind should be treated as they really deserve.'

The banks of the Port River were crowded as eager spectators watched from the Queens Wharf and from vessels. Mr J H Barrow MP, and proprietor of the *Adelaide Advertiser*, proposed the toast, then *Zephyr* was christened with a bottle of wine by Bunday's daughter Ellie.

Over the next years, as often as health and parliamentary duties permitted, Bunday engaged in racing and cruising in both gulfs and off Kangaroo Island. *Zephyr* was said to be a safe and comfortable sea-boat. Bunday won 11 out of 13 races in *Zephyr* before she was used more for cruising.

Richard Honey purchased *Zephyr* in 1880 and continued to race her. He put the vessel into racing trim by adding more lead to her keel and increasing the sail area. She was taken to Melbourne for the Inter-Colonial Race in 1880, but was beaten by *Edith*. In 1893 she became a fishing boat around Kangaroo Island. Then in 1902 her original sailmaker William Russell reportedly had a share in her. After that, *Zephyr* passed through a number of hands.

On 18 September 1919 *Zephyr* was anchored at Althorpe Island while fishing in the area. The local trading vessel, *SS Pareora* went on the rocks nearby, due to errors made by its Captain MacFarlane. *Zephyr's* crew, including skipper Enoch Polk and two seamen, were able to save the lives of seven of *SS Pareora's* crew members, after being awoken by one of the crew who had managed to swim to the *Zephyr* through the reef-strewn, shark-filled waters in the dead of night. Unfortunately, the *SS Pareora* was lost, as were eleven crewmen.

Unfortunately, *Zephyr* has been left on the hard in Victoria for many years, with her wooden timbers suffering greatly. The *Sun Herald* reported in 2017 that '*Zephyr* has been opening up on the boards at Yaringa Harbour, near Hastings, since the end of 2012, with nobody regularly tending to the craft.' Only a few years prior to that, it had been sailed to Tasmania for the Wooden Boat Festival during a four-week circumnavigation of Tasmania by a group of enthusiastic Victorians. Majernik, the skipper on that cruise said, '*Zephyr* has been through a few different lives. She has been run aground, replanked, refastened and had her decks raised. She used to have a top mast and now has a pole mast. The bowsprit is shorter but the keel is original. When the vessel was originally built, she looked a bit different, so the old girl has had a few facelifts. At some point an engine must have been added, as her current rudder and propeller are, of course, not to the original design plans.'

Other yachts are in contention for the honour of being named the oldest Australian pleasure yacht, including one called *Kelpie*, thought to be a Fife-designed yacht, built and perhaps stored until being launched in 1884. The speculation as to which yacht was the first pleasure sailing craft built in Australia is certain to continue, but nevertheless *Zephyr's* unique place in South Australian history is undeniable.

POSTSCRIPT

Zephyr was put up for auction on 14 December 2023 by James Madigan of America. The last published bid was \$15,500 but the final bid was not for publication.

The latest good news is that *Zephyr* is to be restored in Williamstown.



Zephyr on the road to Williamstown

By Trevor Hamlyn

Enjoyable Days at the Squadron and Beyond



Starters on the Quarterdeck

IT has been said many times that our Club at Outer Harbor is one of Adelaide's best kept secrets. That's not hard to believe, when one can sit alone on the Quarterdeck admiring the view on a perfect day.

Recent efforts by management and staff to make the Squadron more accessible and to potentially increase membership have achieved results, so this report will hopefully encourage more of the same.

A number of Squadron Members who own Trailer Sailors, including Lorraine and I, are also Members of the Trailer Sailer Association of SA (TSASA). There are currently around 15 joint memberships. The Squadron's Small Boat Series was designed by the Squadron Racing Committee as a new Series, tailored specifically for mono-hull yachts with length overall between 6.0 m and 9.3 m. Coopers Brewery came to the party as sponsor for the Series, with seven planned race days in season 2023/4, two of which were specifically programmed to coincide with TSASA annual events.

All TSASA Members were invited to become involved in the Series on the basis of 'come and stay for the weekend', which in turn evolved into the following program of joint activities. Several boats new to the Squadron were involved and to my knowledge two new memberships eventuated.

Saturday gave everyone an opportunity to launch, find a spot in the pool, then gather on the Quarterdeck for starters ahead of the TSASA's annual Presentation Dinner in the Dinghy Shed. The catering was made possible through negotiation with F&B Manager Steven Bulach, as the kitchen is not usually open for dinner on Saturdays. TSASA Sailing Captain and Squadron Member Rob Hutson was MC for a great night of trophy presentations.



MC Rob Hutson presenting Kevin Kelly with the Rosebowl Trophy



TSASA Presentation Dinner



Queens Wharf Port Adelaide

The first two races in the Small Boat Series were run on Sunday 12 November attracting six entries, with the stiff breezes making for good racing. Thanks to Alyssa Kelsey and the Squadron volunteers for manning the start boat and recording our times. Post-race drinks on the Quarterdeck were followed by a casual barbecue to reflect on the racing and prepare for a cruise to Port Adelaide the next day.

Squadron Members involved in the Port cruise, along with three visiting yachts, were Lorraine and I on *Grey Nurse*, Rob Hutson and his sister Vanessa on *Silver Gull*, with Kevin and Lorraine Kelly on *Passport*.

Unlike in earlier years, any cruise up the River today from the Squadron to Port Adelaide is complicated by the need to make arrangements with Transport SA to open the Tom 'Diver' Derrick and Mary MacKillop Bridges. Standard opening times are available early and late in the day, however we needed to make a special arrangement in the middle of the day to allow the passage of three boats with tall masts. Many thanks to Transport SA for their cooperation and willingness to accommodate our needs. The remaining three boats were able to sneak under the bridges at low tide. It's important in my mind that we continue to gain access to Port Adelaide in this way, to ensure that procedures are current and that funding is available to operate the bridges. Our apologies to the motorists who were temporarily inconvenienced.

I made arrangements with Renewal SA to occupy the pontoons at the Queens Wharf in Port Adelaide, especially to make sure that their security contractor didn't lock us in (or out) overnight. Well, that didn't work because we were in fact locked in after hours. The Queens Wharf pontoons won't last much longer, judging by their poor state of maintenance, so I won't be surprised if they are locked off permanently in the not-too-distant future as being unsafe for public use. This follows the closure of the Dock 1 public pontoons for the same reason.

Will the planned privatisation of the Port Wharf Precinct further minimise public water access to the Port or prevent it altogether? Should we be lobbying to ensure that this is not the case? Or is it too late already?

After tying up, a brewery visit was enjoyed by some, then our numbers were boosted by others who decided to join us at the Port Admiral Hotel for a delicious meal cooked in their gluten-free kitchen. It's one of only a few such kitchens in the State and highly recommended for the food and friendly service.

An early afternoon opening of the bridges the next day gave most of us the chance to walk off a hearty pancake brunch before departing. It was then back to the Squadron with a following wind to retrieve boats and journey home.

It was a very pleasant few days for those who took part, using a formula that hopefully can be repeated again in the future. Thanks to everyone at the Squadron who made it all possible.

A Sailor's Journey as a Professional Ceramicist



JEFFERY Mincham and his wife Lexie joined the Squadron in 1992 when they brought the restored yacht *Shadow* back to the Club where she had first arrived in 1978. Jeff wrote an absorbing account of further restoration done in 2017 when *Shadow* spent more than a year on the slip cradle. The article was published in the Autumn 2022 edition of the *Squadron Quarterly*. We now describe his significant career as a ceramicist.

Jeffery Mincham has been a widely acknowledged and highly significant figure in Australian Ceramics for almost five decades. Since the time of his first solo exhibition at the Jam Factory in Adelaide in 1976, he has held 95 solo

exhibitions across all Australian states and has exhibited widely internationally. His work has been included in a significant number of notable group and touring exhibitions, including his own solo National Touring Exhibition (2009-12) as part of the Living Treasures Program.

The extensive range of his work over his long career can be traced throughout more than 100 public collections, including the National Gallery of Australia, all Australian State Art Galleries and numerous regional galleries. He is also represented in important public and private collections in the USA, UK, South-East Asia and New Zealand.

Based at his studio at Cherryville in the Adelaide Hills, his work has varied greatly in scope and scale over his career, however the landscape has been a dominant theme for the last 25 years. Jeff has been the recipient of many awards and prizes. He is also referenced in many publications and had a monograph published about his work in 2009. His work continues to engage a significant audience both locally and internationally with its energy, vitality and unique approach.

Awarded Membership of the Order of Australia in 2011, he continues to make significant contributions to the leadership of a range of arts and culturally-related public and professional organisations. He is also a Fellow of the Royal South Australian Society of Arts, a Master of Australian Craft and 2009 Living Treasure, and a Fellow of the National Gallery of Australia Foundation.



YORKE PENINSULA'S SALTWATER CLASSIC 2024

EXCITEMENT is building in Stansbury and Port Vincent for the 2024 edition of Yorke Peninsula's Saltwater Classic on the weekend of 13 and 14 April.

It will provide a great opportunity to experience the timeless craftsmanship of wooden and classic boats and to enjoy seaside fun in one of South Australia's most popular tourism regions.

Joining the fleet for our big weekend will be South Australia's tall ship *One and All* and the Sydney to Hobart maxi yacht *Brindabella*, and there will be great fun on shore with award-winning seaside markets, fascinating displays from the Australian Maritime Museum, historic footage of South Australia's original ketch fleet, entertainment from the Royal Australian Navy Band, displays of classic vehicles and caravans from the past, along with regional art, craft, food, wine and beverage experiences.

For more information, email ypsaltwaterclassic@gmail.com, website www.ypsaltwaterclassic.org.au or the Yorke Peninsula Saltwater Classic Facebook page.



By Barb Adams, Convener



New Year at Port Vincent

By David Ingleton

WITH a great sense of anticipation Carolyn and I looked forward to our first New Year cruise to Port Vincent. Most of the cruisers had been discussing the weather outlook leading into New Year, and the consensus was that the Wednesday after Christmas was the nicest day to sail across the Gulf. We didn't get as early a start in *Shanti* as we'd hoped, arriving mid-afternoon. It did mean, though, that there were plenty of helpers for our mooring lines when we came into the marina. A quick count of boats revealed eight had already arrived and eventually there were 17 boats in the marina.

The next day the weather deteriorated, culminating in a thunderstorm with lightning that blacked out Port Vincent for a few hours. The party spirit was alive and well though, and over the next couple of days more boats arrived, having braved the windier conditions. We had a great gathering in the kitchen at the marina on the first night, and the following night more than 40 people made their way to the Ventnor Hotel to celebrate Noelene Cooling's birthday.

New Year's Eve was a glorious day in Port Vincent and the beach café proved to be a popular spot for coffee and donuts, some people even arriving by dinghy from the bay. That night we gathered in the kitchen for shared food and anecdotes, and everyone enjoyed the evening until our 'premature' midnight. This was followed on New Year's Day by a street fair in Port Vincent before an amazing aerobatic display which took place above our heads, and a spectacular fireworks display which we watched from the marina and the bay.

The weather again dictated our yachting activities so the next day most crews set sail for the Squadron. Around 18 boats left in the morning and it was an amazing sight to see so many sails on the horizon as we reached across the Gulf in about 15 kts of wind, sailing all the way back. It made for a great trip home. We arrived at the Squadron in less than five hours after a fantastic week away. So ended our first New Year's Eve cruise. It won't be our last!



Storm clouds over Port Vincent



New Year's Eve revellers



Aquitaine entering the marina



Relaxing on Erica

Crabbing Day on 14 January

By David Ingleton

WANT to silence a gang of cruising sailors! Give them a few pots of crabs to eat! That was the end result after much effort by people who caught and cooked crabs for those present at the annual crabbing day.

Thanks to the efforts of Alby Watson and his helpers there were plenty of tasty crabs to eat. We even enjoyed chilli crabs cooked on the barbecue by Peter Cooling. What a feast!

Stansbury 26-28 January

By Barb Adams

MY son Martin, daughter Lexy, niece Heather and I sailed *Ivory Lady* to Port Vincent on Australia Day, despite the adverse weather predictions. Unfortunately Lexy and Heather were seasick, but bought Quells in the town the next morning before we had a pleasant sail to Stansbury.

A barbecue lunch was planned for Saturday and by then 24 boats were in Oyster Bay, probably about 15 being from the Squadron. Some Members came by road so brought tables and chairs to add to those provided in the barbecue area on the foreshore. Altogether about 30-40 people were at the barbecue between 12 and 3 pm.

Darren Harvey, my counterpart at the Cruising Yacht Club, approached me some time ago about possibly getting together at events, and a dozen or more of their cruising group joined us for drinks after the barbecue as they had booked into the Dalrymple Hotel for dinner that night. We are hoping that some of the CYCSA boats will join us for the KISS event in Kangaroo Island on the holiday weekend in March.



Yachts moored in Oyster Day



Shelter and barbecue area on the foreshore



Letter from Malcolm Dayman

Dear Barb

Thanks for organising another successful RSAYS Cruising Day at Stansbury.

Unfortunately, I was too late for a mooring so had to anchor. Well, I made a hash of it and dragged several times, despite anchor watches and chain variations.

On my last effort we moved to what appeared to be a sandy patch and it seemed to hold. We went ashore briefly and on the way back I received a text saying *Sea Lady III* was dragging.

When I got there *SL III* was firmly attached to *Allure*, surrounded by helpers and dinghies. After much coordinated effort *SL III* was finally separated from *Allure*.

Rather than go through potentially another anchoring issue and making life for others uncomfortable, I decided to sail back to Outer Harbor that Saturday night.

While I am suitably contrite and apologetic, what did shine out was the wonderful support and advice from the Cruising fraternity.

I am grateful to folk such as John Wickham, Phil Stump, Peter Cooling, Helen Moody and others for their help and vigilance.

I have already started an audit of the tackle and will be replacing the chain and anchor, taking heed of advice from other cruisers.

Although there appears to be no apparent damage, communication will occur with John Butterfield to assess the situation from his point of view.

Barb, I am impressed by the camaraderie, strength and supportiveness of the Cruising fraternity. Your influence prevails.

Sorry for making a hash of it and hope I might still be a chastened part of future events.

PS: Malcolm has since added to the chain and attachments, and replaced the anchor with a large Marsh type.



Jas helming on the *One and All*

MY name is Julieann Stoll but I am often called Jas, and I have been sailing on *Freedom* for nearly three years. I had never sailed before.

I grew up in the land-locked Barossa Valley at Tanunda, but I have always loved water and was a good swimmer. I earned my Bronze Medallion when I was 14 and was often handed the keys to the town pool where I spent most of my summers.

I moved to Adelaide after school and did three years nursing training at the RAH and then went on to study geology at the University of Adelaide. After my Bachelor of Science degree I did a Masters degree in Environmental Studies. Following a couple of years as an Environmental Consultant I moved to Alice Springs for a job with the Central Land Council where I worked for 30 years as a Mining Advisor to Aboriginal people and then as Manager of the Mining Section. The job involved consulting Aboriginal traditional owners about exploration and mining on their land, and negotiating and monitoring agreements. I travelled out bush frequently throughout the southern half of the NT and spent time roaming around the desert with older Aboriginal people in 4WD vehicles, sleeping in swags in very remote and often beautiful places. A couple of memorable moments include avoiding the bite of a cranky King Brown snake by a couple of centimetres and watching a gold-pour at a mine. Being in Central Australia instilled in me a great appreciation for nature.

My partner Steve and I have been together for more than 40 years and we have a son, River, who has just been awarded his PhD in Molecular Chemistry.

We bought a house in Semaphore in preparation for our departure from the NT. In January 2020 we packed up our house in typical Alice heatwave conditions of 43°C and moved south to sea breezes each afternoon. One of the first things I did was get a boat licence,

something I have always wanted to do after having spent a bit of time fishing on the west coast in my brother's boat. We had built a shack near Streaky Bay and escaped there from Alice whenever we could (Streaky is the closest beach to Alice at 1,200 km).

I met a neighbor in my street who sailed with *Freedom* and sailing sounded fun, so he referred me to Deirdre Schahinger and I have been sailing ever since. Bob and Deirdre and the fantastic crew on *Freedom* have taught me to sail, and a WOW course helped too.

Besides sailing I am an aquarobics junkie, going to the gym most days and sometimes twice a day for a workout in the pool. I sing in a community choir 'Born on Monday' in Port Adelaide. On Monday evenings through summer we serenade the Port River and the Birkenhead Bridge, and often see dolphins swimming by which of course come to hear us sing!

I still do the odd job for the Land Council but otherwise I am involved in a few local organisations. I am the Chairperson of the Port Environment Centre, a community-driven organisation and a 'gathering place' that supports the community in valuing, caring for, learning about and enjoying the natural coastal, marine and estuarine environment, and in living sustainably. I am a Member of Port Adelaide Residents Environment Protection Group which keeps an eye on environmental issues on the Peninsula, the River and the coast, and Friends of the Adelaide International Bird Sanctuary. I have been involved in shorebird counts in the Sanctuary and Fairy Tern monitoring on Bird Island. I volunteer with the OZfish Seeds for Snapper project, collecting, sorting and processing seagrass seeds for restoration of seagrass in Gulf St Vincent. I also volunteer with AUSMAP (Australian Microplastic Assessment Project), sorting microplastics from sediment samples from places such as West Lakes and Barker Inlet to quantify the scale of the problem and investigate the source. I'm also kept busy looking after my mum who is nearly 97 and lives at home just around the corner from me!



Sampling for microplastics

By Margaret Henry

A *NOTHER* magnificent Opening Day saw the fleet being led by the Juniors past the *One and All*, although why that happens is beyond me because *Murphy's Law* will always prevail and the entire fleet gets held up. The Juniors are more prone to *Murphy's Law* than any other section of the fleet. This year was no exception when one of the towing lines became unhooked and a rogue Opti bobbed off in the other direction. Like herding kittens, Alex eventually had them back in the right direction and the 'big boats' are to be thanked for their patience. It was a close call but Mackenzie Hilhorst won the accolade for the best-handling of her boat.

Our Wednesday evening season started with a roar – a roaring gale – and it hasn't let up much. We've actually had one pleasant Wednesday evening sail up to publication, and one evening (the first anyone can remember) where we couldn't even sail in the protected waters of the pond. Here's hoping for calmer conditions in the latter part of the season.

Welcome to Jack and Xavier Underwood who are so enamoured with sailing, or socialising, that they come each Wednesday from Langhorne Creek.

Alex Farmer volunteered to help at the International Laser Championships held at the Adelaide Sailing Club in January where he rubbed shoulders with Olympic sailors.

We hope he picked up a few good tips and can head in that direction himself.

Our Juniors have combined their entrepreneurial and nautical skills to make shackle bracelets to sell at the Coastal Festival markets to raise funds for repairing Junior boats. These bracelets make fabulous Christmas and birthday gifts and are currently still available from the Office. Our end-of-season sale is worth snapping up as a distinctive gift for your children, grandchildren, family and friends (after you have one for yourself, of course) so check out the display in the Office. We can even cater for individual requests and combinations. Thank you to all the adults who initiated, promoted and supported this venture.



Shackle bracelets made by the Juniors



Wednesday night sail on *Brindabella*



Junior sailor Max on the rescue RIB



SENIOR MEMBER PROFILE – VIVIENNE (BOO) CAUCHI

By Barry Allison

This is another in the series of articles by Barry Allison recounting some of the many and varied adventures of our Senior Members of the Squadron. Here, Barry tells us about one of our very busy lady members – Vivienne, more commonly known as Boo, Cauchi. Boo joined the Squadron on 6 October 1964 and now has nearly 60 years of continuous membership. She is the youngest daughter of James (Jim) Taylor who was Commodore in 1954-57 and 1959-60.



IN 1950, Jim bought *Ingrid* – a Colin Archer Bermudan ketch design, and he began an intense program of competing in Squadron races. She raced in three Sydney to Hobart races and won the 1952 event. Boo, at only three years of age, began to learn all about yachts by crewing on *Ingrid* over the next 11 years. This included many voyages to Port Vincent with the family. Port Vincent in those days was certainly a different port from now, as the channel to the wharf was regularly dredged, allowing most craft to sail up and moor alongside without going aground.

One memorable cruise was to Kangaroo Island in 1955 with Jim and his wife Ada, and their five daughters, Josephine, Jennifer, Rosemary, Diana and Boo, plus an able crew of Clem de la Parelle, Don Fraser, John Green and 'Chook' Wall-Smith. After a wonderful holiday, they set sail for home in relatively calm weather but there was an eerie colour in the northern sky, with dust

being kicked up by the strong north winds. Halfway across the Gulf, the wind turned into a strong north-westerly gale. This day became known as Black Sunday – 2 January 1955, and led to disastrous fires in the Adelaide Hills. Visibility deteriorated at sea but Jim held his course and identified the Semaphore jetty, but could not see the breakwater entrance. Rosemary, who was on deck, spotted a commercial vessel entering the channel and this enabled Jim to find the Squadron entrance which was shrouded by dense smoke. Josephine and 'Chook' Wall-Smith missed the drama as they had both flown back to Adelaide for Josephine's duties as a student nurse, and for Chook to tend to his butcher shop. Boo was eight years old on this trip.

Ingrid was kept on chain moorings in the front row of the Club with other larger yachts. Boo remembers *Ilina*, *Seevogel*, *Southern Myth*, *Cooroyba*, *Tahuna* and *Nautilus* being moored nearby. This was great for the many children frequenting the yachts. There was an exposed tidal bank in front of the yachts, and at low tide the children could climb along the bow sprit and jump ashore under the watchful eyes of parents. It was where they learnt to swim, dig for cockles, row dinghies, and sail if someone had a sailing dinghy nearby. By now, Jim was called Mr Jim and Ada was Mrs Jim, out of respect from the many who knew them.

When Jim sold *Ingrid* to Bob Hughes in 1961 Boo spent more time with her other love – horses. She rode a sweet little filly which Mr Jim had purchased for her, and which was stabled close to their home at Black Forest. She rode at Pony Club events and had a group of like-minded friends.

Boo's schooling was completed at Walford and her first job was at J N Taylors (Taylors Marine) in the city. Later she became a dental nurse for Mr A D Cocks in the ANZ building on North Terrace.

Mr Jim needed another yacht and purchased the Dragon, *Nan II*. Boo's father asked her if she would like to crew on the Dragon, and so she returned to the Squadron. While she was sanding *Nan II*'s topsides, she met Ray Cauchi.

Ray worked for Ross Stewart and had just finished building a yacht for Jim Polsen called *YampI* (derived from Y yacht, A aluminium, M manufacturing, P Pty, L Ltd). *YampI* was the first aluminium yacht to be built in Australia, using compound rolling and welding machines especially imported for the job. She was trailered to Sydney for the 1964 Sydney to Hobart race, in which she finished 11th.

Ray offered to help Boo sand *Nan II* and their friendship developed. Mr Jim was elated as he now had his third crew member, and a future son-in-law. They were married in Our Lady of Mount Carmel Church on 16 September 1967 with the reception in the Squadron city premises in the basement of the T&G building in Grenfell Street in Adelaide. This was the last of such ceremonies before the Squadron moved to the Outer Harbor club rooms. Ray and Boo travelled across to Tasmania for their honeymoon.

After selling *Nan II*, the family decided they needed a cruising boat that Mr Jim and Mrs Jim could manage to cruise the SA waters on their own or with friends. Ray was working with Ross Stewart in Dale Street in Port Adelaide, and so began the building of a 32-foot Warwick Hood design. Mr Jim



Ray and Boo aboard *Nautilus* circa 1968



Nan II racing in the Prince Phillip Cup for Dragons 1970



Ray and Boo enjoy sailing together

commissioned Ross to build the steel hull and for Ray and Boo to complete the fitting out. She was named *Halloween*. Jock Willis, the designer of *Cutty Sark*, had also designed his first hull made of iron, and so Mr Jim considered this a good name for his first steel craft. *Halloween* was launched in 1971 and proved to be the perfect yacht for Mr and Mrs Jim.

After many eventful voyages, *Halloween* was sold in 1976 to Brian Dixon and it did not take long for Ray to consider building another yacht. The Cauchis were living at Henley Beach in the 1980s and it was in their backyard that the 33-foot cruiser-racer *Flying Cloud* was born. Ray had been inspired by Peter Cole's designs and created his own design – initially from a boat builder's half model. Built from four laminations of western red cedar over a jig, then dynel-coated, the hull was turned over and the beech deck fitted. Mr Jim came down most weekends to help when he could, and to watch the progress. When Ray and Boo had finished the fit-out, the completed hull was lifted out of the Cauchi backyard, over the house and trucked to the Squadron where her keel was attached, and *Flying Cloud* was launched. For the next two years, they raced for fun and cruised with their two sons, Adam and Julian. Ray began lecturing at the TAFE Marlestone College and commenced studies for his Diploma in Education. They had very little time for sailing and so *Flying Cloud* was sold in 1984 to Trevor Proctor, who had watched her being built and eventually sailed her to Queensland.

In 1985, Ray had a heart attack on 17 June and the doctors kept him in hospital until he was fit enough to have a bypass. A worrying time for Boo, but Ray recovered rapidly and went back to his teaching and continued his studies, graduating in 1988.

Boo's mother had passed away in 1987 and Mr Jim then spent much of his time visiting and talking boats until he passed away peacefully in Boo's home in 1990.

Boo and Ray's first adventure to Thailand was in 1992 to work with John Duncanson, well-known in Australia for his yachts. They fell in love with Thailand and the Thai people. Ray's reputation as a teacher attracted the Australian Submarine Corporation to second him to train a group of Thai welders and build three PC 30-metre aluminium patrol boats for the Royal Thai navy. This was a joint venture with a Thai business – Silkline International Company. The 105 tonne hulls were capable of 27 knots, and were launched in 1999. This provided Boo with an insight to the very different Thai culture. It was not long before the Thai workers were calling Ray 'Loong Ray' (Uncle Ray) and Boo 'Pa Boo' (Aunty Boo). When the Thai workers were not on the job, they took the Cauchis out, or came to their accommodation and cooked for them.

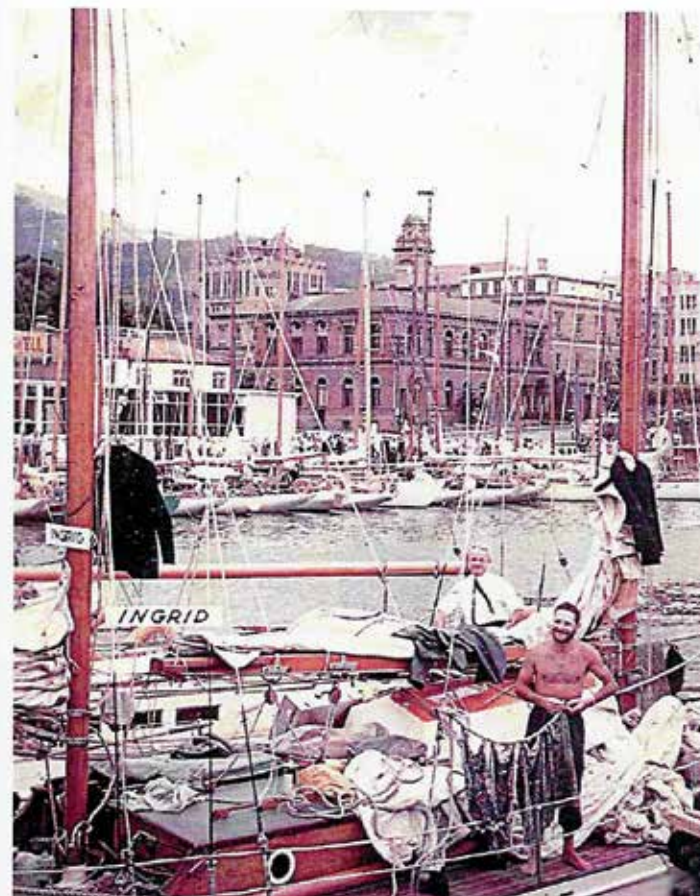
When the hulls and superstructures were completed, Ray's part of this contract was finished, and he and Boo moved to Bangkok to a large shipyard – Asimar Asian Marine Services to help finish

a 62-metre gun-boat for the Royal Thai Navy. The superstructure had to be built, and then the hull had to be launched. This entailed moving the hull across a yard and lowering it 10 feet to be launched. Ray was familiar with this procedure as he had been trained as an apprentice to do this very same work when building tugs at Port Adelaide. Ray stayed with Asimar while Boo went home and brought their son Julian back with her. Julian was a good welder and fitted in well with the Thai workers.

The Cauchis were all packed ready to return to Adelaide when Ray was persuaded to take a team of his workers to Abu Dhabi to build a Super Yacht for Sheik Mohammed Bin Mashood. What started out to be a 12-week fabrication job turned into a 12-month fit out. Boo and Julian returned home after three months in 2000.

Back home, Boo moved house and with help from Lorraine Borg over the next few months, managed to redecorate the new home in readiness for Ray's homecoming. However, Ray's kidneys started to fail in 2004 and dialysis was required. Ray and Boo maintained their home and also managed to build a holiday home at Encounter Bay. By this time, Boo was providing home dialysis which allowed more freedom. Ray died in his sleep beside Boo in 2009 at 68 years old.

Today, Boo is busy looking after her modern home at Mawson Lakes and is actively involved in helping her two sons, Adam and Julian. Adam is nearing retirement after a lifetime as a successful master bricklayer. He has three adult children and lives at Mawson Lakes near Boo. Julian has a thriving line-marking company and lives at Woodside. He has a 10-year-old son. Julian crewed for Trent Harris in Rainbows as a teenager and was successful in State and National Championships at Largs Bay Sailing Club. Boo is always at sea on our Opening Days aboard Chris and Robert Henshall's boat *Silver Fox*, and we wish her many more years of friendship at the Squadron.



Ingrid – skipper Jim Taylor 1956 Constitution Dock Hobart

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ANSWERS
ON PAGE 37

By Jeanne Harrison

Wayfinding How to Navigate without electronics

INEVITABLY electronic devices fail, at one time or another, on ocean passages. By looking at traditional forms of navigation, there are many simple ways and means to set your course towards a safe destination. One method, historically used in the South Pacific, was called wayfinding. It used fingers and hands, which were sometimes tattooed.

In the Disney movie *Moana*, traditional Polynesian means of navigation showed that course directions could be set by using a tattooed hand as well as your head. Clan leaders, often women warriors such as the Samoan leader Nafanua, had finger tattoos to assist with celestial navigation around the South Pacific islands. Celestial charts would be memorised, so that during voyages, the altitude of the Southern Cross, or other stars and constellations could be measured to determine a vessel's latitude.

In the Disney film, the character Moana Waialiki used this technique to measure the altitude of a group of stars in Orion's Belt. Orion was my favourite reference point constellation, when I sailed around the world, as it was generally visible overhead from the Tropic of Cancer to the Tropic of Capricorn.

Different configurations of the hand: a single finger (1°); three fingers (5°); a fist (10°); a span (25°), could be used to determine the altitude of celestial targets. Polynesian finger marks refined measurements for varying hand sizes.

North of the equator, Polaris (the North Star), could easily be used to measure latitude:

- At the equator (0° latitude), it sat almost on the horizon (0°);
- At 10°N latitude, it was about 10° (a fist measure) above the horizon;
- At 20°N latitude, it was about 20° above the horizon. This is the latitude of the Hawaiian islands.

In his book *Adrift – Sixty-Six Days Lost at Sea* Steve Callahan used a pencil to determine mid-day altitude of the sun, and night-time altitudes of celestial bodies, instead of finger marks. He predicted that his landfall, after 66 days adrift in the North Atlantic, would be near Guadeloupe in the Caribbean. He was eventually picked up from his life raft by a fisherman off Marie Galante, just south of the main island of Guadeloupe. Not a bad navigation effort!

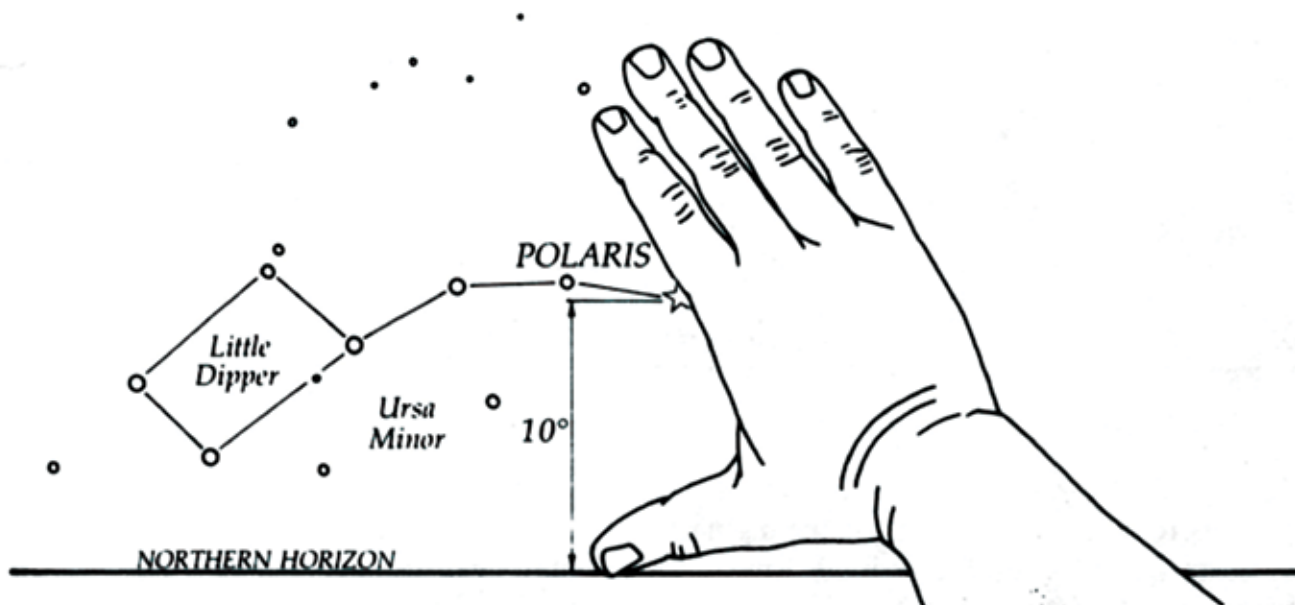
In South Pacific navigation, the Southern Cross has often been the preferred reference constellation. In 1993 as we sailed north from South Africa, we informally checked its position every night as a measurable reward for our northbound sailing efforts.

The top and bottom stars of the Southern Cross are separated by 6°. If the bottom star was 6° above the horizon, the latitude would be that of Honolulu (21°N). When the bright stars Sirius and Pollux set below the horizon at the same time the latitude would be that of Tahiti (18°S).

In Australia, colonists knew little about Aboriginal celestial navigation efforts, with some researchers claiming Aboriginal people did not use it at all. However, collaboration with elders has shown that Aboriginal people used celestial navigation, and developed star maps for both ocean and land travels.

In the book *Hawaiki Rising* by Sam Low, a young Hawaiian Nainoa Thompson, a navigator for the Polynesian Voyaging Society, set sail in a traditional double-hulled Polynesia sailing vessel. He used the ancient star-sighting methods, as he navigated *Hōkūle'a* across the 2,400 nm open ocean from Hawaii to Tahiti in 1980. He became the first-known Hawaiian in a thousand years to find distant landfall without charts or instruments.

Knowing a few constellations, a few stars, and their altitudes in the sky, makes a voyage both fun and safe. Why not give wayfinding a try?



The hand method used by Nainoa Thompson to find the altitude of the Polaris. [From the *Journal of the Polynesian Society*]

Steering by Points

The basic points on a compass rose are split and split again into elements until a full 32 points are reached. N, S, E and W are cardinal points, NE, SE, SW and NW are half cardinal points, and the remaining 24 divisions are full points (eg N by E, NNE, NE by N etc). 'Boxing the Compass' is an exercise in which a seaman names all 32 points.

Why Cats Sail on Ships

Cats have a long history of being associated with ships and sailors. They have been kept on board for centuries, as mice and rats posed a threat to the crew's food supplies by gnawing through ropes and provisions. They were valued for their ability to hunt, keeping the rodent population on board ship under control.

Cats also provided companionship to sailors during long voyages. Their presence helped boost morale and provided a sense of home and comfort in the alien conditions of life at sea.

It was also believed that cats brought good luck to ships, and sailors often viewed them as symbols of protection against storms and other dangers at sea. It was also considered unlucky to harm or mistreat a ship's cat.

Today, with rodent control not so much a factor, some ships, particularly those engaged in long voyages or stationed in remote areas, may still have cats aboard for companionship.

There have been several notable cats who have gained special recognition for their exploits and contributions aboard ships. Some famous maritime cats include:

Trim was the beloved cat of Captain Matthew Flinders who circumnavigated Australia in the late 18th and early 19th centuries. Trim accompanied Flinders on his many voyages aboard HMS ships *Investigator*, *Reliance* and *Porpoise*. Trim was known for his intelligence, agility, and companionship, and he became a well-known figure among sailors.

Mrs Chippy was a cat who sailed aboard the *Endurance* with Sir Ernest Shackleton during his Antarctic expedition of 1914-1917. Mrs Chippy belonged to Harry 'Chippy' McNeish, the ship's carpenter. Unfortunately, Mrs Chippy was among the animals that had to be euthanized when the crew abandoned the *Endurance* after it became trapped in ice. Mrs Chippy's story became well-known through accounts of Shackleton's expedition.

Unsinkable Sam, also known as Oscar, was a cat who served aboard three different ships during World War II: the German battleship *Bismarck*, the British destroyer *HMS Cossack*, and the British aircraft carrier *HMS Ark Royal*. Each time, the ship he was on sank, but he survived each sinking and was subsequently adopted by the crews of the ships he served on.

Simon was a cat who served aboard the British Royal Navy's *HMS Amethyst* during the Yangtze Incident in 1949. During the incident, the ship came under fire from Chinese forces, and Simon was wounded. Despite his injuries, Simon continued to perform his duties as a morale booster for the crew. Simon's bravery earned him the Dickin Medal, which is the animal equivalent of the Victoria Cross.

Tiddles was a cat who served aboard the British Royal Navy's *HMS Victorious* during World War II. Tiddles was known for her ability to catch rats and her friendly demeanour with the crew. She became a mascot for the ship and was well-loved by sailors.

These special cats not only provided companionship to sailors but also became symbols of courage, resilience, and camaraderie aboard their respective ships. Their stories highlight the unique bond between humans and animals in the maritime environment.

Oli has become one of these special cats, and his story will be remembered as part of the history of the Sydney to Hobart Yacht Race.



Guess Who @ RSAYS - Answers

Photo Match Game - on Page 35

MEMBER	NOW	THEN
Anthony Pennington	22	8
Annie Wilkins	10	23
Chris Perry	17	3
Colin Harrison	11	5
David Eldridge	2	21
Dierdre Schahinger	27	34
Helen Willmer	16	30
Ian Roberts	7	33
Jade Pennington	26	1

MEMBER	NOW	THEN
Janet Thornley	31	24
Jeanne Harrison	13	29
Jodie Roberts	4	19
John Wickham	32	9
Johnny Hilhorst	18	15
Lorraine Borg	25	6
Mackenzie Hilhorst	14	28
Phil Stump	12	20



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