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SQUADRON

Seamanship & Fellowship

Quarterly

Volume 39 Issue 4
Summer 2025



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FROM THE ACTING EDITOR Tim Whitrow



As summer settles in and Christmas draws near, I want to wish everyone a safe and happy festive season. both with family and friends and out on the water where we all feel most at home.

This edition is packed with fantastic stories and contributions from across our sailing community, and once again the bulk of the heavy lifting has been carried by Fay Duncan and Roger Oaten. My sincere thanks go to both of them for their dedication, care and professionalism in bringing this issue together.

Looking ahead, we have some exciting news with Lisa Smedley on *Flying Cloud* stepping in as our next Acting Editor. Lisa brings fresh perspective and new ideas that will only strengthen the magazine and deepen the sense of community that makes the *Squadron Quarterly* what it is. I'll still be around writing articles and chasing sponsors to keep this publication free and in print, and I genuinely believe a revolving Acting Editor model will give more Members the chance to experience the joy of shaping this magazine.

Have a wonderful summer, and I'll see you on the water.

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Her Excellency the Honourable Frances Adamson AC

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COVER PHOTO

The Commodore, RAN Commander and the Vice-Commodore taking the salute on *Solomon Ophir*.

Photo: James Knowler

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- editor@rsays.com.au
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- left at the Squadron Office.

Notes for Contributors

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

DINING FACILITIES

Dining Room

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Jimmy's Bar

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SQUADRON QUARTERLY

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THE 156th Opening Day of the Sailing season was held at the Squadron in brilliant weather conditions which attracted more than 35 boats and a large turnout of Members. The grounds had been manicured by very generous Members as well as Mark White, our Maintenance Manager. *Solomon Orphir* was the saluting flag ship and host for RAN Commander Tony Ryder from *HMAS Encounter*, the Commodore and Vice-Commodore, and distinguished invited guests.

The Governor, Her Excellency Frances Adamson AC and Patron of the RSAYS, in addressing us showed a deep understanding of how our Club has been able to make a significant contribution not only to our Members but also to our local community, especially in the face of difficulties the Club has experienced since she visited 12 months ago.

Special appreciation goes to Anna-Meike Kappelle for her support for the newly resurrected Junior sailors group, who managed to take out the best-themed vessel in the Sail Past this year. Her Excellency presented the Volunteer of the Year award jointly to David and Mary Rawnsley for their major project in creating the Members' Community Workshop.

At long last, the refurbishment and repairs to the marina Stages 1 and 2 have been restarted and are nearing completion. The refurbishment has been a welcome sight as frustration among Members had started to rise due to serious concerns that the marinas were deteriorating. The Management Committee is to be commended for their persistence in making it all happen and ensuring compliance with current standards.

Some time ago, Australian Sailing (AS) designed a scheme for would-be sailors to join crews in boat clubs with the aim of attracting them to join an associated AS Club of their choice. The scheme allowed for three free sails after which a fee of \$25 per individual per race was introduced. Unfortunately, many Members have refused to accept this and have found ways of bypassing the fee structure. It is true that there are a number of flaws in this scheme which have caused confusion and resentment among the racing fraternity in the participating Clubs. There is a considerable cost in having racing at the Clubs, and the fee which came about was to try and make it fairer to the entire membership of a given Club. Years ago, the CYCSA and the RSAYS both adopted an identical system which is still in place today and now, as costs have risen, it has become unfair for all those who make up most of the membership who do not race.



The Club's finances have seen a significant improvement in recent months but have not reached a point where we can go on a spending spree as some would wish. The Squadron can be proud of the Management Committee and the General Manager for steering our fortunes in the right direction and avoiding the disastrous consequences which were looming two years ago.

Life Member, Roger Oaten, has somewhat reluctantly stepped aside from Racing duties but will continue his invaluable work on the *Squadron Quarterly* magazine with our grateful thanks.



Meet The Management Committee



L to R: Campbell Mackie, Robert Henshall, Alan Down (Commodore), Owen Haskett (Vice Commodore), Richard Colebatch (Treasurer), Absent: Mark Evans

From the General Manager

By Haley Hunt, General Manager



OVER the past few months, the marina has been a major focus of mine, and strong communication has played an important role in keeping the process smooth. I began by speaking with all licence holders on H-Row, as well as vessel owners operating under sub-licence agreements. From there, we worked to secure temporary berths for affected vessels, utilising the pool and two spaces at Dockyard.

I acted as project manager and liaison with Bellingham Marine and their subcontractors, coordinating vessel movements, temporary allocations, new pedestal installations, and scheduling all required services – no small task. Thanks to the cooperation of everyone involved, the project was completed in **just 11 business days**, a fantastic result.

This work has also identified other areas along the North Bank that require urgent attention. Our immediate focus has now moved to G-Row, where new electrical systems will be installed along with upgraded corner brackets, pedestals, whalers and fendering. As this stage relies on contracted labour, progress will be steady but slower, and we appreciate your ongoing patience.

We recognise how essential the marina is to our community, and I want to thank all Members and licence holders for their support throughout this process. With visible progress

now underway, we expect momentum to continue building.

A small request to all licence and sub-licence holders:

Please review your agreement to ensure your vessel complies with the maximum permitted length for your berth. Over time, we know many berth occupiers have changed vessels, and we are now seeing over-length boats in some berths. This creates issues with required fairway widths between rows and places the marina in breach of its code. If you have any concerns or would like to discuss your vessel's fit, I am more than happy to meet with you.

As we head into the festive season, I wish everyone a safe, happy and enjoyable Christmas. I look forward to an exciting and productive 2026 ahead.



Welcome to New Members

We welcome New Members who have recently joined the Squadron

FAMILY:

Richard Mutton & Mady Nelissen (*Meteor*)

COUNTRY FAMILY:

Kim & Lynda Gardner (*Vagabond Heart*)

SENIOR:

Gregory Johnston

David Maegraith

Geoffrey Williams

CREW:

Eleanor Bastian

Mark Dimech

Paul Flaherty

Sophie Newman

JUNIOR:

Taylor Rogers

Tennyson Rogers

CORPORATE:

Maritime Constructions Pty Ltd

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CONTRACTOR:

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

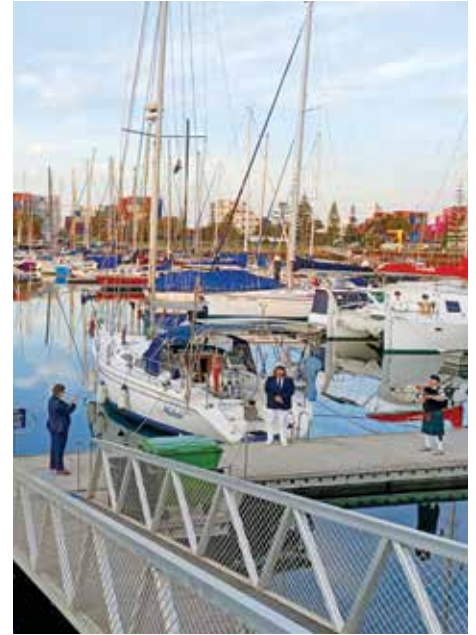
THE Ceremony on 13 September was well-attended and Members recognised the tradition of raising the Commodore's flag on *Salacia* and the Vice Commodore's flag on *Mahalo*. Squadron Member Verity Quinlan-Watson piped each Flag Officer to his boat for the raising of the flag, before the shot was fired. We thank Verity Quinlan-Watson as our Piper, and Anthony Hur for sponsoring the firing of the shotgun.



L-R Vice Commodore, Piper, Commodore



Raising the flag on *Salacia*



Raising the flag on *Mahalo*

History of the Flag Raising Ceremony

By Alan Down, Commodore

THE ceremonial occasion we celebrate each year dates back decades and many are unsure of its origin. This was the impetus for my address this year at the Flag Raising Ceremony at the Squadron.

It may be worthwhile to look at the various aspects of this occasion. The word burgee had a French origin 'bourgeon', and gradually shifted to the nautical name 'burge' and by the 17th century it was used in English to describe a small triangular or swallow-tailed flag. When yachting clubs began forming in the early 9th century they adopted 'personalised' burgees to signify club membership rather than a national flag.

The RSAYS, founded in 1869, like many other similar clubs has its own burgee. It has a crown above a Maltese Cross on a blue triangular flag. We have a number of designs signifying different ranks, the most common being Commodore, Vice Commodore and Rear Commodore.

The Maltese Cross has eight pointed lobes and evolved in the 15-16th centuries. At first glance, it looks like a cross but closer inspection shows that each arm has a point at each corner, and it is thought to have originally come from heraldic crosses. Each point represented an association with the Knights Hospitaller (Order of Saint John) when they moved to Malta in 1530.

Over the centuries, the Maltese Cross has become a widely recognised emblem symbolising courage, honour and service. Today, it is commonly seen on ambulance services and orders of merit as well as fire departments. In British and Australian maritime heritage this cross appears on, for example, Australia's Distinguished Service Cross and Conspicuous Service Cross.

The Flag Raising Ceremony begins with the Piping of the Flag Officer to his or her vessel. This originates from Scottish maritime tradition when senior officers arrived to their Naval vessels, and reinforces continuity with seafaring custom and the solemnity of the occasion. This tradition has mostly been replaced by the use of a special whistle.

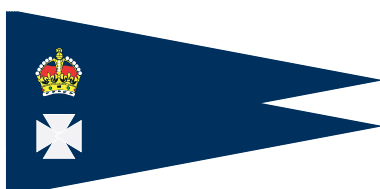
The next part is the hoisting of the respective Officer's flag either to the masthead or to the starboard spreader. Once in position, it signifies that the Commanding Officer is aboard and has assumed 'command'.

At this point the gun or the cannon is fired. This marks the moment of highest importance in Naval and yachting life. In recent times, the use of a firearm to start races in club events was banned following Federal legislation, but under special conditions a permit can be obtained from the authorities to allow it. The same applies to firing a cannon. The start of the Sydney to Hobart Race is signified by the firing of a cannon.

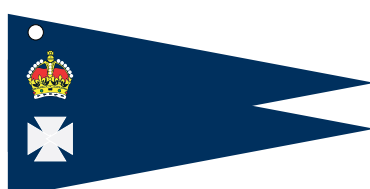
So, apart from the obvious pageantry of the occasion, there are emblems of respect and pride which connect us to the generations of members who have sailed before us, and they remind us of the Squadron's enduring role in South Australia's maritime history. Our wish is that this custom continues, as it is certainly unique to our State.

Our Burgee can be seen in many yacht clubs throughout the world. In each case the flag has been donated to these clubs by our seafaring Members over many years.

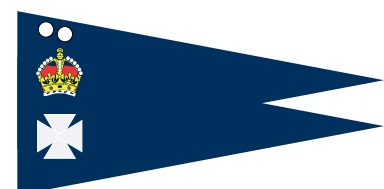
[Flag History and Flag Protocol are published in the 2025-2026 RSAYS Year Book on page 16]



Commodore



Vice Commodore



Rear Commodore

By Kevin Kelly, Chair



Racing at the Squadron continues for the 2025-26 season, following a tradition dating back to the origins of the Club with a very enthusiastic group of sailors making the most of their sport through seamanship and fellowship.

Our season commenced with the very successful SAWKR Women's Regatta hosted by the CYCSA in partnership with RSAYS and the PASC. The regatta attracted more than 30 boats competing in six races over three days across four divisions. Women racers sailed the weekend in a combination of light to strong wind conditions. Congratulations go to *The XX Factor* and *Quarante-deux* for winning their respective divisions.

SUMMER racing at the Squadron began the following week with a 'swing and miss' as our first race, a Friday Sternchaser, was abandoned due to poor weather conditions. I am pleased to say all our racing is underway; however the typical spring weather has led to six abandonments across different series.

The number of participants in racing is marginally down on last year (for example three fewer in the Inshore series, influenced by retirement, injury and preparation for major regattas), but the competition is still healthy and is continuing to improve as warmer weather approaches. The new River Race series has attracted a fleet to take on the often-fickle conditions of the Port River, with numerous beacons for our Race Officers to consider to test their navigation skills. Skippers have enjoyed hosting Juniors in a race of the Twilight series, a feature added to this year's program to assist in creating pathways for Juniors to racing.

King of the Gulf Marks

This year, our Inshore racing program includes several 'coaster races', designed to stretch the race course, and also to increase the visibility of yacht racing from along our coastline. I am excited to advise we have placed a fixed mark 0.6 nm off the Grange Jetty to serve as a turning mark for long races. This has been made possible by a generous funding donation from the Multihull Association (MYASA), and a donation of suitable ground tackle from Squadron Member John Butterfield. A second mark has also been laid 1 nm from Beacon 6 in a transit line to the Northern Silt beacon. This mark will provide an increased variety of course options for racing, from shorter Twilight courses to loops and angles for Inshore races to challenge the racers. Many thanks to MYASA, John Butterfield and volunteers Geoff Beacham, Rob Large, Kevin Cook, SA Metropolitan Fire Service and

Hayley Hunt who assisted me in deploying these marks. These will be known as the King of the Gulf marks. The inaugural race around these marks was held on Saturday 14 November as the Reverie Trophy race, won by *Papillon* and with line honours going to *Summer Jewel*. Our Race Officers now have many additional options for course loops and angles to challenge our racers.

Sea Safety

The Race Committee delivered a Sea Safety evening to around 35 members on 23 October. This included an overview of equipment requirements, a medical overview for prevention and action during emergencies at sea, and seamanship techniques for MOB.

To further support safety at sea, the Racing Committee introduced an audit program to review safety equipment compliance, and provide advice and support to skippers. Our auditors had completed 16 boats at the time of this article and more are scheduled.

Sailing Office Refurbishment

At the end of last season, after looking at the poor state of the Sailing Office, I set about the task of arranging a refresh. With the support of the RSAYS Foundation and a group of volunteers we got the job done, and the refurbishment is now complete, with the exception of hanging some new pictures. A big thanks to the Foundation for funding the project, to the tradies (John Deniet and Rob Large), the painters (Geoff Beacham and me), David Borg who handled the storage of the historic books, and also a group of others who assisted moving furniture. Great job by all!

Club Champion award

While it is still early in the season, the front runners for our Club Champion award are *Nerana* with 151 points, *Bowline* with 140,



Geoff Beacham launching the first King of the Gulf mark



Kevin Kelly (centre) with the SA Metropolitan Fire Service officers

Cool C4TS with 120 and *Quarante-deux* on 104. *Bowline* and *Cool C4TS* are acquiring points for their interstate race representation. There is plenty more sailing to come.

Attracting new crew to sailing

A number of training activities have been planned by our sailing committees to encourage and train new people to our sport. Skippers from within the Club have made the boats and their time available to run participants through an introduction to sailing in a 'Come and Try' format.

The Racing Committee has planned a single-day program on 7 December. Participants will be followed up with crewing opportunities at the Club and potential membership.

Haystack Island race

Three boats left Outer Harbor for the Haystack Island race on Friday 14 November. Conditions were apparently awesome with a cracked-sheets start followed by a tight spinnaker run. However, *Inukshuk* reached the start line and promptly went into irons while watching the other boats sail away. The wind held in, before eventually turning west as boats made their way towards Haystack Island, followed by a spinnaker run from Seal Island to the entrance to Nepean Bay where the wind totally faded as boats tracked towards the Beatrice Islet beacon. *The XX Factor* led the fleet throughout the race only to find a wind hole in Nepean Bay, where she stopped and drifted (sometimes backwards) for three hours, while watching *Inukshuk* and *Silent Partner* slowly catch up in different wind conditions. In retrospect, the skipper felt an anchor might have been a good option. During the homeward leg in darkness throughout the night, conditions on Sunday morning began to build with incoming squalls to 30 kts passing through the fleet. This is where the 'not fun' started for *Silent Partner*, when her rudder was sheared off at the water-line while surfing. A planned replacement rudder was deployed but proved unmanageable in these conditions. The Coast Guard was called and Police Marine Operations got underway to provide assistance. While waiting for them to arrive, Derek and the crew considered other options and attached a spare piece of ply from a bunk to what remained of the rudder. To their surprise, it held and worked, enabling them to steer the 20 nm home, while in company with the police boat for a large part of the journey. Sadly, this meant *Silent Partner* did not complete the race after enduring such an ordeal. *Inukshuk* enjoyed the stunning scenery, rum and good baked cheesecake to finish after a wonderful sail in 34.5 hours while *The XX Factor* took line honours in around 32.5 hours. The AMS winner was *Inukshuk* with second place going to *The XX Factor*. If we had one, the Seamanship award would have gone to *Silent Partner* for enduring the race and gear failure.

Racing at the Squadron

The racing program provides more than 90 racing events annually for Members and their crew to participate in and support the vibrancy of our Club. The program caters for a variety of sailing options, such as: Friday Sternchasers where boats start on their own (based upon a handicap allocated time) taking away the pressure of an all-boats start; Wednesday Twilights which are a two-sail race usually taking less than 90 minutes to complete in wonderful conditions and sometimes enjoyed with a glass of wine; then there are the weekend Inshore and Offshore races for those who enjoy the thrill of competitive yacht racing. Racing has been part of our Club since 1869 and along with Cruising and House and Social events makes this the best environment to enjoy the sport of sailing and camaraderie that goes with it. Racing continues to be an avenue for attracting new Members to the Club through the crewing and training opportunities it presents. If you think your boat is not fast enough for racing it doesn't matter, there are still opportunities for you to participate. (I had one of the smallest and slowest boats at the Squadron for ten years, but still enjoyed the view from the rear of the fleet and from the podium when collecting handicap winnings from time to time.) The Racing Committee is happy to help you get started, build your confidence and find crew – just ask.



Silent Partner



Inukshuk



The XX Factor

By Sophie Bishop, Chair



IN September the SheSails Committee organised another Women on Water session, in the hope of introducing new sailors to the sport before the official start of the summer racing season. We had six keen participants who sailed on *Quarante-deux* with Lloyd and Candice Cushway, as well as on *Freedom* with Bob Schahinger and Jodie Roberts. There was plenty of wind and you couldn't wipe the smiles off the faces of the new sailors. A huge thank you again goes to Lloyd and Bob for their time and their boats, as well as Jodie and Candice for volunteering as mentors.

An update on the GaLS Regatta in Townsville that I mentioned in my last article: unfortunately no results! The weather was a bit too wild for the boat owner to lend their yacht to the team for the weekend, so the girls went to watch the rugby instead!

Early October was SAWKR time! The 2025 edition of the South Australian Women's Keelboat Regatta was the biggest and best yet. Although the Squadron SheSails Committee was not directly involved, this major women's racing event could not go unmentioned. Here are some quick facts and highlights:

- 170 women from six states on 30 boats
- CYCSA hosted the regatta, in collaboration with PASC and RSAYS
- Six races were held over the October long weekend
- Squadron teams were: *Papillon* (Barbara Parker), *Quarante-deux* (Candice Cushway), *Divine Madness* (Kaz Eaton), *Silent Partner* (Karen Van Riet), *The XX Factor* (Janet Thornley) and *Freedom* (Jackie Ackers)
- The first-ever team to compete with women from three generations of the same family (*Nauti Girls* Goolwa Regatta Yacht Club) was inspiring
- Nic Douglass (Sailor Girl HQ) was the celebrity MC for the event, with Maud Demazure and Saskia Groen-in't-Woud (The Mothership Sailing) were inspirational guest speakers.
- Several competitors were Women on Water (WOW) alumni, some of whom had only just done their first session the month before!
- Overall: *Divine Madness* won Most Improved Crew, *The XX Factor* won 1st Div1 PHS, and Candice and crew on *Quarante-deux* did a clean sweep winning 1st in Div 2 PHS and AMS!

As always, it was all made possible thanks to the tireless work of the volunteers and the organising committee, the skippers who were willing to lend their yachts, the sponsors, and of course the participants themselves! (A special thank you to Heather McIntyre from the SAWKR Committee for providing me with all of the details.)

At the end of October the SheSails Committee hosted a Friday Night Members' Draw and Raffle, and it just so happened to be on Halloween ... an opportunity we took full advantage of! There were so many prizes (tricks and treats) and it was great to see so many Members who showed up in their costumes. Thank you to everyone who was there on the night for your support of the Club and the SheSails Committee.

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



Halloween on the Quarterdeck



A grey but fun day onboard *Quarante-deux* for WOW

SA Women's Keelboat Regatta (SAWKR)

Photography: Down Under Sail



Junior Development Report

By Anna-Mieke Kappelle, Chair



THE Juniors have had a busy start to the summer sailing season, and the planning and work we have done over winter is coming to fruition. The J24s are coming together nicely so a huge thank you to our team of amazing volunteers, and we were able to have the Juniors do the Opening Day Sail Past on our J24 Pirate Vessel – ‘yarrrr me hearties’! It was a great day and getting on the J24s was a really fun experience for some Beginner Juniors who had only just started on the dinghies. Not to mention that our band of motley Pirates won Best Themed Vessel, so it was a great start to the season!

The Juniors also participated in a Twilight race recently, and thank you to all the vessels who hosted. There will be more of this participation over the season, as it's important to help the Juniors transition to the bigger boats that we generally keep in the Club, and this crossover allows pathways for the Juniors to flow into keelboats from the dinghies so that they get to know our adult Club Members, and realise that Clubs are all about community! Thank you to the Racing team for helping facilitate this transition.

We have officially begun our Sunday morning Beginner sessions for 12-17-year-olds, and we have a keen crop of Juniors who are new to the Pacers. It's a fun journey and we're hoping they will continue on with us next term! The beginners will team with the advanced students at the end of their session for a Sunday Funday of games and gentle competition so that they can put their new skills to use.

We will be running a J24 Intensive session over the January school holidays, which will culminate in a Juniors team competing in a race on the J24s. This is pretty exciting and a big step for them, and hopefully it will lead to more! All experience levels are welcome, so we'd love to have you share the news around.

There has also been interest in running a Tackers group early next year. This would be for 7-12-year-olds in the Optis, run at the same time as the Sunday morning Beginners class for 12-17-year-olds. If you know anyone who might be interested in participating in any of our programs, please email juniors@rsays.com.au to register your interest, as this will help inform our decisions about what we run and when.

As we expand the Juniors program we need confident and competent adult sailors to join our Instructor team. We have some amazing Assistant Instructors coming up from the older Juniors and we would love some experienced sailors to join us to help teach the new Beginner cohort of students and lead the new Assistant Instructors as they gain teaching experience themselves. Our current volunteer full Instructors are amazing and carry a heavy load already, so we'd love to be able to share the teaching fun around – and it certainly is fun!

Lastly, all of this fun comes with associated outlays, and we have launched our new fund-raising campaign – the Sunset Sailing t-shirts that you may have noticed around the Club! All proceeds go to support the Juniors and we thank those who bought them, plus we hope they like their snazzy new outfits!

We're so pleased to be out on the water again, and can't wait to see you out there!



Beginners about to do capsizing training



Pirates on the Best Themed Vessel on Opening Day

Cool C4ts Racing

FOR most of my sailing career I had no desire to do a Sydney to Hobart Race. I used to joke I would only consider it if I was invited to helm on *Wild Oats XI*. Nobody was more shocked than me when I decided earlier this year that I was going to have a go in 2025 if I could get support from my crew. When I asked them I received overwhelming support for the idea.

Last year I completed the Sydney to Gold Coast Race as part of the crew of *Clockwork*. It was such a great race with consistent westerly breezes and therefore relatively warm air and flattish seas all the way. It was probably during that race that I started to wonder whether I did want to do a Sydney to Hobart. *Clockwork* did that race as part of an East Coast Campaign and I thought we could copy that program.

I intended taking 3 *Cool Cats* to Sydney, competing in the Sydney to Gold Coast Race, Gold Coast to Mackay Race, Airlie Beach Race Week and Hamilton Island Race Week and then returning the boat to Sydney for the Sydney to Hobart. That much racing seemed to make the long trip worthwhile.

One day I was browsing boat sale sites for no particular reason and stumbled upon a Beneteau First 45 for sale. It seemed a good boat and I was intrigued so I decided to go and have a look. A short while later I bought it as it was a proven Sydney to Hobart campaigner, and being in Sydney did not need a delivery! I could keep 3 *Cool Cats* in Adelaide and continue racing here between races and regattas on the east coast.

Renamed *Cool C4ts*, it required a few trips to Sydney to get it back to Category 1 Safety Compliance. Most of my crew who sail with me on 3 *Cool Cats* have made trips east to help with the work, and to sail in the long races or the regattas. We completed the planned trip north and our next race is the Cabbage Tree Island Race. After that, all the crew will be qualified and we will be ready for the Sydney to Hobart start line.

My partner Sonja has been very supportive throughout this period as I have needed to travel quite a lot, and the preparation paperwork is very time-consuming. We have tried to keep updates going through our Facebook page and are grateful for all the support we have received.



Photos by Hamilton Island Photography

By David Eldridge, for the Cruising Committee

Black Point 5-6 October

THE Squadron long weekend cruise to Black Point and the delightful barbecue at Patrick and Jane Hill's 'shack' was a great success. We had more than 40 people sampling the traditional outstanding Hill's hospitality, which they have been proud to offer for more than 40 years. Only four yachts sailed in inclement weather, with many people driving over.

A special mention must be made regarding *Marionette IV* (the Holdens) and *Salacia* (Commodore Alan Down) who survived the strong northerly 'rock and roll' anchorage at Black Point on Saturday night. *My Love II* and *Aquitaine* stayed in the Port Vincent Marina and motored against 30+ knots of wind and big seas to get to Black Point on the Sunday for the barbecue. Thankfully they had a very quiet and calm night there on Sunday. The return sail back to the Club on the holiday Monday was enjoyable.

A special thanks to Albert Watson from the Cruising Committee for his flawless organisation for the weekend, as well as Patrick and Jane Hill for their continued generous hospitality.



Cruising Rally to Port Vincent 21-23 November

THE very first South Australian Cruise Rally to Port Vincent was a stunning success, while still throwing up some curly problems for the organisers.

When a group of the cruising representatives of South Australian yacht clubs met at the Birkenhead Tavern earlier in the year it was suggested that a get-together of the SA cruising folk would be an innovative idea. We were looking at about 15 yachts for a target, and we suggested the easy location of Port Vincent as our first destination. Well, we had 42 yachts and apologies from another six, with a dozen yachts representing the Port Adelaide Sailing Club, four from St Kilda Boat Club, eight from the RSAYS and 18 from the CYCSA. Also, a few people drove to Port Vincent.

A number of yachts sailed over on the Friday and then some on the Saturday, with the majority returning to their home Clubs on the Sunday. There was a successful dinner on Friday night at the Port Vincent Bowls Club provided by volunteers with around 50 in attendance. That was the easy bit, and then the challenges started! It rained constantly on the Saturday, consigning crews to their yachts. The rain paused to allow crews to gather for the scheduled barbecue on Saturday night at the marina. We also shared a myriad of quality free raffles donated by the Clubs' cruising associations.

We were thankful when the rain stopped but we had not counted on the electricity for nearly all Yorke Peninsula going into hibernation! This turned out to be a bit of a worry with everybody ready to cook on the six CYCSA electric barbecues. However, after the speeches and raffle draws, the electricity kicked in and everything was good.

Thanks must go to Nathan (PASC) and Darren (CYCSA) for their excellent organisation of the weekend. We all hope that these gatherings continue, with members from all Clubs feeling welcome. If we get less rain next time, there will be a greater emphasis on ensuring all participants get to know each other. Now we all know our radio call signs, but who is behind that sign?

Barb Adams (RSAYS Cruising Guru) invited all cruising yachts present to join the Squadron in the RSAYS annual KISS cruise to Kangaroo Island in March. This will fit in nicely with yachts returning from the massive Port Victoria Tall Ships 150th Birthday celebration on the March long weekend.



Volunteers of the Year – David and Mary Rawnsley

By Mary Rawnsley

DAVID and I were both surprised and honoured to win the 2025 Volunteer of the Year award together. The Club is at the heart of our love of sailing and we build our lives around our sailing adventures.

David has been a Member of the RSAYS since the late 1970s, and over that time he has owned *Interlude* (Hartley TS 16) which was sailed and kept on the hardstand at the Squadron for several years, *Irene's Endeavour* (75' 40 ton Staysail Ketch), *Bluewater II* (Adams 45') and *Four Seventy* (Catalina 470 47').

In 2012 David introduced me to sailing on *Bluewater II*. I had never been on the water before but I trusted David's seamanship and experience. As my confidence grew I enjoyed regattas and sailing across the Gulf. David bought *Cygnus II* in 2013 and we celebrated her renaming as *Four Seventy* on Opening Day.

David has been involved with many projects in recent years at the Club, including bringing the Yachting Services Centre to fruition and the upgrading of Bourne-Jones Road. He has been a member and Chair of the House & Social Committee, and was a Director on the Board of RSAYS Limited for four years.

While researching the complexities of the RSAYS leasing arrangements, David realised that there was an opportunity to provide facilities for Members. In 2024 he embarked on the renovation of the old dinghy shed that was situated across from the Bravo Sails workshop. His idea was to ensure the future of the shed and also to support what our Club is all about – Seamanship and Fellowship – together with the notion that we enjoy spending time improving and maintaining our boat ourselves. The shed was upgraded with new cladding, roller doors and flooring, and the fit-out included access doors, plumbing, drainage, shelving and workbenches. A self-contained fully-functional compliant laundry with a small kitchenette was also established.

The RSAYS Members' Workshop was officially opened on 22 February 2024. This milestone event marked the culmination of countless hours of hard work, dedication and collaboration from volunteers, Members and the broader RSAYS community. Many volunteers are still involved in the workshop, and we have created something unique to our Club where more and more Members are enjoying the space to fix issues on their boats and connect with other like-minded boat owners in the Workshop. Stay tuned for *How to ...* workshop sessions in 2026.

At this point in life, we are very happy with being semi-retired (albeit busier than we have ever been), enjoying the fellowship and seamanship of the RSAYS and all things sailing oriented. Some of our other life pleasures are supporting local music, and we especially love blues and jazz, and easy listening music. We enjoy cruising in our beloved *Four Seventy* and also cruise ship holidays.

Our families consist of David's two daughters Nikki and Stephanie, living in LA and Sydney respectively, and Mary's two sons who both live in South Australia. They now have a little granddaughter Hazel who is two years old. When our families come to visit they also enjoy the oceanic lifestyle that South Australian waters and the Squadron has to offer.

Some of the highlights this year have been Opening Day, especially being presented with the Volunteer of the Year award. We enjoy social events at the Squadron, such as Friday Members' Draw, and drinks with fellow sailors while supporting the many fun events and projects at our Club. We particularly enjoy spending time administering, improving and facilitating the Members' Workshop for our Members, and we hope to see you there.



Mary and David Rawnsley receiving their award from the Governor Photo: James Knowler

RSAYS Foundation Report

By Carolyn Sugars, Trustee and Treasurer

THE Foundation has been quietly powering a number of projects around the Squadron over the past few months, and it's been great to see the impact flow straight back to our Members.

The Juniors wrapped up their equipment upgrades and instructor training through their Foundation grant, giving the program a real lift heading into the new season. There's a lot of energy around the Juniors fleet right now, and this support has helped keep that momentum strong.

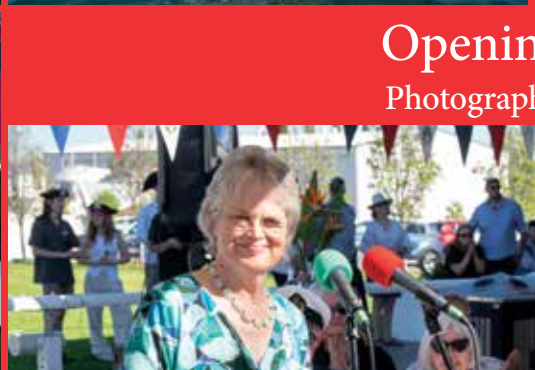
Our SheSails grant has also made a meaningful difference, helping two female keelboat instructors complete their qualifications. Both have already offered to volunteer for upcoming Women on Water sessions, which speaks volumes about the generosity and spirit within that group.

Around the clubhouse, Members may have noticed a few important upgrades. The eastern barbecue area has had some attention with new tables and chairs, hot water and repaired blinds making it a friendlier spot for all Members to unwind after a sail or on Saturday evenings. On the Quarterdeck a new TV has been installed, and the Sailing Office refurbishment is complete, giving our racing volunteers a more comfortable and practical workspace.

These are welcome improvements, the kind that make everyday life at the Squadron just a little better. The Foundation is proud to support them, and we're grateful to the Members whose contributions continue to make this work possible.

We wish everyone a safe and enjoyable summer on the water.





Opening
Photograph



ing Day 2025
y: James Knowler



House and Social Report

By Annie Wilkins, Chair



Quiz Afternoon at the Squadron – A Fantastic Success!

The Quiz Afternoon on 31 August at the Squadron was an absolute hit!

With eight enthusiastic teams battling it out for bragging rights, it was a fun-filled few hours of brainpower, banter and a brilliant sense of camaraderie.

Quiz Master, our very own Vice Commodore Owen Haskett, was in top form, effortlessly steering the event with his trademark mix of wit, charm and just enough sass to keep everyone on their toes. His questions were the perfect blend of challenging and entertaining – ranging from general knowledge and pop culture to some delightfully obscure trivia that had even the most seasoned quizzers scratching their heads.

The atmosphere was buzzing from the very start. Teams came prepared, armed with snacks, clever team names and plenty of competitive spirit. Laughter echoed through the room as wrong answers were revealed (often to the team's own disbelief) and the occasional cheeky protest kept things lively.

The final scores were close, but one team emerged victorious, claiming the Squadron trophy and eternal bragging rights – at least until the next quiz rolls around!

In short: Great questions; Great host; Great vibes

A huge thank you to Owen for hosting with style, and to everyone who came along and made it such a memorable afternoon. We're already looking forward to the next one – same place, same banter, even tougher questions?



Music on the Quarterdeck – Sun, Sounds, and Sea Breeze

SUNNY afternoons on the Quarterdeck in October and November attracted Members and predominantly our local community to enjoy quality food, good wine and live music.

These Music on the Quarterdeck events offered a memorable experience, combining waterfront views with excellent cuisine and lively entertainment. Attendees enjoyed lunch and refreshments in a relaxed, festive atmosphere, engaging in conversation and welcoming visitors.

Live music by T-Junction provided an upbeat soundtrack, encouraging both relaxation and dancing against the marina backdrop.

The events also featured a raffle with prizes donated by the House and Social Committee, adding excitement and fostering community spirit.

Overall, the afternoons exemplified the Club's welcoming environment and well-organised events. Everyone left looking forward to future gatherings, appreciating the unique blend of community, beautiful surroundings and vibrant atmosphere.

Coming Up ...

We invite you to our Christmas Party and Friday Night Draw on Friday, 19 December. A special guest will arrive at 6:00 pm with gifts for the children. Please save the date.



On 28 October our Volunteers were invited to a gathering at The Lighthouse Wharf Hotel in recognition of their very valuable contribution to the welfare of the Club. About 50 Members were praised for their camaraderie and generosity by the Commodore and the General Manager. The following are their comments to the Volunteers.

Alan Down, Commodore

WE'RE gathered here today to celebrate something that's truly special — the magnificent contribution each and every one of you has made, and continues to make to our Club.

When people talk about volunteering, they often imagine it as simply 'doing a job that needs doing'. But as we all know, it's far more than that. It's about generosity, spirit and fellowship. It's about giving your time, your energy, and occasionally your sanity – and somehow still smiling at the end of it.

This isn't the time to single out anyone in particular, because there are far too many of you to mention: from those on the Committees, to the gardeners, the fixers, painters, organisers, and all the quiet achievers who just 'get things done'. Some of you have already been recognised – others might have to wait for Opening Day to see if your name appears on the trophy for Volunteer of the Year!

Volunteering, as many have said, is one of the best ways to give back. It's also a great way to grow personally – although sometimes the only growth we notice is in the size of our tool collection in the Workshop, or perhaps our waistline after one too many working bee sausage sizzles. Still, it's true what they say: "It's better to give than to receive."

Hayley Hunt, General Manager

As you know I come from a golf background where member involvement is generally pretty limited, so I was amazed to see just how much was happening here, all driven by volunteers. Not just a few helpers here and there, but entire Standing Committees taking ownership, stepping up, and doing the work that keeps this place running.

It didn't take long for me to realise that this Squadron doesn't operate on luck – it operates on the dedication and passion of its people.

In what have been especially challenging times for the Squadron, it's been your commitment that has allowed us to not only stay afloat, but also to find direction and purpose again.

To the Standing Committees and coterie groups within the Squadron – your work has been nothing short of essential. Whether it's organising events, keeping the grounds beautiful, planning and

What stands out most is not just what gets built, painted, repaired or organised – but the laughter, the friendships and the sense of belonging that come from it all. That's the real magic of this place. It's what keeps our Club alive and thriving, even when times are challenging.

And while not every project has gone perfectly – let's face it, there's the odd nail that's been hammered twice, the occasional boat that's been 'temporarily' out of the water for two to three years, and the odd enthusiastic Member who still insists on sailing inside the new Members' Community Workshop when it's raining – somehow it all works out!

So, on behalf of all of us, thank you. Thank you for your energy, your ideas, your humour, your time, and the good fellowship you bring. Without you, the Squadron would just be a collection of boats and bricks. It goes without saying each of you creates a living, breathing community that we can all be proud of.

So please, raise your glasses – to the volunteers who keep the wind in our sails and the smiles on our faces. A toast to the most important people – yourselves!!

running activities on the water, or ensuring that race days go ahead smoothly – you have been at the core of the Squadron.

And to the Junior Committee, whose recent revival has been both timely and inspiring. Anna-Mieke Kappelle has been the fresh energy to regain the Juniors program, paving the way for the future leaders of this Squadron.

You've all reminded me that this isn't just a Club – it's a living, breathing home for many of you. A place built not just on tradition and history, but on the generosity, creativity and drive of its Members.

Tonight I want to say a sincere thank you for your time, your effort and your heart. Because of you, the Squadron is not only still standing – it's moving forward.



L-R: Anna-Mieke Kappelle, Owen Haskett (Vice Commodore), Alan Down (Commodore)



Hayley Hunt (General Manager) addressing the volunteers

Senior Member Profile – Philip Stump

This is another in the series of articles by Barry Allison recounting some of the many and varied adventures of our Senior Members of the Squadron. This time we review a well-known and respected long-time Member who joined the Squadron in 1971 as an Intermediate Member and has since enjoyed many years of sailing and volunteering in the Squadron.



PHIL'S initial interest in the sea and associated boats began before he was born when in 1949 his father Jim, who was a Squadron Member, decided to build a yacht in the garden of his Blackwood home. Sadly, Jim never finished his 36 foot cutter as the hull was sold and later christened *Mistral* and moored at the Port Adelaide Sailing Club. Jim's love of racing enabled him to crew on Jim Taylor's *Ingrid* and Tom Hardy's *Nerida*. Jim was also a keen fisherman and he and Phil's mother Hope joined the crew aboard the Holsten family's motor sailor *Martindale*. Many long fishing cruises were completed and this was the beginning of Phil's long association with the sea, boats and the Squadron. Phil remembers enjoying cockle sandwiches on *Martindale* made from cockles foraged from the section bank in front of the Squadron moorings.

At seven years of age, Phil began crewing on a Holdfast Trainer *Destiny* with his brother Andrew at the Glenelg Sailing Club and later on another Holdfast Trainer *Viscount*, owned by his friend Bill. In 1965, the family purchased an International Cadet *Mako* which Phil crewed with his brother for a short time. He met Peter Muirhead around this time sailing an International Cadet *Flica* at Glenelg and this was the beginning of a life-long friendship. At this time, the Arrow and Arafura catamarans became popular, and Phil was impressed with the performance of the Arafura Cadet. So, an Arafura named *Ragamuffin* became Phil's first boat purchased with his own funds and he sailed her successfully at Glenelg, becoming the Club Champion in the 1969-70 season.

In 1971 Jim Stump purchased the 44 foot double-ender *Nyroca* from the estate of Henry Rymill and Phil, still racing at Glenelg, became an Intermediate Member of the Squadron. The Squadron had a fleet of 12 Cadets at this time housed in the eastern boatshed, which they raced successfully at Outer Harbor. Even though Phil was not racing at the Squadron, he did join the other Juniors in the Junior Clubrooms on a Saturday night. Other families included the Taylor, Le Cornu, Paterson and Cooling children. This is when Phil first met Peter Cooling whose parents, Max and Joan, owned *Carinya*. This was the start of a lifelong friendship with the Coolings and a shared love of boating and the sea.

Phil sold his Arafura in 1972 to spend more time with his family on *Nyroca* which was moored next to the beautifully varnished *Celeste III* owned by Alan Jordan. One day, Phil was asked if he wished to go keel boat racing and immediately jumped at this offer, and was a key member of *Celeste III* crew for the next three years.

In 1975 Phil's mother Hope passed away from cancer and this was a difficult time for Phil. His father maintained *Nyroca* at the Squadron, with Phil convincing his father to help him and a friend, Denis, to build his first boat – a Mosquito catamaran from selected rotary cut maple timber. He named her *IF* and his for'd hand Denis and Phil started sailing at the Glenelg Sailing Club. When Denis was unavailable, Peter Muirhead was Phil's standby crew and they competed in the Mosquito Nationals at the Christies Beach Sailing Club. This was Phil's first experience in a big fleet and he learnt plenty! Obviously, other matters were on Phil's mind as in 1977 he married the lovely Peta.

Peta was not all that happy sitting on the beach watching her husband go sailing, particularly having learnt to sail on Lake Bonney at Barmera. So in 1979 *IF* was sold to Denis, and Phil and Peta built another Mosquito catamaran in their shed and named her *Breezin*. At this time, Peter Cooling was also sailing Mosquito catamarans at Glenelg, together with David and Rae Eldridge who were sailing their Mosquito *Eldo*. Peter Cooling was very good at building boats but more importantly spray painting the hulls, including *Breezin*. Both Peter and David won State and National Championships.

In 1978, Peter Muirhead bought a Tasman 26 named *Goodenough* and invited Phil to crew. They sailed in a number of Adelaide to Port Lincoln races, and in 1980 Phil and Peter decided to compete in the 1981 Sydney to Hobart race aboard Anthony Harry's yacht *Adria Australis*. Phil and Peter were in the delivery crew sailing *Adria* from Adelaide to Sydney. Phil had an OTC radio licence at that time and as the nominated radio officer during the race, had some difficulties with the radio relay vessel in providing the phonetic spelling of their yacht's full name – such were the communication difficulties of the day! After the race, the wives joined their husbands and hired a camper van to explore the spectacular scenery of Tasmania before returning to South Australia.



Nyroca on the slip at the Squadron



Gemnastics at Goolwa Opening Day



Pumpkin Eater

In 1982 Peter Muirhead bought the hull of a Pion 30 from Peter Mander, so Peter and Phil spent the next 12 months fitting it out in a shed off Grand Junction Road. Ian Moncrieff bought the next hull out of the mould and fitted her out at his Hawthorndene home. Peter named his boat *Pumpkin Eater* and Ian named his boat *Pied Piper*, and both raced successfully over the next few years with Phil crewing on *Pumpkin Eater*. In 1984, Phil and Peta cruised the north coast of Kangaroo Island on *Pumpkin Eater* with their two-year-old daughter Amy. *Pumpkin Eater* won the 1/2 ton championship in 1985 and gained a 2nd place in the Adelaide to Port Lincoln race, being beaten by a mere one minute for first place! In 1990, Phil crewed on Dick Fidock's Duncanson 40 *Dictator* and sailed successfully for a few seasons followed by a season on Dick's new boat *Paradigm* – a Cole 43. Dick was a member of the CYC as well as the Squadron at this time.

In those years, Phil's family consisted of his wife, Peta, his daughter Amy and his son Chris. In 1992, while on family holiday, and after a few years being boatless, they saw a Gem 550 trailer-sailer for sale in Goolwa. So *Gemnastics* was purchased and the family joined the Goolwa Regatta Yacht Club and successfully raced at Goolwa, sailing the waters of the Lower Murray and Coorong.

In 2000, Phil and Peta bought a Farr 7500 named *Quadrifoglio* and sailed her successfully within the vast waters of Goolwa, including cruises on the Coorong with Peter and Noelene Cooling on their Ross Seven Eighty. However, the Murray River dried up considerably in 2005 which restricted much of the sailing in these waters, so the decision was made to move *Quadrifoglio* along with the Cooling's *Seven Eighty* to the Squadron. After several years sailing and cruising *Quadrifoglio* at the Squadron, it was decided that a bigger boat was required. A Beneteau 400 named *Erica* was advertised for sale in Sydney's Pittwater and, after considerable negotiations, was bought. Phil and Peta Stump with Peter and Noelene Cooling then spent considerable time in Broken Bay North of Sydney preparing *Erica* for what was going to be a sail back to Adelaide. However, it was decided Brisbane and Moreton Bay were only a few days' sailing north and that a few months sailing there in warm weather would be a good shakedown. Jeff Hunt and Phil's Mosquito mate Denis helped sail *Erica* to Moreton Bay and a berth at the Royal Queensland Yacht Squadron. Over the next four years Phil and Peta cruised up and down the Queensland coast with visits from Peter and Noelene Cooling and others to enjoy the wonderful cruising life in the Whitsunday Islands, and with cruises further north to Lizard Island. The Stumps would return to Adelaide only during the Queensland cyclone season to earn some money and catch up

with their family. After spending Christmas 2010 on *Erica* on Sydney Harbour with family and the Coolings, it was agreed that Phil and his eldest brother Michael and mate Denis would sail *Erica* home to the Squadron, arriving in January 2011.

In 2012, Phil crewed on a Santa Cruz 52 which was owned by his cousin, and competed in the Moreton Bay to Noumea race. The race experienced challenging conditions, sailing only on starboard tack from Moreton Bay to New Caledonia. Most crew sustained some injury, but water leaking around the keel-stepped mast consistently drenched Phil whenever he was in his bunk which was torture! The only tacking was sailing through the reef to the finish line at 01:00 hrs and, gaining first in the cruising division. Peta joined them in Noumea for a week's cruising.

Phil and Peta spent the next 17 years cruising South Australian waters in their Beneteau *Erica* with family and friends, and many times in company with Peter and Noelene Cooling's *Last Tango*. Several delivery voyages were experienced over these years, including assisting David Eldridge take delivery of *Aquitaine* from Victoria's Port Philip Bay to the Squadron in January 2014. In September 2014, they were joined by Helen Moody to sail with Peter and Noelene on *Last Tango* to cruise the waters from Townsville to Hamilton Island, where Peta joined in.

Over many years of sailing, Phil has filled numerous official roles, initially on the General Committee and Treasurer of the Goolwa Regatta Yacht Club. Then from 2011 he served on the Squadron's Cruising Committee for three years. In 2016, he was elected to stand on the Squadron's Management Committee and served on the Finance Sub-committee. He supported the Treasurer, Jude Kennedy, presenting financial reports at Quarterly Meetings while she was overseas working on Australia's future naval capabilities.

Today, Phil and Peta have succumbed to the more peaceful but adventurous life of off-grid caravanning, and have recently returned from a two-month tour of the Victorian and New South Wales countryside. *Erica* was sold in October 2024, and fortunately is not too far away as she is now moored at the CYC.

Phil and Peta have earned their retirement from deep sea cruising and now look forward to occasionally crewing on local yachts, and also to spending more time with their family. They have one grandson and two granddaughters, and are busy attempting to develop the grandchildren's involvement in sailing and in swimming.

We wish them well in a long and happy retirement.



Quadrifoglio at Goolwa



Erica sailing North of Yeppoon with Peta and Phil in 2009

A Short History of Dis-Able Sailing Inc

By Bob Schahinger

FOR many years since the mid-1990s, sailing for people with disabilities was available through a Sailability program at a couple of sailing clubs in South Australia. These programs utilised many different types of dinghies initially but eventually the Hansa class of ballasted boats became predominant. These were mostly boats of 3 metres in length.

Moving forward to the mid-2000s a few sailors from the Sailability programs gathered to discuss "Were to from here? We would like to be more adventurous and sail out on the open ocean."

Many questions arose during the initial discussion. What size of yacht? Where would the yacht be kept? How big would the budget be? Do we need to be a branch of Sailability or a different entity? And so on.

The first decision was to become a stand-alone incorporated entity and, that ever-vexing issue, what was it to be called? Many names were put forward but eventually with a unanimous decision Dis-Able Sailing was the winning suggestion. The Dis-Able part of the name is spelt this way to indicate that both disable and able people are welcome.

The constitution was developed and the first committee was elected. All the paper work was completed and forwarded to Consumer and Business Services in 2008. Shortly after being incorporated Dis-Able Sailing Inc (DSI) was registered as a charitable organisation.

With all the official paperwork completed the next task was what size yacht – 40-footer or maybe a little smaller. By chance the Committee had been in contact with a friend in Sydney who knew of a yacht in Queensland that would suit Dis-Able's purpose. The 25-foot yacht, named *Freedom*, was located at the Gold Coast Sailability in Southport. An offer was tendered to the owners to which they agreed. The next issues were how was DSI to finance the sale, how to transport the yacht to Adelaide and where would *Freedom* be moored? After some research for possible sponsors/donors the purchase was paid by way of a grant from the Australian Hotels Association SA and the transport was sponsored by a very generous local person. DSI

approached the Cruising Yacht Club of South Australia for a berth for *Freedom* to which they agreed. However, after a year *Freedom* was relocated to the Royal South Australian Yacht Squadron.

With just about all the boxes ticked, the next and final process was to begin approaching organisations that catered for people with disabilities to offer them the chance to go sailing on a yacht. The first group was from a government-run organisation, Northlink. To date DSI has people from eight organisations attending day option sailing sessions on a 4-weekly cycle all year round.

All of this organisation was done by a dedicated group of volunteers, some with a disability, to provide day option sailing sessions, racing and more. DSI has been operating for almost 20 years, with a willing group of volunteers, and relies on grants/sponsorship to provide this service.



Freedom's first sail 2008. Red-capped person is blind, helm is visually impaired.



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The Tide has Turned Just in Time for Christmas!

By Alex Toumazos, Managing Director

WITH summer upon us we look forward to a positive and refreshed outlook for the months ahead. As much as the prolonged spring rains have been needed for the agricultural sector, those of us in retail and coastal industries are patiently waiting for the summer season to kick things off. Without dwelling on the obvious, it's been a dreary year for anyone involved in coastal, marine or seafood industries – private businesses, owner-operators and those involved within and around them taking the full brunt. Being in the eye of soft trade, together with exponentially increasing costs to do business, the facts are we are seeing a consistent decrease in the algal bloom which brings renewed hope and optimism amongst us all. There is a small uptick in movement and the festive season seems to be revitalising the soul of these sectors, albeit slowly.

A benefit of Australia's vast landscape and diversified ecosystem is that if a particular area is having a tough season, there's always alternative supply – in fishing and in farming. Let's tune in on the seafood game: shortfall of supply has been filled and consumers can be satisfied that their household favourites are still on offer – absolutely they are – not ignoring the battle some local producers have faced of course. Preparations are well underway for a full December of seafood trade, with all lines business as usual. We are still among the luckiest in the world with the selection of local seafood we have on offer – arguably the biggest on offer here at The Fish Factory – come and take a look!

May the season be filled with tight sails, good health and a bit of our seafood on your tables!

[The Fish Factory is a valued sponsor and we thank them for writing this article and for their financial contribution to the cost of printing the magazine.]



Sea Rescue Adelaide

By Tim Whitrow



ON a summer weekend on the water, most of us only see the good bits of boating: sunscreen, eskies, and that little buzz of freedom when you push off from the ramp or untie from the berth. But just beyond the breakwater there's another kind of traffic moving quietly along our coastline. Sea Rescue Adelaide, part of the SA Sea Rescue Squadron, is out there on patrol, keeping watch over everyone from tinnies and motor cruisers to sailing boats alike.

Based right beside the West Beach ramp, Sea Rescue Adelaide runs regular coastal patrols and maintains a constant radio watch. They're part of South Australia's Volunteer Marine Rescue network and work closely with SA Police to respond to emergencies up and down the gulf. They're the calm voice on the radio when you need help, and the yellow, blue and white blur on the horizon when something goes pear-shaped.

Their patrol boats cover the metro coastline on weekends and public holidays, assisting with breakdowns, towing boats off lee shores, and responding to overdue vessels or mayday calls. But some of their most important work happens inside the radio room. Every day, volunteers monitor VHF channels 16, 67, 80, 27 MHz network, listen for distress calls, broadcast weather updates, and keep track of boaters who have logged on for a day on the water.

And that's the simplest, most effective thing any of us can do to help them help us: make logging on and off part of your boating routine. A quick call before you leave: vessel name, people on board, destination, expected return time, puts you on their radar. If you're overdue, they already have your last known position and can start searching immediately. In perfect weather it feels unnecessary; in rising wind

or fading light, it's priceless. It's one of the easiest good habits we can build as a boating community and shows good seamanship.

Phones and boating apps are handy tools, but nothing replaces a proper marine radio and a trained operator at the other end. Sea Rescue Adelaide also offers radio and seamanship courses to help skippers build confidence and learn the language of the sea. For coastal sailors and RSAYS members, especially those heading offshore or cruising overnight, having that relationship with the local VMR station is again simply smart seamanship. Sea Rescue Adelaide also monitors the Coast Radio Adelaide network which covers SA waters, and up to 50 km offshore, from the WA border to the Victorian border for those skippers who enjoy long distance voyages.

The other lifesaver is the one most of us forget because it's too familiar: the lifejacket or PFD. South Australian statistics are stark. Over the past two decades, boating incidents have been the second-leading cause of drowning deaths here. Of 65 people who drowned while boating in that time, only one was known to be wearing a lifejacket. Nationally, more than half of all coastal boating drownings involve people who weren't wearing one.

The story is always the same: calm day, quick run, "We'll be fine." Then someone slips, gets knocked out, panics in cold water, or watches the boat drift away faster than they can swim. Modern PFDs are light and comfortable and take seconds to put on. By the time you realise you need one, it's too late to reach for it. Wearing it from the moment you head out buys you the precious minutes Sea Rescue needs to reach you.

Many RSAYS members also volunteer with Sea Rescue, and all of us benefit from their presence whether we use them or not. They're funded largely by donations and community support, yet they deliver a level of professionalism that underpins safe boating across the state. They're out there in the same messy seas we sail in, leaving their own families to respond when someone calls for help.

So, as we head into another summer on the gulf, here's the gentle nudge. Check your gear. Service your PFDs. Make sure your flares are in date. Install a proper marine radio if you don't already have one. And before you clear the breakwater, log on with Sea Rescue Adelaide on channel 16 (you will most likely be asked to step up to channel 73). When you return, tired and salty and happy, take a moment to remember to log off.

Good seamanship is about looking after each other. They're doing their part. Let's do ours.



Who do you ring for free professional advice for anything boating?

OFTEN the most difficult part of any boat project is simply knowing the best way to go about it, what products to use, how to tackle the job, and whether it's something you can confidently do yourself.

Depending on your skill set, these are all completely valid questions. I'd like to personally extend an open invitation to call me on my mobile for sound free advice on anything boating. Whether it's a small job you're thinking of doing yourself, choosing the right paint or product for an application, understanding what insurance cover you need, or anything in between, I'm here to help strengthen our boating community.

I've spent decades around boats and repairs, and if I don't know the answer myself, I have a team of highly experienced shipwrights at Dockyard Services who will. This offer isn't about selling you anything, it's about strengthening our boating community with reliable, honest and practical guidance.

Dockyard Services can professionally service any job you need done, big or small, but I'll always encourage you to get other quotes and there will never be any pressure from us. Good decisions come from good information.

Our goal is simple: to support boat owners with sound advice, build a strong and connected boating community, and to help you enjoy your time on the water without unnecessary stress or confusion. So please don't hesitate to give me a ring if you need a hand or just want to talk through a project. In my experience, the more you enjoy your boating, the longer you'll keep your boat and the more freedom you'll get from being out on the water.



Mark Cant 0428 826 588



The Algal Bloom

By Tim Whitrow

Flushed and Primed: The Story Behind South Australia's 2025 *Karenia* Bloom

A hypothesis under scientific review

THE 2025 *Karenia mikimotoi* bloom didn't just appear, it was the result of a long, slow chain of events that began more than two years earlier with the 2022-23 Murray River floods and a rare shutdown of the Kangaroo Island upwelling system. For months we've heard that the causes were 'floods, upwelling and climate change'; yet the link between these forces was never properly explained. The real story is one of timing, sediment chemistry and unusual ocean conditions lining up perfectly and disastrously.

The Murray typically flows between 3 and 15 gigalitres per day. The 2022 flood officially 'started' on 7 August when flows passed 15 GL/day and continued for 18 months, peaking at 52.8 GL/day in September 2023 before returning to normal in February 2024. Government nutrient data available only until June 2023 already shows more than 26 million tonnes of ammonium and phosphate flushed out the Murray Mouth. The true total was certainly higher.

In a normal year, most sediment heads south with current and is eventually swept off the continental shelf. But 2022-23 wasn't normal. A series of upwellings began just weeks after the flood started, with the first on 13 September 2022 strong enough to push the river plume westward through Backstairs Passage. Across 2022 and 2023, thirteen smaller upwellings and three major ones repeatedly forced nutrient-laden floodwater into our gulfs and along northern Kangaroo Island. The final upwelling beginning on Christmas Day 2023 dwarfed the island itself and faded only as the flood subsided. Then, suddenly, the upwellings stopped. For the next 20 months, the South Australian shelf remained still.

That long quiet period is the key to understanding the two-year delay between the flood and the bloom. When nutrient-rich sediment settles on the seafloor in an oxygenated, mixed environment, phosphate binds tightly to iron and becomes locked away. But under warm, calm, stratified conditions the chemistry reverses: iron loses its charge, the bond breaks, and phosphate is released back into the water column. This regeneration process takes one to two years and that slow leak of nutrient was unfolding quietly through the calm El Niño and positive Indian Ocean Dipole summers of 2024 and 2025.

Those same conditions were ideal for dinoflagellates like *Karenia*. Fine settled sediment, weak winds, warm surface layers and a reducing, low oxygen seafloor created a textbook environment for resting cysts to awaken and proliferate. With upwelling shut down, diatom competition reduced and regenerated phosphorus and ammonium seeping up from the bottom, *Karenia* had everything it needed to thrive.

Once the bloom began, early fish kills accelerated the feedback loop, stripping more oxygen from the water and adding even more organic matter to the seabed. Step by step the ecosystem shifted away from its usual upwelling driven, oxygenated and nutrient dispersing rhythm towards a stratified, slow-release chemical environment perfectly suited to harmful algal blooms.

By the summer of 2025 the system was primed and the largest *Karenia* bloom ever recorded in Australia followed. It was not an isolated event, but the predictable endpoint of conditions set in motion years earlier.

This matters for the future. As extreme floods and marine heatwaves become more frequent, every major flood has the potential to leave a long-lived chemical legacy on our seafloor. Managing agricultural runoff and establishing true catchment-to-coast monitoring including sediment chemistry, iron-phosphate cycling and wind driven dispersion is now essential if we want to protect South Australia's marine environment long after the floodwaters recede.



SA Marine Mooring Network (SAMMN)

By David Eldridge



THE last twelve months have been an emotional roller coaster for members of your SAMMN. In October 2024 I was asked to attend a meeting of the South Australian Boating Facilities Advisory Committee (SABFAC) to speak to a joint submission by the Department of Transport and Infrastructure (DIT) and the South Australian Marine Mooring Network (SAMMN). Our submission was to seek a grant of \$100,000 for a mooring pilot project.

This submission to SABFAC followed recommendations from the DIT-sponsored Oropesa report on the proposed mooring network in South Australia. The Oropesa report recommended drastic and immediate changes to the very poor South Australian mooring regulations while also recommending that South Australia establish a state-wide mooring network along the lines of every other state in Australia.

The DIT/SAMMN pilot project was to establish a number of new elastic CSIRO environmentally sound moorings which would give yachts a number of safe moorings on the Kangaroo Island north coast. These could be used for our regular coastal cruising and also to take refuge when dangerous weather threatened our safety. These moorings were also considered vital to support Police and Coast Guard operations.

Step 1 in October 2024 was a great success with SABFAC voting unanimously in support of our project. The fact that SABFAC was made aware that our boating community had contributed over \$10 million at a current rate of \$400,000 a year into the 'boating facilities fund' helped. We are talking about the \$150 a year attached to the payment of our boating registrations. Since the fund's introduction in 1996, a lot of boat ramps and other small boat infrastructure has been built but nothing has come our way. The fact that we have not had representation on this Committee has not helped, but we are optimistic that there could be changes in the wind.

Step 2 was our successful 'pilot project' grant application being sent to the Minister for approval. I do not think that any grant application once through SABFAC has not been approved by the Minister. Here, we broke new ground. Eight months later in June, we were informed by the Minister's Office and DIT that DIT had advised the Minister to reject their own grant application. As incongruous as this seems, we were invited to a meeting at DIT in November 2025 to find that there was indeed logic to this sequence of events. It was unfortunate that SAMMN had to wait five months to have this explained by James Buder, the Director of Marine Services, at an horrifically named Close Out Meeting, but his explanation had merit.

My personal summary of the current situation is as follows:

- DIT, SABFAC and the Oropesa report all support the establishment of an environmentally sound marine public and safety mooring network.
- DIT has realised that the current South Australian mooring legislation is so poor that the legislation required significant changes prior to progressing with the pilot project.

DIT has also recognised that our boating sector has not had representation on SABFAC, which is unfortunate considering our sector is one of the biggest contributors to the 'boating facilities fund', and could investigate a review of the current SABFAC membership.

In order for our yachting sector to have ongoing equity in getting some of our \$10 million plus in grants to serve our yachting community, DIT has also acknowledged that it would be a sound option to allow yacht clubs to apply for grants from the fund to improve their facilities directly to SABFAC.

The SAMMN started life with a meeting at the RSAYS in October 2024 with many of the SA yacht clubs attending. We then had a public meeting at the RSAYS with more than 140 people from all over the State seeking information on a proposed State mooring network. The SAMMN was expected to have a shelf life of perhaps 12 months in order to get a mooring network up and running. After more than five years of hard work there is now current work being done by the SAMMN to adopt a more formal structure moving forward. This would also be combined with the possibility of a voting position on a long overdue reform of SABFAC.

In the meantime **our very own yachting community** has just paid another \$1.5 million into this facility levy for still zero return. We live in hope.

Reflections of Squadron sailing published in 1949

By Barry Allison



BOB Dunn, Member Steve Dunn's father, has come across a very old Sailing, Boating and Fishing magazine dated May-June 1949, and has passed this onto his old Yvonne 20 sailing mate who has extracted several very interesting articles of the time.

A feature of the RSAYS page is a write-up of the 32 mile Gulf Race which was won by *Seevogel*, skippered by Wesley Harris. As an annual event, the starting line led past the innermost port hand entrance buoy and then 30 miles across to the Middle Spit beacon and finally to the finishing line at Port Vincent. The morning start was in a light nor'easter and many of the smaller craft cursed to find themselves under the lee of *Seevogel* with its great spinnaker. Once out in the Gulf, the fleet began to spread out. The Derwent class *Nereid* sailed by Norm Howard took the lead from *Seevogel*, followed by the Tumblaren *Celeste* being sailed by Alan Jordan. As the fleet neared Port Vincent *Seevogel* overhauled *Nereid* and *Celeste*, with Colin Haselgrove sailing *Nerida* – with reduced mainsail – in fourth place.

Celeste was built by Clausens in 1937 for Alan Jordan. She was later renamed *Sylphide*, and then *Anna*. She was purchased by Steve Dunn's grandfather and Squadron Member Ray Dunn in the 1970s, and retained the name *Anna*. Sadly, she was last seen many years ago in a shed on the Port Road in a very poor state of repair, and most likely has not survived. Does anyone have an update on her fate?

Other interesting snippets are found in this magazine with a report on the Easter Regatta at Lake Bonney. Les Knapman won the 12 Square Metre Sharpie event sailing *Wyvern*, and Haydn Soulsby won the Cadet Dinghy event in *Mercury* – both well-known skippers in later years. Also mentioned is the final race for the season at the Somerton Sailing Club when the 12 Square Metre sharpie *Ecstasy* won the event being sailed by David Judell – a well-known Squadron personality. One wonders whether this may have been the last race from this Club before it was demolished by a winter storm.



The day my nephew captained a magic pirate ship



Sea Dragon a 56 ft ketch

I once took my young nephew out when he was six years of age for his first time ever on a sailboat – a day that would bring alive the magic of his young imagination. After donning him with a pirate bandana around his head I told him that *Sea Dragon* was magical and alive and in a good mood that day. We had a light westerly breeze of 12 knots, a gentle swell, the sort of weather where everything is relaxed.

At the aft helm we have a bright red button that looks extremely important but is connected to absolutely nothing. I think it used to trigger a foghorn sometime back in the 1990s. Now it exists purely to create a bit of fun. Some days it's the ejection seat button but today it was the magic pirate ship button.

After a while my young nephew asked if he could steer the boat. "Sure," I replied and handed the wheel over and gave him the basics: keep an eye out for other boats and try not to steer us into anything expensive. I added, very casually, "*Sea Dragon* is magical and has a

personality of her own. If she doesn't like the way you're steering, she'll take over." He laughed, as any logical six-year-old would be unsure of whether to believe me or not. I said whatever you do, don't press the red button.

Ten minutes later, coming past the West Lakes inlet marker, I watched him press the big red button ... *Sea Dragon* suddenly abandoned all sense of straight lines and headed directly for the beacon like it owed her some money. My nephew started to panic and said, "Hey! I can't steer the boat anymore!"

I kept a perfectly calm face and said, "Oh, did you push the big red button?" He went a little shy and asked, "Did I do something wrong?" I replied, "No, but that's the magic button, now the wheel won't work but all that you must do is talk to her nicely and she will do exactly what you say." "Turn that way," he said pointing to the south-west, but nothing happened. I said to him, "But you didn't say please and talk nicely." "Turn right please," replied my nephew in a gentle little voice to the steering wheel.

I tapped my iPhone, giving the autopilot a little nudge to swing us south-west. I told him to keep speaking kindly to her and she would do anything that he liked, and he did – he leaned forward and spoke to the wheel as though he was comforting a nervous horse. Every command that he gave in a gentle voice the boat responded to after I gave another tap on my phone.

To this day I'm certain he still believes the boat has a mind of her own and is somehow magical. I never did tell him that the B&G Zeus autopilot has a Bluetooth remote so you can steer with your phone.

It was one of the best days of his life and he fell asleep as soon as he was in the car, still with his pirate bandana on, now a fully-fledged pirate who had commanded a magical pirate ship for the day, just with his own little voice.



Don't hit anything expensive



The grin you have when magic is alive for Tim, Lexi and Cali with Antonio

Members Profile – Michael and Verity Quinlan-Watson

By Verity Quinlan-Watson

Family Fun!



IT'S just amazing what conversations can lead to over a cup of tea or a tipple! Mick came home from a school meeting and said there was a Mirror dinghy in Robe which was up for sale. The children were quite young at the time, and we decided to buy this little blue dinghy, with oars and red sails, not knowing anything about sailing. We started our sailing adventure in the lakes around Robe so we wouldn't get blown out to sea, gaining confidence with the ocean. More friends got involved, and finally we joined the Robe Yacht Club for their racing season.

This interest took us with our small Mirror on the first River Murray Ramble. With a motor as well as sails, two young children and provisions, we all enjoyed the fun.

Then another chat with a family found a 505 yacht. An old one needing repairs was available, so we swapped a shetland pony for it. A wonderful sailing boat! It had great speed across the bay, with a lot of power. You had to know what you were about with the trapeze though.

The next yacht was a 420, which our four daughters became very good at sailing around the Bay. They are good skippers. We had many adventures together – one was when we took the 420 across Lake George and camped on the other side. This was thanks to a swinging centreplate.

Another chat with family talked us into buying a Duncanson 26 yacht, called *Cloud Nine*. We towed *Cloud Nine* up to Airlie Beach for a few weeks, sailing around the Whitsundays. Later, we went to the Hawkesbury River and up to Sydney Heads, under the bridge and out to Botany Bay. *Cloud Nine* was then moored on Lake Butler in Robe, on a swing mooring. We had to row out to her, through salt-water tea trees and tie up alongside. The marina was being updated, and we bought a berth. This was handy to the channel, and made it easy to go out to sea and enjoy the evenings.

I always carried a tin whistle and a mouth organ on *Cloud Nine*, pulling it out at different times, and the flute on longer journeys. At this stage, trumpet playing came into my life, as I had always wanted to play it. I bought one which we kept on *Cloud Nine*, playing it across the water wherever we would go. I found it in Cash Converters, so I'm sure it has a good story to tell.

After a bit more of a chat along the way I joined a ukulele group from Beachport, which took us to a Uke Day at Penola, where a woman asked, "Are you interested in bagpipes?" I thought for a bit and said 'Yes' so came home with a chanter. She said she had a detached retina and couldn't keep playing, so I started the bagpipe chapter learning the chanter. I was OK following the fingering patterns, like any instrument, but then I thought there was no point doing this if I couldn't cope with the pipes.

I borrowed a set of pipes from a friend in Penola. They were left on my verandah with a note saying 'good luck!' I found a few people to visit and ask for help to get me going, but found the pipes very tricky – leaking joints, cotton tape bindings and Vaseline, an old bag and cane reeds. I found I couldn't cope with all the questions and conversations with different people, so I decided to buy my own new pipes. A phone call to 'All Things Tartan' in Queensland, and the pipes arrived in the Robe post office. I slowly got it together, with help from Mick, putting new valves in the drones, which can be adjusted with a screwdriver to suit my blowing. I then went to a #12 plastic reed, which suits me best. They are made in Queensland, so arrived by post.

The story just grew as I gave it a go, and I thought music was very much needed during Covid so I played outside nursing homes and at roundabouts. The pipes made it on to *Cloud Nine*, and we went to meet a grandson and a friend, who were travelling down the Murray River for three months in their Mirror dinghy. We met them at Swan Reach and played away. We camped along the Murray banks with a tent and an open fire but went back to *Cloud Nine* for a good night's sleep, waking in the morning with the smell of eucalyptus and river noises.

Next to come into our lives was *Rhythm and Blues II*, a 37-foot Beneteau. Mick was having health problems, and we thought we might be in Adelaide a lot. There was more chitchat at a picnic in Penola, and friends mentioned this boat was for sale. The next thing, photos arrived and we bought her. We are pleased to have a berth in the Squadron, and we have loved our adventures – sailing to Kangaroo Island, Port Vincent, Black Point, Wirrina and the Port River a few times, with bagpipes on board of course!

Farming sheep is continuing, and we catch up at the Squadron now and then. We are enjoying belonging and getting to know different people on the way.

[Verity was the official Piper for the Commodore and the Vice Commodore at the Flag Raising Ceremony this year.]



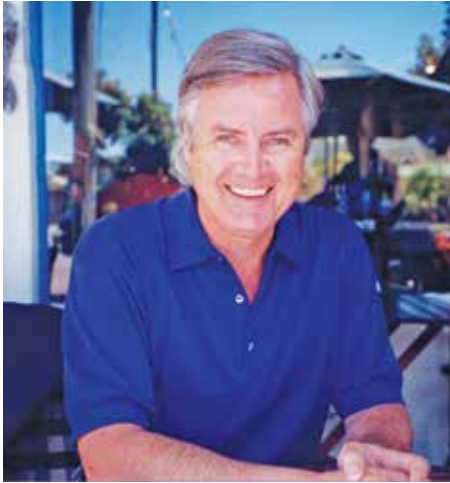
Sailing on the 420 in Robe Bay



Cloud Nine at anchor in Robe Bay



Proud owners of Rhythm and Blues II



Richard Thomas Collins AM

4 January 1951 – 15 August 2025

By Joanna Collins AM

RICHARD Thomas Collins AM was educated at Brighton Grammar School in Melbourne before attending the University of Melbourne, where he graduated with a Bachelor of Commerce in 1972, majoring in Economics and Company Law.

He began his professional career through the Ford Motor Company Graduate Program, where over the course of a decade he held several managerial roles in sales and marketing. Following his tenure at Ford, Richard joined the City Ford Group for two years.

In September 1984, Richard seized the opportunity to purchase a Ford dealership in Adelaide. The dealership had been previously owned by Steve Jarvis, who had sadly passed away from cancer. In a heartfelt promise to Steve's wife, Rita Jarvis, Richard committed to preserving the Jarvis name and running the business with the utmost integrity. At that time, the dealership employed 43 people at a single location.

Under Richard's leadership, the Jarvis Group experienced remarkable growth. Today, it operates from eight locations

across Adelaide and the Barossa Valley, representing a diverse range of vehicle franchises including Ford, Toyota, Subaru, Suzuki, Isuzu UTE, Škoda, Peugeot, Deepal, Geely and Foton. The group now employs over 300 staff, sells more than 7,000 new and used vehicles annually, and services over 38,000 vehicles each year. Richard attributed this success to a steadfast focus on customer satisfaction and a willingness to embrace change.

Richard's reputation for excellence extended beyond his business. He was invited to join the Board of Carsales.com, where he served as an Independent Non-Executive Director, Chairman of the Audit and Risk Committee, Chairman of the Remuneration and Nomination Committee, and was appointed Chairman of the Board in 2018.

His global recognition came when he received the prestigious 'Salute to Dealers' award from Henry Ford III, an honour granted to only six Ford dealers worldwide. This award acknowledged not only Richard's exceptional contribution to the Ford Motor Company but also his enduring commitment to philanthropy.

Alongside his beloved wife, Joanna Collins AM, Richard was a passionate supporter of the local community and a generous benefactor to numerous charitable organisations both in Australia and abroad.

He was a lifelong supporter of Variety – the Children's Charity – and remains its longest-standing supporter to this day, being deeply committed to causes supporting children and families in need, as well as animal welfare.

Richard's dedication to helping others also extended to OzHarvest, an organization working to reduce food waste and hunger in Australia. He funded a new mini market in Adelaide that provides food to those in need.

He was also a proud supporter of the Duke of Edinburgh Award, helping young people across the Commonwealth develop into responsible, compassionate individuals through education, mentoring and support.

Richard was deeply honoured when we were both appointed a member of the Order of Australia AM in the 2021 Queens Birthday Honours List for our significant service to the community through charitable initiatives. This recognition reflected Richard's tireless dedication to improving the lives of others.

Our work extended to organisations such as the Green Gecko Project, Animals Asia, the Orangutan Foundation International, The Jane Goodall Institute, The Andrea Bocelli Foundation, Dreams to Live For, The Charlie Teo Foundation — just to name a few. The missions of these organisations aligned with Richard's profound compassion — for both animals and people — and reflected his steadfast desire to make the world a better place.

Beyond his professional and philanthropic achievements, Richard was a devoted husband, a cherished father, and a much-loved grandfather, affectionately known as 'Grampy'. His home life was filled with the joyful chaos of four beautiful miniature schnauzers and his passion for boating.

He thoroughly enjoyed the facilities at the RSAYS. His passion for boating included sharing many memorable moments and adventures on his Palm Beach boat, *Dolce Vita* as well as his other boat in Sydney.

Richard was diagnosed with Idiopathic Pulmonary Fibrosis 11 years ago, a progressive lung disease with no cure. For many years, he managed his condition with strength and resilience, but in his final months his health deteriorated rapidly.

Despite the challenges, Richard fought bravely, showing us all what true courage, love and devotion really look like.

Richard was an extraordinary man whose legacy, love and leadership have left an indelible mark on all who knew him. His spirit will continue to guide us, and his memory will remain a lasting source of inspiration.

In Loving Memory, until we meet again. With all my love, your wife Joanna Collins AM



Richard and Joanna on their wedding day



Dolce Vita moored at the Squadron



Palm Beach Motor Yacht at Hamilton Island



John Alfred Powell

3 May 1929 – 25 September 2025

We thank the Powell family for providing this Obituary.

JOHN Powell had a very sharp memory and lived a full, adventurous life. One of the biggest things about John was that he loved to share stories, and his family all loved to listen to them. At the beginning of this year, his granddaughter Sarah was able to sit down with John and record his life story. So, as he wished, this is an abridged version of John's life story, in his own words.

I was born on 3 May 1929 in the Sister Rose Private Hospital in Wakefield Street, which is now where the Calvary Hospital is located. I was the son of William Henry Powell and Edna Powell. My father was an engineer in the Harbours Board and my mother was a stenographer for the Minister of Lands but had to give up work when she got married. They were the rules in those days.

My Dad was very hard-working and a very keen yachtsman. He was not a big spender. We lived at 11 Wattle Street, Largs Bay and we bought the house through the War Service Homes Commission. Wattle Street was a very friendly street with lovely neighbours, mostly working in the maritime industry, including the Harbour Master, Mr Badoams.

My brother, Robert, was born eight years after me. I asked my mother, "Why the age difference?" These were the Depression years and she said, "We couldn't afford any more children." I was educated at the Largs Bay Primary School, then one year at Woodville High School and three years at St Peters College. One of my favourite memories at St Peters was when my friend George and I missed a lesson and we hid in a cupboard, but George farted. It smelt very bad so we had to get out. Then we got caned.

When leaving school my mother wanted me to enter the civil services, but office work did not suit me, and I wanted to serve an apprenticeship as I enjoyed working with my hands. An apprenticeship was available at the Sugar Works and Mr Brian who lived opposite to us got me the job there as he was the Office Manager. I had to have three references. I went to Dad's family friend Mr Wiggin who was a station engineer at Osborne Power Station. I asked him for a reference and he asked, "What for?" so I said for the Sugar Works. He said he would get me an application form for him instead. This is how easy it was to get a job back then! I was called up for an interview with the personnel officer in Adelaide. He asked, "Where did you get this application form from? It was not through me." and I said, "Mr Wiggin." He replied, "When do you want to start?" I commenced a five-year apprenticeship at the Adelaide Electric Supply Company. Dad gave me two pieces of advice when I started work. Firstly, if you ever smoke I will charge you board. Secondly, if you don't have the cash, you cannot afford what you want to buy.

Dad was a keen yachtsman and had a lovely yacht called *Gymea*. She was 21 foot and kept at the Port Adelaide Sailing Club. I started sailing with him as the pump boy when I was about seven or eight. When I started my apprenticeship, I sailed in a Cadet dinghy at the Squadron. All young lads had to be Cadet Members of the Squadron because that was what Professor Sir Mark Mitchell (Commodore 1938-45) ordered. It was only five shillings a year back then. I have been a member since 10 November 1941. *[Ed: John was very pleased to be included in an article featuring Our Oldest Members published in the Autumn 2022 edition of the Squadron Quarterly when he was 92.]*

At the age of 18, we had to leave the Cadet dinghies and I joined the crew on *Nerida*, which was a lovely 45 foot yacht owned by Colin Haselgrove. Colin was a good friend of my father's and was a hard task master, but very, very fair. When I joined the crew, Dad said, "Well, you will learn two things: how to sail and how to drink." While in *Nerida*, we entered the first Adelaide to Port Lincoln race, the 1948 Sydney to Hobart Race which was uneventful and *Nerida* finished fifth, and the 1950 Sydney to Hobart Race, which we won. I will remember Colin's description of crossing Bass Strait as "We roared down the waves like a surf boat."

During my sailing experience with Colin Haselgrove while I was only in my teens, Colin treated me like one of the adult members. I met several wonderful people in Sydney one of whom, Bill Fesq, became one of my lifelong friends. He was Commodore of the Royal Sydney Yacht Squadron and owned a very good liquor wholesale business.

My apprenticeship at the Adelaide Electric Supply Company was a really wonderful experience. I learnt about boiler and turbine maintenance, and general fitting and turning. I got paid for my apprenticeship: it started on one guinea a week and finished up on four pounds a week. I also attended Trade School and the SA School of Mines for some engineering subjects.

On completion of my apprenticeship, I worked my way to England as a junior engineer on an old Welsh Tramp. I then joined the Blue Funnel Line in Liverpool as a junior engineer and stayed with them for nearly nine years. During this time, I gained my first class Ministry of Transport certificate for steamships and motorships. When leaving the Blue Funnel Line, I returned to Australia and joined the Factory and Boilers Steam Department as a factory inspector. But then, the Mobil Oil Company offered me a job at a higher salary with car and all expenses paid, so I took that and stayed with Mobil for 30 years.

During my working years, I met Barbara at a party on a ship where a friend of mine was Chief Engineer. I fell in love and we were married on 15 April 1961 at St Peter's College Chapel and had our honeymoon motoring to Sydney. We had three children: Alison, David and Stephanie.



John and Barbara's wedding day

I gave up actively sailing with Colin when we commenced a family. We built a house at Grange, and Barbara worked as a district nurse for many years. We were not big spenders and during the children's growing up we had lovely holidays in the snow in Victoria, house-boat trips on the Murray River and caravan trips to Port Lincoln.

When the family had grown up, we bought two boats, first *Caprice* with Tony Marshall and then *Caprice II* in partnership with an old school friend of mine, Jim Boucaut. We successfully sailed *Caprice II* with a lovely crew. We sailed the Sydney to Hobart race and won several awards. Due to Jim's health, we sold *Caprice II* and put some of the proceeds towards the purchase of a house in Robe. We ended up moving there for a while, spending 10 years of retirement before returning to Adelaide and back to Mira Monte after selling Robe.

John had a long and happy marriage to Barbara, a lifelong partnership spanning more than 60 years. As well as his three children, Alison, David and Stephanie, John had five grandchildren, Lara, Ella, Sarah, Robert and Grace, and three great grandchildren, Paisley, Emmerson and Hudson.

John not only loved living in the moment himself, but he loved watching all of us grow up and live our own lives. With his funny sense of humour, impeccable memory, advice about the current economic climate, in-depth knowledge about the best red wines on the market and wise life-lessons, John loved spending time with all of us. From watching school formals, graduations, music and drama concerts to weddings, births and sports competitions, he always showed how proud he was, not only through his words, but also through his actions. John was kind, caring and wise and lived a life full of adventure. His memories will be forever cherished by all of us.

And, because John often recited poems, in the words of the poem *The Old Sailor* by Margaret Elizabeth Sangster:

'I've crossed the bar at last, mates. My final voyage is done; And I can sit here, peaceful, and watch th' setting sun.'



Caprice II owned by Jim Boucaut and John Powell 1992 Opening Day



Presentation to John on his retirement from Mobil



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