



SQUADRON

Seamanship & Fellowship

Quarterly

ESTABLISHED IN 1869



Royal South Australian Yacht Squadron

MANAGEMENT COMMITTEE

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Commodore	Dr Alan Down	<i>Salacia</i>
Vice Commodore	Position Vacant	
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COVER PHOTO

The Governor and the Commodore taking the salute from the aft deck of the *STV One and All* on Opening Day

Photography: James Knowler

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Notes for Contributors

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

DINING FACILITIES

Dining Room

Available for functions and for hire

Jimmy's Bar

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

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From the Commodore

By Dr Alan Down, Commodore



WE are navigating the course! As the year draws to a close, things seem to get busier every year.

Many have pondered as to how we should plan for the future of the Club and it sometimes takes a crisis to reset and focus. Well, this year has had its fair share of challenges. We have to be grateful that the administration part of the Club has been very focused, particularly in the financial area. A priority next year has to be fixing the Marina refurbishment project which in the recent past has cost the Club dearly. Shortly, the Management Committee and the Limited Board will be meeting to start the ball rolling to reverse the falling value of our most valuable asset. Mid-month, there were three new berths sold to very enthusiastic new Members. Please welcome them when you can.

We are always asking each other how we can attract younger members – well here are a few ideas to chew on.

I am sure others have thought about practical ways of improving our income but it occurs to me, at least, that now we know our premises are secure for at least the next 20 or so years it is a good time to think 'real estate' and ways of adding value to the Club. This has already happened in other parts of the Gulf.

Looking at the CVs of Squadron Members, we have a number of talented experts in real estate, finance, law and business management, as well as important contacts in local politics. Maybe now is the time to see how we might take the next step and put forward a proposal. This doesn't necessarily have to be a massive project but it needs to be manageable and within our means. It may be that we can tap into already-built facilities. For example, some may recall there was an opportunity to purchase the business Blue Sky Marine some time ago which fell through.

We have to be conscious that on our doorstep we have a massive industrial Naval complex, and employees and their families will need recreational choices which we can provide. Cruising ships will be coming to Outer Harbor more frequently in the future and there have been examples in the past where we have been the beneficiaries of this, such as the Adelaide Coastal Festival held early this year.

It has been very disappointing to see the J24s withering on the vine, so to speak. We have to admit this sooner or later, but it seemed a good idea at the time.

Our new Maintenance Lead Manager, Mark White, in collaboration with Steve Vincent, has been making a difference around the Club and carrying out improvements which are not always obvious. They are doing grounds maintenance, welding, marina repairs and more.

Members have made their voices heard about the Dining Room which has been struggling for a variety of reasons. The main ones are variable patronage and untimely resignations. The Management Committee is well aware of how important this facility is, especially over summer, and they will do everything they can to remedy this.

Congratulations go to David Eldridge for his expert orchestration of the weekly raffles and the Mega Draws. Regular gatherings of around 100 on Friday nights are not uncommon. The barbecue area adds to the camaraderie of the Club and has recently had improvements to facilities made by a number of keen Members.

There are three Squadron yachts doing the Sydney to Hobart Race this year: Immediate Past Commodore Ian Roberts in *Bowline*, Robert Large in *Inukshuck* and Stuart Johnson in *Audacious*. We wish them all the very best and we will be following them as they fly down the East coast! We also wish Janet Thornley in *The XX Factor* success in the Launceston to Hobart race.

The mid-week Twilight races, which are very popular world-wide, attract good fleets each week and can be very competitive at times.

Australian Sailing (AS) has been slow to offer us (and other clubs) a significant discount. Our annual fee has been in excess of \$44,000, which is very high. We have applied for a reduction on hardship grounds which will be taken into consideration as soon as possible. Boat owners might like to check their own insurance coverage and compare the insurance benefits with AS which at present is about \$70 for every member whether they sail or not, or never go near the water. However, there are of course other benefits to AS membership which mainly benefit the racing fraternity. The Club also has insurance which covers personal as well as marina related property but not far outside our boundaries. If there is a potential claim, only one insurance company is likely to cover the event.

It will be good to see this Summer edition of the *Squadron Quarterly* magazine appearing in December, thanks to our dedicated team. We especially thank Brigid Dighton for her enthusiastic and valued contribution as the Editor. Anyone interested in this important role please contact editor@rsays.com.au. The digital version of the Spring edition was available to read online, but many Members appreciate the printed copy as it is an easily accessible record of Squadron life, so the printed copies soon sold out. Interestingly, years ago they were only sold to Members as the digital facility was not readily accessible to Members. The cost of postage has been saved by Members collecting their copies instead of receiving them in the mail.

The season's greetings to Members and Staff, and I hope we can all look forward to a bright New Year.



We welcome New Members who have recently joined the Squadron

Family:

David Leslie & Victoria Griffin (*KoKo*)

Senior:

Geoff Freer (*Taveuni*)

Tomas Golej (*Ariel*)

Konrad Sedecki

Crew:

Dalice Kent (rejoined)

Sally Kwok

Todd Ryan (rejoined)

By Dr Alan Down, Commodore

THE weather could not dampen the spirit of the 155th Opening of the Sailing Season at the Squadron on Saturday, 2 November. We were honoured to have our Patron, Her Excellency the Honourable Frances Adamson, together with her husband and brother, join us for this memorable occasion.

The ingenuity and fellowship of the Squadron shone through when strong northerly winds prevented the *One and All* from leaving the Pool. Instead of Plan A, which would have seen the Sail Past in the Port River, a quick pivot to Plan B resulted in a creative and enjoyable Stroll Past.

Crews gathered on the walkway to salute the Governor and the Commodore, who were stationed on the aft deck of the *One and All*. The event was a resounding success, with participants displaying clever costumes, paraphernalia, and plenty of good humour. Following the Stroll Past, everyone returned to their boats and the Clubhouse to continue the festivities and hear speeches from our Patron and the Commodore.

Celebrating Excellence and Community

The Volunteer of the Year award was presented to the well-deserving Lorraine Borg. Prizes for the best boats included:

- Best Themed Boat: *Blue Diamond*
- Best Handled Yacht under Sail: *Aquitaine*
- Best Handled Yacht under Power: *One and All*
- Best Handled Boat under Power: *Gallantry* (SA Metropolitan Fire Service)

A special, unofficial honour was awarded to our General Manager for being the Best Crowd Controller on the Pontoon – a role handled with aplomb!

Our Shared Commitment

At RSAYS, we are bound by a shared love of sailing and all forms of boating. This diversity is our strength, but maintaining a successful and collegiate Club requires commitment from us all. Club life calls for occasional compromise for the greater good, and it is essential that we protect the Club's financial health to ensure its continued vibrancy.

However, the heart of our Club lies in its culture – one of fellowship, mutual respect, and shared joy. This culture is something to celebrate and defend. Every week, we see this commitment in action as Members come together to cruise, race, socialise and volunteer. These connections are what make our Club the thriving, historic institution we cherish.

As your newly-elected Commodore, I am deeply honoured to serve. I look forward to working with all of you to ensure that this historic Club continues to flourish and serve its Members for generations to come.

A Festive Finale

The celebrations continued well into the evening, with Members and guests enjoying live music on the Quarterdeck. It was an evening filled with camaraderie and laughter – a perfect way to cap off the day.

A special thank you goes to our sponsors, who generously supported the event. While most prefer to remain anonymous, we would like to acknowledge the loyal support of Joval Wines, who not only donated wine but also contributed to the costs associated with the *One and All*. Their generosity is greatly appreciated and added immensely to the success of the day.

Here's to another season of sailing, friendship, and unforgettable moments at RSAYS!



Opening Day Stroll Past

From the General Manager

By Hayley Hunt, General Manager



As we wrap up the year, our focus has been on establishing processes and closely monitoring expenditure.

Looking ahead to 2025, we plan to shift our direction towards strengthening our revenue streams.

Incorporated clubs are unique in that they are owned by the members, which brings both advantages and challenges. Decisions that would typically be made quickly in a business environment can take longer within a club, where ownership is shared among the members.

One of the ongoing challenges we face is securing external revenue for the Squadron. While there can be resistance to this approach, it's essential to recognise that relying solely on membership subscriptions is not enough to sustain the Squadron long-term. Our location, with over 70% of Members residing more than 20 km away, also presents a challenge in terms of participation and engagement.

I am mindful of the need to avoid overburdening our Members with frequent events, price increases, or higher food and beverage costs. We must strike a balance that sustains the Squadron without placing undue pressure on our community.

As I approach eight months at the Squadron, I'm proud to have exceeded the expectations of many Members: a) with my tenure and b) with my approach to improving the finances of the Squadron. It hasn't been without its challenges, but I never had any illusions of grandeur when I began this role as General Manager.

I want to express my gratitude to everyone who has shared their knowledge of the Squadron with me and offered their well-wishes. The support I've received from both the Management Committee and our Members has been invaluable.

I wish you all a safe and happy holiday season, and I look forward to a prosperous 2025 at the Squadron.



RSAYS Limited Report

By Chris Mandalov, Chair



RSAYS Limited (LTD) Board has met twice since the last Squadron Quarterly Report.

Our main topic of business was a request from RSAYS Inc (INC) for rent relief, to help them recover from a poor financial position. INC also provided cash flow predictions for the fiscal year which showed how crucial the relief was. LTD eventually agreed to provide 50% rent relief for 12 months, to 1 September 2025.

Funds spent on marina infrastructure projects over the past three years have been held in a Work in Progress account. The end products of these projects, which include new piles, pile guides, Stage 2 walkways and Stage 2 fingers, are now in use. Company auditors have asked us to treat these assets as operational Property, Plant and Equipment, which must now be depreciated.

After combining this extra depreciation loss, plus the reduced rent income from INC, the Board is now budgeting for a loss for the 2025 financial year.

The Board recently conducted a diligence muster of the insurance policies held by both INC and LTD. The purpose of this was to check that assets were covered under the lease. Insurance premiums have increased drastically over the past 12 months and we are looking at ways to find savings without exposing INC or LTD to too much risk.

By the time you get this report, the new Infrastructure Advisory Panel (IAP) will have met to discuss ongoing capital works. INC and LTD have agreed on a new IAP Charter. This puts in place a bipartisan group who will work equally for both entities. The past IAP was an advisory panel which reported to the INC Management Committee. I expect we will finally see some movement on some much needed investment in our assets. The initial Panel members are Scott Mutton, Ned Dally, Owen Haskett, Steve Martin and Chris Mandalov.



SAILING conditions have been quite favourable during our spring sailing, with only two Twilight races being abandoned due to excessive conditions.

The Twilight racing on Wednesday evenings has attracted 18 boats over two divisions and includes some new boats stirring up the regulars (*Flatpack* and *First Light*). The combined Twilight with the CYCSA was a highlight, sailed in perfect conditions with great participation from both Clubs. Post-race presentations were hosted at the CYCSA where Squadron Members were welcomed and enjoyed great camaraderie with our neighbours.

The Women's Helm Twilight race was also sailed in conditions that were fantastic for our women skippers to take the wheel. A fleet of 14 boats participated and the victors were Helen Kearney on *Liesl* and Janet Thornley on *Inukshuk*.

Inshore races have been fiercely contested with different winners in each event. *The XX Factor* has a marginal lead in Div 1, and *Nerana* is emerging as an early leader in Div 2, but there's still plenty of racing to go.

The Coopers Small Boat Series is in its second season and this year has attracted 11 boats. This series is held over four weekends (eight races) during the season and is being hosted by RSAYS, CYCSA and PASC in conjunction the Trailer Sailer Association of SA. Along with the racing, the weekends always involve great off-water camaraderie, with pre-race evening dinners and after-race barbecue presentations. Races 1 and 2 were held at CYCSA and races 3 and 4 at RSAYS. The early leader in the series is *Passport*.

Nerana, skippered by Chris Perry, has taken an early lead in the RSAYS Club Champion award with a slight break on other contenders. *Nerana* has performed well in Trophy and Inshore races and has acquired an early start with the Winter racing performances. The early leaders are *Nerana*, *Bowline*, *Outrageous*, *Audacious* and *Papillon*.

Our endurance sailors have had three Offshore races to sharpen their skills, with *Bowline* winning the Orontes and Haystack races, and *Settle Down* waiting out the becalmed conditions and winning the Ardrossan race.



The sailing community wishes all the best to our competitors in the races to Tasmania coming up during the festive season – *Bowline*, *Audacious* and *Inukshuk* in the Sydney to Hobart race and *The XX Factor* (with an almost all-female crew) in the Launceston to Hobart race.

A big thank you to our volunteers who support our racing activities on the Race boat and behind the scenes processing the results.



The crew of *Blue Diamond* winners of the Bunday Cup



Blue Diamond racing in the Bunday Cup



Bowline racing in the Bunday Cup



Sunset on board *The XX Factor* during the Haystack Island Race

House and Social Report

By Annie Wilkins, Chair



Friday Night Mega Draws

THE House and Social Committee has hosted a series of exciting Friday Night Mega Draws, bringing together Members and friends for a night of fun.

They have been well received and have proven to be a great way to foster community spirit and raise money for future social events for our Members.

The Mega Draws have quickly become a popular event, with not only the highly anticipated Members' Draw but also an abundance of fantastic raffle prizes to give away.

Adding to the lively atmosphere, each Mega Draw has featured live music that sets the tone for an enjoyable evening. It's the perfect backdrop for Members to mingle, dance or simply enjoy the company of friends in a relaxed setting.

Friday Night Christmas Mega Draw on 20 December

THIS year, the House and Social Committee has organised the final Mega Draw for 2024 as a Christmas-themed Members' Draw which promises to be a festive celebration, filled with holiday cheer, music, a surprise visit from Santa and a chance to win fantastic Christmas goodies.

The special visit from Santa is set to bring smiles to faces young and old, adding an extra dose of magic to the event. The House and Social Committee has organised small gifts for Father Christmas to hand out to Members' children or grandchildren during his visit, so please register their names at the Office or by email to rsays@rsays.com.au.

The Christmas Mega Draw will offer an exciting mix of live music, Christmas-themed gift baskets and of course the Members' Draw, making it a perfect occasion for Members, families and friends to come together and celebrate the season of giving.



Braemar

Viking Yacht Charters
LUXURY CATAMARAN CRUISES

TIM
ON BASS

Santa is here!



Friday night H&S Member's Christmas Draw

SPECIAL VISIT FROM FATHER CHRISTMAS 6:00PM

HAPPY HOUR IN JIMMY'S BAR FROM 4PM

WEAR SOMETHING CHRISTMASSY

LOADS OF PRIZES TO BE WON

- LIVE MUSIC
- GAMES & PRIZES
- RAFFLE DRAW & PRIZES

JIMMY'S BAR - QUARTERDECK - DINGHY SHED | FROM 4:00 PM

MEMBERS MUST REGISTER THEIR CHILDREN/GRANDCHILDREN BY 5:00 PM ON 13TH DECEMBER
2024 AT THE FRONT OFFICE OR VIA RSAYS@RSAYS.COM.AU TO RECEIVE A GIFT FROM SANTA

By Barb Adams, Convenor



AFTER much consultation, it was generally agreed that it would be too windy for a comfortable trip by boat to St Kilda Boat Club, so 14 Members decided to go by car. Another deciding factor was that several of us wanted to be at the Foundation Quiz fundraiser on Sunday and the tide doesn't allow boats out before mid-afternoon.

With half of us already there, we looked out across the marina to see *Antigua* sailing triumphantly into the marina. When a few

St Kilda Boat Club 20-22 September

went down to help them tie up intrepid skipper Padraic's comment was, "I kept looking out for the other boats and was wondering, where are they?" I apologised for the communication lapse, but was immediately forgiven. After *Antigua* was safely tucked away we left Padraic to tidy up and follow us back to the Clubroom.

Squadron Members had begun turning up by 17:00 hrs to be greeted by the St Kilda Members, the bar was open and the lovely Alana was serving drinks to all-comers. We all had a wonderful evening. The delicious Italian Ravioli meal provided by volunteers was preceded by entrée and soup, and rounded off by a Tiramisu dessert, all for \$6 each! We were made to feel very welcome. Old acquaintances were rekindled and there was plenty of conversation and camaraderie. What a great Club it is.

Commodore Paul Crouch gave a moving speech about the importance of camaraderie between clubs, reminding us all that we have been visiting each other like this for many years. Past Commodore Ken Case thanked Paul and the St Kilda Boat Club Members for their hospitality and proposed

a vote of thanks, roundly cheered by all Squadron Members. We were also reminded that for John and Veronica Wickham this was a well-established tradition as they were among the first crews to visit when it began as a joint trip to Garden Island Yacht Club on the Saturday, followed by St Kilda Boat Club on the Sunday, but was soon separated as the attendees sought to stay the whole weekend at each Club. We look forward to the return visit from St Kilda Boat Club next year.

We welcome Paul and Alana who are now also Members of RSAYS and the owners of *Artemis*.



Black Point or Bust

By David Ingleton

THE Wednesday prior to the October long weekend was a great day for crossing the Gulf. The crews of *Shanti* and *Aquitaine* took advantage of the weather to have an extended weekend cruise of eastern Yorke Peninsula, with the aim of ending up at the traditional Sunday barbecue at the Hill residence.

We made our first port of call at Port Vincent and soon met up with some Port Adelaide Sailing Club boats which resulted in a pleasant evening in the marina kitchen.

The next day the wind swung to the west and increased. We spent the day walking around Port Vincent and watching *Hullabaloo* on AIS making her way over – luckily plenty of dock helpers were there to tie her up when she arrived.

After a second night in Port Vincent, *Aquitaine* and *Shanti* set sail for Stansbury. It was cool but flat seas, and a beam wind made for a pleasant sail. Some other Squadron boats – *Scaramouche* and *More Magic* had a long trip over against a strong headwind. We joined a group of boats from CYCSA and at the end of the day there were 18 boats anchored or moored off the town. It was quite a sight! The brisk wind made socialising impossible as any dinghy ride would have been a wet one.

Saturday dawned grey and wet. We had frequent rain showers at first and the wind

built, gusting up to 30 kts+ at times although the sea was flat due to the offshore breeze. *Aquitaine* had a problem with the anchor dragging so they set a headsail for a speedy trip up to Black Point after lunch. Most sat it out until late afternoon, when a group of hardy souls headed ashore for a music festival, with some stopping first at the Dalrymple Hotel. High tide made it possible to tie up virtually at the front bar. The locals were amused at people arriving in wet weather kit and life jackets but we didn't care as the beer was cold!

The wind had eased by Sunday so *Shanti* set off for Black Point. *Scaramouche* and *More Magic* had to deal with on board issues and headed for Port Vincent. Again it was cool but good sailing, at least the crew of *Shanti* thought so until the bolts fell out of the auto pilot mechanism, partially fouling the steering. Careful work by the crew, who found the missing fasteners in the bilges, soon reinstated the errant device and got the boat moving. Our arrival in Black Point was somewhat behind schedule but at least we had made it, along with *Aquitaine*, *Erica* and *My Love II*. After a wet dinghy ride to the beach, but in sunshine, we joined with the crowd who had driven over due to the adverse conditions. It was a good afternoon of friendship with nearly 30 Members relaxing together, and we acknowledged the hospitality of Pat and Jane Hill.

Sunday evening was the best of the trip as the wind dropped and we had a peaceful night on the mooring. We made an early start the next day and crossed the windless Gulf accompanied by dolphins, relying on the iron topsail to bring us home. Our early arrival meant that we were able to have lunch off Largs Bay and watch the final race of the South Australian Women's Keelboat regatta. So ended our six-day cruise, and despite the challenges we thoroughly enjoyed the trip. Roll on next year!



Barb Adams with our hosts Patrick and Jane Hill

Port Vincent 16-18 November

By Barb Adams

THE weather forecast was for very hot weather on the weekend, so *Ivory Lady* and *Artemis* sailed over on Friday, and some chose to sail the day before. Altogether we had eight boats in the marina: *Aquitaine*, *Artemis*, *Endurance of the South*, *Ivory Lady*, *Jamax*, *My Love II*, *Scaramouche* and *Vantage*.

The planned lunch on Saturday was held on the lawn behind the kitchen with the roller door down, so we had shelter from the hot winds. We also gathered on *My Love II* for drinks and cheery chatting with friends.

Most yachts left early on the Sunday morning, and *Ivory Lady* arrived in a record time of five hours, just as the weather deteriorated.



A happy get-together on *My Love II*

Foundation Report

By Diane Myers, Chair

THE RSAYS Foundation was created to hold funds from bequests, donations and activities which promote the objects of the Squadron.

Since the beginning of July our main activities have been the Quiz Afternoon, the Opening Day raffle, and proceeds from occasional Wine Tastings and Members' Draw raffles on Friday nights. The current proceeds are approximately \$85,000.

Anchorage Guide

Foundation Trustee Phil Tassicker spent countless hours compiling *An Anchorage Guide for South Australia* which is a 'must have' resource for all mariners. It is available for \$55 (plus postage) and all proceeds go to the Foundation. This is an ongoing project.

Quiz Afternoon

Former Foundation Trustee David Eldridge ran the Quiz Afternoon in September and tested the knowledge and skills of more than 130 players. There were prizes galore which had been donated by the Club and Members. It was such a success that the resounding comments were, "When is the next Quiz Afternoon going to be held?"

Opening Day Raffle

Special donations were made by *Summer Breeze*, *Brindabella*, Mayfair Bakery and North Haven Marine. Our special thanks go to Bill May for selling raffle tickets all day.

Friday Nights

These evenings are generously sponsored by Viking Yacht Charters, and provide a wonderful opportunity for Members to socialize and support the Club. The Foundation, in turn with other Committees, hosts these events and benefits from the raffle sales.

Bequests and Donations

The Foundation is very grateful to those Members who have made generous donations and who might consider making a bequest from their estate. These donations can be made to support a particular project, or for the general benefit of the Foundation to support grant requests. Bruce McFarlane has made a specific donation which more than covers the cost of maintaining the garden established in memory of his late wife.

Grants since 1 July 2024:

- new storage freezer \$999
- repairs to antique club chairs in the foyer \$330
- completion of cabinetry project in Jimmy's Bar \$836
- completion of plumbing project in Jimmy's Bar/Dinghy Shed \$550
- contribution to laundry facilities and related costs in the Community Workshop \$2,755

The RSAYS Foundation Trustees are Diane Myers (Chair), Carolyn Sugars (Secretary/Treasurer), Peter Cooling, Fiona Hawker, Rosemary Murfett, Phil Tassicker, Helen Willmer and Peter Wirthensohn. Colin Harrison has agreed to join the Foundation and we look forward to his participation in helping to support the objects of the RSAYS Foundation.



By Helen Moody, Chair



AT the time of writing the sailing season is barreling toward the end of the first part of the season, with the markers of the season having been and gone – Opening Day and commencement of the Racing program.

The SheSails Committee started our events for the season with several women's teams from RSAYS participating in the South Australian Women's Keel Boat Regatta (SAWKR). This has been reported on elsewhere in the magazine. The Squadron, as part of the Regatta, hosts a games night, and this year's was as successful as all the previous ones have been. We had an Indian theme and it was labelled 'Curry in a Hurry'. It included a Taj Mahal building

competition and was won by Candice Cushway and Tracey McInerney, with a magnificent structure of paper straws and a collection of other bric-a-brac. The annual Bowline Relay competition had an added twist of being undertaken with headlamps being passed from one team member to the next one, with penalties for dropping it or running off before it had been firmly inserted on the head. It was a hard-fought competition with lots of laughter and attempted underhand tactics thwarted by the judges. Another favourite was the giant Jenga which was played with intense concentration and delicate actions before the inevitable crash. As with other years the Mind Games Quiz affixed to the Dinghy Shed doors attracted significant competition and brain power. All in all, an excellent night attended by around 80 sailors and others. All were made welcome!

Women;s Helm for the Series 1 Twilight Race saw a perfect night of pleasant temperatures and moderate breezes. It is always good to celebrate with a photo of all the skippers at the end of the evening with everyone happy and satisfied with the night, as can be seen in the photo.

This year the WOW program went ahead in a modified format. Previously it has been run by Janet Thornley and Alan Dowler who are qualified keelboat instructors, along with a cast of mentors. The J24s had been used for this program.

This season was problematic due to the unavailability of the existing people to run it. The SheSails Committee investigated funding for an instructor to enable the J24 program to proceed but were unsuccessful in identifying any viable options. At the time when we were trying to organise a program the Club had an uncertain and transitional financial situation, and the sale of the J24s had been proposed. These factors, combined with the lack of mentors/instructors to run the program, led us to consider an alternate program. We were pleased when Lloyd Cushway offered to develop and lead a weekend program and then Steve Martin on *Take 5* offered his boat. This enabled us to run a weekend program on 23 and 24 November with a fully subscribed 10 women for a beginners training session. In fact, the 10 places sold out really quickly. If Lloyd had not put up his hand to be the lead instructor this program would not have taken place. While it would have been preferable to use the J24s, the program that took place introduced 10 more people to sailing than would have otherwise been exposed to the sport.

At the time of writing the WOW program in its modified format was happening and will therefore be reported on in the next edition. It is our intention to run other programs using the J24s if we can work on the logistics and they remain with the Club.

The current Committee consists of Helen Moody, Helen Kearney, Jeanne Harrison, Chrissy Gow, Julie Bernado, Sophie Bishop, Carol Wellman Kelly and Carolyn Sugars. We will hopefully be joined by new members for 2025, and we always welcome ideas.



Giant Jenga tower competition



Planning to build the Taj Mahal



Taj Mahal competition winners - Tracy McInerney and Candice Cushway



Skippers in the Women's Helm Twilight race

South Australian Women's Keelboat Regatta

By Helen Kearney

THE South Australian Women's Keelboat Regatta (SAWKR) was held on the October long weekend. In its third year, it is an ongoing success, with 30 boats and 170 women this year. It is one of the biggest regattas in South Australia and is increasingly attracting more interstate teams and competitors.

SAWKR aims to build women's participation, skills and pathways into sailing; and to build leadership, spirit of competition and camaraderie. The event is suitable for all levels of sailing experience, with a lot of support and courses set in two locations – the stunning waters of Gulf St Vincent and the protected waters of the Port River. It is held at the CYCSA in partnership with RSAYS and PASC. This year produced fine weather on Sunday and Monday, but it was a 'bit of a blower' on Saturday.

Again the Squadron was well represented with seven boats and teams participating: *Quarante-Deux* (Candice Cushway), *Divine Madness* (Kaz Eaton), *Liesl* (Lisa Bettcher), *Papillon* (Barbara Parker), *The XX Factor* (Janet Thornley), *Silent Partner* (Karen van Riet) and *Freedom* (Jacqui Ackers). Two of the Club's J24s were hired out to teams from Goolwa and Victoria, and it is a big thank you to the band of volunteers who got them prepared and in the water.

With a real buzz of excitement around the Regatta, SAWKR is bound to gain more and more momentum, joining with other women's regattas to provide even better opportunities for women to get out on the water and improve their skills.



Photos used with permission of Down Under Sail



Divine Madness



Freedom



Liesl



Papillon



Quarante-deux



Silent Partner



The XX Factor



Quarante-deux



The XX Factor



Silent Partner



Papillon and Quarante-deux



Liesl and Rock Salt

Fat Freddy Experiences

By Peter Hawker



Fat Freddy (originally *Biscuits Cantreau 4* when in Europe) was so named by the current owner Dave Smith. Dave was originally looking to purchase another of the Formula 40 class trimaran called *Full Pelt*, but it transpired that a friend purchased *Biscuits Cantreau 4* from Switzerland.

On their fourth sail on Auckland Harbour while travelling upwind, the mast compression had caused the fracture of the main hull, resulting in the bow pointing to the sky and the mast falling down! The owner elected to sell the boat for parts but Dave bought the boat to reconstruct her as he has a background of building/construction. It transpired that previous damage to the yacht prior to her New Zealand purchase had been very poorly repaired and had led to the disastrous main hull collapse.

Dave set up a portable shed and began the challenge of *Fat Freddy's* rehabilitation. The main hull is extremely narrow forward which meant working in a very confined space laying up carbon as well as exposure to the toxic resins. This was circumvented by the addition of a forward hatch. The further Dave progressed into the project the more unexpected issues became evident and it became a three-year odyssey. The main hull was completely reskinned.

Earlier AC45 (Americas Cup catamaran) foils (and rudders) were added with appropriate composite engineering advice and strengthening of the floats. The photograph shows the Toyota decals still visible on the foils. These predate the AC45F foils for the fully foiling catamarans we are all familiar with racing in San Francisco. These straight

foils provide leeward float lift and reduce the likelihood of the float bow burying. Centreboard is still required.

The task of rebuilding this beautiful yacht was complicated by the collapse of an aluminium ladder that led to concussion and significant physical injuries.

Fast forward to 2024 and there was a frantic period of bringing the yacht up to competition level and the selection of a professional racing skipper and his picked crew – I was a fortunate addition, having originally bought my first Farrer 9A trimaran *Hawkeye* from Dave in Auckland 14 years ago. Dave had sailed with us on *Carbon Credit* in Port Lincoln and Hamilton island regattas.

The coastal classic is New Zealand's premier coastal yacht race of 119 nm – only two-thirds the length of the Adelaide to Lincoln race. Usually at this time of the year the wind direction is south-westerly and therefore a big downhill ride the whole way. The weather briefing on the Thursday evening was simply, "Sorry no southerly this year, we promise one next year but enjoy the experience of 20+ knots breeze on the nose with an increase to 30 knots expected around 2 to 3 am on Saturday." The sea state was a 2m swell, rising to 3m at Cape Brett which is the turning point for the reach into the Bay of Islands and the finish off Russell. These conditions would not daunt many of the intrepid South Australian sailors from starting in the Lincoln race. A small difference is that there is a time limit for the race – yachts have to cross the finish line by 14:00 hrs on the Saturday, not generally a problem with a south-westerly but definitely a problem with a strong upwind

THE 2024 Auckland coastal classic is New Zealand's premier coastal yacht race and was held in late October. I was pleased to be offered a crew position on *Fat Freddy*, a Formula 40 trimaran. These yachts were developed by the French for a range of inshore/offshore, single-handed/fully-crewed racing multihulls. They were initially developed and dominated by the French in the mid-1980s. The yachts were built to a box rule, 40 ft long and 40 ft beam. The initial group of yachts in the class were catamarans, but eventually in the later 1980s trimarans were built and were successful due to their improved righting moment. With difficult economic times in France and spiralling costs, the class went into decline and several of the yachts were relocated to Lake Geneva with its gentler sailing environment.



Fat Freddy on her mooring below Auckland Harbour Bridge



Fat Freddy under sail in Auckland Harbour

ride for the smaller yachts. I believe the closed finish line is to get the crews to the post-race party! This year it was a bigger challenge for the smaller yachts as they would be unlikely to clear Cape Brett before the expected blast in the early hours of the Saturday morning.

The race is run by the New Zealand Multihull Association and we were in the last of the four starts. I might add that of the 137 entries originally received, only 67 crossed the start line (three multihulls) and only 37 completed the course.

Before we had cleared Auckland Harbour our number one headsail delaminated at the head. We attempted a repair but it didn't last so we were obliged to go to the number two headsail. Thus we were a little underpowered for the first few hours of the race. Around 3 to 4 hours into the race one of the traveller cars came away from the track. Fortunately there were strong points built in the middle of the beam and to these we lashed the mainsheet block and the second traveller car.

With this central lashing, we had lost the use of our traveller which is not desirable on a multihull as it is required to assist with tacking/gybing/reefing and management of lee and windward helm. It is an important management tool when stopping the yacht, mooring, and berthing.

Nearing the midpoint of the race (Whangarei Heads) we were having a superior ride, averaging 14.5 to 15.5 kts and periodically going into the low 16 kts. The sea state was quite reasonable and we were not overpushing Fat Freddy. Yep, it was wet!

It was about six hours into the race when there was a large bang followed by a second

crunching sound. We immediately turned up into the wind and lowered the sails. We found the leeward float had detached from a fractured forebeam close to the float attachment. Once this occurred the resultant forces on the float, assisted by the torsion imparted with the foil, led to the fracture of the float at its aft connection. The aft beam remained intact. The float was being retained to the yacht by the trampoline connections and the standing rigging, and had rolled 30 degrees inwards under both beams and the trampoline. A little clever lashing of the float to the rest of the craft meant that we didn't capsize nor lose the mast.

As you would expect, the normally very reliable outboard would not start. We were thus disabled short of Whangarei Heads and were on a lee shore and moving slowly in that direction. Mangawai Heads with the bar and surf break was a remote concern. We contacted Dad's Army (Coast Guard) who set off from Whangarei to provide assistance. The second yacht in the race fleet, the 60 ft Rapido trimaran *Romanza*, was an hour-and-a-quarter behind and on coming up to us kindly assisted by getting a line across to keep *Fat Freddy* off the lee shore. The Whangarei Coast Guard arrived and, obviously under the direction of the Auckland Coast Guard service, they proceeded to have a discussion on their options of either towing us to Marsden Cove Marina in Whangarei, or taking off the crew and abandoning the yacht which we were not very happy about. Fortunately, common sense prevailed and we were put under tow at about 5 kts and arrived at the marina just as night fell.

My wife Fiona and Dave's wife had been paralleling us by road so we made *Fat Freddy*

secure and we drove on up to Russell where we had accommodation booked. We had to take the rural detour as the ferry from Opuia to Russell had stopped for the night. On Saturday the post-race party was less boisterous as so few boats had finished the race and several of those had turned around and elected to head straight back to Auckland.

Over a couple of days we removed everything off the yacht and motored up to a marina a couple of hours further north up from Whangarei Heads where Dave had just recently relaunched the boat after completing the pre-race preparations.

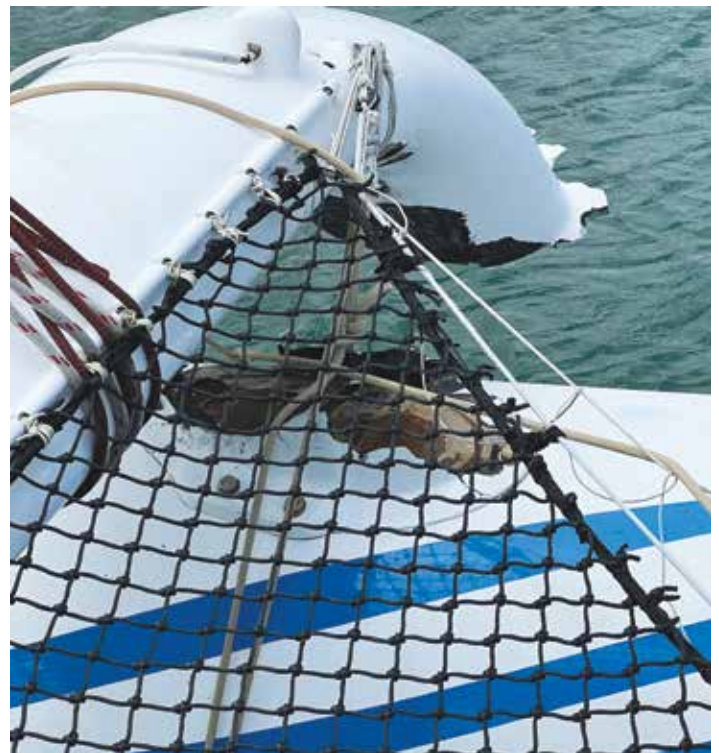
Fat Freddy has now been disassembled and trucked to the suitable facility of an experienced composite shipwright on the Whangaparoa Peninsula. An ultrasound examination of the hulls to confirm the lack of any cracks elsewhere has been completed, and a composite engineer is active in the planning of the repairs and possible strengthening of the port float and both forebeams.

It was a memorable experience to be doing those sorts of speeds upwind, though I can assure you it was a very wet ride and impossible to stand up except in the tiny cockpit.

Hopefully this graceful yacht will once again be seen on Auckland Harbour and back for the Coastal Classic next year.



Marsden Cove Marina, with port float damage evident



Damage to the aft float



Opening Day S

Photography: J





Season 2024-25

James Knowler



Volunteer of the Year Award – Lorraine Borg



ON Opening Day 2024 it was a lovely surprise to be awarded Volunteer of the Year, an award that I gratefully accepted while acknowledging the untiring efforts of all our wonderful volunteers, including my husband David.

I joined the Squadron in 1965, when the word 'volunteer' was not so prevalent, and Members just banded together to attend to things as they presented themselves without expecting any rewards.

I have really enjoyed my years at the Squadron, making many friends and acquaintances and teaming up with other Members to make a difference.

In more recent years I was fortunate to be a Trustee for six years with the RSAYS Foundation with a group of like-minded people who considered grant applications to provide funds to enable projects to come to fruition which otherwise may never have been achieved. I found that experience to be very rewarding.

Secondly, I must mention the Seaweed Garden Group. I am currently working with all our garden gurus, approximately 15 members who are predominantly over 65 years of age. They each bring their own different skills to keep the Squadron's gardens in the great shape they are today. We meet on the last Sunday of each month for around three hours. It's good fun working outdoors, and new volunteers are always welcome.

Last but not least I recently joined the fabulous House and Social Committee, a fun group of people who work very hard to give back to the Members by organising functions, live music at events, and Mega Draws on Members' Draw Nights with many prizes to keep the ball rolling. It's all about providing great times for the Members.



Seaweed Garden guru



Lorraine with Annie Wilkins and Phil Stump on a H&S night



Lorraine and David enjoying Opening Day



Receiving the award on Opening Day

All-abilities sailing – Asia Pacific Championships

By Kathryn Crisell



Hansa 303 doubles sailors – Kathryn and Deirdre on the far right

IT'S been quite a while, but recently Deirdre Schahinger and I took to the water together in the Hansa Class Asia Pacific Championships 2024 on the Gold Coast.

Southport Yacht Club at Hollywell hosted us and more than 80 other competitors from seven countries over six days from 20 to 25 October. As is always the case when the all-abilities Hansa sailors get together, we had a wonderful time making new friends and re-kindling old friendships. It never ceases to amaze me how inspiring this group of sailors is, and it's clear that the event organisers were hugely affected by the tenacity on display. We were all treated with such kindness and respect by the Club staff and the many volunteers who ran a great event.

Racing was interesting on a body of water full of recreational and tourist jet boats, small and large, as well as strong tides. At times it seemed like we were in a washing machine with massive wakes

added to mostly windy conditions. Very lumpy indeed! We opted out of sailing the first day with the winds too high for our liking – instead indulging in the daily bacon and egg sandwich offered for breakfast.

We did manage to sail over several days in slightly friendlier winds, but it was pretty wet and wild. In one race we managed a fabulous start but had been pushed up and over the line just a moment too early and were disqualified. Still, we had a laugh as neither of us was sure how to do the penalty 360° turn, so I flung the boat around in a circle, terrifying Deirdre, but hoping that was enough. It wasn't.

The final morning, we steeled ourselves to go out despite 20 knots plus winds being predicted. Things were relatively calm, and the course was set close to the Club and rescue should we need it. We had a lovely sail in the first race and were nicely in touch with the fleet when we lost the main sheet which was missing the mandatory knot in the end. After managing to limp across the line the rescue boat held us firm while the problem was fixed. But in those few minutes everything had changed. By the time they let us go the wind and water had transformed and suddenly many boats were trying to get back to the deck. We desperately tried to head to safety but were caught with the wind, waves and tide all pulling our little Hansa 303 towards the rock groin. It was bedlam! There were rescue boats everywhere trying to tow those most at risk to some sort of safety (including us) but many of us got straight back into trouble. It was all hands on deck getting people out of boats – many of us needing winching in and out of our boats in slings – or wading into waist deep water to hold onto boats. Kudos to the many rescuers and sailors who kept calm in a tricky situation.

While Deirdre and I didn't win any awards, we did have another great experience sailing together with wonderful people around us. We have vowed to head to the Hansa World Championships early next year at Royal Prince Alfred Yacht Club in Sydney. In the meantime we will try to get some much needed practice and swot up on the rules!



Deirdre and Kathryn about to head out in friendlier winds



All hands on deck to rescue sailors on the last day



New Member Profile – Paul Crouch

By Paul Crouch



Paul and Alana with Artemis

IHAVE always been drawn to the water. Growing up in Gosport next to the Solent in the UK, the sea was my playground. My fascination with yachts and sailing began when I was just a boy. My father worked for Camper and Nicholson, a renowned yacht builder, and I would often meet him at the factory or the marina. I would spend hours exploring, mesmerised by the sleek vessels, but it was not until I was old enough to work that I could afford my first dinghy, an Albacore. I had no idea how to sail but I was determined to learn. I took a short course at a local sailing school and hit the water. Trial and error were my only teachers. Crew was always a challenge to find, so I eventually sold the Albacore and bought a Laser, joining Stoke Bay Sailing Club.

Work and life took over and I did very little sailing as I was bringing up children and running a business. I decided to come to Australia in 2000 when the kids were grown up and I had more time to go back to sailing. I bought a 125 and joined Largs Bay Sailing Club. I was not there long when I was persuaded to crew and sail Cherubs. After a few years, spending more time in the water than on top of it, I persuaded Alana that it would be more fun if she became involved too. I bought a Joubert Kola trailer sailer and we became Members of the St Kilda Boat Club. The Barker Inlet is a great place to learn to sail as it is very shallow and tidal, but reasonably safe – great for trailer sailer sailors!

Alana and I like to socialise and be involved in the Clubs we belong to, so it wasn't long before we got more involved with the SKBC activities. We then joined the Committee, where I had the honour of becoming Commodore and Alana the Social Activities officer. Those roles kept us busy, with approximately 170 Club Members. Holding the position of Commodore, no matter which Club, comes with its challenges, but at the end of the day what we all have in common is a love of the water and boating which brings us all together.

Like many sailors, we eventually caught the 'bigger boat' bug. After a few years, we found a Beneteau 281 with a draft of only 4 ft. This was perfect for the Barker Inlet and exploring the greater area. We had *Shilo* for six years and in that time refitted her until she shone like new, but she had limitations and we wanted something more comfortable for longer voyages. So the search for a new vessel began.

As well as *Shilo* we also acquired a Compass Careel 18, primarily because St Kilda started Friday night short

course racing. *Tumble Weed* was built in the 70s and has bright orange decks and funky original upholstery that is still in terrific condition – and we continue to race her as she is a lot of fun.

A few years later we found *Artemis*, a boat that had never been named, living on a swing mooring in Pittwater, NSW. We visited her a few times, falling more in love each time, until we knew she had to be ours. We bought her late last year and made plans to bring her home to Adelaide. We hired a professional skipper and enlisted the help of an experienced friend. We set off on what turned out to be an eight-day voyage to Adelaide. We refuelled in Bermagui, spent 24 hours in Refuge Cove and had an overnight stay at Apollo Bay. The Bass Strait tested us, but *Artemis* proved herself a worthy vessel.

Artemis is a Marlow Hunter 37, and after much discussion it was self-evident that we should name her after the Greek goddess of hunting, daughter of Zeus.

Our initial plan was to return to St Kilda but *Artemis*, at almost 40 feet, needed room to breathe. We found a temporary home at 35 South in North Haven, where we made wonderful friends. Still, the pull of a sailing community was strong. The Royal South Australian Squadron, with its warm, welcoming Members, was the perfect fit.

Now, our future is full of possibilities. We look forward to cruising with the Squadron, gaining confidence with each new voyage. To all the Members who have made us feel so at home, thank you. We cannot wait to meet more of you and share in the adventures to come.



Tumble Weed at St Kilda



Padraic on *Antigua*

MY passion for sailing began as a child watching work boats (Connemara Hookers) transporting peat for our fires from the Irish mainland to the island of Inis Oírr in Galway Bay, Ireland where I was born. The first sea journey I remember was a two-and-a-half-mile passage in a currach to the adjacent island at the age of four. The canvas on the light timber frame of the currach brings one as close as possible to the sea without being in it. (I'll describe the building of a currach in the next edition of the SQ.)

I came to Australia in 1986 for what was planned to be a year, met my wife Katherine, and Adelaide became my second home.

I have been in the building industry for 48 years, starting off working in our family business on the Gaelic-speaking Island of Inis Oírr where I was born. I am now running our own family residential construction business in Adelaide. We specialize in authentic reproduction and period detailing, new custom-designed homes, renovations and structural engineering works. By listening to clients' needs, ideas and expectations, we then make them come to life.

I had an opportunity to regularly sail a small catamaran off West Beach in the late 1980s, and this was my introduction to sailing. I was given the opportunity to crew on *Antigua* in 2005 where we

mainly cruised around the Gulf, visiting Wirrina Cove, Kangaroo Island, Port Giles, Stansbury, Port Vincent and Black Point. I became a part-owner in *Antigua* in 2007.

Paul Kempen advised me that *Carpe Diem* was looking for crew and introduced me to the Squadron. I joined the crew for a Port Lincoln race and continued with Twilight and Offshore races for many years. Katherine and I then became Members of the Squadron in 2009.

Katherine and I enjoy being Members of the Squadron and have made many friends over the years. Katherine celebrated her 50th birthday at the Squadron, and we had a wonderful night with more than a hundred friends and family.

I was approached to rebuild Jimmy's Bar in 2010 and we demolished the old bar and extended and completely renovated the bar area, installing a new counter with bulkhead above, beer taps and shelving. We created a larger opening onto the Quarterdeck with bi-folding doors and concrete access ramp.

I have served as a Director on the RSAYS Limited Board since 2023, advocating for systems that ensure continuity through management changes. I prioritize building long-term partnerships with reliable suppliers that best serve the Squadron's interests.

By Trevor Hamlyn, *Grey Nurse*

MY article in this edition is limited to the reporting of a short cruise that was undertaken in early November by a fleet of small boats meandering along the lower reaches of the River Murray. I didn't attend, so I'm acting as a reporter this time, but at least I'm familiar with the area.

Squadron Members who did attend were the cruise leader Roy Martin in *Dazza's Heaven* and Rob Hutson in *Silver Gull*. The remaining 10 boats were all owned by members of the Trailer Sailer Association of SA (TSASA), one power-boat owner having signed-up on the spot. Worth noting is that Past Commodore Annie Rogers and John Phillips motored across Lake Alexandrina to join the group in their motor cruiser *Ruby Louise*.

One might query the attraction to a section of the river that is lined with willows on both banks, interrupted only by private houses or holiday homes and flanked by low-lying farmland, but there is plenty to see and do nearby. Worth visiting is the old Police Barracks and Courthouse at Wellington which serves as a reminder of the 1850s when gold was transported by coach through the town. Worth observing are the darters, waterbirds and waterfowl of Pelican Lagoon and Point Pomanda that are part of the Ramsar Wetlands, Critical Bird Habitats. Then there is the Tailem Bend Railway Museum in the original railway station which dates from 1913. Read on....

As with any trip the itinerary was deliberately flexible to allow for varying wind strengths and direction. Strong westerlies meant that the town side of the river at Wellington was best for launching, followed by a welcome meal at the local historic Pub. The first run upstream to Old Tailem Town, however, was undertaken by car the next morning.

How many of us have paused our journey to experience the delights of this reproduction Pioneer Village on our way to wherever? Very few I expect, as most of us have just left home for a distant shore or indeed are weary from travelling as we pass by. Our visiting group all enjoyed the experience, refreshed and ready for a few days on the water. Many thanks to passionate historian Peter Squires, owner and creator of this unique village that contains more than 100 buildings on 15 streets.

By this time two boats had arrived, having cruised downstream from Mannum, and were joined by a third local boat that is kept in front of the owner's riverfront home in Wellington East.

Sails up at last, to venture downstream to Pomanda Island! This low triangular-shaped island, each side no more than 500 m long, lies north of Point Pomanda where the Mighty Murray slows and enters Lake Alexandrina. The northern tip of Pomanda Island, in a small V-shaped bay on the lake side of the island, is the preferred anchorage in any wind with a reliable southerly aspect. There was enough room for everyone to nose into the shore for happy hour, but at least one boat chose to anchor off overnight which is sometimes the sensible option if winds are unpredictable.

A southerly breeze then provided ideal conditions to sail back upstream, past the historic Brinkley Homestead, dodging fisher's nets and a large number of tree snags that had been deposited in the lower reaches during the recent flood.

Unfortunately, there wasn't an opportunity to visit the Pangarinda Botanic Gardens at Wellington East, halfway between the Marina Estate and the Princes Highway. This gem is managed by a group of dedicated volunteers who have created a wonderland of native species that Lorraine and I can say from experience bursts into a spectacular floral display during springtime. Worth a visit at any time, however, if one is in the vicinity.

This time Tailem Bend was visited by water, with everyone finding moorings adjacent to the Rowing Club. Barbecue facilities were utilised among the well-kept lawns, or another Pub meal was enjoyed by those who hadn't catered for four nights on board.

New members to the group were Zhen and Dwayne who wrote: "What was originally planned as a short trip turned into something much more special. The warmth and joy we felt from our fellow sailors kept us anchored with the group, and by the end we had no hesitation in signing up for the TSASA. Staying until Pomanda Island felt like fate – a beautiful reminder of the joy found in community and the magic of shared journeys."

A reminder that Seamanship and Fellowship is the glue that holds us all together.



Pomanda Island Anchorage



Happy Hour on Pomanda Island



Pelicans on Pomanda Island



Tailem Bend Rowing Club

THE HISTORY:

IN 1996 a fee of \$25 per boat was levied against boats in the South Australian community to improve boating facilities in the state. This levy has been increased over the years with the fee now calculated by vessel size – a 40 foot yacht now pays \$185 a year. Since the levy was introduced, our boating and sailing sector has contributed some \$10.4 million and currently contributes more than \$400,000 per year.

The SAMMN lobby group was formed at a meeting at the RSAYS in May 2022. The SAMMN has representatives from all the major yacht clubs in the state, with significant input from the RSAYS, CYCSA, Glenelg Yacht Club, Port Adelaide Sailing Club and the Garden Island Yacht Club, and has been meeting regularly with the Department of Infrastructure and Transport (DIT) since then.

This year we have had positive negotiations with DIT and the South Australian Boating Facilities Advisory Council (SABFAC) and we have had some exciting progress, with the long-held vision of a South Australian Marine Mooring Network finally looking possible.

In March 2024 DIT commissioned a Western Australian marine consulting company, OROPESA, to investigate the establishment of a marine mooring network in South Australia. The report from OROPESA was greatly encouraging for us, citing that South Australia was 'the only State without government-furnished Public Buoy Moorings and was at odds with the rest of the country's support to the recreational boating community'.

SUMMARY:

South Australia is the only state without a public mooring network. All other states have mooring networks provided for their boating community out of their state's consolidated revenue. No other state has a boating levy system like South Australia.

Since the boating facilities levy was introduced in 1996 tens of millions of dollars have been raised and spent on small boat launching facilities, while the \$10.4 million our particular boating sector has contributed into the boating facilities fund has yielded us minimal benefits.

In October 2024 I attended a meeting of the SABFAC delegates to speak to a 'pilot project' application DIT had submitted to SABFAC for funding. The good news is that this \$185,000 pilot project was endorsed by SABFAC, and their recommendation now awaits Ministerial approval. This is expected soon. It was also suggested to the SABFAC committee that as a major contributor to the finances of SABFAC, the yachting sector need a representation on this committee. This is a position we need to take up politically.

The DIT submission is summarised below:

'That SABFAC endorse the installation of a Public Buoy Moorings pilot project to install 8 public buoy moorings located at Kingscote (2), American River (3) and Bay of Shoals (3) subject to the establishment of a boat haven under the Regulation at an estimated cost of \$165,000 (excl GST) and the Department's acceptance to administer, indemnify, inspect and maintain the public mooring buoys.'



Now although this position is still way behind the 12 moorings we initially asked for, and the two important safety moorings at West Cape Bay which were removed from the application, we still consider this a small victory. One significant win is the announcement that DIT will be responsible for the maintenance of these moorings.

The request for safety moorings at West Cape Bay to be sited away from the submerged rock is a battle we have to have again. The moorings were deemed to be too close to the cliffs and this decision was based on somebody in an office in WA looking at a map. We will be seeking expert advice on the positioning of these important safety moorings, and we seek feedback from all who anchor at West Cape Bay.



New Laundry and Community Workshop Update

By David Rawnsley, Project Leader

WE are thrilled to announce that the new laundry is now fully operational in its new location next to the slipyard, adjacent to the RSAYS Community Workshop. It is already in constant use by our RSAYS Members. The workshop team has worked hard to ensure that the laundry is fully compliant, functional, and convenient for Members to use at any time. Feedback from Members using the new facility has been overwhelmingly positive!

Final funding for signage has been approved by the RSAYS Foundation and has been gratefully accepted by the Laundry & Workshop Volunteer Group. This funding, along with support for the RSAYS Community Workshop, has enabled the purchase of a dust extractor and shop floor vacuum, ensuring the workshop meets compliance standards and is well-equipped for its opening.

Looking ahead, we're excited to share that the RSAYS Community Workshop is set to open by mid-December 2024. The induction program for RSAYS Members is in its final stages, and the project continues to progress smoothly, thanks to the dedicated efforts of our amazing volunteers.

If you're interested in joining the Workshop Volunteer Group, please contact Trevor Deslandes, our marine engineer and workshop group secretary, on 0417 006 378.



Spectacular *Dreams* in Alaska

By Anne Arnold



Our first anchorage in *Dreams*, Foggy Bay

TWELVE months ago, Clive and I started the process of buying a boat to cruise SE Alaska's Inside Passage. Having found *Dreams*, already in Alaska, the purchase was a long, drawn-out affair as the survey could only take place when the boat was un-winterised in April. With a favourable survey, we bought the boat sight unseen (gulp!) and in late April flew back to the US, picked up our RV in Oregon and headed to Prince Rupert in Canada, at the same time as the previous owner delivered the boat there. This enabled us to get the RV and the boat in the same place – not easy in SE Alaska as the cruising grounds are only accessible by ferry or plane. During the season in the boat we travelled for over 100 days, 1,800 nautical miles, and had an incredible experience – you can't motor your boat up to a glacier in Australia and have 10,000-year-old glacier ice in your afternoon G&T!

Dreams is a Bayliner 3988, a twin-engined 40 foot 'motor yacht', and was ready to cruise Alaska, having done so for the previous three years. We were well pleased with her. Bayliners are well-known and popular in the Pacific Northwest and the 3988 is a good size – two cabins, two heads, generous galley and saloon, a pilot house, a second sitting area, plus flybridge for any occasional warm, sunny days.

We were lucky our friend Jan had motored his boat up from Seattle to cruise in company with us and met us in Rupert. Our first travel day was across Dixon Entrance – a notorious stretch of water wide open to the ocean – and into the US. Quite a day! From there, we ventured north to near the Canadian border, and visited well-known places popular with cruise ships as well as secluded anchorages and small settlements.



South Sawyer Glacier, Tracy Arm

The landscape was spectacular – the sheer vastness and scale, the height and ruggedness, and the depth of water. The sea was so deep our depth sounder would frequently not measure it, and bays that looked great on the chart often were too deep or too narrow to anchor.

Glaciers were a highlight. We were surprised by the number, ease of access and beauty of the glaciers, as well as how different each was and how variable were the colours, textures and shapes of the bergs. Clive had long been looking forward to driving our boat through ice to reach a glacier. The South Sawyer glacier is particularly active and to reach it we nudged through more ice than we had previously. We could hear bits breaking off the glacier and, while negotiating our way back, a large chunk fell off a house-sized iceberg in front of us which caused the entire thing to roll over and disintegrate; we realised then how easily the way out could become blocked. Interesting!

We were slightly disappointed at the paucity of wildlife. We saw otters, whales, bears, seals and sealions, deer, an occasional orca, and were thrilled once to have a Dall porpoise playing in our bow wave. Ravens and bald eagles were so common we stopped noticing them, although you can't miss the eagles' distinctive ridiculous calls and whistles. We often saw whales, including whales 'bubble-net' feeding which is when a group of whales fish co-operatively by forming a circle and blowing bubbles up from the deep, effectively trapping fish in a 'net' of bubbles.

We were fortunate to obtain a permit for Glacier Bay National Park; boat numbers are severely restricted, with five permits issued each day for a maximum stay of five days – so, only 25 private boats in the Park at any one time, plus only two cruise ships and a few commercial operators. There are many glaciers including a couple of tidewater glaciers (these reach the sea), and the scenery was superb, the anchorages great. Here, we saw otters, including otters swimming on their backs holding their pups on their tummy, cute!

Bears: we saw bears. Once we watched a mother grizzly bear with three cubs grazing on the bank about 100 metres behind the boat. Another highlight was Pack Creek, a bear preserve where bears are wild and free to leave but are 'habituated'. This means bears do what they want and the visitors are trained so they all show the same behaviours, walking the same paths etc, so the bears will ignore them. We were lucky, not only to obtain permits as only 24 visitors are allowed each day, but also to see many bears. We spent a couple of hours watching bears fishing, lazing around and having a scrap, before walking to a viewing platform overlooking a creek to watch bears fishing.

The marinas are fishing boat harbors which tolerate pleasure boats. One cannot make a reservation; you just turn up and hope the fishing fleet is out so there's spare 'stalls'. Facilities are very limited. Instead of cleats to tie the mooring lines to, there are 'bull rails', hefty horizontal timber bars attached just above the actual dock. *Dreams*



A grizzly bear at the Pack Creek Bear Reserve



Petersburg Harbor

came equipped with a square hook attached to a line, the idea being to throw the hook over the bull rail to temporarily hold the boat. There are fishing boats of all types, trollers, gill-netters, purse-seiners and crab boats. Fishing is highly regulated, and commercial boats are allowed out for set days only – for some it is noon Sundays to noon Tuesdays, but this will vary over the season.

Tidal ranges are big – frequently 20 feet or more, and hence currents are strong. The tidal range wasn't a big problem since we usually anchored in such deep water (40 feet felt shallow) so the extra tide height was less significant. However, currents were important – for example, Peril Strait enroute to Sitka has a very narrow, albeit short, section where the current can run at 7 knots creating big waves and rips. This is best avoided, which we did, transiting at slack water with calm conditions. We found current and tide predictions were detailed and accurate.

Our deepest anchorage was Fords Terror – an incredible fjord, with a series of shallows, whirlpools, rocks, rapids and grounded icefloes at its narrow entrance. Many cruisers are deterred by the name which originated from a seaman called Ford who, in 1889, rowed into the fjord at slack tide to go duck shooting. However, the tide changed and the way out was a roiling mass of whirlpools, with a strong current, so Ford was stuck in the fjord, terrified he'd never get out but thankfully he did. We were (obviously) mindful of his predicament but we had 660 hp and tide information and advice from other boaters, so we crossed at slack water at 19:00 hrs. *Dreams* has forward-facing sonar which shows the depth of water up to approximately 140' ahead, and this was very comforting as we entered and exited the fjord. The inlet itself was absolutely spectacular – a small anchorage surrounded by incredibly tall, mighty, steep granite rock-faces. We have never been to a more amazing anchorage, nor anchored in deeper water; we anchored in 110' of water with 240' of chain. The seabed is a sheer drop, so should the anchor drag even a boat length, we'd end up in water over 200' deep. However, we slept well – I checked once in the night but for interest not nervousness. In fact, we never had



A grey day in Peril Strait



Fords Terror

an uneasy night at anchor; the anchorages were invariably calm and the anchor secure. The one exception was one night anchored at the lower end of Tracy Arm, away from the glaciers, when we were woken in the dark early hours of the morning by a bump and weird noise – a largish iceberg had drifted into the bay and bumped the side of the boat. No damage and Clive fended us off with a boat hook.

Obtaining provisions and fuel was easier than expected although everything (except diesel) was horrendously expensive. Freight has to arrive by barge or plane which adds to the cost, but even so.... In the small native settlement of Hoonah, a pound of butter and a quart of milk cost nearly \$30 Australian. The locals shun this store – it's cheaper for them to buy groceries online from Juneau and have them delivered by air. At Meyers Chuck (how can you not go to a place with that name?), we watched as a float plane came in with the mail and a stack of Amazon deliveries!

And finally, the weather. Fortunately, the weather was fantastic for the times when it really mattered, but the rain! We'd been warned it rains and is cloudy but this did not prepare us for day, after day, after day of rain in Sitka and elsewhere. Not heavy rain but persistent, with 15 cm in a bucket in the cockpit in a day. We found it somewhat depressing.

We have left *Dreams* for the winter in a secure marina in her hailing port of Wrangell, on Wrangell Island. The temperature will drop well below freezing and there will be snow, so the boat must be winterised – the watermaker, icemaker, air conditioners, generator, main engines, water heater, water system, outboard motor etc must be drained and refilled with antifreeze; the boat wrapped – covered in a tent of plastic to keep rain and snow off; vents blocked to keep cold air out, heaters and dehumidifiers going nonstop. It's a bit scary and important to get right!

We plan to return to *Dreams* next spring and spend time in SE Alaska before heading south through British Columbia to Seattle, where we will probably sell the boat.



Dreams shrink wrapped for winter in Wrangell

Viking Wayfinding – In Fog, Rain and Snow

By Jeanne Harrison



IF early Viking navigators in the North Atlantic had known about Polynesian ocean passages, they probably would have thought that Polynesians had an easy time with wayfinding. Sailing in the tropical latitudes, Polynesians generally enjoyed clear blue skies, warm and consistent winds, plus fairly predictable currents and sea states. While in the North Atlantic, Vikings contended with fog, overcast skies, and even snow, plus treacherous seas and Gulf Stream currents.

According to the US Pilot Chart of the North Atlantic, July is the foggiest month around the Grand Banks, with 50% of the daily observations having two miles or less of visibility. Low visibility has always been a hindrance to northern latitude navigation, especially celestial navigation. Yet, somehow Viking warriors and explorers managed to sail throughout the Baltic, the North Sea, the Irish Sea and the North Atlantic Ocean, successfully returning home to tell the tale.

Leif Erickson has often been credited as the first European explorer to land on North American soil and then return to Europe. This was in the 11th century, long before Christopher Columbus was said to have 'discovered America'. Yet there were others, such as Bjarni Herjólfsson, an Icelander, who reportedly landed on the eastern Canadian coast before Erickson. But Herjólfsson landed there unintentionally, having been blow off-course while sailing from Iceland to Greenland.

Vikings had one advantage, which Polynesians lacked. They had very long summer days. Even after sunset, a solar glow was visible for most of the night.

A second advantage for Vikings was a calcite crystal largely found in Iceland and often referred to as an Iceland spar. When held to the sky, even on an overcast day, it polarized the sun's light rays and could be rotated to indicate the direction of the sun – like a sundial. Even after sunset, the crystal could be used to indicate the sun's position below the horizon. This would have been extremely beneficial in higher latitudes on cloudy days, when there could be up to 18 hours of diffused sunlight during the height of summer.

Many historians who have studied the Icelandic and Norwegian sagas believe that the single most important navigation aid for the Vikings was this calcite crystal or *sólarsteinn* (sunstone), which was mentioned in Scandinavian sagas, including the *Saga of St Olaf*. Sunstones in Scandinavian sagas were initially thought to have been allegorical. However, sufficient detail of their use warranted serious consideration as a navigation aid. Although no sunstones have yet to be found among Viking ship wrecks, sunstones have been found in Norwegian mountain monasteries, possibly used as sundials.

In 2011 a *Royal Society Open Science* magazine article reported on a study from a university in Budapest, which verified that a depolarizer, such as a sunstone, could provide fairly precise sun direction determination.

News surfaced at about the same time that a sunstone was found among other navigation equipment discovered on a 16th century British warship wreck near Alderney in the English Channel. Thus, it seems likely that northern European wayfinding could have relied on sunstones.

The late 12th century European invention of a magnetic compass (the Chinese had invented this as early as 200 BCE) would not have been very effective for the Vikings, due to extreme magnetic variations which could be as much as 20° in the northern Atlantic Ocean. It wasn't until 1510 that precise measurements of magnetic variations were beginning to be determined by Europeans, then making magnetic compass readings a more effective navigation aid in polar regions.

The Vikings were amazing explorers with tremendous temerity, especially considering the difficulties they faced on the open ocean with the sea state, temperature and wind, plus the frequent lack of celestial observations due to weather conditions. A sunstone seems to have been a logical addition to Viking navigational equipment while wayfinding in the North Atlantic. It would have been nice if Colin and I had had one to try out, during the bad weather (including two hurricanes) we experienced in the North Atlantic.

Very interesting videos about sunstones and their possible use in Viking navigation can be found on YouTube:

<https://m.youtube.com/watch?v=UPD1RdecW48>



JOVAL WINES

JOVAL Wines is a national distributor of fine wines, and is a supplier of wine brands such as Catalina Sounds, Henschke, Shaw and Smith, Louis Roederer and Two Hands to the Squadron to be included on their Wine List. The founder stated that the aim of the business was to team with exceptional winemakers whose focus is to make wines that showcase the distinctive characteristics of the most suitable and highly-regarded varieties from Australia and New Zealand's best regions. We continue to do this.

Cultivating Excellence Through Partnerships

For over 50 years, Joval Wines has been a cornerstone of Australia's wine industry, renowned for its premium portfolio and steadfast commitment to relationships. Serving boutique restaurants, luxury hotels, and major event venues, Joval Wines has become synonymous with exceptional service and long-lasting partnerships.

Relationships at the Core

Joval Wines prioritises building partnerships over transactions. "Our customers are more than clients – they're partners," says Michael Gregg, Area Business Manager. By working closely with chefs, sommeliers, and venue managers, the company delivers tailored solutions that enhance wine offerings and guest experiences. This relationship-driven approach has earned loyalty from clients who have trusted Joval for decades.

Tailored Solutions for Hospitality

Customisation sets Joval Wines apart. Whether curating wine lists to complement restaurant menus, supplying event venues with diverse orders, or training staff, Joval's personalised service caters to specific needs. Their consultancy service helps restaurants craft

wine selections that reflect brand identity, cuisine and clientele, enhancing both the dining experience and customer satisfaction. For event venues, Joval ensures logistical excellence, providing a diverse portfolio to meet the demands of various audiences and occasions.

Empowering Through Education

Understanding that knowledge is key in hospitality, Joval Wines offers workshops on wine tasting, food pairing, and industry trends. These sessions empower front-of-house teams, enhancing guest engagement. Additionally, Joval supports marketing efforts through co-branded events, social media campaigns, and promotional materials to elevate their clients' wine profiles.

Exclusive Access to Premium Wines

Joval Wines' strong relationships with renowned wineries provide clients access to exclusive and boutique selections. From rare vintages to limited-edition local wines, this exclusivity gives venues a competitive edge, delivering unique wine experiences to patrons.

Adapting to Change

In a constantly evolving industry, Joval Wines remains resilient. During the COVID-19 pandemic, they introduced flexible solutions, including home delivery and virtual tastings, strengthening client trust during challenging times.

Looking Ahead

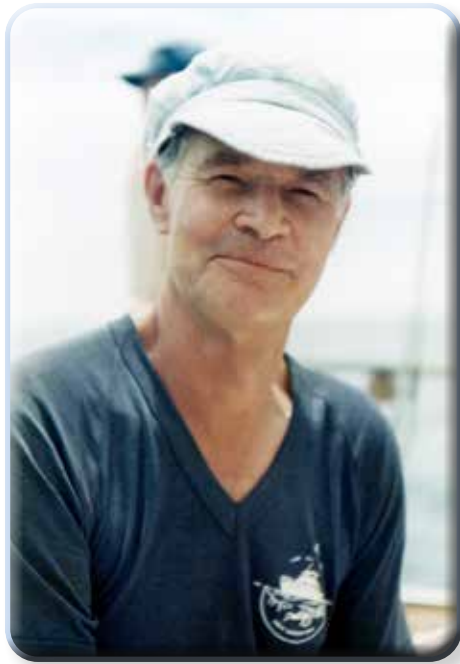
As Joval Wines continues to innovate and adapt, its commitment to building meaningful partnerships remains unwavering. By delivering quality, service and tailored solutions, the company ensures its place as a trusted partner in Australia's hospitality industry.



Cellar Door



Catalina Sounds Vineyard



Robert John Walsh

6 December 1929 – 26 August 2024

Written by his son Grant Walsh

BOB Walsh was an Honorary Life Member of the Royal South Australian Yacht Squadron and passed away aged 94 after a very short illness. He was the son of a Light Horseman and Soldier Settler and arrived on this earth with a thirst for adventure in his blood.

His quest for adventure started when he met his life's mentor, Skipper George Simms. Skipper was the patriarch of a renowned

maritime family of Port Victoria in Spencer Gulf and taught Bob about the sea on his cutter *Naomi*. In his memoir, Bob wrote about the day that changed his life: "In 1948 we were fishing south of Wardang Island when a white object appeared on the horizon. During the day as it drew near, George commented that it looked like the sailing ship *Viking*. What a beautiful sight! Sailors aloft shortening sail! What such spectacle would not enthrall a lad to sail in one of these beauties."

In 1949, Bob's dream came true when he signed onto one of these beauties, the four masted barque *Passat*. Unknown to him at the time, he was to become part of history amongst the youngest of men to sail on the very last of the Great Windjammer Grain Races carrying barley from Port Victoria in South Australia to Penarth in Wales around the mighty Cape Horn. Two majestic ships, the *Passat* and *Pamir* each loaded with nearly 5,000 tons of bagged grain, were to travel for 17,000 miles over the world's most unforgiving seas, driven by nothing more than nature's wind and the sweat, endurance and tenacity of young men forged from iron. These were the closing days of the great era of commercial sailing ships.

Betty Northmore, an intrepid world traveller of her time and passenger on board the *Passat* writes in her diaries: "On June 23, 1949, about 9 pm, a bad squall developed into a snow-storm... The snow froze hard almost at once and fell in great blocks onto the deck... The boys had to take in the main upper top-gallant sail in the absolute pitch darkness. How they did it I don't know. It was their first experience of such conditions, and yet the

captain said they were singing in the rigging!"

Bob wrote: "The run to Cape Horn, as we expected, was not a pleasure cruise! Huge seas, working chest high in icy water, flooded well decks, open bleeding splits in our fingers due to handling frozen ropes and ice-stiffened sails aloft, and nasty salt water boils due to salt encrusted wet clothes and oil skins. I had 13 boils on one arm. On some lads they became infected which was not a pretty sight. We worked wet, and then flopped still wet into our bunks that were also wet!... Yet despite such deprivations, it was the greatest job in the world."

After this historical voyage, Bob returned to South Australia where he enjoyed a long relationship with South Australian yachts and the RSAYS, sailing on classic yachts of the era, including *Tahuna* built in 1953 and the 1930s sloop *Wylo*.

A renowned artist, Bob was an honorary member of the Australian Society of Maritime Artists and a recipient of the coveted Saint Malo Medal presented by the Association of International Cape Horners. He was a founding member of the now defunct Australian Cape Horners Association and designer of that group's emblem.

Bob's passing leaves one remaining Australian Cape Horner from that remarkable era of commercial sailing ships, Ross Osmond.

May you enjoy Fair winds and a Following Sea for evermore Bob.



Starboard Watch of *Passat* in the Bristol Channel (Bob 3rd from the right)



Bob Walsh on the *Passat* 1949



Bob at the helm of *Wylo* sailing out of RSAYS circa 1978

Excerpts from The Cape Horners and the RSAYS

by Arthur Vandebroek published in the Spring 2020 edition of the *Squadron Quarterly*



Australian Cape Horners Association emblem designed by Bob Walsh

CAPE Horn is often called the Mount Everest of sailing and the sailors who dared to sail around these treacherous waters at the southern tip of South America in square riggers are referred to as Cape Horners. The International Cape Horners Association was formed in 1936 in Saint Malo, France by the owners and captains of windjammers and clippers to recognise the bravery of these daredevils of the blue.

They were the last square riggers to operate in the grain trade between the UK and South Australia. Port Victoria saw the *Pamir*, *Lawhill*, *Passat* and *Viking* leave

South Australia for the last time in 1949. The *Pamir* was slower so was the very last to go around Cape Horn, with Ross Osmond and Keith McCoy on board.

The last meeting of the Cape Horners Association was held at Keith McCoy's house in West Lakes in 2009. The President at that time, Maurice Corigliano, and the other members decided to cease the meetings as they were all getting too old! The Constitution required that belongings were to be given, in perpetuity, to a like-minded institution. The members were in favour of my suggestion that the RSAYS was the perfect place for a painting by Robert Carter of the 4-masted steel barques *Passat*, *Viking* and *Lawhill* while loading grain in Port Victoria in the summer of 1947-48. The painting was presented to the Squadron and hangs on the stair landing.

At an RSAYS meeting in December 2011 five Cape Horners were accepted as Honorary Members – Maurice Corigliano, Alf Jarvis, Keith McCoy, Ross Osmond and Bob Walsh – starting a unique association between these two entities.

Editorial update:

Alf Jarvis was featured posthumously in a Senior Member article published in the Winter 2017 edition of the *Squadron*

Quarterly. He was 102 when he 'crossed the bar' so the stories of his life were very interesting to read.

Maurice Corigliano was mentioned in the Spring 2020 edition of the SQ (excerpts above) when he was unable to attend a lunch with other Cape Horners for health reasons and 'crossed the bar' on 7 March 2020.

Keith McCoy 'crossed the bar' on 15 September 2021 and an Obituary written by his daughter was featured in the Autumn 2022 edition of the *Squadron Quarterly*.

Bob Walsh 'crossed the bar' on 26 August 2024 and we are honoured to include an Obituary written by his son which is featured here.



4-masted steel barques *Passat*, *Viking* and *Lawhill* while loading grain in Port Victoria

In Tranquil Waters



Rodney Dean Furniss

22 August 1940 – 27 August 2024

By Julian Murray

DEAN grew up in Afric Street, Largs North, and like many local lads sailed in dinghies at LBSC, which was very convenient. After school he trained as an electrician and worked at ICI, and also worked in his father's trucking business, Furniss Transport.

He continued sailing at RSAYS in Dragons, with Laurie Deacon in *Eros*, and with John Duncanson in *Cynthia* – the Squadron had a strong fleet of Dragons for a long time, sadly now all gone from here.

In 1962 Dean married Cynthia Harris, the daughter of Squadron Member W T Harris, inaugural winner of the Germein Memorial Trophy in 1929 in his yacht *Boongalla*. In due course two young sons came along, Shaun and Damien, both sailors in time.

Meanwhile, there was sailing to be done! Dean was in the crew of *Yample*, the first aluminium yacht in Australia when she sailed in the 1964 Sydney to Hobart race. She was owned by Jim Polson, designed by Alan Payne, and built by Ray Cauchi and Ross Stewart. Others in the crew were Don King, Alan Cotton, Bob Stevens, Ian Polson, W Williams and Roger Knill. They achieved

11th over the line, and the following year, after a name-change to *Narranda*, they made 6th across the line.

Dean's next trip to Hobart was in 1973 with John Duncanson aboard *Maggie*, his Dunc 35. I believe Don King was in the crew (Dean and Don were very good mates), and their result was 44th out of a fleet of 90. Come the year 2000, Dean and his cousin Dennis Furniss launched *Indulgence*, a Peter Cole Traditional 30, more suited for cruising than racing, which they kept for about three years.

Around this time, Dean and Cynthia moved from Largs to a new home at North Haven, with a view of the Port River. In the 2020s Dean sailed with his good friend Dave Morphett in various yachts, and they spent many hours talking about it, too! Another of Dean's skippers was David Henshall, Past Squadron Commodore, in his Cavalier 39 *Lara III*, and also in the Etchells 22 *Superheat*.

Dean was a long-standing Member of the Squadron, with much sailing knowledge and was always willing to lend a hand.

He is survived by his wife Cynthia, sons Shaun and Damien, and their families.

Berths for Rent

ROYAL SOUTH AUSTRALIAN YACHT SQUADRON						
BERTHS FOR RENT						
10 Dec 2024						
LENGTH (METRE)	WIDTH (METRE)	PEN	BERTH TYPE	BERTH NUMBER	NOTES	RATE (per month)
10	4.5	Double	MARINA	I22		\$380
11	3.6	Single	MARINA	D14		POA
12	4.2	Double	MARINA	B02		\$410 ONO
12	4.2	Double	MARINA	B06		POA
12	4.2	Double	MARINA	B08		\$492
12	3.4	Double	MARINA	A04		POA
12	3.4	Double	MARINA	A08		\$492
12	4.2	Single	MARINA	D03		POA
12		Single	MARINA	C12A_T		\$492
12	5	Double	MARINA	K09		\$492 ONO
12	5	Double	MARINA	K22		POA
13	5	Single	MARINA	E12_T		\$533
13	5	Single	MARINA	E06		\$330
13	5	Double	MARINA	K03		\$450
14 (Cat)	8.6	(Cat) Single	MARINA	I01 & I01A	Avail casual visitor \$150 per week	\$600 neg
14		Double	MARINA	I07		\$500
15	5	Single	MARINA	F09		\$615
15		Single	MARINA	J21 (MH)		POA
15	6.1	Double	MARINA	J07		\$607
15		Single	MARINA	J03		\$575
16	4.9	Double	MARINA	J13		\$550
18	6	Double	MARINA	SI16		POA
25	8	Single	MARINA	SI07		POA
20		Single	MARINA	SI17A_T		\$821
20	10	Single	MARINA	H02		POA
30	10.5	Single	MARINA	SI05		POA
For further information please contact the RSAYS Office						
Prices and Availability are Subject to Change without notice						

Where berths are privately owned by members of the Squadron, lease rates are negotiated directly with these owners. Should you have a berth of interest, please contact the Squadron Office and we can provide contact details directly.

As a guide, rates for Squadron owned berths are as follows:

10m - \$410 per month

11m - \$451 per month

12m - \$492 per month

13m - \$533 per month

14m - \$574 per month

15m - \$615 per month

16m - \$656 per month

18m - \$739 per month

20m - \$821 per month





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Phone: 8242 5298