



SQUADRON

Seamanship & Fellowship

Quarterly

ESTABLISHED IN 1869

Volume 38 Issue 3
Spring 2024



Royal South Australian Yacht Squadron

PATRON

Her Excellency the Honourable Frances Adamson AC

MANAGEMENT COMMITTEE

Commodore	Dr Alan Down	<i>Salacia</i>
Vice Commodore	Position Vacant	
Rear Commodore	Owen Haskett	<i>First Light</i>
Treasurer	Richard Colebatch	<i>Aqua Lass, More Gomas</i>
Committee Members	Mark Evans	<i>Summer Wind</i>
	Robert Henshall	<i>Silver Fox</i>
	Stephen Martin	<i>Take 5</i>

GENERAL MANAGER

Hayley Hunt

SERVICE DIRECTORY

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

Office Hours

Monday to Friday 9:30am - 5:00pm

Office Contacts

General Manager	Hayley Hunt	8341 8600
Administration	Matika Skelton	8341 8600
Food and Beverage Manager	Steven Bulach	8341 8600
Maintenance Lead	Mark White	8341 8600
Slip Master	Steve Dunn	0408 084 919

Committee Contacts

Cruising	Barbara Adams	0428 190 031
Dis-Able Sailing	Deirdre Schahinger	0404 033 327
Historian	Peter Kelly	0412 163 713
House and Social	Annie Wilkins	0409 695 683
Racing	Kevin Kelly	0428 821 951
RSAYS Foundation	Diane Myers	0413 320 557
Seaweed Gardening Group	David Borg	0488 794 436
SheSails	Helen Moody	0417 083 973
Trailer Sailers	Trevor Hamlyn	0418 318 644

SQUADRON QUARTERLY

Volume 38 Issue 3

Published Quarterly ISSN 1037-1133

Print Post Publication No PP532154/00016

Printed by Centreprint

SQUADRON QUARTERLY TEAM

Editor: Brigid Dighton

Production: Roger Oaten

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

Writers and Proof Readers: Barry Allison, Fay Duncan, Rae Eldridge, Jeanne Harrison, Helen Kearney, Sally Metzger, Rosemary Murfett, Tanya Wesley

Squadron Quarterly Deadline for the Summer Issue is Sunday 17 November 2024

Advertisements, editorial and photographs can be sent to:

- Brigid Dighton (editor@rsays.com.au) or
- rsays@rsays.com.au
- left at the Squadron Office.

Notes for Contributors

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

DINING FACILITIES

Dining Room

Available for functions and for hire

Opening Hours for Jimmy's Bar

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

COVER PHOTO

Flag Raising Ceremony:

L-R: Piper (Jason Graesling), Commodore (Alan Down), Rear Commodore (Owen Haskett), Immediate Past Commodore (Ian Roberts)

Photo: Brigid Dighton

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FROM THE EDITOR Brigid Dighton



WELCOME to our first online-only edition of the *Squadron Quarterly* magazine. While we've transitioned to a digital format to help reduce Club costs, I'm pleased to share that we've produced a limited print run of 100 copies for this edition, available for purchase at the Office. Whether you've enjoyed reading past issues at home, on the boat, or even tucked away in the galley or head, I'm sure we can all agree that the printed copies hold a special charm. While the team and I are a little sad to see the regular print version go, we fully understand the reasons behind this decision and hope you continue to enjoy the online version.

When I first volunteered to take on the role of Editor, it was a wonderful way to contribute to our community. I've always enjoyed reading about what our members are up to – whether it's racing, cruising, attending social events, or participating in fundraisers. The magazine has become a place where we can feel proud of one another's achievements, celebrate milestones, recognise the invaluable contributions of our volunteers and staff, and honour sailors who have passed through

the In Tranquil Waters section. These stories help to strengthen our connection as a Club and remind us of the vibrant, supportive community we share.

So although we are shifting to an online platform, I sincerely hope that you all continue to enjoy the magazine and stay connected. Please keep sending in your exciting ventures on and off the water – your contributions are what keep the heart of our magazine beating.

On that note, we have started looking for a new Editor, as my commitments have changed and I am unable to continue in the role. If you're interested in getting involved, please feel free to contact either myself or Fay Duncan. It's a fantastic opportunity to contribute to our wonderful community, and we look forward to seeing fresh ideas and enthusiasm help shape the next chapter of the magazine!

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From the Commodore

By Dr Alan Down, Commodore



A **NNUAL** General Meetings give us the opportunity to reflect on last year's activities and look to the future. While it was expected that the financials of the Club might be of concern, it was a real wake-up call to see that it was less palatable than we were prepared for.

We have to seriously consider our options not in the next 12 months but in the next six months. This means a serious look at cutting back those services we cannot afford to fund, however much we would find it difficult to do. There may not be a painless way to do this.

There is no doubt we have to cut our expenses and, whichever way we look at it, this must happen sooner rather than later if we expect to continue to enjoy our magnificent Club. There seems to be no other way.

The changeover to a new accounting system has been a mammoth task involving a team of bookkeepers, a firm of accountants and a team of auditors. Despite this, we still have a little more work to do before we can say 'job done'.

At the AGM Rear Commodore Anthony Pennington outlined the extraordinary work done by our Immediate Past Commodore Ian Roberts. As previous Commodores would appreciate, it can be a lonely job as Commodore when faced with the problems ahead. Some say it could

be similar to what we experienced some years ago when we survived by sheer grit.

It behoves us to recognise those who have gone before us in making the Squadron one of the best facilities in the country.

We should strive to not only make it better, but to pass it on to those who follow.

At the beginning of August we were very sad to see the resignation of Megan Tudor who has been of enormous help in the Office, particularly over the last six months when we did not have a General Manager nor a Treasurer. To the overwhelming majority of Members who acknowledge her many skills, I say a warm thank you and urge you to pass on this same spirit of respect and appreciation to your colleagues. We should all set an example of how we expect Members to behave at our Club.

We must never lose sight of the reasons why we are so attracted to this water activity. Why do we venture out of our comfort zone and bring such immeasurable joy to others as well as ourselves? We have to wonder why! Despite this, we all enjoy the spirit of adventure the sea has in store.

Let us all do our bit to make this a better place from now on. We can do it.



Meet the Management Committee



L to R: Robert Henshall, Richard Colebatch (Treasurer), Mark Evans, Alan Down (Commodore), Stephen Martin, Owen Haskett (Rear Commodore)

Alan Down – Commodore

SEVERAL months ago I was approached to join the Management Committee which, to cut a long story short, has led me to be your Commodore for the next 12 months. Now is the time for us to put our shoulders to the wheel and do our best to make the Squadron a place for all of us to enjoy. We have a very good Management Committee and a great Manager who deserves your support.

My time at the Club, like so many others, began as crew in the 1980s and, in my case, on *Celeste* which was built for Commodore Alan Jordon in 1963. As many Members have also found, this way of life was transforming.

The life as an Obstetrician is a very busy one, and after 40 years I concentrated on Gynaecological Surgery. Somehow, in between deliveries, I and my trusty crew managed to do nearly all the offshore races for about 10 years in *Amourette*, a 33 ft Elan sloop. Needless to say, she wasn't a go-fast racer but she was fun. Our best result was runner-up in a Port Lincoln race. She now races in the River Derwent in Tasmania.

I suspect *Amourette* was the last of the half-tonne keel boats to do the offshore races, which isn't surprising as we invariably drifted to the finish line just before daybreak when the wind had dropped out. It took several days waiting for results in those days to discover we didn't do all that well!

Owen Haskett – Rear Commodore

THE story goes that I joined the Squadron when my parents added me to our Family Membership when I was just two weeks old, which is almost 40 years ago. Growing up around Searles Boatyard and the Squadron exposed me to boats from a young age, where I was regularly getting up to mischief around the slipways and dinghies. With this upbringing you would assume my career would either be in the family business or broader boating industry, but my nature as a 'people person' took me in a different direction.

I have spent much of my working life in the hospitality sector – everything from Hydro-Ceramic Technician (or Dishy for the layman) to Venue Manager and Owner/Operator. My passion has been in the development of venues – from designing a brand and offering, to developing and training a team, and building a loyal customer base. I have had a hand in the launch of a fully new-build venue (a rarity in SA) and multiple redevelopments and expansions of existing venues. Receiving national recognition for excellence in staff training and development has been a highlight. Being the point of difference has been a driving force; I believe in being a 'Yes' company, leveraging data to drive better operations, and utilizing policy and developing procedure to action outcomes. All of this has given me a strong understanding of how to build teams and make profits in order to create great venues that people want to go to!

I have always loved sailing, but my Squadron involvement has waxed and waned over the years. I dropped my membership from my early to mid-twenties as it was not a priority at that time. This is something that I regret and one reason for my Management Committee nomination. After rejoining in my late-twenties

The crew who sailed to Tasmania in 2011 are still keen to go cruising, but now it is in comparative luxury in *Salacia*, a 42 ft Bavaria with double berths and hot water! Bruce Macky and I have been sailing together for more than 30 years, during which time Bruce took a year off to do all the legs of the famous round-the-world Clipper Race. Jon Ridgway is another crew member who is a very keen game fisherman and invariably snags a tuna in Investigator Strait. He has a house at American River and Members would always get a warm reception if passing through. Jon is a Past Rear Commodore of the Club. A significant mentor for me was the late Jamie Cowell, a Past Commodore and Kangaroo Island farmer. The Gulf waters were for him just another paddock and he knew every bit about it too. He took many of us on guided tours, especially along the north coast of KI.

I think the most important aspect of sport is to get out there and have a go. Not all of us make it to the podium but all of us can make a difference, especially in fellowship. The Sydney to Hobart race is not that far away and we send our best wishes to the crews from the Squadron. The eastern sailors have to be reminded this race is one leg of a triangle for us and takes a fair bit of commitment.



with Adrian Edmonds, we took an active role on the House and Social Committee with Zane Butterfield. Utilizing our events, entertainment and hospitality backgrounds we expanded Opening Day and raised sponsorship to successfully offset costs, so a magnificent day was had all round!

I have sailed and raced on numerous yachts at the RSAYS and the CYCSA, both inshore and offshore, including Rick and Di Mollison's *Soleil*; Bob Keavy and Di Myers' *Twilight Express*; Seb Bohm's *Slipknot*; David and Dee Henshall's *Lara III* and *Aria*; and Chris and Diana Perry's *Nerana II*. These days I do most of my racing on Scott Mutton's *3 Cool Cats*. This is also where I met my partner, Mieke. Mieke and I have our yacht *First Light* in the Squadron and we have both spent countless hours bringing her back to life over the last few years. During this time we introduced our own addition to the Squadron family – our daughter Freyja.

I would love to see the Squadron continue to build its strong community atmosphere and I will utilise my management experience to help achieve this, but also undertake new learnings to develop the Squadron's governance and bring us into the future. I envision the Squadron as a place my daughter can grow up in, messing about in boats and making life-long friends, while we continue with our strong tradition of racing and of course the community cruising! The Club has drawcards for all aspects of the sailing community and I can't wait to help develop them even further during my time as Rear Commodore. I have spent my life here and am so grateful for that privilege.



Richard Colebatch – Treasurer

RICHARD Colebatch became a member of RSAYS on 7 February 1967, being proposed by his grandfather, Norman Ford, who had been an Honorary Treasurer and a Life Member.

Richard's first years at the Squadron were spent crewing with Alan Behrens on his 'butter box' called *Caravel*. Their first cruise was to the West Coast via Port Lincoln, visiting Flinders Island and Venus Bay.

Richard bought *Zante*, a Duncanson 29, from Brian Dixon in 1988. *Zante* provided the next 20 years or so of incredible cruising for Richard, his wife Tracy and their two children David and Claire.

In the interim period, Richard has sailed on Etchells named *Gomas* (Grumpy Old Men At Sea) and *More Gomas*.

In 2016, *Aqua Lass* was purchased. She is a 40 ft centre cockpit Beneteau which is now 25 years old, and has been used for extensive cruising along the east coast of Australia and circumnavigating Tasmania.

Richard has had many experiences with yacht deliveries. To name a few: Rick Mollison's Catalina 42 *Soleil*, Andrew Just's *Tucana* and several voyages on Alan Down's *Salacia* to Tasmanian waters, as well as delivery of Henry Reich's Huon 32 *Shenandoah* from Tasmania, and assisting Megga with the delivery of David Harris's Volvo 60 to

Hong Kong in 2009.

Richard's involvement in Squadron affairs has been over a period of thirteen years and has included rewarding times working with eight Commodores, from Richard Smith in 1995 through to Caillin Howard in 2010. He was Rear Commodore from 2006 to 2008 and was voted Volunteer of the Year in 2008. His involvement with RSAYS Limited was from 2001 when he was appointed a Board Member and then Chairman from 2004 to 2008. He has also been a Trustee with the RSAYS Foundation from 2006 to 2008.

The greatest successes over this period were the purchase of the Squadron's freehold and the reversal of Land Tax being levied on the property. It was the efforts of many Members and the disciplined approach to achieving a regular trading surplus in line with the annual budget that enabled the Squadron to achieve these results.

Richard has now retired from his involvement with the plastics industry, having run the family manufacturing company Kemalex in SA and Victoria. He is currently a director of a number of private companies. He has been President of the Engineering Employers Association of SA and the Industry Leaders Fund.



Mark Evans – Committee Member

THE Royal South Australian Yacht Squadron has been a part of my life for over 32 years. At the age of 18 I started sailing on *Renegade*, after which I developed a long association with the Moffatts sailing on board *Rimfire II*, where I sailed on and off over the past 30 years. In between I enjoyed casual cruising on the family boat, a Spencer 30 named *Rouseabout*. Prior to developing a passion for 'big boats' my love for sailing developed at the Glenelg Sailing Club in a range of classes including Holdfast Trainers, Sabres, Mirrors, 125s and Nolex 25s. The pinnacle of my sailing career came in 1993 when I crewed on board Chris Tillet's *Mau Mau Revival* in the Nolex 25 Nationals at Williamstown.

Fast forward to 2023, after my wife Louise developed a love of sailing on board *Rimfire II* and we decided to buy our own boat. We are now the proud owners of *Summer Wind*, a Farr 38 (formerly *Kiwa*) that is currently undergoing refurbishment.

Away from sailing I am kept occupied with our two children, Harrison (4) and Lachlan (2). I also manage my own accountancy and business consultancy practice, MLE Advisory, which I concurrently operate while teaching Accounting, Taxation and Business courses to both undergraduate and postgraduate students at the University of Adelaide and University of South Australia. Having a passion for education and a thirst for knowledge, I am

a strong believer in continued education and self-development. I am in the final phases of completing my Master of Business Administration at the University of Adelaide and Master of Taxation at Curtin University.

Aside from accountancy, I have had diverse experience in the management and ownership of hospitality, property, and food manufacturing enterprises, along with current involvement in a number of commercial/industrial developments. Having grown up in the hotel industry, along with ownership and management and now as a consultant, I have a rich appreciation of the challenges that licensed clubs face from a Food & Beverage perspective.

Over my career I have held various committee roles, including Society of Trust & Estate Practitioners, Pulteney Grammar Old Scholars Association, Defence Force Welfare Association, while being a Trustee of an education fund.

It is my strong belief that the newly-appointed Management Committee of the RSAYS, under the watchful stewardship of Commodore Alan Down, will return RSAYS to its rightful place as the premier yacht club of South Australia and a Club that we will all be proud to be a part of. With that said it is imperative that patience, tolerance, and understanding must be considered and respected by all.



Robert Henshall – Committee Member

ROBERT became a member of RSAYS in 1963 and has been involved in the Club as a leader, a mentor and friend of many for more than 60 years.

Some of the areas that Robert has so generously given his time to include serving on the RSAYS Inc Management Committee, on the RSAYS Limited Board and giving his time on the Development Advisory Panel. Robert also sat on the Junior Sailing Committee and is a member of the Seaweed Gardening Group.

In March 2006, Robert was made a Life Member of RSAYS which is a fitting tribute for the time and effort that he has put in to our Club.

Robert's working life started by obtaining his Trade Certificate as a Boilermaker/Welder, followed by a Certificate of Mechanical

Engineering. Up until he retired in 2017, Robert worked for Bonaire Industries, White Engineering and was a Director and part-owner of the manufacturing business Aircommand Australia Pty Ltd.

Robert has owned several keelboats, including *Sapphire* (Beneteau 38) and *Luna Blue* (Beneteau 44). In 2018 he moved towards power boats when he purchased *Silver Fox*.

Apart from sailing and boating in general, Robert also enjoys a round of golf and travelling.



Stephen Martin– Committee Member

I STARTED my sailing life quite late after settling in Adelaide in my early forties. My first boat was a Flinders 7.8 trailer sailer that we sailed on the River Murray out of Goolwa with family and friends. Soon after buying the boat and to help learn how to sail, I started crewing on different boats doing both inshore, offshore and multiple deliveries to and from Melbourne.

Due to an accident between a couple of boats where both lost their masts, I was forced to review my sailing and I decided to sell the trailer sailer and get myself a small keel boat. In late 2009 I purchased *Take 5* and transported her from Pittwater to Adelaide.

At the time I had mostly been sailing out of CYCSA but I decided to join the RSAYS as the experiences with using the slipway and the Office had been great. A couple of the crew who were also coming with me were interested in the social events and activities.

We started racing on *Take 5* in the 2010 Winter series and have been a regular entrant in the inshore races since then. Most of the original crew that started racing with me around this time are still racing with me today, and we are still enjoying the experience and challenges that sailing/racing brings.

While I am now retired, my working life has taken me over a large part of the country. This has provided me with many challenges and a great deal of experience in many different environments.

My first job at 16 was working in the Parts department at Stillwell Ford. This was a great experience where I learnt about working with lots of different personalities. After about five years I was approached by the Ford Motor company to take up a position at Territory Ford in Darwin and was there for just over four years.

I was married in 1985 and now have two children. I also started a new position at Stratco. This was my first experience in manufacturing and a great challenge for me to use my management abilities. I worked for Stratco for more than 36 years, which took me to multiple states and I progressed to many different roles including: NT assistant State Manager, Tasmania Northern Sales Manager, Victoria Retail Manager, SA Sales area Manager and SA Training Manager.

In all of these roles, my family and I have needed to be flexible and open to new ideas and challenges. This has made me very aware that change is not a bad thing, and that I need to keep up with the times and new ways of thinking. Now, I hope to bring this experience and thinking to the RSAYS.



From the General Manager

Hayley Hunt, General Manager



WELCOME to the first *Squadron Quarterly* since the RSAYS Inc Annual General Meeting in July. I am optimistic about the direction set by the new Management Committee and hopeful that we can advance as a united membership.

Our Squadron's rich tradition is highlighted by the remarkable membership milestones achieved by our members, surpassing those of any golf club I've been associated with. Acknowledging continuous membership is increasingly recognised by many clubs, and it's a testament to the fact that without our members, there would be no Club.

Recently I personally delivered an 80 Year membership pin to the home of John Powell and met with his wife Barbara. John has been a Member of the Royal SA Yacht Squadron coming up to 83 years in November.

In addition, I had the privilege of connecting with Richard Begg, a descendant of Mr R H Honey who was Commodore from 1885 to 1888. These experiences serve as a poignant reminder of the deep roots and enduring spirit that define our Squadron.

I'm eagerly anticipating Opening Day in November, where we'll witness the grandeur of the season's launch. The ceremony with the Governor in attendance and the spectacular sight of the *One and All* at the Squadron promise to be spectacular highlights, showcasing the tradition and enthusiasm that mark the beginning of our season.

New Members who have recently joined the Squadron

Family:

Diego De Andrada & Samanta Dos Santos (*Skylark*)
Catherine Branson (with Senior Member Alan Down)
Fabio Fragiacommo & Rosemary Carindali (*Strega*)
Paul Jones (from Senior Member to include Michelle and Noella)
Anthony Pennington (from Senior Member to include Amity, Harley & Jade)

Senior:

Raelene Bates (from Family Member) (*Vantage*)
Paul Crouch (*Artemis*)
Glen Emery (*Flatpack*)
Brett Mills (*Synergy*)
Lloyd Stewart (from Family Member) (*Vantage*)

Associate:

Keith Barnard
Matthew McGregor

Crew:

Grant Backhouse
Bruce Macky (rejoined)
Tracy McLnerney
Todd Ryan (rejoined)

By Chris Mandalov, Chair



RSAYS Limited (LTD) held its Annual General Meeting on 1 August. The past year has been a difficult year for the Squadron. This in turn has had a flow-on effect to the operations of RSAYS Limited.

The Squadron was without a General Manager for six months and four different Finance Managers were employed over the course of the year. There were also long periods where there was no access to LTD's financial accounts and reports. LTD found itself in a situation where six months of back rent owed by RSAYS Inc (INC) remained unpaid.

Fortunately, this situation was eventually rectified. The Squadron engaged Nadia Pirintzis of S&N Bookkeeping Services who rebuilt the accounts under the oversight of Grant Thornton Accountants. The 2024 financial reports and auditor's report were compiled just in time for the AGM.

As part of this process, Nadia separated the INC and LTD accounts in the Xero accounting system. This now gives LTD direct access to real-time information and provides options to avoid another tricky situation in the future.

LTD elected to not increase rent for 2024-25 year. This was also in keeping with commercial rent adjustments for industrial property across Adelaide, which remained flat.

Minor Infrastructure Works

In August 2023 LTD received a proposal from the Squadron to refurbish the G-Row T-head to accommodate the *One and All* tall ship. The proposal didn't include estimates for some of the key expenses involved in reinforcing the T-head. A good business case didn't exist for the proposal.

Flinders Ports approached INC, and in turn LTD, asking us to reconfigure two of their single berths on A Row to form a large double berth. The Board approved Flinders Ports undertaking the work themselves, at their expense, provided they performed the structural assessments, accepted the liabilities and agreed to re-instate the marina at the end of their lease. This work

hasn't been started yet.

LTD also received a request from the General Manager to fund replacement of the balcony stairs. It was decided to defer a decision until a new Infrastructure Advisory Panel (IAP) was set up between INC and LTD in the coming months.

Financial Report

Key points of the financial report for 2024:

- A profit of \$135,896.
- Cash flow of \$395,728. This is due to the capital expenditures and outstanding amounts owed by INC due at the end of the Financial Year. Most of this had been repaid at this time of this report.
- Income is from rent (\$229,364) and Interest from term deposits (\$96,810). Other investment options have been considered but, given the position INC were in, we elected to leave our capital as accessible cash.
- The main expense was depreciation on assets (\$169,497). Depreciation will be higher in future as we start to depreciate Capital works in progress. Other expenses were related to insurance and infrastructure setup costs.

The profit for 2024-25 will be lower due to the step up in depreciation.

Marina Refurbishment

The main infrastructure development project for the year was the Marina Stage 2 refurbishment.

AA Row is complete. This was originally fitted with air-filled floats but was then reworked to use a combination of foam-filled floats for walkways and air-filled floats for fingers.

Work on B-C Row is complete. D Row is the last remaining section in Stage 2, and materials and foam-filled floats have been delivered for this section.

John Lerman from International Marina Consultants was brought in by the Squadron to carry out a review. As a result of this further work has been stopped, pending reinstatement of a new joint steering committee.

Consultant's findings for Stage 1:

Most concrete sections are okay.

Replace all corroded connections (finger to walkway and walkway to walkway connections).

- Relocate displaced floats and implement a fixing to prevent float displacement.
- Replace all old/deteriorated timbers with a priority on timbers where cleats are located.
- The design lacks reserve flotation capacity against latest standards.

Consultant's findings for Stage 2:

- The Humes system does not have sufficient reserve buoyancy for live loads and does not meet the latest standards.
- New installation of timbers, fenders, services pedestals, FRP non-slip triangular infill panels and float location brackets are fine.

A new INC-LTD steering committee, with the aid of a marina consultant, is being formed to further progress the marina refurbishment.

The INC-LTD Governance Structure

One of the primary objectives of LTD is to develop its assets and ensure its precious funds are managed in a prudent manner. Infrastructure developments need to be planned, budgeted for and have a solid business case. Developments must be a win-win for both INC and LTD. Once the new Management Committee has settled in, it is important that IAP is reinstated to help with this process.

There has been a lot of discussion on whether the LTD and INC entities should merge. The governance structure we have now was put in place more than 20 years ago and was designed to protect the assets of the Squadron. We have formal legal agreements between the entities and we maintain separate management committees. A recent legal opinion found that the current structure is likely to serve the intended function, that is to protect the assets from Squadron litigation.

A separate function of LTD is to hold a future fund to develop our assets. Regardless of which way the two entities choose to go, it is most important that we have a mechanism to protect a future fund.

Board of Directors

I wish to thank all the LTD Directors for their work over the past year. Directors volunteer their spare time mostly on Zoom meetings to look after the business of LTD, which is often not much fun.

At the AGM Ned Dally was confirmed as a Director, and Peter Kelly was reappointed. Our continuing Directors are Padraic Conneely, Scott Mutton and myself. I would like to acknowledge the significant efforts put in by our two outgoing Directors, Phil Tassicker and David Rawnsley. Phil has volunteered a lot of his time to help progress the work on our marina refurbishment, particularly in its early stages. Similarly, David has put in a lot of time on several infrastructure projects, the most notable one being the management of construction of the Yachting Services Centre. In both cases they volunteered to work almost full-time for many months on these projects



Directors L-R: Peter Kelly, Scott Mutton, Chris Mandalov, Padraic Conneely. Absent: Ned Dally

Director Profile – Ned Dally



I BECAME a member of RSAYS in 2011 with little warning. I was part of the design team for the new RAH and Chris Pratt was delivering a speech to the team on a Friday. He approached me at morning tea, asked what I was doing on Saturday and this chance encounter was the start of four years aboard *Lucette*. A similar invitation was from Wally Pratt to sail on his *Sharpie* during International Cadet races at Glenelg.

After the *Lucette* team disbanded, I crewed on *Rival* with Jude Kennedy and Stu Shimeld. Selina and I purchased *Rival* in 2019 and became Members of RSAYS.

In between International Cadets and keelboats, I have sailed Tasars and Moths, building six – including two scows, two skiffs and two foilers.

I have been interested in naval architecture and boat design since childhood and this has led me to studying engineering. I enrolled at Adelaide University where I received a first class honours bachelor degree in Civil Engineering.

I joined Kinhill Engineers in 1986 and worked there for 38 years as a structural engineer until retiring this year. For the last 10 years, I held the position of Chief Technical Engineer, Structures, a national role overseeing all aspects of structural engineering, quality assurance, risk management and innovation.

Highlights of my career include managing the substructure design of the new RAH, assessing 25 theatres around the world for the production of *Phantom of the Opera*, design of multiple large concrete water retaining structures for waste water treatment plants, designing multiple large industrial buildings for naval construction facilities and mine processing plants and also analysis of the footings for the landmark State Bank building.

My other interests include rowing, CFS volunteering and recently I have started playing pétanque. I am also a director, secretary, corporate trustee and investment manager for family investment entities.

I am honoured to be a Director on the Board of RSAYS Limited, and look forward to using my engineering background to help out the Club. In the meantime, as always, I am enjoying the friendly competition with the Division 2 boats in the Squadron's racing program.

Director Profile – Scott Mutton



G ROWING up in West Beach, I have many memories of fishing and hanging out with friends near the water, but sailing wasn't an activity I was heavily involved in, despite living less than 500 m from the Henley Beach Sailing Club. My passion for sailing started in my early thirties.

Having completed matriculation at Henley Beach High School in 1982, I commenced a Trainee Mechanical Engineer position with BHP at the steel works in Whyalla. Graduating with my Engineering Degree in 1987 I returned to Adelaide to work in a local foundry and transitioned into manufacturing management. To further my knowledge, I completed a Masters in Business Administration and shortly after commenced working in automotive component manufacturing. I purchased the business from my employer and, after a short turnaround, sold it in 2006 to a larger manufacturer. Since then I have been a director of private companies and a public company, though now I mainly manage my own investments. I have always had an interest in legal matters and I completed a Law Degree in 2015.

Sailing started as a means of relaxation and to 'get out on the water' after I lost my interest in fishing. I quickly became captivated by the blend of technical skill and people management required to make a boat sail well. I have owned a berth and raced a boat at the Squadron since 2007. I've competed in nearly every Twilight and most Saturday races since then, predominately on my yacht *3 Cool Cats*. This year was my 17th

Adelaide to Port Lincoln Race in my own boat and also my 17th Lincoln Week Regatta. My crew and I regard these events as the highlight of the sailing season. I have done a few deliveries and a bit of cruising, but I'm a racer at heart.

I first joined the Racing Committee in 2008 and was Chair for the last four years of that tenure until 2013. I rejoined the Committee in 2022 and continue to serve as a member. In 2017 I was elected to the Management Committee and served a two-year term. During that period the Infrastructure Advisory Panel (IAP) was formed and I chaired that Committee until 2021. In 2023 I was appointed a Director on the Board of RSAYS Limited.



Racing Report

By Kevin Kelly, Chair



DURING the cooler Autumn/Winter conditions our racing program moved to the Steve Dunn Marine Winter Series which was run as a combined event with CYCSA. Of the 28 boats competing, 15 were RSAYS boats. The Series included six scheduled races and, unlike the summer season, there were no abandonments which is testament to our race officer Daryl Emery laying courses to suit the conditions which were predominantly light.

Race 5 added an extra twist, with a blanket of fog covering the course at the start of the race making it very difficult to locate the start line, let alone the marks, while avoiding other boats. Congratulations to the Series winners.

Div 1 *Audacious* (Stuart Johnson)

Div 2 *Nerana* (Chris Perry)

It was also great to see one of the Squadron J24s leased for the Series by an all-women crew led by Jodie Roberts who finished in third place for the Series. Series leaders on AMS were *Papillon* and *Nerana*.

The Winter series also included the three traditional trophy races: Hawse Cup, Plympton Cup and Le Hunte Cup.

The winners were:

Hawse Cup

Div 1 *Outrageous* (Steve Beaufooy)

Div 2 *Passport* (Kevin Kelly)

Plympton Cup

Div 1 *Vulcan* (Chris Jones CYCSA)

Div 2 *Nerana* (Chris Perry)

Le Hunte Cup

Div 1 *Bowline* (Ian Roberts)

Div 2 *Nerana* (Chris Perry)

The Plympton Cup is a traditional race to the Adelaide Sailing Club and back. Unfortunately, the prevailing conditions on the day were light so a shorter course was set and we missed going down the coast to Glenelg again. Combined presentations after the final race were held in our Dining Room. It was wonderful to see a packed house of skippers and crew getting together to round out the season and acknowledge the winners.

The CYCSA also hosted the Short-handed Series which consisted of six races (one abandonment). The fleet of six boats included *Inukshuk*, *Take 5* and *Freedom* and congratulations to *Freedom* (Bob Schahinger) on winning the Series.

A huge thank you to all our volunteers for supporting racing on the Official boat, running the results, calculating the handicapping and organising the events.

The 2024/25 Club Champion award includes results from the Winter Series and *Nerana* (Chris Perry) has taken an early lead on 159 points, with *Audacious* and *Outrageous* following close behind.

Preparations for the new season are well underway and the race program has been posted on the RSAYS website. Nominations are open so get in early. Our program includes the regular weekend events for keen racers and the Wednesday Twilight racing. Our scheduled Friday Twilight handicap starts (Sternchasers) are a great entry point for cruisers wishing to participate in racing without the 'all boat' start worries. We have also programmed another combined Small Boat Series to be held over four weekends. These will be hosted and held between the RSAYS, CYCSA, PASC and TSASA. Small boat owners are encouraged to review the program on the website and join in the series which will include off-water camaraderie at each of the Clubs. Definitions of small boats are in the Notice of Race documents.

We are aiming to have two Official boats on the water to support weekend racing this season, so we will be calling on skippers to nominate days when someone from each boat will be available to assist with the on-water race management. If any Squadron Members would like to get involved in assisting on the Official race day boats, or if you know of non-Members who may be interested in volunteering, please let me know. Experience is not required as our existing team will provide the training. It is a great way to spend an afternoon.

I look forward to seeing you out on water for the 2024-25 season.



Plympton Cup winners:
Div 1 *Vulcan* (Chris Jones) Div 2 *Nerana* (Chris Perry)



Le Hunte Cup winners: (presented by Kevin Kelly)
Div 2 *Nerana* (Chris Perry) Div 1 *Bowline* (Ian Roberts)

By Peter Murfett



IN the previous edition of the *Squadron Quarterly* I gave a report on the 2024 National Championships for the RC Laser class, and a general introduction to the radio-controlled, one-design RC Laser sailboat.

Determined to improve on their results in the National Championships, Peter Trenorden and Peter Murfett were joined this time by David Ingleton as representatives of the Mawson Lakes Model Yacht Club at the Victorian State Championships, hosted by the Portland Yacht Club.

We anticipated somewhat wild August weather on the southern Victorian coast, and we were not disappointed, with winds of 12-17 kts building to 20-28 kts on the second day. Tactically, the choice of rig size was important, and clear air at the start even more so.

Several of the top ten sailors nationally formed part of the 14-strong fleet, including the current national champion who travelled from Queensland, and eventually won this series also. Over the two-day regatta 17 races were conducted, with Peter Murfett (650), Peter Trenorden (148) and David Ingleton (326) finishing 10th, 12th and 14th respectively.

The typical course for racing the RC Laser consists of the Start/Finish line, which must be orientated to a direct line of vision to the Race Officer and two scorers, then to a windward mark and clearance mark, both usually rounded to leave them to the port side, and a leeward gate. Each race consisted of two laps, starting and finishing to windward.

Rosemary Murfett also bravely endured the squalls, assisting the team with the recording of each sail number as boats crossed the finish line, the recording of any rule infringements, and whether penalties were voluntarily undertaken, or not!

A 'Control Zone' is determined by the Race Officer, and all sailors must always remain in this area while racing or face disqualification. This is necessary to enable clear communications between the sailors and the Race Officer, and with each other for those hails of 'Starboard' or 'Buoy Room' etc.

As I described in the previous article, the normal Racing Rules of Sailing apply, with changes described in Appendix E, Radio Sailing Racing Rules. A 2-minute start sequence precedes each race, and the

normal 'Low-Point Scoring' system applies. Given the blustery conditions, the Race Officer determined that 'Rule 31 Touching a Mark' would only apply to those marks at the Start/Finish line.

Each race lasts approximately 15-20 minutes, with only a few minutes then to allow the fleet to gather in the starting area, before the next starting sequence is commenced. The 'Time Out' limit for each boat finishing after the first boat is five minutes, but such close racing as there was meant this rule was not applied.

Most sailors arrived in Portland on Friday afternoon, and we all met at a pub and had a hearty dinner by the fire. It was a good chance to get reacquainted with each other since the Nationals last May. Saturday evening was pizza night at the Yacht Club, where on Sunday afternoon, shortly after the last race was concluded, the results were declared and trophies awarded.

In our collective years of yacht racing, off-the-beach through to keelboats, there has always been a camaraderie among sailors. This is especially true at regattas such as State or National championships where there's a willingness to share knowledge, to help each other, and to be friends.

Racing the RC Laser is no exception.



Control zone



Portland courses and control zones



David Ingleton 326 and Peter Trenorden 148



Windy on day two

Volunteers Reception at Government House on 19 June

Photography: Eleni Tzanos, Tzanos Media

AT the invitation of her Excellency the Honourable Frances Adamson AC, Governor of South Australia and Patron of the RSAYS, nearly seventy people attended a reception for Squadron volunteers at Government House. His Excellency the Honourable Justice Mark Livesey welcomed volunteers and guests on behalf of the Governor, and the Commodore, Ian Roberts, extended sincere condolences from Members to the Governor for the recent loss of her mother.

The Commodore acknowledged the significant contribution made to the Squadron by the many volunteers who were present, and also by the partners who support those volunteers. He mentioned the committees and groups to which volunteers belong, and that without the commitment of the volunteers the Squadron would be a much poorer place to be a part of. In addition the Club has a number of employees who, while not volunteers, go above and beyond treating their work at the Squadron as simply 'a job'.

The Commodore suggested that Members benefit from volunteering because it exposes them to people with similar interests, allows them to develop new skills and invaluable work experiences, to make new friends and to improve self-confidence. It can also provide for better physical and mental health and well-being.

Most importantly it shows a commitment to the Squadron and strengthens a Member's ties to the Squadron community.

On behalf of all Members of the Squadron, the Commodore thanked all of those present and those who were not able to attend for their endeavours and commitment to providing a richer environment for the Club to continue and thrive, and to fulfilling the Squadron's motto 'Seamanship and Fellowship'.



Flag Raising Ceremony on 7 September

Photography: Brigid Dighton





By Helen Moody, Chair



WITH the sailing season looming closer and a feeling of renewed beginnings at the Club, the SheSails Committee is looking forward to contributing to the overall vibe and forward thinking of the RSAYS.

We are not one of the constitutional Standing Committees; however we are an advisory group of volunteers with a brief to address a particular issue. This approach can be valuable in contributing to Club life. Our Immediate Past Commodore, Ian Roberts, reintroduced the combined Chairs meetings at regular intervals and it has been really good to be part of an overall team, rather than each Committee operating separately and unaware of other Committees' specific

issues. Hopefully, this can be built upon and we can see the Club operate with each group working together.

The SheSails Committee is regularly asked why the WOW (Women on Water) training program needs to be only women, and isn't this discriminatory? Feedback from past WOW training groups indicates that single sex learning for women achieves better results. Research in various educational and sporting environments has also backed this up. The women have commented that they feel more comfortable with less judgment from other participants, and are therefore more willing to experiment and learn.

With this in mind we are going to keep the WOW training program for the 2024/2025 season, but would like to think about potential other mixed-gender training programs using the J24s. Rather than a program run by SheSails perhaps this could be a Club training program with input from Racing and Cruising Committees. Food for thought!

The June long weekend saw a team of nine women from the RSAYS participating in the Australian Women's Keelboat Regatta out of the Royal Melbourne Yacht Squadron. It was a great regatta with an amazing vibe of energy and enthusiasm. The team raced on a Bavaria 38, *Mrs Overnewton*, which has kindly been loaned for nearly 10 years, with thanks to its owner Les Norton. Sadly the boat is being sold and won't be available for future regattas.

Also in June more than 100 people listened to Helen Kearney's tales and excellent photos of her trip to Antarctica on the tall ship the bark *Europa*. She presented a really interesting, and well-prepared talk, covering the sailing, environment, life on board a tall ship including the watch system, and the scenery. An article describing Helen's experiences was published in the Winter edition of the SQ.

Events in August included a talk on seasickness by Janet Thornley, a GP who is on the SheSails Committee. On 31 August we were privileged to have Campbell Mackie and Katie Sarah talk about their participation in the Ocean Globe Race, both in the lead up to the race and the race itself. Campbell and Mark Sinclair were jointly awarded the Yacht Youth Trophy prior to Campbell's talk and this has been reported on elsewhere in this edition.

Other events are being organised for the upcoming season, with Something on a Friday sessions to continue as well as reintroducing some practical Sunday educational style workshops. The first one of these will probably be on engine maintenance, but all suggestions are welcome.



Helen Kearney tells of her trip to Antarctica



The Crew of *Mrs Overnewton*
 Front row L-R Amelia Clements, Helen Willmer (skipper); Middle row Helen Moody, Helen Kearney, Naomi Cushway, Candice Cushway, Jenny Geytenbeek; Back row Jodie Roberts, Tracy McInerney
 Photo: Andrea Franconini

Sail away on a boat called *Freedom*



Freedom about to depart the marina

DIS-ABLE Sailing Inc is a charitable organisation which operates solely through the kindness of volunteers, grants and donations from various SA institutions. The five Day Options groups which come sailing once a month on Wednesdays and Thursdays pay a \$15 donation per person, including the support workers. Also, other groups such as Beyond Blindness and Inspire Options come irregularly during the summer when the weather is warmer.

Up to 2019 the volunteers of DSI were regularly doing Bunnings barbecues and this activity, plus a very generous donation from a Squadron Member, enabled DSI to purchase a berth and become a Corporate Member of the Squadron. After the pandemic we were unable to recommence the barbecues and our regular income suffered (see *SQ Winter 2021*). For the last two years DSI has successfully applied to the Foundation to pay the Corporate Membership fee. The Foundation has generously paid the fee for 2024/2025 and has asked if DSI could raise money on behalf of the Foundation in the future. *Freedom's* crew will be responsible for the Members' Draw on Friday once a month, which we are excited to do. Very many thanks to all DSI volunteers both on the water and on the sidelines.



The Lotus Project Group

Sailing is one of the popular activities that various Community Support Services offer their clients with an intellectual disability within their Day Options program. Bedford in their Facebook page included the following lovely post:

'Bedford Day Options (Facebook Bedford Group) Panorama have been sailing away on a boat called *Freedom* every month for over seven years, with the sailing program run by Dis-Able Sailing Inc.

Six lucky Day Options participants meet at Outer Harbor, don their life jackets and board the 24 ft sailboat. As this is one of the most popular Day Options programs at Panorama, most of these sea salts are repeat sailors, and know the boating safety protocols inside and out. Sailing gives them the opportunity to experience some healthy outdoor activity, increase boating confidence and safety knowledge, and to work as a team.

And they're off – first they loop out to the end of the breakwater, and just over the line into the ocean proper. As they sail along, they talk about boat safety, enjoy the sun, the salty breeze and the sounds of the sea, and everyone gets a chance to steer the boat. Bedford sailor Sae Hou says, "I like listening to the seagulls, it makes me feel relaxed and happy. It's really fun doing sailing..."

Finally, they head back to the channel where they skim alongside the rocks. This is often where seals bask and dolphins play alongside in the protected water, to the delight of all on board. Return sailor Morgan says, "It's fun! I like seeing the seals and dolphins ... I want to go again!"

After disembarking at the dock, the six sailors will have lunch on the Quarterdeck overlooking the water and the moored boats in what can only be described as an idyllic setting. Program convener, Sandra

Stuut has been involved with the sailing program for about three-and-a-half years. "This program is an inclusive, safe outdoors experience and the skippers are very interactive and welcoming," Sandi says.

It's an enjoyable day out and the clients are always very excited to participate in this experience with their peers.'

The first Friday Members' Draw to be run by DSI was on 16 August which was a busy weekend as *Freedom* was racing the two-day Port Line Cup Regatta at PASC.

After winning the Port Line Cup Regatta in 2023 *Freedom* was ready for the August 2024 edition. Saturday's program was for two races within the Port River. The wind was quite light for the first race so the result was not fantastic, but we won the second race with good team work. Sunday dawned with the promise of a bit more wind from the north-east and we finished 5th PHS overall from a fleet of 22 and won the AMS fleet results.

Results in the South Australian Women's Keelboat Regatta (SAWKR) in 2023 in the Gulf were a bit ordinary but with so much practice this past winter we hope to do better in the SAWKR in 2024 in the Port River. This year Division 3 (trailerable yachts) includes small yachts and will be run by Port River Sailing Club. *Freedom* (25 ft) is eligible, so all that spinnaker work will stand our bow person in good stead.

One of the perks of being a volunteer of Dis-Able Sailing is racing *Freedom*: in the past season we have taken part in both Twilight series, the Women's series, Winter series and Short-Handed series, with good results.

Dis-Able Sailing Inc is a volunteer-driven charity, so very many thanks to all of you.



Happy sailing ahead



The Bedford Group

House and Social Report

By Annie Wilkins, Chair



FRIDAY Night Members' Mega Draws at the Squadron on 5 July and 16 August were both a resounding success, blending the Members' Draw as well as raffles and numerous prizes with vibrant live music.

Members and guests were treated to captivating performances by talented music

duos, Ziggy Live Acoustics and Felipe Tancini supported by Tim Seeley, whose music added a lively and fun touch to the evenings.

Highlights were the series of raffles and prize draws which added an element of fun and surprise. Prizes were abundant and included vouchers, exclusive merchandise, wine and chocolates.

The Members' Draw certainly captivated the crowd. Each draw was a big hit, with the money jackpoting to a substantial sum that drew enthusiastic anticipation and support from Members.

Overall, the atmosphere of both nights was lively, with members mingling and enjoying the festive environment.

The Mega Draw nights were well-organised and enjoyable experiences, successfully combining great live music, exciting mega raffles, the Members' Draw and a sense of camaraderie and fellowship, making it a memorable occasion for all who attended. The next Friday Night Mega Draw will be on 25 October, so come along and enjoy the evening – you might be a lucky winner!

The House and Social Committee continues to be active and enthusiastic in supporting and working closely with Office staff to organise major Squadron events such as the 20 Year Members Reception in August, the Flag Raising and Commodore's Reception in September and Opening Day in November.



Milang Inland Cruise on 23-24 June

A GREAT time was had by all, due firstly to the fact that it didn't rain for the entire weekend! I shudder to think how it would have evolved if it had rained.

We were able to avail ourselves of the excellent fireplaces supplied throughout which would have been useless without the generous supply of wood supplied by the management of the caravan park and our Members. Somehow the firewood just kept rolling in.

The ever-resourceful John Deniet, armed with his tomahawk, arrived in the morning to chop up the kindling to help get our fire started.

Forty hungry people dined at the Milang Hotel on the Saturday night. We had preordered from the menu, so the unflappable David Eldridge positioned himself, list in hand, in order to direct the young waiter to each recipient as he emerged from the kitchen with each meal. What a system!

Some of our least stalwart members had motels and B&B accommodation, but other hale and hearty people braved the 1-4° overnight temperatures in their motor homes, caravans and trailer homes. A few rented cabins, which was OK as long as the temperamental heaters kept the heat up!

For breakfast in the communal area on Sunday morning we had farm eggs supplied by Malcom and Pam Dayman from their very own chooks, with bacon included.

For entertainment we tried the ABC quiz on Saturday morning as we huddled around our roaring fire. To do this the caller had to stand a distance from the group to ring in to answer the question, and then move back over quickly to play it to us. Why? Because there is a ten second delay before the radio catches up. This caused much merriment! We weren't very successful at that and we decided there were too many music questions. Then we tried the Saturday Shark quiz which was much easier, before we whiled away another hour on the iPad quiz provided by Rae Eldridge.

Also entertaining was the local train set up, where one can pretend the train is actually mobile while sitting in the driving seat in the engine. You have to experience it to believe it! The locals have one of the best craft shops I have seen, with a book shop and afternoon Devonshire teas available.

The Sunday lunch at the Lake Breeze Winery at Langhorne Creek was another highlight. The food was great and the wine tasting presentation was the best I have heard.

Then back again to our bonfire which we had kept burning by stacking it up well before we left. Here we spent our last night reminiscing of happy times spent together. Sadly, Monday dawned and it was off to the 'big smoke' again for most of us.

We are currently investigating caravan



park options for next year. The weekend away is likely to fall on the winter solstice so this could make our Inland Cruise even more special. The Cruising Committee encourages all Members to consider joining us. You don't need to have a tent, a caravan or a motor home as there will be multiple inexpensive accommodation options. We hope to see you there. The likely dates will be the 20-22 June, and you can join us for the weekend or just for the day.



Garden Island Yacht Club on 8-10 June

FIVE fearless devotees made it by sea to Garden Island Yacht Club for our annual visit: *Enya, Four Seventy, Ivory Lady, Kooringal and Sea Lady III.*

It was with some trepidation that we set off as we had had many warnings about the possibility of running aground, so *Ivory Lady* followed *Kooringal*, skippered by the very experienced John Wickham who has negotiated the dog legs and the low tides many times. So much for my anxiety about running aground, as *Four Seventy* who draws more was there before us! However, on the return cruise *Ivory Lady* led the fleet.

All in all, with the 'roadies' included, we had 22 Squadron Members for the fabulous roast cooked by Paige Gronning and her team on Friday evening, and 16 for the BYO barbecue on the Saturday evening. With the wonderful fireplace that they have in the Clubrooms the room was very warm. We sat around talking for hours getting to know these fellow sailors. We could not have been made more welcome!

We are looking forward to returning the hospitality in February next year.

Below you will read about the rescue of a kayaker by the ever-resourceful Malcom Dayman and his crew while sailing over on the Saturday.

Malcolm Dayman of *Sea Lady III* reports that on the way to Garden

Island they had just passed the St Kilda entrance when they noticed what looked like an anchored kayak with no one in it.

Not seeing anything amiss they proceeded on to the Barker Inlet. Some way along the channel Emma noticed an object floating near the shallows. Observations ranged from jetsam to a pelican. It was neither. As they closed to, they saw it was a person treading water! Malcolm immediately employed man-overboard procedures and started rounding up. Emma and Jayne were observers while Barry went to the retrieval post.

Eventually the wide-eyed and appreciative young man was hauled aboard. It turns out he was the kayaker and had been in the water for some time, being rapidly swept away by the rising tide. Now the GOOD BIT! He was wearing a life jacket and had his phone in a waterproof bag attached. Marine Safety Authority had been called but it was some time before they could travel from Outer Harbor.

Malcolm headed back toward the kayak and eventually caught up with the Marine Safety Authority vessel that was searching for the kayaker. A relieved young man was transferred to the rescue vessel and the kayak taken in tow.

The *Sea Lady* (now SL Rescue?) crew were grateful they were able to assist, and advised the kayaker to tie himself to the kayak next time out.

By Steven Bulach, Hospitality Manager



WINTER has come to a close and we are looking forward to the warmer spring weather again. The Club in general has been fairly quiet over the past few months, with the exception of some busy Friday Night Members' Draws and the occasional function or Club event.

With the racing season fast approaching, the anticipation of a busy summer is looking promising. The F&B department made a few changes towards the end of the winter period, especially with trade times and

menu style. We are hoping that with the warmer weather we can expand on the current menu and trading times. This will be heavily dependent on having a kitchen team available to execute what we hope will be a high demand.

The October long weekend will see the Squadron host one day of the SAWKR Regatta on 5 October. This is usually a well-attended event, and we hope to see many participants dining this year.

I have been working closely with our wine sponsors to host some tasting events in support of the Foundation fund-raising. The first event will be held on Friday 27 September in conjunction with Nepenthe wines. This will be followed by another event to be held on the 18 October with two other sponsors. There will be special pricing available on the night, and those who have previously attended similar events will recognise some good savings. I would like to promote these events, not only to help and thank our sponsors, but also to offer Members an opportunity to pre-purchase some wine leading up to Opening Day and to take advantage of the savings.

There are some more formal Wine Tasting Dinners in the pipeline, with a specialised menu and tasting hosted by the wine-makers currently being organised. Please look out for the advertised dates as these events are finalised, both in the e-bulletins

and in our social media pages. These will be limited ticketed events, so if you are keen please get in early so you don't miss out.

General trade will be opening again for Wednesday Twilight offerings. I will be putting out a notice for volunteers who may want to help out on these nights with service on the buffet. We currently do not have the staffing levels to cover all options and have had quite a few Members offer their help. If you wish to be available and volunteer some time to help, it would be much appreciated.

In the previous racing season we have hosted some live music sessions on the Quarterdeck on Sundays. These will continue again this year and we will be tying it in with a new sponsor – Catalina Sounds who have come on board as part of the Joval Wines sponsorship. The House & Social Committee will also be hosting another Members' Mega Draw on 25 October. The previous events have been amazing, and with the warmer seasons coming we hope get some great weather so that we can host these events on the Quarterdeck.

In closing, we are anticipating another great racing and summer season, and we are looking forward to the Members using the facilities and generating some vibrancy in the Club. We hope to see you all soon.



Junior Development Committee Report

By Margaret Henry, Junior Sailing Co-ordinator



WINTER, the season of hibernation, has produced a few good sailing Sundays for the Juniors, but mostly they wait in anticipation of the coming season.

Wednesday 16 October is the beginning of the Junior Sailing for this season and we ask everyone to please meet in the Junior Room at 5 pm ready to be rigging boats by 5.30 pm. The new Junior Sub-Committee for this season will be Alex Farmer, Sophie, Mackenzie, Bethany, Max and Leila. They will devise, discuss and promote Junior activities so that our thriving program continues.

With extensive travel on the horizon, I will no longer be able to continue in my role as Junior Sailing Co-ordinator. RSAYS is currently looking to fill that role so if you would like to help our Juniors to become the future of our Club, please step forward. We also need people with sailing experience to help develop the skills and sailing knowledge of the Juniors in this program. Please contact the Office if you would like to share your experience with the next generation of sailors.

The annual October camp will not be running this year. The Junior Sub-Committee will discuss their options in regard to this at a future meeting.

Having collected a multitude of wonderful photos of Junior sailing over the past three years, I have made three photo books of the many activities and events that the Juniors have participated

in, one for each season. One set will be placed in the archives for posterity. A second set has been placed in the Juniors room for everyone to enjoy. If you would like your own copy they are available for purchase as a memento of our most recent Junior sailing years. Please contact me if you would like to place an order for these books.

I have enjoyed running the Juniors Program for the past three seasons. It has been especially rewarding seeing the Juniors having so much fun learning how to sail while also learning the art of seamanship and fellowship. I would like to thank everyone who so generously gave of their time and their sailing expertise for the Junior program. Their contribution has made the program work, far beyond just my contribution. The Junior program is not only valuable in the moment but also the kids of today are becoming major contributors to our Club's future.

Finally, I would like to thank everyone for the fun, the memories and the friendships that I have experienced at RSAYS over the past three years. I look forward to hearing about future endeavours and returning for visits when my timetable permits.



By David Adams, Immediate Past Chair

AFTER six years as a Foundation Trustee, my term of office has come to an end, and I will miss my role as Chair of the Foundation.

David Eldridge has also completed his six years as a Trustee, and I would like to thank him for all the work that he has done as a Trustee (just remember the Avenue of Trees and Garden projects as examples of his commitment, energy and enthusiasm).

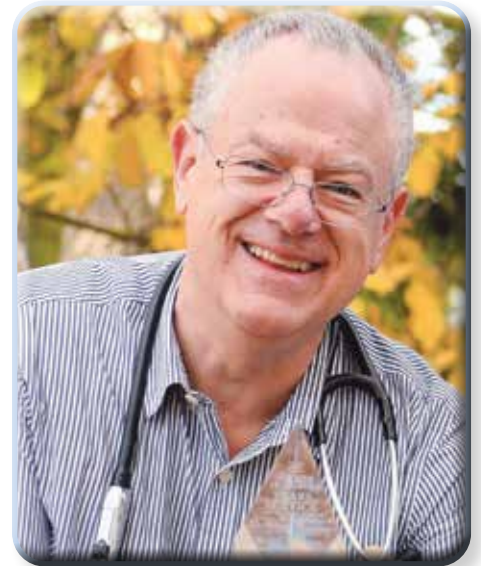
I have pleasure in handing over the role of Foundation Chair to Di Myers. Along with Carolyn Sugars continuing in her role of Secretary, and with the knowledge, experience and expertise that Di and Carolyn and all our other Trustees have, the Foundation is in great hands for the future.

But it still needs your support, both with assisting in the fundraising efforts of the Foundation, and also in your grant applications.

We would love to see more money both flowing in and also out of the Foundation accounts, for the benefit of the Squadron and also for you as a Member.

Please remember that if you prepare a grant application (see the Squadron website for details), that the application has to be assessed at a bi-monthly face-to-face meeting of the Foundation Trustees.

The RSAYS Foundation has an important part to play in the ongoing success of the Squadron, and with your assistance it has a very positive future ahead.



Staff Profile – Matika Skelton

By Matika Skelton

HELLO everyone! I'm Matika, and I've been part of the Squadron since November 2022. You might recognise me from behind the bar in the Food & Beverage area, where I've enjoyed serving you all. Recently, I transitioned to a new role at the reception desk due to staff shortages. I started in this role in mid-July, seeking a more permanent position with a Monday to Friday schedule. While I'm now primarily working in the Squadron Office, I still lend a hand behind the bar for special events.

I'm really loving this change and my new role. The opportunity to connect with Members in a different capacity has been fantastic, and I feel that my time behind the bar has helped me build a good rapport with many of you. I'm also learning a lot of new skills, which is exciting given my background in hospitality.

I've truly appreciated all the support and outreach from our incredible Members as I navigate this new role. The help I've received has been invaluable, and I'm grateful to everyone who has been so welcoming and supportive.

A little bit about me: I'm the only girl in a family with three brothers, and my dad was our sole guardian after my mum passed away. Family means the world to me, and I'm incredibly grateful for their support.

When I'm not at work, I'm quite the homebody. I love being cosy on the couch with my two dogs and my partner, Jake. I also enjoy getting away to visit beaches, go kayaking, and being in the great outdoors.

In my current role at the Club I handle reception and administrative tasks. In the absence of a dedicated marketing and events team member, I've been stepping in to help with organising events like the Flag Raising Ceremony, the Commodore's Reception and Opening Day. I couldn't do this without the wonderful support from our Members and Committees, and I'm truly grateful for all the assistance that has been given.





Members 20-29 years

Twenty Year Me

Sunday 18 A

Presentation of pins for 20, 30, 40



Photography:



Members 40-49 years



Members 50 years and over



L-R: Colin Harrison (40), Terry Gilder (20), Lloyd Cushnaghan (20), John Moffatt (60), Ian Roberts (20), Lexie Mincham (20), David Rickard (50), Keith Hancock (50), Sue Richards (50), Roger Holden (50), Margaret Moffatt (50), Phil Tassie (50). Absent: Pat Hill (60), John Wickham (40)

Members' Function

August 2024

0, 50, and 60 years of membership



Brigid Dighton



Members 30-39 years



Members 40-59 years



Members 60-65 years with the Commodore



Members 20-30 years: [Name] (20), John McLachlan (20), Kevin Cook (20), [Name] (30), Alan Down (Commodore), Jeff Mincham (30), [Name] (50), Tony Foster (30), Marion Holden (50), [Name] (30), Peter Roberts (20)



The Yacht *Youth* Trophy is the most important and prestigious award made by the Cruising Committee of RSAYS. It was first awarded in 1985 to Jamie Cowell and is displayed in the Dining Room. The Trophy is named after the cruising yacht *Youth*, a 34 ft steel sloop built by Alan Quigley who set off in 1965 on a remarkable 18-year global cruising marathon. It is awarded for personal achievement, regardless of experience, distance travelled or the size of the vessel. The award is open to all ages and members of all yacht clubs within South Australia.

THE award was presented by the Commodore on 31 August to Campbell Mackie and Mark Sinclair as joint recipients for their personal achievement as skippers of *Outlaw* and *Explorer* in the 2023 Ocean Globe Race.

They have written comprehensive articles for each leg of the race which have been published in the *Squadron Quarterly*, and their experiences certainly cover the criteria for the award.

The Trophy was also presented in 1991 to Don McIntyre, who instigated the 2018 Golden Globe Race, in which Mark participated, and the 2023 Ocean Globe Race in which two Members of the Squadron participated, out of 14 entrants from around the world.



The *Youth* Trophy awarded to Campbell and Mark presented by the Commodore

Outlaw's OGR Campaign

By Campbell Mackie

The *Youth* Trophy award and reflections on *Outlaw's* OGR campaign

ON returning home from the Ocean Globe Race (OGR) Mark Sinclair and I were asked if we would accept the 2024 Yacht *Youth* Trophy award jointly. While the OGR event is a race, it has all the elements of endeavour and challenge that Alan Quigley sought to promote in his terms of reference. And so we were both pleased and honoured to accept the invitation of the RSAYS Cruising Committee.

Mark's journey through two Golden Globe Race (GGR) campaigns and then as skipper of the Don McIntyre-owned *Explorer* in the inaugural OGR is very different to my own and he is the best person to tell that tale. So the following is my personal reflection of the journey that led me to be a joint recipient of this award.

I have been home now for three months and the sense of achievement remains omnipresent and profound. The perspective that comes from having completed the journey illuminates just how complex such an endeavour is. There are multiple streams of parallel activity that must be actively managed to achieve deadlines, budgets and compliance. The risk of failure is ever-present and significant, yet it cannot be allowed to dominate one's thinking. It is at the heart of the leadership challenge.

In a wonderful piece of happenstance I was introduced to Don McIntyre by Mark Sinclair here at the Squadron in August 2020. The possibilities that Don's proposition defined had never occurred to me, and I was suddenly faced with the prospect of achieving my boyhood ambition of sailing around the Horn. It didn't take too long to confirm that the project had 'legs' and although there were many unknowns I had long ago learnt not to over analyse things if your instinct says yes. It was a decision that defined the next four years of my life and that of my family.

Having secured my wife Lorna's support, somewhat qualified to begin with, the first task was to find partners who would share the dream. This was the keystone to success of the entire project. The people who initially signed up, the gang of five, defined the culture of the project which in turn attracted other good people and provided the foundation for the teamwork that made our campaign so successful.

Our definition of success was defined early on:

- To bring everyone home safely
- To complete the circumnavigation
- To be competitive
- To be a happy boat

From a fleet of 14 starters we finished 7th overall and 2nd in Adventure class. I will leave it to others to decide if that is a competitive performance. As regards the other three criteria, they were delivered in full. After such an epic adventure the return to 'civilian' life is challenging – very happy to be home but frequently yearning for the camaraderie and simplicity of life at sea.

In the Winter edition of SQ I wrote this about the end-of-race celebrations in Cowes:

It was the 'mission accomplished' moment for a 2½ year campaign. And now the carnival was over and the players began to disperse. The familiar cocktail of conflicting emotions couldn't be denied. I wanted to be away from the boat and my crew for a while, but completer's remorse was welling up astern like a southern ocean swell. It's a confusing time that only time will resolve.

Despite being dispersed around the globe it is a continuing joy that we all remain in regular contact. As for the Southern Ocean swell, I am regularly 'pooped' by the conflicting emotions that go with completion.

The preparation of a 40-year-old vessel for a racing circumnavigation is a mammoth task. For us this was complicated by the logistics of her location. *Outlaw* was bought from a builder of classic sailing and motor vessels located in Albany upstate New York. Hoping to create goodwill for the refit that was to follow, we resolved not to bargain the price. The reward was quick in coming when we were given open access to the boat shed and all its facilities including being able to work seven days a week. The expertise of the yard was also available to complete work that was beyond our capacity. The quality and scope of the works that were completed was proven by the reliable performance of *Outlaw* and her systems through 30,000 ocean miles of voyaging. It is clear now that we would not have made it to the start line without the support of the owners and staff at the yard. They followed the race and have become long-term friends, some even coming to the race start in Southampton.

Managing a refit in another country and being the skipper of a 55 ft ocean-going vessel is a very different proposition to that of a 30 ft boat, viz *Temasek*. So I had to stand back and coordinate the span of activities happening simultaneously in the US, the UK and Australia. Key to this was putting the right people in the 'right seats on the bus' and then trusting them to deliver. I wasn't disappointed.

At sea it was doubly important to have good oversight. Undertaking a six-week passage in the Southern Ocean is a serious business and it is imperative to always have a good understanding of the status of the ship's systems, fuel, water, gas, victuals, and weather and position without becoming consumed in the detail. A lifetime in business and working on major projects as a civil engineer and a project manager gave me the confidence to have a go. Seventy thousand ocean miles sailed with the Clipper Round-the-World Race in 2015-16 and 2018 plus getting the Yacht Master Ocean ticket completed the picture.

The project has been all-consuming, at times very stressful but ultimately more rewarding than I ever imagined. Self-doubt was a constant companion which I had to control. Having a partner of 50-plus years in my corner, who believed in me, was the backstop that got me through. These emotions represent the burden and the joy of the leadership role, the opportunity for which came from a chance meeting allowing me to achieve a latent boyhood ambition.

Looking back to my youth there is a pattern of seemingly random events that have conspired to make this adventure possible. At 74 this is probably my last ocean expedition, but only time will tell.



Thinking of home - Campbell Mackie, Matt Sinnett-Jones and Katie Sarah



Rounding Cape Horn



Point Nemo astern



Arrival at Trinity Landing in Cowes

Winter Solstice Dinner on 21 June

By Troy Lawrence



Dan and Nikki Turner with Troy Lawrence

AROUND 50 brave souls left the warmth and comfort of their abodes to venture out into the suitably crisp evening air to gather in the Dining Room for this year's 'darkest day' celebrations. The Winter Solstice Dinner is hosted by the Squadron's Wooden Boat Chapter and is open to all those who relish the smell of linseed, gum turps and tar. It's for the lovers, the dreamers, the romantics, and those who crave loosed sheets, distant horizons and the sweet smell of freedom!

After enjoying a winter tippie and catching up with acquaintances old and new, we filled our bellies with a hearty meal – thanks to chef Raphael. We then turned our attention to this year's guest speaker Dan Turner – endurance athlete and adventurer. His exploits range from competing in the world's toughest foot race across the Sahara Desert to completing the Melbourne to Osaka Race in 2018. His next

adventure is competing in the Mini Globe Race in 2025 – a solo, round-the-world race in a home-built 19 ft plywood boat. In the spirit of the official patron John Guzzwell and *Trekka* – Small Boat ... Huge Adventure!

Dan's talk left some awe-inspired and others slightly perplexed, trying to comprehend how and why one would take on such a daring adventure! But above all, we are extremely grateful to Dan for his time and for sharing his story – we wish him every success in his upcoming adventure and shall continue to cheer him on – from the comfort of our armchairs!

Each year, there are two awards given at the Winter Solstice Dinner. Everyone knows how much work there is in maintaining a boat, especially a wooden boat! This year, the Wooden Boat Achievement Award was presented to Arthur Vandenbroek with *Natani* for his long and continuing commitment to his lovely Blythe Spirit – an Australian design once considered to be at the forefront of offshore racing vessels. Robert Wallis was recognised for his extensive efforts in the refurbishing of *Taworri* with the Encouragement Award. Over the last couple of years, Rob has been quietly chipping away as the new custodian of this much-loved and admired Squadron vessel, and edging closer to open waters and adventure! Congratulations and thank you to both – keep up the great work!

All in all, it was a great night! A huge thank you to chef Raphael, Matika, Megan, and the rest of team for your hospitality! And many thanks to Geoff Wallbridge and Rod Wells for putting the evening together!

As the days are now getting longer (and slightly warmer) we are slowly readying our boats for the season – a lick of varnish here, a stitch of leather there ... and on those colder, wintry days, a warm cup of tea and a good book!



Arthur Vandenbroek on his well-maintained *Natani*



Robert Wallis receiving his award from Geoff Wallbridge and Rod Wells

Dan Turner is an adventurer with an ambitious goal: to compete in the 2025 Mini Globe Race. This extreme race of attrition covers approximately 23,500 nm across the globe, a feat never before attempted in boats of this size. In fact, it could very well be the longest race in sporting history! The race is expected to commence in late 2025, with a westward course starting and finishing in the Caribbean. Participants will transit the Panama Canal and round the Cape of Good Hope, covering more than 26,000 miles over approximately 400 days. Dan's journey will begin from Antigua following a Transpac qualifier from Lagos, Portugal in December 2024.

Source: Mini Globe Race website



IT'S hard to believe that after four years since the conception of this crazy goal of building a 5.80 m boat to compete in my childhood dream of racing around the world single-handed, the time has almost come to make my way to the start!

For those interested in the journey to date the Winter edition of the *Squadron Quarterly* featured the launch of my Class Globe 580 *Immortal Game* in April this year, and since then I have been working full-time on the Mini Globe Race campaign.

This has included everything from day sailing to a passage to Port Lincoln and return, as well as day sails in Gulf St Vincent. I have also undertaken various additions since the launch, including finalising all the electrical installation and amending some of the deck fittings to become more user-friendly in the cockpit.



Dan with Bob Williams

I've also been studying celestial navigation with assistance from Mark Sinclair (Captain Coconut) as well as Mike and Gay Lewis who are also experienced sailors and circumnavigators. Mark plans to follow the Mini Globe Race fleet around the world in support, if required.

One thing I learnt in my sail across to Port Lincoln was that I want to keep myself off the deck as much as possible for safety reasons, and as such have had Bravo Sails amend my hanked-on jib to a furling system, as well as adding a second safety rail to the stanchions among other things.

I have also spent some time trying to raise funds through selling merchandise and approaching sponsors, although I'm hoping some more sponsors will come on board for the journey in due course. That said, I would like to send a shout out to my current sponsors Yacht Lab, Port Lincoln Boat Supplies, Martin Rogers Jewellery and Musto who have been great supporters of the campaign and are now a part of the team.

In more recent weeks I have also had the opportunity to be a guest speaker at multiple yacht clubs including the RSAYS where I spoke at the Wooden Boat Winter Solstice dinner, and everyone I had the opportunity to meet was supportive of the campaign.

I now move into the final weeks of the boat being here in Adelaide, and I anticipate that within the coming month the yacht will be in a container making its way to Europe. From my research of this process, Algeciras in Spain is the most affordable and quickest place for shipping, so that is where I have decided to send the boat shortly. I will then head off to meet the boat there in early November where it will be rigged and put



Members who enjoyed Dan's talk

back into the water for final preparations. The race will commence on 28 December from Lagos, Portugal, so once the boat is ready I intend to sail through the Strait of Gibraltar to the start which is approximately 200 nm away. This area has been known for multiple Orca attacks in recent years; however I am hoping that at that time of the year I will get through there incident free.

Once in Lagos my wife Nikki will be coming over for Christmas and to see me off for the start of the race to Antigua which is actually a Transat race before the Mini Globe Race, so all things going well I'll actually be doing a lap and a bit around the world.

For those interested in watching the journey, my website is danturneradventure.com or you can find Dan Turner Mini Globe Race 2025 on Facebook where my campaign manager, Nikki, and shore team coordinator Xavier Doerr will be posting regularly. Tracking will also be available via the YB tracking app.

For more details regarding the race you can visit miniglobelrace.com or simply reach out to the team to find out more. I look forward to keeping you all updated with the journey and to organising another event to talk about my adventures upon my return to Australia in due course.



Immortal Game ready to be transported

By Trevor Hamlyn, Grey Nurse

Mid-winter cruise from Wentworth to Nangiloc via the Mighty River Murray



Our fleet from the river

IT may come as a surprise to some that the best time of the year to undertake an inland river cruise is during a southern Australian winter. Yes, the nights and mornings can be as cold as ice but the days are quite frequently bathed in warm sunshine with little or no wind. The trip that I report on below was just that – lots of brilliant blue skies during the day with frosty mornings.

Planning for the cruise was commenced many months in advance by two volunteers of the Trailer Sailer Association of SA (TSASA). The river from its mouth in SA to the north-western region of Victoria is held back in a series of pools by locks, weirs and regulators. However, once beyond the influence of the Lock 11 pool at Mildura the river finds its own level, subject to the flow on any given week. This is where navigation can be tricky for any craft with a draft greater than a kayak or tinny. Most trailer sailers have a draft of between 400 and 600 mm.

Initially it was hoped that the river flow in August this year would be sufficient to commence the cruise at Robinvale in Victoria and finish downstream at Wentworth. This plan was initially supported by a flow in February of 26,000 ML/Day at the Euston Weir (near Robinvale) which by decision time in July had dropped to 6,000 ML/Day. It was therefore decided to travel upstream from Wentworth, pass through Lock 11 at Mildura, then travel as far upstream as possible on falling river levels before turning safely back downstream. The likelihood of being stranded halfway, not being able to return or continue until the springtime high flows, was definitely not appealing. Thanks go to the Lockmasters at Locks 11 and 15 for their kind advice and to the Murray Darling Basin Authority for the comprehensive data that they publish on their website and update daily at <https://riverdata.mdba.gov.au/system-view>

A hearty meal at a Wentworth Pub provided a fitting start for our fleet of seven trailer sailers, three of us being Squadron Members, Lorraine and I in Grey Nurse, Roy and Mignon Martin in Dazza's Heaven and Rob Hutson with friends in Silver Gull. We all departed fully provisioned with drinking water, fuel for 150 nm, food, beverages, firewood for use in the National Parks and plenty of winter woollies. New to us this trip was a small cabin heater which provided ducted warmth to effectively take the chill off the air on those frosty mornings. We were well-down on our waterline!

Once past Wentworth and the muddy influence of the Darling River we found the water clearer. We proceeded upstream past the settlements of Curlwaa and Dareton, stopping overnight once on our way toward Mildura and Gol Gol. To ensure our safety the Lockmaster at Lock 11 minimised the turbulence as we rose several metres to the upstream pool level. Daily distances travelled by our fleet varied between 10 and 20 nm as we started experiencing some of the natural wonders of this part of the world. The Victorian side of the river has a 3 Chain Crown reserve along the Murray, in stark contrast to the NSW side which is privately owned and developed in many cases to at least the water's edge. Substantial tracts of land on either side of the river are listed as a National Park, State Forest, Nature Reserve or as Conservation areas.

River traffic was minimal, just a few fishers wetting their lines and one Paddle Steamer out for a run. While on the subject, worth mentioning is a Paddle Steamer Museum at Wentworth that beckons a visit. There are more than 30 intricate hand-made replica scale model boats on display that were all built by local Wentworth character 'Riverboat Rob'. Of interest to me were three very well made models of the Marion, each showing a different configuration under various owners.



Roy and Rob looking for a loose wire



Paddle Steamer Challenger



Pre dinner drinks and canapes

There is evidence that the river valley was occupied for more than 40,000 years prior to the arrival of the European explorers who followed Captain Charles Sturt after he named the river in 1830. Some of this evidence is clearly visible from the banks of the river in the form of scarred trees where canoes have been sliced off. We saw several likely examples. More than 20 years after Sturt's voyage, steam-driven riverboats made their way upstream to open up the river for the transportation of produce and supplies of equipment. River traffic was reported to have grown from around 15 boats in the early 1860s to more than 300 Paddle Steamers plying the waters by around 1870. It was the introduction of rail transport that eventually ended the paddle/steam era.

It's important to note that our fleet navigated using the River Murray Charts published by Maureen Wright which include detailed drawings of the river between Renmark and Yarrowonga. Our edition of her book was her eighth, having originally charted the waters with her husband Barry in 1973 in an old converted lifeboat named Peregrine. Maureen's book is still regarded as the 'river bible' by the majority of river users some 40 years later.

Dense eucalypt forests on both sides of the river became common as riverside homes and houseboat moorings gave way to natural bushland. We eventually reached the limit of the Lock 11 pool at Bengallow Bend which is some 30 nm upstream from Mildura. It wasn't far from there that we started experiencing shallow water. Several of our fleet, including ourselves hit bottom above that point and had to back out of shallow water. At one point we became stuck hard in the middle of the river with our keel and rudder completely retracted. That's in a depth of around 450 mm. From that time on we carefully followed the deepest water in the bights of the bends and avoided the sand patches on the points.

By this time our number had grown to eight boats but only three of us made it all the way to Nangiloc with a flow that had increased briefly to 8,600 ML/Day. It was in this part of the river that we experienced a flow of up to 2 kts around some of the narrower bends. Our decision to start downstream was therefore confirmed as the correct choice.

We then enjoyed several restful days nose-in to some of the beautiful sandy beaches that are a feature of this part of the river. Overnight rain and drizzle on one morning made the conditions perfect to experience the exquisite aromas of the surrounding eucalypt forests, as we prepared to travel back to civilisation.

A lunchtime visit to the Trentham Estate winery and restaurant made a pleasant change to the daily life that we had become accustomed to. The green lawns and carefully manicured landscaping, however, seemed for us to be completely out of place.

I have great admiration for the Squadron skippers who have conquered the world's oceans, circumnavigating the globe in many cases. By contrast a short river trip, less than five hours drive from Adelaide seems quite insignificant but I am still awestruck by the remote beauty of the riverland which still supports abundant birdlife. Pelicans and galahs were experienced in large numbers during our cruise, along with dozens of other species. I watched a pair of galahs preening each other as they sat on a branch above our boat. Hopefully this is the result of careful management of the basin and not just the recent flooding that has rejuvenated some of the backwaters and wetlands.

The cruise ended in much the same way as it started by patronising one of the other three pubs in Wentworth.

Where else in Australia or even the world can private citizens experience a river journey in their own boat, such as the one that I have described above? Being able to pull up to an isolated sand bar, cook over a small campfire and enjoy the company of like-minded people, all in a natural environment is a very special privilege. We took great care to take nothing but photos and leave nothing but footprints.



Grey Nurse in cruising rig



Lunch at Trentham Estate



Cooking over the coals



Silver Gull in Lock 11

Senior Members Profile – Roger and Marion Holden

By Barry Allison

This is another in the series of articles by Barry Allison recounting some of the many and varied adventures of our Senior Members of the Squadron. This time we review the very extensive yachting experiences of Roger and Marion Holden, who have recently joined the exclusive band of Fifty Year Members, both having joined the Squadron in 1974. There have been many articles written and produced of the Holden sagas over the years of their membership and their many world cruises, and so this article is really a condensed summary of the years from when they first took up sailing in 1970 to their cruising 'retirement' a few years ago.



ROGER met Marion while working in England in the late 1960s and their love of sailing began in the 1970s after they had married in England and decided to pursue Roger's interest in the sea by enrolling at a sailing school at Fowey in Cornwall. Marion had only been on a dinghy once, very briefly, while at university. Initially, she learnt little more than the boating terms of 'ready to gybe' and 'lee-oh' but as the years went by she became an enthusiastic and proficient convert.

Meanwhile, Roger became a crew member aboard *Matchless*, formerly the famous British racing yacht *Prospect of Whitby*, which was part of the British team which competed in the Southern Cross series and the Sydney to Hobart races in 1969. A retired Lieutenant Commander and submarine captain, Peter Poland, bought *Matchless* when the team returned to England, and Roger continued to crew for Peter in Offshore Series over the next three years. (Many years later when Roger was working in Adelaide, Peter was still trying to entice him back to Europe to take part in Mediterranean and the Greek Islands races and cruising. Unfortunately, Roger had to decline the offers in preference to developing his professional career as a journalist.)



Cooling off Greek Island style

In those earlier days in London it was not long before the Holdens decided that it was time to own their own yacht, and in March 1970 they purchased a 21 foot Vivacity 650 and moored her at the quaint Heybridge Basin in Essex. They called her *Didgeridoo* and she rewarded them with some great cruising, including across the Channel into France and Belgium with baby Nicole and toddler Rick aboard.

In 1974, the family moved to Australia where over a period of 15 years Roger became editor, managing editor, managing director, and ultimately proprietor at *The News*, in Adelaide.

They bought a home at Modbury, and a year later built at North Haven to be near the sea and their boat, a 30 foot old wooden cutter moored under the Birkenhead Bridge as part of the Port Adelaide Sailing Club fleet. Formerly *Ramdel* under Squadron stalwart Reg Lewis, she was renamed and became the first *Marionette*.

When the Holdens joined the Squadron in 1974 they occupied a chain mooring on the eastern side of the basin. They loved the social atmosphere with always plenty of activities for the children, including regular overnight trips around to the Quarantine Station and Port River anchorages and at least twice each year – including winter – sailing to Kangaroo Island and around to Port Lincoln and its offshore grounds, which they came to love as their second home. With them sailed their Beagle Jodie who provided plenty of mischievous fun for all on board. Roger twice crewed aboard the 34 foot schooner *Sari* in Port Lincoln races with the enigmatic and mysterious ex-American owner and Squadron Member, Maurice Bellemans.



Following a night of revelry at the Carnival in Trinidad

In 1985 *Marionette I* was sold due to the demands of ever-increasing maintenance and was replaced by *Marionette II* – a 32 foot Scandia design built by Peter Lauridsen – which was purchased from Greg Jaunay and provided exceptional sailing for the Holdens over the next six years. While at a conference in the Gold Coast in 1992, they discovered a lovely Cavalier 43, and she soon became *Marionette III*. Marion retired as a pharmacist and Roger retired from business activities and they took on the wonderful world of sailing the oceans. In March 1994 *Marionette III* sailed out of the Squadron bound for the east coast of Australia. Aboard for the trip to Sydney for this adventure was friend Louise Hoffmann, ex-*Rouseabout* and with extensive cruising experience with John Smith on *Oberon*.

Both of the Holden children were recently married when *Marionette III* sailed out of South Australian waters. In 1995, Roger and Marion sailed in the Gove to Darwin Yacht Rally and were so impressed with the race organisation that they entered the Darwin to Ambon race in Indonesia. In 1996, Roger crewed on a friend's yacht in the inaugural race from Brisbane to Gizo in the Solomon Islands and was so taken with the idyllic way of life in these islands that *Marionette III* sailed there with Marion on board in the 1997 race and later cruised for months through the archipelago before returning to Port Douglas.



Among the ancient ruins on Sicily



At anchor in Arataki Lagoon, Cook Islands

Such was the desire to continue these offshore adventures that another larger craft had to be sought. While at Southport in Queensland, they fell in love with a 1991 Taswell 49 sloop named *Mariand* which later became *Marionette IV*. She was built in Taiwan and the Holdens were the second owners. She had all of the modern conveniences not experienced on previous yachts – hydraulic in-mast and jib furling, a water maker, air conditioning and leather upholstery. So in November 1998 they set off for New Zealand, via Lord Howe Island to the picturesque Bay of Islands, and were able to explore a lot of New Zealand by yacht, ferry, train and bus. In June 1999, they took part in the Auckland to Tonga rally and cultural tour and became great supporters of the Islanders before returning to Brisbane via Fiji, Vanuatu and the Chesterfield Reef. A year later, on the eve of the 2000 Sydney Olympics, the decision was made to escape under sail to Noumea and Vanuatu and avoid the east coast traffic jam. In 2001 *Marionette IV* set off on a cruise around the world's oceans that would last a full 10 years. Leaving Darwin, they steered towards Indonesia and Thailand with no

firm plans in mind. A three-year period was spent living aboard in Thailand and led to more dangerous waters leading up to the Red Sea, the Suez Canal and into the Mediterranean. After leaving Cochin in India, they went to Oman and then to Aden, where they joined a convoy of 12 yachts through a 200 nm stretch of water commonly known as 'pirate ally' where people smugglers ferried desperate Somali refugees to Yemen and then backfilled their boats with looted equipment from hijacked yachts as they returned to Socotra off the Horn of Africa. A year later the practice turned even more deadly, with kidnapping and ransom taking over as an even more profitable trade.

Having negotiated the Suez Canal, *Marionette IV* cruised the Mediterranean for the next three years, sailing and anchoring between Israel and Gibraltar – and all countries between. After a month in Morocco, they sailed across the North Atlantic Ocean from the Canary Islands towards the West Indies in 2008, making landfall at Antigua. This provided a great opportunity to cruise the length of the West Indies Islands from the British and US Virgin Islands, through Montserrat, Guadeloupe, Dominica, Martinique, Trinidad and Tobago, and down to Grenada where they experienced the rich cultures and colourful people of these nations. It was while anchoring off the entrance to Saint George's on the island of Grenada that they were able to assist a lone South African sailor who had jammed his hand in the foredeck anchor winch. After much manipulation of the winch and considerable pain, they were able to convey the sailor to a hospital where the hospital staff promptly amputated a finger! From Trinidad and Tobago, *Marionette IV* sailed west towards the Panama Canal via Aruba, Bonaire and Curacao, spending weeks in Colombia and the San Blas Islands. The transit of the Panama Canal with three other yachts went without a hitch, with each yacht carrying linesmen and a pilot aboard. But leaving did provide some exciting moments – they needed at least US\$3,500 to pay for marina fees and transit costs, but because of a glitch with their Mastercard,

Roger and Marion had to rush madly in a taxi from their boat into the lawless and extremely dangerous city of Colon, head into a bank which was protected by guards with machine guns, and then get back to their boat with all the cash before bandits could strip them of all those dollars! The crossing from Panama to Bundaberg was a magical 'downhill' run through the tropical paradises of Galapagos, Tahiti, Marquesas, and into the familiar areas of Tonga, Fiji and Vanuatu.

In January 2012, *Marionette IV* returned the Holdens into the Squadron pool after circumnavigating the globe with just two of them aboard. Remember that Marion had only begun her sea time in England when in her mid-twenties and such was the recognition of her incredible experiences at sea over a long period of time that Marion was awarded the Yacht *Youth Trophy* in 2021.

Today, Roger and Marion are enjoying a very peaceful life in their lovely modern home at North Haven. Their son Rick now lives aboard *Marionette IV* which is moored on their marina opposite the home. Both Roger and Marion have contributed to the running of the Squadron over many years – as members of the RSAYS Foundation, as supporters of the Cruising Committee, and as contributors to the *Squadron Quarterly*. Asked whether they would repeat this adventure again, both replied that they would, but realistically admitted their current ages would suggest otherwise. However, with Roger's journalistic skills, such an adventure must surely be developed into a book that would translate much of the material written here into a much more detailed and interesting account of their cruising life and loves with one *Didgeridoo* and four *Marionettes*.

We wish them well for many, many more relaxing years.



With the Rastafarians in the Caribbean Sea



Kuna Indians of the San Blas Islands



Exploring Morocco by camel

By Richard Smith OAM

The move to its final home – and it only took a day!



SPMTs driving onto barge under cradle

Introduction

That's what it looked like to an outsider, but the reality was much more. The intense planning, the mobilisation of resources, many of which were donated, the physical work by volunteers, and the preparation which required extensive work, all had to be completed before the big day.

With only a handful of days each year where the tide predictions and minimal tide changes made the Offload possible, it is not surprising that the planning and execution of this work took about 20 months.

Even before Clipper Ship *City of Adelaide* Ltd (CSCOAL) finally secured the right to bring the *City of Adelaide* (COA) to Adelaide in 2010 the Clipper Ship Board always intended to have a final resting/display place in a prominent location in Port Adelaide.

Fletchers Slip was the target site, and it was appropriate as the COA had been on the slip in her early days. That was not to be, and five years after its arrival in Port Adelaide the Dock 2 Precinct was declared the site for a future Historical Maritime Precinct by the State Government which would provide for the COA and other local historic vessels.



Two lines of SPMTs lifting cradle and ship ready for Offload

Given that there are no cranes in the State and probably in Australia large enough to lift the 585 tonne ship and its cradle from the Bradley Barge onto land, alternatives had to be considered. While it was considered possible to skate or skid the ship and cradle off the barge onto land this was considered to have many risks which were difficult to manage. A preliminary scheme using Self-Propelled Modular Transporters (SPMTs) in a reverse process to what we used in Scotland to transfer the COA from a slipway onto a barge in September 2013 was developed, and was considered workable and low risk. The problem was that the only SPMTs in South Australia were at the Naval Shipyard at Osbourne.

To suit the potential SPMT-based solution an effective method was developed to jack up the ship and cradle by approximately 1.5 m on the barge well in advance of the Offload operation. This was a major operation in itself. A 10-hour-day operation followed about six weeks of intense preparation, purchasing 10 x 100 tonne jacks, and flying two HEBO experts from Holland for three days.

Once it was established that the SPMTs were the key to a successful Offload, discussions were held with Australian Naval Infrastructure (ANI) to see if there was an opportunity to use their SPMTs as the Offload project potentially provided some work experience and training at Dock 2 which presented many site restraints and features not available at the Osbourne facility. Fortunately for CSCOAL, after duly considering the opportunity ANI welcomed the move.

We planned and initiated a barge ballasting plan which would allow the two x 30 line SPMTs to be driven onto the barge from the wharf at a time when barge deck and wharf heights were approximately equal, and when the tide movement was minimal. All yachties would appreciate this was a big ask, with only a few times a year when tides made this possible.

Once positioned under the cradle, the SPMTs lifted the ship and cradle by approximately 100 mm. With progressive adjustments to the ballasting of the barge the SPMTs carried the cradle and ship towards the wharf and subsequently onto land. The movement of hundreds of tonnes of water between a predetermined selection of the barge's 27 ballast tanks was achieved by using six 150 mm diameter pumps from Kennards.

While the Offload provided an amazing spectacle on the day the real work was in the planning and construction of the temporary and permanent infrastructure. This was required to do the job and provide long-term value to the Maritime Precinct Project. The value of the work undertaken to achieve the Offload and to tidy up the site immediately afterwards is valued at close to \$1m.



Pit and foundations ready to receive cradle and ship on SPMTs



SPMTs carrying cradle and ship from barge to land

How could a Not-for-Profit Volunteer organisation achieve this without Government funding? The answer lies in the fact that CSCOAL Directors with high level Engineering and Construction expertise have built up and maintained an excellent reputation for fair dealings in designing and managing difficult and innovative projects. CSCOAL was fortunate that a number of South Australian organisations have recognised this when considering where their Corporate assistance could be usefully directed.

For an expenditure by CSCOAL of close to \$200,000 in the 20 months leading up to the Offload, with help from the Dutch Contractor HEBO, CSCOAL Volunteers and an amazing assistance from Construction, Civil and Marine Civil Contractors and Suppliers, the \$1m Offload project was achieved. Key inputs were from Bardavcol, Hallett Concrete, McMahon Services, Maritime Construction, ANI and WGA for the naval architecture expertise required to satisfy CSCOAL and ANI that the high risk areas were well-managed.

The foregoing concentrates on the day of the Offload on 16 June 2024, but a few words about the work undertaken in the 20 month lead-up puts some perspective into the magnitude of the project.



The SPMTs turning to enter Pit

The lead-up to the Offload day

Soon after the COA was moved to Dock 2 on the Bradley Barge in November 2019 a decision was taken to display the ship between the western end of Shed 13 and the Port River. This was refined progressively with input from our architects and taking account of physical site restraints. This provided a basis for firming up the planning of short, medium and long term visitor access, development of Shed 13, and the Maritime Heritage Precinct which will be developed to the north of Shed 13.

The Offload and the ability to move the Bradley Barge east in Dock 2 has freed up space at the western end of Dock 2 to allow the One and All to be moored in the Dock rather than in the Port River.

We needed to depress the ship and cradle into the ground about 1.5 m below the existing ground level to enhance the display of the historic ship and improve access to it. The bulk of this excavation work was undertaken by Bardavcol.

The Pit depth was controlled by extremely poor ground conditions and picking a level which simplified access to and from Shed 13 at a future balcony/mezzanine level. The poor bearing capacity in parts of the Pit required some rework of the excavation and extra high quality fill, with some redesign work and larger footings in some areas under the cradle. The flow-on effect of this required alteration to some of the prefabricated formwork and additional components. All the reinforcing was assembled and placed by the volunteers. All the formwork was made, installed, stripped, moved multiple times and reused in an extremely efficient manner.

All the engineering design, construction planning and construction detailing was done in-house and a high percentage of the physical construction work was undertaken by our volunteers with in-house guidance and supervision.

One of the biggest areas of corporate support for work in the Pit came from Hallett Concrete who not only supplied the concrete but also provided most of the labour to place it, and to complete the compacted backfill between and level with the top of the foundations to enable the SPMTs to carry the cradle and ship down into the Pit and lower it onto temporary supports.

The Offload on 16 June marked a very significant milestone in the 160-year life of the Clipper Ship *City of Adelaide* which has only been achieved by the ongoing commitment and support of about 70 volunteers. Early this year a significant contribution from the Civil Contractors Federation of SA has assisted with miscellaneous works where they have been using the CSCOAL project as part of their Work Hardening Program.

We invite you to come and see the results of our hard work at Dock 2.



The ship in its final position, still to be lowered onto foundations

By Jeanne Harrison

A Woman with Flare



Martha Coston, Inventor of Night Signal Flares for the US Navy

As you check your hand-held flare inventory for expiration dates this year, give a thought to Martha Coston. You might ask, "Who is Martha Coston and what does she have to do with flares?"

Imagine a widowed, 21-year-old mother with four children. Her husband, Benjamin Franklin Coston, a promising inventor, had been the chief scientist at the Washington Navy Yard and later president of the Boston Gas Company. Unfortunately, Benjamin died from inhaling chemical vapours which he was experimenting with at the Navy Yard and at the gas company where he was working just prior to his death at age 27. The year was 1848.

Plato may have said, "Necessity is the mother of invention." But Martha Jane (Hunt) Coston became the mother of invention out of necessity, curiosity and perseverance. After her husband's death, Martha discovered plans and reports of unsuccessful experiments on night signals among her husband's paperwork. Although she lacked formal credentials, she expanded the concepts, plans and designs from her husband's notes, and eventually was able to develop white and red flare colours. But she wanted a third colour for coded night signalling.

After witnessing a fireworks display in New York City, Martha contacted the pyrotechnics suppliers. In her words she, "Hoped that I might find someone capable of helping me. I opened communications with several of them, under a man's name, fearing they would not give heed to a woman, asking for a strong, clear blue or green light, but not saying for what purpose I wished to make use of it." Eventually, she was able to add the colour green to her white and red flare colour pallet.

She then patented her three-coloured flare signalling and code system in 1859 – patent #23536 – posthumously granted to her husband, with Martha as the patent administrator. Patents were then obtained in England, France, Holland, Austria, Denmark, Sweden and Italy as Martha travelled throughout Europe between 1859 and 1861, marketing the flare code concept. She returned to the US at the outbreak of the Civil War.

Congress had previously been petitioned to purchase her original flare patent, and she had been waiting two years for a reply. Martha Coston proposed that, "The night would lose half its terrors at sea, when in darkness and through the storm, ships could

talk to each other."

Eventually, Congress voted to pay Martha \$20,000 for her patent rights (she had offered it at \$40,000). Then the US Navy contracted with her company, Coston Supply Company, to provide flares to the US Navy but only at cost, due to the war effort. After the war, she petitioned Congress for her profit margin to be restored (est \$120,000), but was eventually granted only \$15,000.

After a few new alterations in the flare ignition device, and the issue of another US patent in her own name (#115935), orders for Coston flares poured in from navies, shipping companies, fishing companies, insurance companies, chandleries and yacht clubs worldwide. Unique to these Coston flares was that they were hand-held and self-igniting. Ultimately, every US Life-Saving Service used Coston flares for ship-to-ship and ship-to-shore flare signalling.

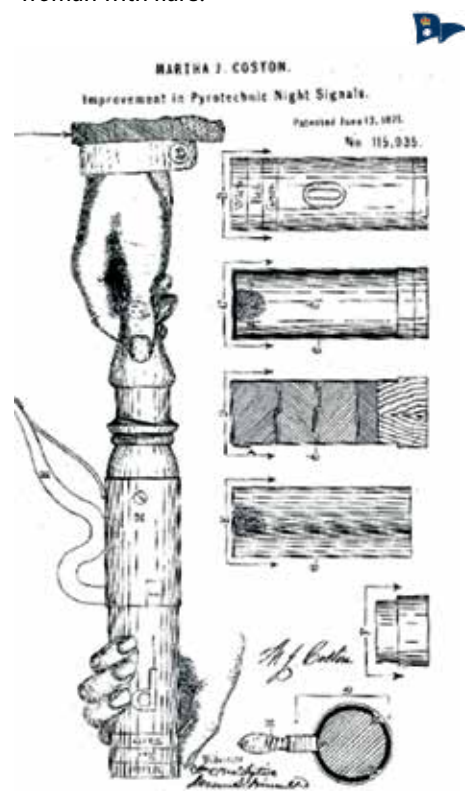
Accolades for saving lives at sea soon resounded. It has been suggested that the Coston Flare Signalling System saved thousands of lives. The flares used for distress as well as for signalling were considered a significant factor in the Union's naval successes during the US Civil War.

Pyrotechnics developed by Martha Coston became the basis for flares used today. But at every step of their development, Martha claimed to have been 'ready to fight like a lioness' against bureaucracy and chauvinism.

In 1904 Martha Coston died. The Coston Supply Company remained in business until 1985. In 2006 Martha Jane Hunt Coston was inducted into the US National Inventors Hall of Fame. Martha Coston can definitely be remembered as an inspirational and unique 'woman with flare'.



Coston's Signals Display from civilwarsignals.org



Flare Design from US Patent App #115935



Brian and Angela Pike with *Crusader*

GROWING up in country South Australia, I was never far from the water: family holidays and weekends were always on the Murray, the lakes and fishing towns in the South East, or the family shack at Sheoak Flat on Yorke Peninsula, always messing about in boats – I guess this is where my love of the water stems from. However, I was a late starter to sailing. My first sailing experience was in the 1980s on a Binks 25, racing out of the St Kilda Boat Club and participating in the annual Port Vincent regatta. When not racing, we would frequently cross the Gulf, often at night, to Port Vincent and Black Point. This was the start of my love of sailing.

In the 1990s Angela and I lived in Jakarta and were active members of the Jakarta Offshore Sailing Club (JOSC). What the JOSC lacked in facilities and members (about 20 of us, meeting fortnightly at the Eastern Promise restaurant/bar in South Jakarta) we made up for with sailing activities. The JOSC had an active racing calendar with two race series, the Sunda Kelapa and the Henry Malacca. Angela and I raced with our good friend Dave Lowery on *Matahari II*. In addition to the racing, the JOSC had a very active cruising calendar set loosely around full moons – the weekend closest to the full moon involved a cruise to the Thousand Islands, departing Friday night and returning on Sunday or Monday.

Angela and I returned to Australia in 2001 with our baby Patrick and our 'well on the way' daughter Anastasia. I gave up investment banking upon returning to

Australia and worked for UniSA in academia and then as a business analyst for 18 years, moving recently to the University of Adelaide in a similar analyst role. Meanwhile, Angela completed her teaching degree while working as a stay-at-home mum raising Pat and Annie, and she has been working as a kindergarten teacher for some 11 years now.

The new family brought my sailing activities to a close (except for a couple of sailing trips in the Mediterranean) for 15 years. Some five years ago we bought a share in a syndicate boat named *Swallow*, a Duncanson 29, built in 1986 for the syndicate. We sailed the Duncanson frequently overnight across the Gulf, exploring anchorages between Black Point and Troubridge Island. The most memorable trips in *Swallow* were to Kangaroo Island and one year across to Althorpe Island. While the Duncanson 29 is solid and very well maintained by the syndicate, very early on Angela found her uncomfortable. This, together with a couple of longer passages to Port Lincoln, and a delivery from Gold Coast to Sydney, started the search for a bigger, blue-water capable boat.

Thoughts of long-distance sailing started in the late 1990s before children and resulted in lots of research and clear requirements in terms of what makes a safe blue-water boat. Rightly or wrongly, my view is/was that an encapsulated keel and a skeg-hung rudder were not negotiable. As well, she would need to sail well to windward and be capable of being sailed short-handed. Saved searches resulted

in hundreds of hits and a few interstate inspections. Then in March this year *Crusader* showed up in the search results.

Crusader is a stiff 37 ft blue-water cruiser. She is a Peter Joubert design Cape Barren Goose and was built by Geoff Baker, a well-respected boat builder in NSW. Like many of Joubert's designs, she has raced in the Sydney to Hobart Race on more than one occasion.

Not only did *Crusader* meet the search criteria, but she had also obviously been much-loved and well set up for short-handed sailing. We were impressed with the deep and safe centre cockpit and the well-thought-out running rigging. After checking in with the previous owner Phil Tassicker and learning of *Crusader's* voyaging history, I was confident *Crusader* was the boat for us. This is how we became *Crusader's* new custodians and new RSAYS Members.

As with all boats, there is a long list of maintenance and upgrade tasks. We've spent the last five months updating the charging system, servicing the sails and running rigging, having her bottom cleaned, sealing the chain plates, establishing a baseline for engine servicing, cleaning the fuel tanks and installing new engine compartment lights. We are on track to start sailing when the weather warms up.

Our plans for *Crusader* are to sail the 2024 summer locally, participating in the Squadron cruises, including spending time on the Fleurieu Peninsula, Kangaroo Island, Port Lincoln and the Sir Joseph Banks group. If all goes well, we hope to take *Crusader* to Tasmania in the summer of 2025/26 after a mini-refit next year.

I would like to thank Phil for his patience and generosity in answering all my questions about *Crusader's* history and set up. I would also like to thank all the Squadron Members who have welcomed us and taken an interest in what we are doing on *Crusader*, and a big callout to the super-friendly and helpful staff in the Office and at the bar – nothing has been too much trouble. We look forward to meeting more Members as the summer sailing season starts.



New Facilities for Members Update

By David Rawnsley, Project Leader

WE'VE made excellent progress with the workshop and new laundry facilities since the last report. This is a testament to the hard work and dedication of our Members and volunteers, and is an achievement we can all be proud of.

- **Laundry Completion:** The laundry area is fully operational and looks fantastic. Special thanks go to my wife, Mary Rawnsley, for the wonderful paint job, ongoing volunteering, and energizing of us all with tea, coffee and biscuits. The Mitton boys deserve recognition for their plumbing expertise and young Oscar's work on the final second-fix plumbing was particularly impressive. This includes additional external storm water downpipes, expertly handled by Re-Construct Australia.
- **Bench Lights and Laundry Upgrades:** We sincerely thank Alan Duncan for his generous donation of much-needed bench lights. Tony and Viv Foster went above and beyond with Tony installing these lights, refurbishing the exterior of the 40-year-old roller door, installing the laundry exhaust fan and adjusting the interior rewiring. They also took on the challenging task of decommissioning the stubborn, rusted and boarded-up old hidden window frames. This has now enabled the installation of the new wall linings which will commence shortly.
- **Workshop Contributions:** Peter Boyd demonstrated his skills with wrecking and bench sanding – great effort, Peter! We're also thrilled to welcome back Trevor Deslandes, a long-term

Member and a stalwart workshop volunteer. Thanks also to Shelly Wears for painting the bench frames.

- **Locker Refurbishment:** John Wickham has begun restoring the old water-damaged wooden lockers, which are turning out to be eye-catching additions.
- **Upcoming Work:** We'll soon begin work on the eastern side of the old concrete floor section. We'll be jackhammering and resurfacing the damaged area, and hope to start the installation of the wall linings soon. A big thank you to John Butterfield and his son Zane for donating the materials needed for this project.
- Chris Mandalov has agreed to examine and install our new security system.

Our progress continues and our wish list is still ongoing. We've also received outside sponsorship for safety supplies, including protective eyewear, eyeglass cleaners and other much-needed safety products. This support from our sponsors, such as Danielle and Graham from Bolle Safety Eye Specialists, has been invaluable and integral to our progress. We couldn't have made this much progress without them. We deeply appreciate all contributions and apologise if we have left someone out.



Boat Names

Following the article in the Winter edition inviting Members to write about their boat names which have unique, special or quirky origins, Trevor Deslandes has sent this story.



I CHANGED the boat's name from *Spirit of Allcides* – which had no real meaning or connection with myself – to the new name of *Blue Nomad*. The boat has done one circumnavigation of the globe and one of the Pacific Ocean, and it is blue. I have spent all my working life travelling and working around the world, including many, many thousands of miles as a professional mariner. Blue is my favourite colour, the colour of the sea and the sky, hence **BLUE NOMAD**.

We look forward to publishing more articles, so please send the story of your boat name to editor@rsays.com.au before 17 November to be published in the Summer edition of the SQ.



By Luke Burrow

RECENTLY Anne and I took a drive to the Barossa Valley. We enjoyed the scenery, food and wine and thought, "How lucky are we? In a beautiful valley where skilled professionals create fabulous products, just for us."

At the Squadron we have something similar, and I want to raise awareness!

I want local boaties to understand how lucky they are to have a hub of experienced marine trades working in the Yachting Services Centre. A team of tradespeople is on your doorstep, ready to create masterpieces which are just as important to yachties as bread, cheese and wine are to the galloping gourmands.

So much more satisfying than buying online!

The world these days is full of generic products which are cheap and mass-produced, to be sold, recycled or dumped.

We don't think of our boats like this. No! Just like our pets we give them names and personality, and we want only the best for them.

Imagine if you could get just what you need from a local expert. Explain to them what you want. Then they listen to you and understand the job, suggest the best materials, give you a fair price and make it fit like a glove.

Well you can! You buy it once, it lasts twice as long and it meets your needs because you helped design it. Something that is one of its kind, made just for your boat.

Buying locally-made is not just a feel-good catch cry, it is an opportunity to keep our skills alive – a chance to enjoy quality, not just a commodity.

If we don't, the skills will disappear. Then, scrolling like ghouls in a dystopian future, boaties will seek refuge in Facebook groups or hunt online.

Unable to decide between a crackpot range of contrary opinions they will vow to make a bimini from poly pipe, blue tack and orange plastic, or buy a sewing machine.

Don't let this happen to you! Engage with the great people in the Yachting Services Centre and make boating stylish again.

YSC Tenants

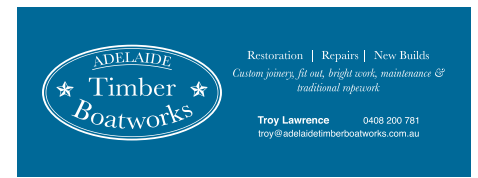
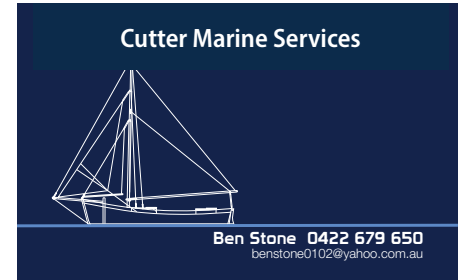
Bravo Sails (Luke Burrow)

Cutter Marine Services (Ben Stone)

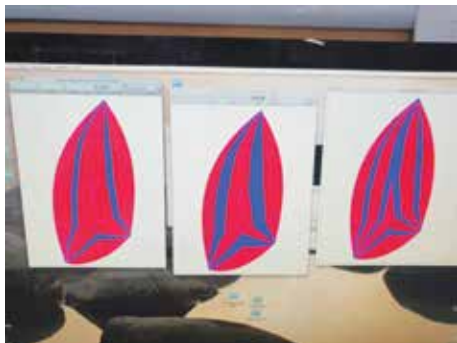
Adelaide Timber Boatworks (Troy Lawrence)

SD Marine (Steve Dunn)

[Ed: Bravo Sails, Cutter Marine Services and Adelaide Timber Boatworks were featured in the Autumn 2022 edition of the *Squadron Quarterly*.]



Examples of sailmaking by a professional:



Pattern choice suggestions for a spinnaker



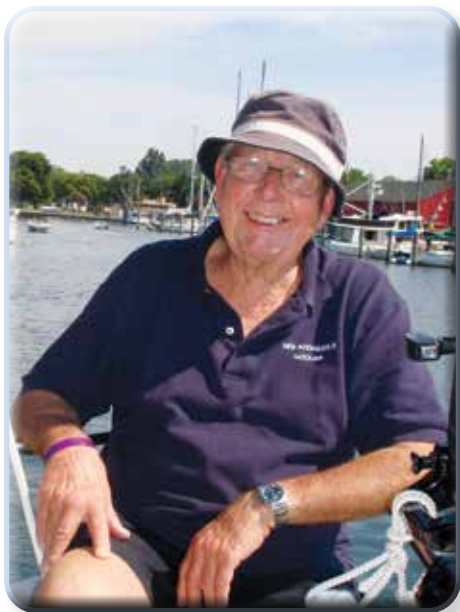
Spinnaker assembled before seaming



The finished product is installed and checked that it is just right



After careful measurements on board, a boom bag is lofted by hand.



Ian Brooke Moncrieff

23 April 1925 – 5 June 2024

By David Moncrieff

THE Squadron was the most appropriate place to farewell Ian Moncrieff by several leagues. For more than 40 years it was one of his top three favourite places, equally ranked with a yacht, latterly *Pied Piper II*, and his workshop, where he was a gifted craftsman in wood, metal and glass.

Ian died peacefully, family by his side, aged 99, on 5 June, closing a long love affair with boats and sailing. In addition to his making skills, he quietly contributed to his community, including the sailing community. Ian was an enthusiastic mentor, nurturing novice sailors in his crews and actively promoting sailing for women at the Squadron.

Ian was introduced to sailing and boat maintenance as a teenager in the 1940s by the

indefatigable Norm Howard, sailing his Derwent class, *Neried*. It influenced Ian's decision to join the Navy during World War II, signing on in 1942 for the duration of hostilities. He was part of *HMAS Gascoyne's* commissioning crew and was aboard during the decisive Battle of Leyte Gulf in the Philippines in 1944. The ship worked close inshore under the arc of Allied ships' bombardment of Japanese shore positions, marking the channels for troop landing craft.

After his discharge in 1946, Ian put sailing aside to build a career, marrying Annette Wylde in 1950, establishing a family and building a family home at Hawthorndene, doing much of the work himself.

He resumed sailing in the early 1960s, in a Jack Holt designed Enterprise sailing dinghy he built at home, mostly sailing it off the beach at Brighton at weekends.

Class boat racing appealed, and he built his first Lazy E (now National E), another Holt design gaining popularity throughout Australia in the 60s. The E was an ideal family boat, readily built by a home builder. Ian built three more, one for himself and two for club members. He also built a Holdfast Trainer with, and for, his children.

The family friendly focus of Somerton Yacht Club attracted, and Ian helped form a State class association. A nucleus of E sailors helped the club host a Lazy E national title series in the mid-1960s and he competed in titles in Sydney, Melbourne, Brisbane and Perth. Ian joined the club committee, served as Commodore for five years and, with others, secured the club's tenure over its foreshore site. His service was recognised with honorary life membership.

Ian always had a project on the go. He built eleven boats, from laying up dinghies on frames in his garage, to fitting out keelboats and re-fitting *Pied Piper II*. His final build, *The Last One*, was a Derwent rowing skiff, built in his early 90s.

He acquired *Tom Thumb*, his first keelboat, a Tasman 26, in typically economical fashion.

Ian and Annette borrowed a tandem trailer and towed the bare hull from Sydney behind the family Falcon. Crossing the Hay Plain was nerve-wracking, the boat being buffeted by cross winds and the slipstreams of passing semi-trailers. Long-term crew member, Andrew Ikin, remembers Ian, who worked for Bridgestone Tyres, collecting used lead wheel balance weights from company tyre outlets to melt down for the keel. Ian built the coach house, laid a white beech deck and furnished *Tom Thumb*, making many of the fittings himself.

Although Annette wasn't as passionate about sailing as Ian, she could see he hankered for something a little faster and sea-going and offered to help him participate in a group buying Van De Stadt Pions being turned out by Peter Mander. *Pied Piper* moved into the Hawthorndene backyard under a temporary shelter. Andrew Ikin said Ian took to the fit-out with alacrity, completing it inside 18 months, fearing he wouldn't have long to enjoy it – he was under 60! *Pied Piper* – the joke went: 'because the rats will always follow me' – was launched in 1984, joining a strong quarter ton fleet, racing around the cans and offshore. *Pied Piper* took part in several Lincoln Races, won the Island Cup one year and went cruising.

Annette died suddenly in April 1991, aged 64, and then a son, Tom, died the following October. Ian was grief-stricken, but hunkered down, determined not to be overwhelmed. He completed the projects he and Annette started, taught himself to cook and resolved to accept and reciprocate all dinner invitations.

He continued his Squadron involvement, particularly mentoring novice sailors. One of those novices was Diane Sullivan whom he married in 1995. Ian and Di sailed *Pied Piper* in SA before heading to cruise the Queensland coast. At 9.1 metres, *Pied Piper* seemed a little small for comfortable long-term cruising. They sought something



Ian 98 when sailing mate Di turned 80 2023



Ian cleaning a snook near Orontes beacon

larger, settling on a Jeanneau 38, with retractable keel, promptly renamed *Pied Piper II*. In successive years, Ian worked extensively to improve the original French fit-out. They sailed to Vanuatu for two SA winters, leaving the boat on the hard in Vanuatu in the wet season and returning with Dick and Marlene Jay the following dry. A year later, they spent the southern winter in the Louisiades Archipelago. Returning to Australia, *Pied Piper II* came around the corner to Adelaide for a few seasons, cruising to Spencer Gulf and further west before wanderlust took them to Tasmania. Cruising in Tasmania was so good. Ian and Di decided to leave *Pied Piper II* there over winter and there she stayed. For many years, they returned from early January to April to savour the joys of coastal cruising and embed themselves in the wooden boat revival around the Living Boat Trust at Franklin. They loved sharing the experience with family and many friends, making new

Tasmanian friends in the process. Dinners orchestrated for SA yachties at the Customs House Hotel near Constitution Dock were a highlight at Wooden Boat Festival time.

Ian was turning 94 when *Pied Piper II* was offered regretfully for sale. She was quickly snapped up by a couple who reportedly were planning to sail her to Japan and beyond.

Coincidentally, the first *Pied Piper*, extensively refurbished after 40 years, was being offered for sale by a Townsville yacht broker around the time of Ian's passing.

Ian counted himself lucky to have had two wonderful women to share his life. He made strong and lasting friendships and enjoyed life to the full, loving nothing better than spending time with children, grandchildren and great-grandchildren, and with Di's children and grandchildren.

A large gathering attended the Farewell to Ian at the Squadron, including Squadron Members and Bridgestone colleagues from

the mid-90s. People paid tribute to his genteel qualities, respectful and respected, his optimism, sense of humour, his strong ethical example and generosity with both his family and community interests.

Ian grew Trees for Life, was part of the Lochiel Park mosaic group decorating street scapes and exhibited stained glass and joinery in the SA Living Arts program. He was involved on several Squadron Committees, was a safety officer and participated in the Seaweed Gardening Group. He was Vice Commodore for a year before he and Di went to the Queensland coast. Ian strongly advocated for the inclusion of women in sailing through Women on Water, a precursor to She Sails, and the Squadron's administration, supporting women in flag positions.

Ian is survived by his wife Diane, sons David and Richard, and daughter Angela.



Pied Piper II anchored in south-west Tasmania



Col Harisson and Ian on *New Address II*



Ellös and *Pied Piper II* under Mt Rugby, Port Davey, Tasmania



Baker with a bumpy loaf mid-Coral Sea 2004



Simon Barnes

19 April 1937 – 25 October 2023

By Diana Anderson

AFTER attaining a scholarship to Oxford University to study ancient languages Simon was removed from school by his parents and indentured to Holt Lines. He worked through the ranks, becoming a Captain by the age of 25.

He moved to Melbourne in 1967 to help set up containerisation in the port, later moving to the port of Geelong as Harbourmaster. After this he became square-rig endorsed and did stints on *Alma Doepel*, *Lady Nelson* and *One and All*, as well as the *Ji Fung* in Hong Kong for Outward Bound. In later life he lectured at the Maritime College in Port Adelaide.

When Simon finished his career at sea he became a compass adjuster travelling from Portland to Ceduna, only finishing when he could no longer physically get on the boats. Simon had a wide range of experience and could do so many things. He finished his seafaring life working on dredges and delivering equipment from overseas for Belgian and Dutch companies.

He was old school but you were always safe with him at sea – he could pinpoint where you were without any new-fangled equipment. While delivering a ship from the east coast to Port Lincoln without charts he would comment that, “When we run out of Australia we just turn to Starboard,” as the charts were in his head. However, you were definitely not safe driving with him on land.

“Being a Captain,” he would say, “was the last bastion of dictatorship and it isn’t even benevolent – people put their lives in your hands.”

He is a great loss to the world.

The following poem was read at his service:

When the Last Hand Comes Aboard

No more watch to stand, Old Sailor.
For you are drifting on an ebbing tide.
Eight Bells has rung. Last dog watch done.
Now a new birth awaits you on the other side.

Your ship is anchored in the Harbour
And your shipmates now of equal rank
Are mustered on deck to greet
And Pipe you ascend the Plank

Her Boilers with full head of steam.
Cargo stowed and alley stored.
Just waiting to get under way.
When the last hand comes aboard.

Look sharp! That hand is you, Old Sailor
And you’ll be sailing on Heavenly Seas.
May the wind be ever at your back.
Fair weather, and God Speed?

[Written by R J Scarr]



Richard (Dick) Ronald Gower

16 February 1935 - 7 February 2024

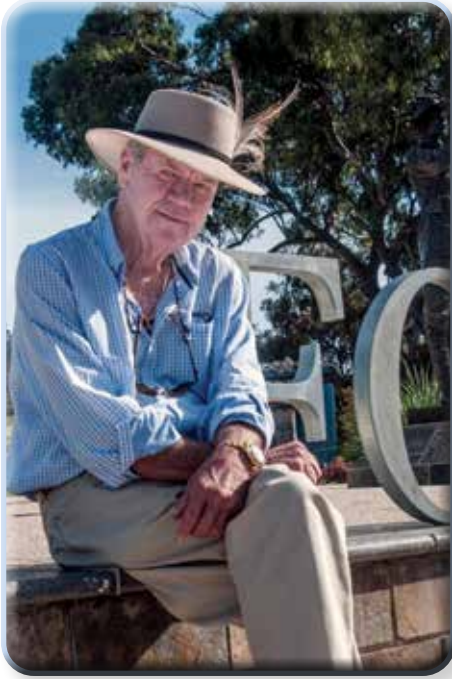
DICK Gower joined the Squadron on 13 February 1952, and was a recipient of the 70 Year Member Pin at the 20 Year Members’ Lunch in June 2022, but unfortunately was unable to attend. His life and sailing experiences were featured in a Senior Member Profile in the Spring 2022 edition of the *Squadron Quarterly*. He enjoyed sailing on *Meg*, *Ninkea* and *Solace* with family and friends before a life of caravanning with Marilyn since 2001.

By Marilyn Gower

Boats and sailing made up a very large part of Dick’s (my Sam’s) life. It was his eternal interest, activity (when able), and much amusement too. When his physical abilities lessened, he derived much enjoyment watching YouTube about round-the-world sailors, people renovating and building boats, and their many escapades at sea.

He had a very full life and I was fortunate to be a part of it for 27 years.





Peter Teakle

19 October 1951 – 14 June 2024

PETER'S first contact with the Squadron was when Colin Haselgrove asked Rick Halliday to take him sailing in the 1970s. He subsequently sailed on *Escapade* before buying the half-tonner *Bad Company*, a Pion 30 which he cruised with his then wife for some years.

Peter promoted yacht racing after living on Hamilton Island for a short time, and after settling in Port Lincoln he sponsored the Adelaide to Port Lincoln Classic Yacht Race for many years. He also donated a Sydney 32, *Squadron Mentor*, to the Squadron to be used by Juniors. This was sailed in Hamilton Island race week where Peter funded the transportation of the boat, as well as the fares and accommodation of the crew. Peter remained a Member of RSAYS until his death.

At the age of 16, Peter was told by his high school headmaster that school wasn't working out and that he should perhaps go and work for the family business. He began his apprenticeship with the family printing business and worked his way from the factory floor through to running the business by the age of 38. He grew staff numbers to more than 450 and took the business to global success.

Collotype Labels was a Teakle family business that became known as the best colour printer in Adelaide thanks to Peter's focus on quality. The baton was first passed from Peter's grandfather Gilbert to Peter's father Roy and his brother Bob, and then on to Peter himself – with each of them building on what came before them.

Peter was always interested in viticulture and the opportunity to purchase a farm on the River Murray came about in the early 1990s. He named it Akuna Station, with Akuna meaning 'running water' and an apt name given the farm had River Murray frontage.

Over the next 10 years Peter grew award-winning grapes on his 40-hectare plot. He won an IBIS award for conservation for planting hundreds of trees on the property and eventually purchased and captained the *AKUNA Amphibious* – an 1876 Murray River paddle steamer.

Peter always understood that to create the best product, you needed two key ingredients – the best produce and the best people.

This philosophy underpinned everything he set about creating when he started Peter Teakle Wines. He was immensely proud of the team he brought together there, and his determination to transform Port Lincoln into a premier food and wine destination never wavered.

Peter was a firm believer in giving back to the community. He was passionate about providing pathways for young people and watching them go on to succeed in life. He donated time and resources to the Adelaide, Port Lincoln and Hamilton Island Sailing Clubs as well as the Royal Flying Doctor Service and Variety – the Children's Charity.



Squadron Mentor, a Sydney 32, donated to the Squadron by Peter to support Junior Sailing

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