



# SQUADRON

*Seamanship & Fellowship*

*Quarterly*

Volume 40 Issue 1  
Autumn 2026



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FROM THE ACTING EDITOR Lisa Smedley (*Flying Cloud*)



**T**HE role of Acting Editor is an eye-opener, and Fay Duncan and Roger Oaten have performed an amazing job over many years producing this top-notch magazine for the Squadron. It is a premier medium to showcase the vibrancy of the Club and the immense value of being a Member.

Of course, as in any Club, there are ripples of unease, dissent and mutinous thoughts. This Club was listing financially when I first joined; yet, due to heavy lifting by management and Members, we are now positioned to take a breath and plan how we may sail safely into the years ahead.

We are not alone in this dilemma. The high cost of living and shifting lifestyles determine whether we can offer prospective members an attractive way of life – because that is exactly what sailing is. It is a way of life defined by fellowship, companionship and friendship. It requires bravery, inventiveness, responsibility and, above all, mutual respect. Clubs only thrive when all Members work towards a common goal; we must not merely survive, but flourish.

If we have ideas on how the Club can build and thrive, we must put our collective heads together – shedding egos – to work towards our short, medium and long-term goals.

The King of the Gulf regatta was a fabulous success, with all venues bulging at the seams. It was a pleasure manning the flags on *Wilbur* and watching the starts, where everyone appeared to behave with due decorum. I thank Ligita, Jasper, Bob and Darryl for their patience with the newbie. I also thank everyone who contributed to this success and eagerly anticipate participating again next year.

I would encourage Members to write about their artistic interests and talents, so Mary Foster's article is the first in what I hope will be a series of articles. Another great idea that has been put forward is for a photo competition by Squadron Members. Winning photos could be published in the magazine, and then compiled at the end of the year to be sold as a calendar for fund-raising. So get the creative juices flowing and send in your best shots! The photo on the cover of this edition is an impressive example.

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## COVER PHOTO

Reflections in the marina as seen from *Effie*.  
Photo: Kylie Kasal

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**Squadron Quarterly Deadline for the Summer Issue is 17 May 2026**

Advertisements, editorial and photographs can be sent to:

- [editor@rsays.com.au](mailto:editor@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

### Jimmy's Bar

Please refer to the RSAYS website: [About > Club Facilities](#) for current bar and dining times

## SQUADRON QUARTERLY

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## DISCLAIMER

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By Alan Down, Commodore

**T**HE *Squadron Quarterly* has long served as an important historical record of events at the Squadron and is frequently referred to by Members. While much of what occurs in daily Club life may not seem memorable at the time – much like life itself – it nevertheless forms a valuable and permanent record of our shared history.

In recent months, the Club has achieved several significant milestones worthy of reflection. Most importantly, we have begun the year in a sound financial position. We are indebted to the prudent efforts of the management team, who identified critical issues and implemented strategies to secure the long-term sustainability of the Club. The situation was markedly different from two years ago.

Some Members have understandably felt anxious about our financial viability, and the Management Committee will provide a more comprehensive report after the General Meeting of Members on 12 March, which I hope will offer reassurance.

The marina refurbishment has progressed considerably, with work on H and G Rows now complete. In addition, the new compliant staircase at the western end of the Clubhouse has significantly improved safety and access to the upstairs dining area.

Recent maintenance requirements – largely unavoidable and costly – have highlighted the importance of preventative care, an area that had slipped in recent times. This is not unlike the upkeep of one's vessel: neglecting small matters can lead to far greater expense later. In our case, we have learned this lesson the hard way.

The Maltese Cross on our burgee reminds us not only of our heritage but also of the resilience required when conditions become challenging. As in sailing, we navigate such times through camaraderie and fellowship – values to which we continue to aspire.

Some Members underestimate the true cost of operating the Club and question the necessity of certain fees introduced from time to time. Expenses such as insurance, electricity, water, irrigation and staffing are unavoidable realities. Accordingly, we are actively exploring alternative revenue sources beyond membership fees to ease the burden wherever possible. Many homeowners will readily relate to these pressures, and it is worth noting that other sailing clubs are experiencing very similar challenges.

We have also been in discussion with our Navy colleagues at *HMAS Encounter* to foster greater engagement between their sailors and ours in offshore activities. Commander Tony Ryder met with the General Manager and me prior to his retirement late last year, and incoming Commander Wilson has expressed strong enthusiasm to continue this valuable liaison.

Over the festive season a number of our Members competed along the eastern seaboard, culminating in the Rolex Sydney to Hobart Yacht Race. Three reached Hobart with placings near the podium – an outstanding achievement – but unfortunately one had to retire early. All four entrants have written interesting reports in this edition. Well done to all involved!

Before long, the traditional Easter migration of our fleet will again descend upon Port Vincent. We can only hope for kinder weather than last year so we can enjoy events and the traditional church service attended by Members and the local community.

This year's Adelaide to Port Lincoln Race, hosted by the Squadron, was strongly supported by both RSAYS and CYCSA and included three interstate competitors. Forecast conditions for the 156 nm passage were favourable at the start, setting the scene for another memorable contest. Indeed, this turned out to be the case and details of the results are included elsewhere.



## From the General Manager

Hayley Hunt, General Manager

**B**Y the time this *Squadron Quarterly* goes to print, I will be nearing the completion of my two-year contract with the Squadron.

When I first commenced, there were differing views about how long I might stay – as is often the case during periods of change. What has always guided me, however, is the belief that we are all custodians of sporting clubs. If we leave them stronger than we found them, then we have fulfilled our responsibility.

I can confidently say that the Squadron is now in a significantly better position than when it was entrusted to me.

In a member-based club, the role of the General Manager is not about popularity, but about ensuring the organisation operates responsibly, meets its obligations under the Act, and is positioned for long-term sustainability. When I arrived, the Squadron was trading insolvent, and in July 2024 the auditors expressed doubt about our ability to continue as a going concern – effectively placing the Club at risk of closure.

Together, we faced that reality head-on and established a clear and disciplined path forward. We met every payment plan without exception, and nearly two years on the Squadron is now trading in surplus – as it did in the previous financial year.

The cost-cutting and rationalisation required were not always easy and, for some, felt challenging. However, they were necessary steps to secure the future of the Club. With that work now largely behind us, 2026 marks a shift in focus – from stabilisation to growth, opportunity, and looking forward with confidence.



By Chris Mandalov, Chair



**BY** the time you read this report we will have ticked more than 25 years since the present LTD/INC structure was put in place. In June 2001 RSAYS Limited was formed and fixed assets were moved to the company.

The management team at the time did a great job of putting in place a set of governance structures. They separated the aims and obligations of a landlord from those of a tenant (the operating Squadron). The assets (clubhouse, marina, etc) were also better protected as a result. The Board of RSAYS Limited is responsible for ensuring that the company remains viable and has a secure long-term future. RSAYS Limited must remain at arm's length from day-to-day activities and operations of the Squadron. It needs to help build the future, not mind the shop. Year after year, the RSAYS Inc Management Committee is under pressure to balance the books and report a surplus to its members at the AGM. Often this means having to find savings. One temptation is to cut back on routine or corrective maintenance. The impact of this may not be obvious at this time, but eventually it is too big to ignore. There are examples of this in the marina and clubhouse.

Over the past 10 years we have seen:

- A Squadron which, on average, breaks even financially.
- RSAYS Limited which makes a small surplus over an increasing amount of depreciation on its assets.
- Infrastructure which needs more maintenance than it has been getting.

Recent e-bulletins have reported on the new stairs at the western end of the Clubhouse. The old stairs were beyond the point of repair and were reportedly 60 years old! These stairs must meet a statutory requirement for fire safety. The new stairs were funded by RSAYS Limited, with the project being supervised by the General Manager.

Similarly, the replacement of H Row was funded by RSAYS Limited. The work was performed by Bellingham Marine, also under the supervision of the General Manager. While this section of the marina is now operational, there is an outstanding action to have a sunken finger removed from the basin floor.

We must have both a healthy landlord and tenant. After 25 years, it's worth examining the present arrangement to ensure that we are fulfilling the original aims set out in June 2001. This is something the LTD Board and INC Management Committee should review this year.



New stairs on the western end of the Clubhouse

## Welcome to New Members

We welcome New Members who have recently joined the Squadron

**Family:**

John Willoughby & Margaret Wiese

**Senior:**

Justin Banko (*Rampage*)

Garry Fiedler

Gary Oswald (*Solga*)

Matt Thompson

Phillip Whittaker (*Kaesler*)

**Crew:**

Giovanni Brilli

Jason Carcatsis

Jessica Reid

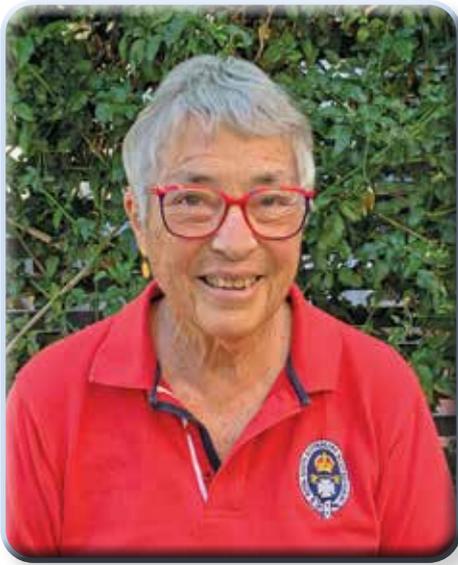
**Country:**

Patrick Smart



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

By Deirdre Schahinger, Honorary Librarian



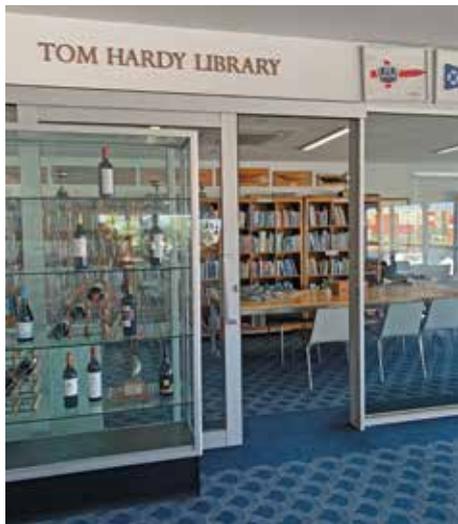
**T**OM Mayfield Hardy was born in 1890, a grandson of Thomas Hardy, generally regarded as 'the father of the wine industry in South Australia'. Tom Hardy was Rear Commodore of RSAYS in 1919 when he acquired *Norallie* and also owned a sailing yacht called *Katie*. He held the first yachtmaster's certificate in Australia, issued on 28 September 1925 which entitled him to be called Captain Hardy. Tom Hardy remained Vice Commodore for a long time, but did not become Commodore. This could well have occurred, had his life not been tragically cut short by the crash of the aircraft *Kyeema* in 1938. His family donated his considerable collection of books to the Squadron and the original library cupboard is in the Racing Office with a plaque reading 'The Hardy Library. To perpetuate the memory of Tom Mayfield Hardy, Master Yachtsman and prominent member of this club from 1910 to 1938.'

The Tom Hardy Library is available to all Members to browse and borrow books (those things with lots of print on lots of pages between two pieces of cardboard). Your library has a wide and interesting selection of nautical-themed books which have recently been reorganised into categories to make it easier for you to find what you might be looking for: namely history, cruising, racing, maintenance and fiction. Books are organised by author within their categories.

Also, the old library computer has been replaced with a slightly younger computer and the old computer, located immediately to your right as you walk in the library door, has been repurposed for Members' use to search for any title to see whether it is held on our shelves.

The instructions are written on the side of the computer. There is an exercise book on the shelves adjacent to the members' catalogue to write your name, the book title, the name of the author and the date when the book is borrowed and the date when the book is returned to the shelves. For browsing only are *Squadron Quarterly* magazines dating back to Vol 24, issue 3, September 2010 – they are very interesting reading. So, if you find yourself with a spare moment, pop up to the library (if locked the key is available from the Squadron Office) and have a browse.

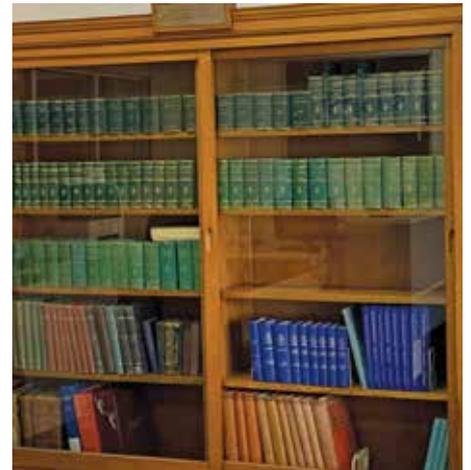
Over the years many Members have donated books to the library, and they still are. The books are checked that they are suitable, that we haven't already got a copy, and they are then catalogued and put on the shelves. There will be a book sale of unwanted and duplicated books on Saturday 14 March and Sunday 15 March from 10 am to 2 pm in the Dinghy Shed – cash only. The unsold books will be donated to the Glenside Lions Club Bookmart at Tusmore. Watch the e-bulletin for more information.



Library Entrance



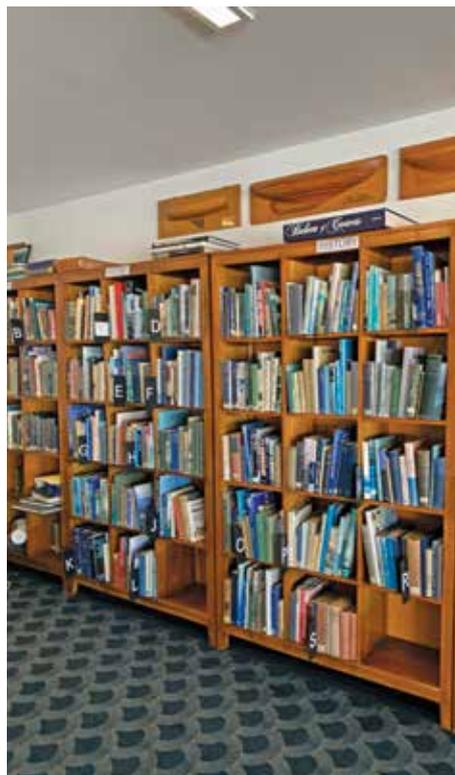
Memorial Plaque



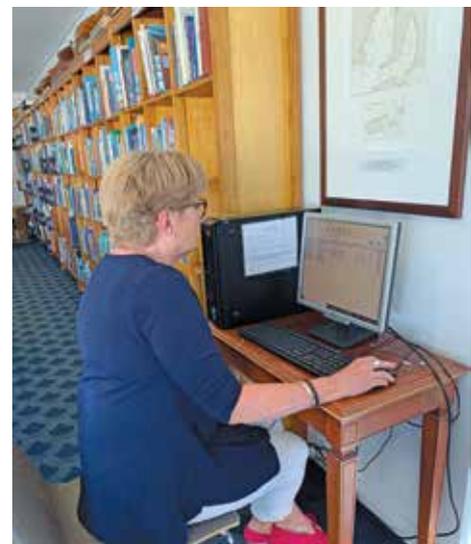
Memorial Cupboard in the Racing Office



Book discussion



History Section



Searching the catalogue

# Racing Committee Report

By Kevin Kelly, Chair



## Racing Updates

**T**HERE is nothing like the experience of crossing the finish line after completing an offshore race and reflecting on how you made it with your crew over a cold beer. This season several of our boats have done the Squadron proud through competing in some of Australia's major offshore races and many of us have enjoyed tracking them and sharing their experiences through social media.

The Squadron is the premier offshore racing club in South Australia and has a deep tradition in this form of racing. Looking back over results, 10 years ago we were hosting the SA Offshore Champions league and Jim Howell took out the series of seven races. Today we are still running an offshore program of stand-alone races but the variability of entrants in recent years saw the series disappear.

We are now in a new era of skippers taking on these races on the big stage. It is time to revitalise our own offshore program and develop an approach that will once again establish the SA Offshore Champions league concept. So I ask our skippers to consider what would you like to see in the offshore program and how can we establish a framework for its success? What do we need to offer to encourage new boats competing in these longer races?

## Adelaide to Port Lincoln race

The Adelaide to Port Lincoln race was held at the time of writing this report and it was encouraging to follow the performance of our boats and to see Caillin Howard (Past Commodore) achieve Line honours in *FOMO* (AMS 1<sup>st</sup>, IRC 1<sup>st</sup>, PHS 3<sup>rd</sup>) and Ian Flint in *Summer Jewel* finishing second for Line honours. Then there's Phil Whittaker, who acquired *Kaesler* only a few weeks before the race, achieving a great performance by finishing 4<sup>th</sup> Line honours, 2<sup>nd</sup> PHS and AMS D1, and PHS 2<sup>nd</sup> overall. Congratulations also to Michael Cameron (*CarbonTest.au*) with 3<sup>rd</sup> D2 PHS and AMS and 2<sup>nd</sup> ORCAP. Scott Mutton (3 *Cool Cats*) described it as a 'great race' despite a costly spinnaker pole failure mid-race, Michael Cameron (*CarbonTest.au*) described it as 'punchy and seriously wet', while Derek Morrison (*Silent Partner*) was out there a little longer than others and said 'it was brutal'. Chris Perry (*Nerana*) has written a report of the race which is included on page 14.

The Squadron Adelaide to Port Lincoln Offshore Trophy Race winners were:

Mathew Flinders Trophy – PHS: *Kaesler*

Clive Fricker Memorial Trophy – Fastest RSAYS Boat: *Summer Jewel*

Keith Flint Memorial Trophy – AMS winner: *Kaesler*

Congratulations to our boats achieving success in the Port Lincoln Regatta:

*Nerana* 1<sup>st</sup> D2 PHS, *Mystery Taxi* 1<sup>st</sup> D2 AMS, *Silent Partner* D2 3<sup>rd</sup> AMS

A sad point was the unfortunate pre-race grounding of *Scarlet Runner* when she became beached after losing her keel. Our thoughts are with the skipper and crew.

## On the big stage S2H:

It was exciting and addictive to watch our boats in action in the 2025 Rolex Sydney to Hobart race. Many of us have a sense of how much time, effort and sacrifice our Members put into getting to the start line for this race, so it is with an immense sense of pride that we congratulate them on their performance in racing to the Hobart finish line. It was devastating to hear the news that *Inukshuk* (Rob Large) was brought to an immediate halt after crossing a discarded fishing net. Only hours into a race that was likely to go very well for Rob, and not knowing the extent of the damage, he had to make the painful decision to head back to Sydney in the interests of safety. Days later in Hobart, how good was it to see first-time skipper and crew on *Cool Cats* taking a dip in the chilly Hobart waters celebrating their achievement and continuing the tradition. Also, great work by Janet Thornley and the crew of *The XX Factor*, overcoming gear failures and completing the race with an all-female crew bar one, to be greeted with cheers, smiles and tears by those aboard and those who came to greet them as they arrived in Hobart.

## RSAYS Racing program

We are now well past the halfway mark of the season, having conducted more than 50 races but with 13 abandoned due to



Lloyd Cushway (*Quarante-deux*) winner of the TG Flint Memorial



Steve Martin (*Take 5*) during weekend racing

adverse weather conditions. Thirty-four different Squadron boats are participating in racing activities, across Inshore, Twilights, Sternchasers, Women's, Small Boats Offshores and River races.

It has been encouraging to see four boats from the PASC join in the Interclub Tri Series, reinvigorating racing between CYCSA, PASC and RSAYS. *Quarante-deux* is currently leading that series. Interclub competition was also on show at the January Combined Twilight race with CYCSA, where this year we awarded prizes for the overall combined results of both Clubs. This was welcomed by participants at both Clubs and something that we are keen to pursue as part of the Inshore series for the 2026/27 season. We already share the same course start and finish for Inshore racing, so it makes perfect sense that we all race against each other to strengthen the competition.

The Binks Marine/Zambrero Semaphore Inshore series has been making good use of the new King of the Gulf West and Grange marks, providing new dimensions for our courses. *Nerana* and *Quarante-deux* lead their respective division at this point in the season. As an aside the competition for the best after-race barbecue is sizzling at the moment, as each boat is rostered to cook after the remaining races of the season. While this is a simple activity it increases the post-race camaraderie around the Club and for once the skippers are out of their depth!

With three races to complete the series *Freedom* maintains a narrow lead in the WealthGen Women's series over *Blue Diamond*. There's no quarter given in this competition so we expect the championship to be hotly pursued.

Races 5 & 6 of the Jarvis Cars Small Boat series were held as destination races to and from the PASC, who provide a warm welcome, overnight berthing and clubroom access to the fleet. Races were held in typical variable conditions in the River, with the lead changing several times. *Silver Gull* is currently clinging to a narrow lead. *Passport* took out the TSASA Grecian Cup for race 6.

For Series 2 of the Twilight races we welcomed Bravo Sails as the series sponsor, and Luke and Anne have been very active

supporting our presentations with the provision of wine prizes. Two new entrants to the series have shaken up the competition with regular podium performances and currently lead their divisions – *Enchantress* and *Rival*.

## Come and Try Sailing

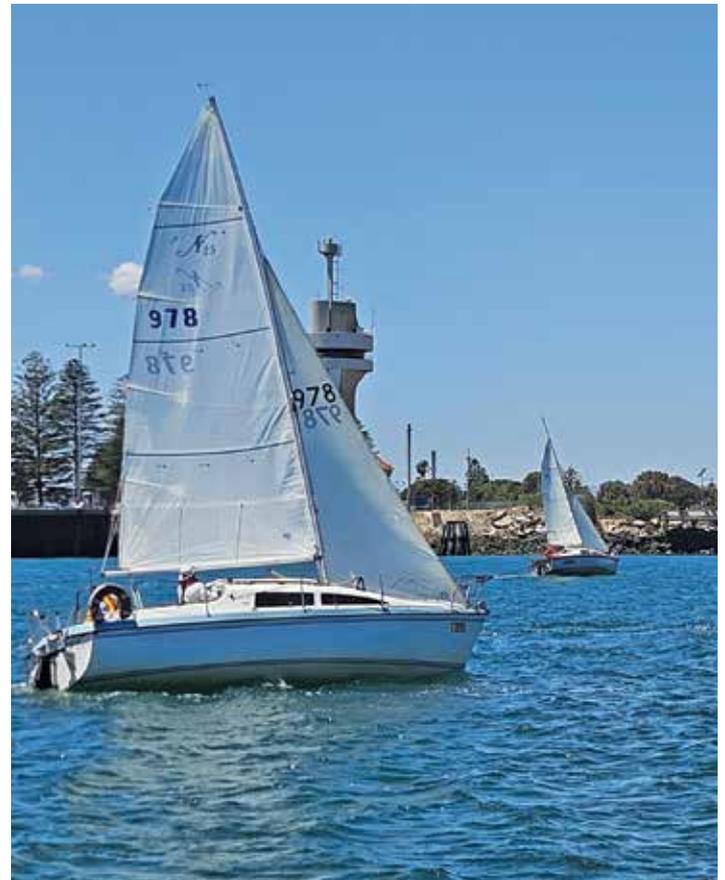
A sailing experience event for people keen to try sailing was run in January for eight enthusiastic would-be crew members. *Koko* and *Liesl* took the group through the on-water program, followed by a drink on the Quarterdeck to enjoy the ambience of our Club. *Koko* has managed to pick up four new crew members as a result of the event, and they continue to participate in Twilight races while receiving additional training from David Leslie. An additional event is also scheduled for March. We aim for these events to be a pathway to attract new members to racing at the Club.

## Racing at the Squadron

Racing is a huge source of vibrancy around the Squadron and Members are passionate to see that it is actively supported. We appreciate the support of our volunteers, sponsors and people like Brian Sutherland who provides *Wilbur* as one of the race day official boats. The Racing Committee is trying to be innovative in our approach to planning racing activities to meet Members' needs. Growth in racing/sailing needs to come from encouraging existing Squadron Members to increase their involvement, actively promoting RSAYS as a sailing Club destination to attract new boats (and crew) from elsewhere and sourcing regattas to demonstrate our capabilities. Members often share ideas on what we should be doing, but with the limited number of volunteers keeping it all afloat, we need Members with big ideas to step up and work with the Racing Committee to convert the ideas into action (with appropriate support from the Management Committee to minimise barriers to entry).



Small Boat Series winners: L-R Kevin Kelly, Rob Hutson, Brian Lawrie



Small Boats racing in the Port River

# Rolex Sydney to Hobart Yacht Race

By Scott Mutton

COOL C4TS



Race crew L-R: Adam, Adrian, Jodie, Larry, Scott, Martina, Francisco, Owen, Jim, Guy, Kurt

**O**UR Sydney to Hobart preparation was a very long one! With little experience in long ocean races other than 18 Adelaide to Port Lincolns, our early season races from Sydney to Gold Coast and Gold Coast to Mackay provided me with a lot of valuable lessons – the first being that completing the safety checks and paperwork should be started early! Along with most of the crew and supporters, I arrived in Sydney a few days before the race to complete final boat preparation and to fit in a fantastic celebration at a local restaurant for my 60<sup>th</sup> birthday on 24 December.

Christmas Day was spent at the CYCA in company with the other South Australian crews. It was a fun but fairly quiet day as we all contemplated what was to come. We had been warned at the briefing that 'people are going to get seasick, and there will be incidents'.

The crew consisted of Adrian Edmonds (1 prior S2H), James Gordon (2), Owen Haskett, Adam Henry (1), Kurt Humphries (1), Tom Ibbott (1), Martina Nicholls, Francisco Orozco (3), Michael (Larry) Spurling, Jodie Ward and Guy Wogan-provo (3).

Boxing Day and the start was a grey, overcast and gloomy day but I felt a quiet confidence that we had prepared well and were capable of dealing with the conditions we faced. We had so much support and a lot of that was on the Official Start Boat watching us! There were crew's families in Sydney and we knew a lot of people were watching and supporting us from home.

The start was downwind and we flew a spinnaker to just short of the first turning mark. It was busy at that mark with a lot of boats converging – for me, probably the most scary part of the race!

After the second turning mark we settled in for what was going to be two days of bashing to windward. They were later described by veterans of the race as 'bruising conditions'. I was the first of the

crew to surrender to seasickness and in a deliberate decision to avoid becoming cold, wet and debilitatingly sick, I stayed below to navigate and stay in a condition where I could assist with advice on driving the boat. The crew stepped up and handled the helm and trim throughout that period. I told to them at the time how proud I was of them for doing so, and for supporting me through a period where I felt out of place being unable to helm. I remain extremely proud of them for both that period and their conduct throughout the rest of the race.

I think we raced hard the whole time. When we were roughly level with Eden we saw winds of 40+ kts and were down to a storm jib. They moderated a bit later and Bass Strait was reaching conditions. Down the east coast of Tasmania we got the spinnaker up. The wind gradually built again but we carried the spinnaker as long as we could. A bad gybe cost us some time and shortly before Tasman Island we were forced to drop the spinnaker as the wind built again. We saw 39.5 kts of wind, just short of the mandatory reporting limit of 40 kts.

The run into Tasman Island was a couple of hours of champagne sailing! Deep broad reaching in 30+ knots with a full main and #3 headsail kept a grin on the face of each helmsman.

After we rounded Tasman Island we were in the lee of the land and winds dropped almost immediately. A lack of experience saw us parked up off Cape Raoul as more experienced boats sailed closer to land and the cliffs and in a stronger breeze. We thought staying away from the cliff would have been a better choice but for reasons I still don't understand, it wasn't.

Coming past the Iron Pot and up the Derwent we were in light winds but moving all the time. Having heard about boats spending hours drifting in this area in sight of the finish we were very happy we had breeze all the way.

Finishing was the experience of a lifetime. The welcome from Tasmanian locals was fantastic. Restaurant patrons at the wharf stood, clapped and hollered as each boat came past. When we saw our friends and families waving COOL C4TS flags we heard the best support of all. There was a huge gang of them, I estimate over 50. While they were proud of us and made that clear, we are so grateful for all they do to allow us to participate in our passion.

Ocean racing is a place where you cannot hide. After four days at sea in tough conditions you get to know people better than you might wish at times. Finishing was an emotional experience that we will share forever and I couldn't have picked a better bunch of people to do it with.

I never imagined that in my first Sydney to Hobart as a competitor I would skipper a boat to end up 38<sup>th</sup> over the line in a fleet of 128 starters, and 40<sup>th</sup> on IRC among 103 competitors. I'm happy to call that a good result!



SA Crews (Christmas at the CYCA)



Spinnaker run to the first turning mark



Arrival at Constitution Dock in Hobart

## The XX Factor

### A Crew Powered by Grit, Heart and 628 Nautical Miles



L-R: Front row Jenny, Tracy  
Middle row Belinda, Jodie, Janet, Candice  
Back row Mary, Alan, Sam, Brenda

**T**EN sailors from three states, one determined skipper and a race that forged a team for life. The Sydney to Hobart has a way of revealing what a crew is really made of, and for *The XX Factor* it began long before the Boxing Day start. What started as one skipper's dream grew into a determined team drawn from three states, united by the idea that they could take on one of the world's toughest ocean races together. By the time we crossed the line in Sydney, we weren't just ten sailors – we were a crew ready for whatever the next 628 nautical miles would throw at us.

The race wasted no time proving its reputation. The 2025 edition delivered difficult conditions from the outset, with strong headwinds and a 'washingmachine' seascape that lasted for the first two days. Seasickness swept through the fleet, including seven of our own crew on *The XX Factor*.

Early in the race, we discovered damage to the bolt rope while going up the mast, forcing us to divert into Eden to assess whether repairs were even possible. At that point, we were already discussing how we'd get home if our race was over. Fortunately, luck was on our side. We managed to

complete the repairs, dry out briefly, eat some much needed food, and rejoin the race. But the challenges kept coming. Ten people living on a boat for days puts pressure on everything – including the head. Halfway across Bass Strait, it failed. Let's just say we all became very resourceful with a bucket. Someone really needs to design a better marine head system.

With ten people on board, we had to live, work and problem solve together while dealing with exhaustion and limited resources. Building the right team was essential – a crew who could support one another, cover all necessary sailing skills, stay calm, and avoid turning on each other under pressure.

Spectators tend to focus on the Boxing Day start and the five days it took to complete the race, but for us the journey began two years earlier. It started with a dream. Janet Thornley wanted to compete in the Sydney to Hobart on her own boat, with a crew made up of mostly female sailors. She found an MBD 41, assembled a committed team, and had the full support of her husband Alan, who helped modify the boat to make this dream a reality.

What followed were two years of offshore races, training sessions, meetings, courses, qualifications and extensive boat work. We even pulled the boat out of the water in Sydney to inspect and test the keel after discovering a serious hum that vibrated throughout the hull. It turned into an unexpectedly educational experience — we even met Andy Duvall, the 'D' in MBD. The boat attracted plenty of attention as sailors recognised her as *Terra Ferma*. People who had helped build her, raced on her, or nearly bought her stopped by to chat. We also received plenty of media interest as a boat owned, skippered and crewed by 90 per cent female sailors. Alan was our diversity hire.

Our crew came from South Australia, Victoria and Tasmania – brought together through networking, chance and what felt like fate. We sailed together whenever possible, and

when you know, you know. The team included a mix of novice sailors, seasoned sailors, previous Sydney to Hobart competitors and crew planning future solo racing campaigns. Despite our varied backgrounds, we shared the same passion and determination. The crew consisted of Janet Thornley, Alan Dowler, Jenny Geytenbeek, Jodie Roberts, Candice Cushway, Tracy McInernery, Brenda Cassidy, Sam McGrath, Belinda Duivenvoorden and myself.

No matter the situation, the crew held together. Seasickness, exhaustion, relentless seas and injuries didn't break us. One crew member suffered a possible concussion, another had two broken ribs, and another came close to hypothermia, yet everyone kept going. Whether we were soaked and freezing during the first two days or battling the second front near the Cape Raoul rounding, we looked after one another and refused to give up.

Our helmspeople – Janet, Alan, Candice, Jenny and Sam – were exceptional. They stayed on deck during the worst conditions, regardless of how they were feeling, guiding us safely through some of the most challenging moments of the race.

Completing the Sydney to Hobart teaches you to be observant, to problem solve under pressure and to support your team no matter how tired or injured you are. Short rotations, being thrown around below deck and constant fatigue tested everyone, but no one wanted to let the team down.

Despite everything, we still found moments of joy. There were silly 03:00 hrs watch conversations, half remembered song lyrics sung badly, chocolates appearing from wetweather pockets and the chance to truly get to know some remarkable people. And if you asked any of us whether we'd still have chosen to do this race knowing what we know now, not one of us would have stepped off the boat. The Sydney to Hobart is challenging, exhausting and unforgettable – an experience that stays with you long after you reach Constitution Dock.



Spinnaker run after the start



Repairing sail and drying out in Eden



Crew and friends dining together post race

# Rolex Sydney to Hobart Yacht Race

By Rob Large

## Inukshuk



Rob and Andy during the Haystack Island Race

**WHEN I first became the custodian of Inukshuk in 2018, I was told that the maintenance-to-sailing ratio would be about 10 to 1. That seemed excessive at the time, but I hadn't anticipated the modifications I'd make over the years. As my focus and goals shifted, so did the balance between work and sailing – looking back, even a 10 to 1 ratio now seems generous toward sailing.**

I've spent significant time sailing *Inukshuk* in tough offshore and Southern Ocean conditions. During my circumnavigation attempt, it quickly became clear that the single spreader rig needed substantial upgrades for her to be safer in the extreme environments I tend to seek. With her original boom and mast nearing forty years old, I decided in September 2024 that it was time for replacements. This also allowed me to transition to a double spreader setup, install new chainplates, and add mast steps – making climbing almost enjoyable. Additionally, I opted for Dyneema rigging everywhere except for the forestay. Keeping a roll of Dyneema onboard means I can repair failed rigging while at sea.

The process involved months of research, design, and numerous revisions to shop

drawings until I had a workable plan. After installation, further tweaking was needed to fine-tune everything. Ultimately, the project took much longer than my most pessimistic estimate and meant missing out on the SA winter racing season. Still, the effort paid off – *Inukshuk* now feels far sturdier when faced with rough conditions.

Fortunately, by the start of the spring racing season, everything was in order. Alongside my co-skipper Andrew Ebbott, our qualification sails and races for the 80<sup>th</sup> Sydney to Hobart Yacht Race went smoothly. When it was time to bring *Inukshuk* to Sydney in early December, I sailed solo to Bermagui, where Andy joined me for the final leg to Sydney. Both the boat and weather cooperated without issue signalling, I hoped, a promising race ahead.

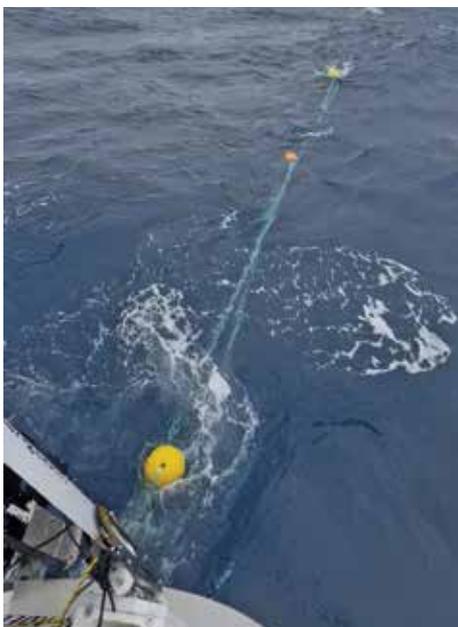
Weather forecasts for race day suited *Inukshuk* perfectly – brisk southerlies and lively seas during the first 48 hours, just as we'd hoped. The usual nerves and anticipation were present on race day and finally at 13:00 hrs on 26 December, the starting gun fired. There is only one way to manage the organised chaos and chop of an S2H start especially when double-handed – be safe and conservative. The S2H is not won in the harbour but can very easily be lost there. We made it past the heads without incident and into the Tasman Sea where the weather did not disappoint. For about the first three hours *Inukshuk* moved pleasantly along with decent boat speed and angle and sitting well in the standings. Then the unthinkable happened. Our rudder snagged a derelict fishing net, drifting with the current. It stopped us dead in the water and turned us downwind with the boat still powered up. The forces on the rudder were extreme until we could get the sails down and the net cleared (which took about 45 minutes). I was concerned that the

excessive loads had caused rudder damage. Our choices were then limited. Continuing in the race was not an option unless we were confident that the rudder was undamaged. With rough seas and only two on board, jumping overboard to inspect the rudder was not safe. We debated returning to port to inspect, but internal damage would not be visible. In addition, the loss of time if we did continue after inspection, would then put us at the bottom of Tasmania when a potential southerly gale had been forecasted. No race was worth putting ourselves, *Inukshuk* or rescue teams at risk. Therefore, I made the correct but difficult decision to retire. It was a heartbreaking trip back to Sydney – eight months of work wasted!

My wife Leslie and I decided to go to Hobart anyway so I flew to Hobart leaving *Inukshuk* behind at the CYCA. We were both surprised how much we enjoyed celebrating the successes of the other South Australian and double-handed entries, and bringing in the New Year at Constitution Dock is always fantastic.

I flew back to Sydney mid-January to inspect the rudder. The plan, all being well, was that she would be back in the water maybe the next day and Andy and I could do some training for the rest of the week. Sadly, once again lady luck was not on our side. At haulout the travel lift operator, with the greatest efficiency, hooked the strap on the engine leg and ripped off the propeller and in doing so put a big hole in the hull. Two weeks later the new parts from Sweden arrived. Everything was repaired promptly and to a very high standard. The engine leg, prop and hull damage are now maybe even better than new, and the lower rudder hinge was repaired and strengthened. Surveys done to check the hull and engine mounts and our keel and rudder inspection, which was up for renewal soon, were also done. Best of all *Inukshuk* was finally back in the water and we did training sails in preparation for the Inaugural Trans-Tasman Yacht Race on 27 February.

The TTYR was postponed with little notice (late withdrawals). Instead of facing headwinds to New Zealand, I am on a beam reach down the NSW coast. Sadly, it's been a season of best laid plans gone awry.



Rogue fishing net



Damage to engine leg during haul out



Rudder repaired and hinge strengthened

## Smuggler

By Seb Bohm



**THE Rolex Sydney Hobart race is such an incredible event: it conjures up the most incredible human emotions and, in my opinion, has a bit of everything! Excitement, trepidation, fear, elation, camaraderie and an all-out adrenaline rush. It's extremely addictive and I honestly can't think what else I would rather do on Boxing Day, although my family would have something to say about that! The 2025 edition of the race was the 80<sup>th</sup>, and due to this major milestone it attracted a larger fleet than normal. This would be my 11<sup>th</sup> race so together with my team I threw everything at it to really give it a good crack. There was a sombre mood in the lead up to the event, thinking of those who didn't make it home in the previous edition in 2024.**

2025 was a very up-and-down offshore season for *Smuggler*, as we managed to pull off a win in the other major race that the Cruising Yacht Club of Australia runs, the Noakes Sydney Gold Coast Race. This is also a race that we have been trying to win for a long time and we've come very close on several occasions. To win that race was a fantastic feeling and achievement for the whole team. We had a solid Flinders Islet race in September but in October the Tollgate Island race was brutal and *Smuggler* had to retire with hull damage. This was very disappointing for us as we were on top of the Audi Centre Sydney Bluewater Pointscore at the time and we weren't sure exactly how bad the damage was. The one good thing was the 40 kt southerly that came through just before the start made for one of the most exhilarating downhill sailing experiences I've ever had – sending *Smuggler* down the harbour doing 20-25 kts in close proximity with other boats and no spinnaker! But inevitably we had to go out the heads and turn right, and the sea state was horrendous! Thankfully, the damage to the hull wasn't too bad and we were able to get it fixed in time for the next race. The Hobart race this year was definitely going to test the repairs!

Leading up to the race, we kept a close eye on the weather as it was looking like a quite strong and prolonged southerly at the start of the race and for the first 36 hours. *Smuggler* performs well in those conditions and our solid crew, who have sailed together for many years now, come into their own when conditions are at their worst. We were confident, but knew there were going to be some retirements and just hoped that everyone would get through the heavy stuff safely. Once the southerly blew through the conditions were looking to be quite pleasant, but tactical. Almost like a reverse Hobart with the bad weather at the beginning and the warmer, nicer weather at the end!

We made it to race day and the excitement was immense. The southerly came through on the morning of Boxing Day and what is normally a nice, warm sunny morning was this year very cold. I couldn't believe how cold it was and the sound of the strong wind

blowing through the rigging on the marina diverted thoughts to how big the seas must be offshore! We had a fantastic spinnaker start this year and by the time we got to the turning mark at the top of the harbour we had managed to get in front of some of the much larger boats which had started on the first line. Just the feeling of the adrenaline of this start would be enough to sign you up to this race for the rest of your life! We headed out the heads in a strong position and battened down for a long upwind slog. The breeze came and went but we knew the forecast was for the strongest breeze in the afternoon of the second day when we were just heading into Bass Strait. As per the forecast the breeze built to 30-35 kts and we started to hear on the radio that there were boats sustaining damage and starting to head to Eden. We just knew that if we could get through the next few hours, by around midnight the wind was supposed to abate and we would then have quite a pleasant run across the second half of Bass Strait.

The next morning the seas had calmed right down, and it was extremely enjoyable. We were able to dry the boat out, take off our wet weather gear and generally start to feel human again! The only issue was that we were racing and were in a tight battle with the NZ PAC52 *Calisto*. They are a very professional NZ outfit and even had America's Cup sailor Dean Barker on board. Since the start of the race, we were exchanging the Division 1 lead with them and it really became a tacticians' and navigators' race by trying to stay out of the holes of no breeze and find the fickle sea breeze on the Tasmanian coast. Unfortunately, we managed to find a lot of the big holes but were able to close the gap to *Calisto* as we rounded past Tasman Island and could see them ahead of us. Due to their being a much more modern boat to *Smuggler*, their handicap meant they had to beat us by quite a margin over the line in a race that long. We managed to get so close we could see what flavour freeze-dried they were eating but in good 'ol fashion Storm Bay style, we managed to fall in a big hole of no breeze and watch them sail off in front of us at 12 kts. We couldn't believe it, as the exact same thing happened to us the year before with another NZ professional outfit, *Caro*.

We had a difficult run down the Derwent and had to settle for 2<sup>nd</sup> place in Division 1. After a race with that many retirements and ups and downs we could definitely hold our heads high and be very proud of the result. It was quite an extraordinary race this year: with the battles going on at the front, the rest of the fleet managed to cross Bass Strait with strong breeze and it became evident that the 2025 edition of the race was to become a small boat race. For the first time in history a double-handed entry won the race overall and to top it off, it was the first year a female skipper has won the race. An excellent outcome for the race and the sport in general.

As per usual, when you hit the dock and sink your teeth into that scallop pie, you immediately forget all the bad things that happened during the race and only remember the best bits, and you feverishly try to find the dotted line where you can sign up for next year! What an event!



Photo: Rolex/Andrea Francolini

# Marina Hotel and Apartments Adelaide to Port Lincoln Yacht Race

By Chris Perry, *Nerana*



Teams Trophy skippers L-R: Chris Perry, Phil Whittaker, Neil Young with Dan Fuller, Manager of Marina Hotel

**T**HE Lincoln Race started on Friday 13 February at 15:00 hours at Largs Bay with a fleet of fourteen boats. We began in a 16 kt SSW breeze that immediately went light in strength and variable in direction. Three of us (*Clockwork*, *3 Cool Cats* and *Nerana*) were able to tack onto port and stay in what breeze remained while the rest of the fleet bore to the south on starboard, only to be totally dumped for an hour or more. We lucky three held on port tack in a steady 15 kts that eventually bent left, as it usually does.

After a couple of hours, the faster boats that had enjoyed being on the beach at Largs caught up. The whole fleet laid Marion Beacon as the wind bent further left. The wind freshened to 23 kts and then to 25-30 kts along the foot of Yorke Peninsula – it was a rough and wet ride all night at an apparent wind angle around the beam. In the confused sea the helmsmen really earned their pay! The breeze eased to around 17 kts in the morning making for an easier leg to Dangerous Reef and then to Port Lincoln via Donnington Gap. Squadron boats to do well were *CarbonTest.au* (2<sup>nd</sup> ORCAP, 3<sup>rd</sup> Div2 AMS, 3<sup>rd</sup> Div2 PHS) and *Kaesler* (2<sup>nd</sup> AMS Overall, 2<sup>nd</sup> Div1 PHS), in their first race since purchasing from Colin Fraser. The best result was the Squadron winning the Teams Trophy with *Kaesler*, *CarbonTest.au* and *Nerana* getting it done for the second year in row.

## Lincoln Week Regatta

The weather for the Bay races in Boston Harbour was fantastic. Mild to warm temperatures and moderate to light winds over the four days saw 22 boats race in three classes over four days, and the competition was hot. The Squadron did very well again with *Mystery Taxi* winning the Div2 series on AMS and *Nerana* winning Div2 series on PHS.

Excellent results from Squadron boats over two Lincoln regattas points to how good a base we have to develop our racing fleet into the future.



*CarbonTest.au*



*Kaesler*



*Nerana*



*Mystery Taxi*

Photos: Down Under Sail

# Marina Hotel and Apartments Lincoln Week Regatta

Photos: Down Under Sail



# Wireless Communications King of the Gulf XII Regatta

By David Eldridge (Aquitaine), Regatta Secretary



John Hardy (*The Tribe*) multihull joint winner with Gerald Valk (*Crosshair*)

**THE** Wireless Communications King of the Gulf XII regatta was another outstanding success, with its reputation of being a competitive but friendly, inclusive Regatta gaining even more traction. Numbers were down a little from forty to thirty due to a drop in multihull numbers as their National Championship was conducted in Geelong in conjunction with Geelong Week, making it difficult for most of the interstate multihulls to attend. Next year we hope the KoG will host the National Multihull Championships which could take entries up to fifty yachts.

The increase in numbers from the CYCSA was warmly welcomed and this showed up in the results with the CYCSA taking home two out of the four King of the Gulf crowns: *Rapid 1* (Adam Cottam) wearing the Division 1 monohull crown while *Bellatrix* (Scott Gurner) looked resplendent in the Two Sail cruising crown. The multihull crown was won by two long-time RSAYS Members John Hardy in *The Tribe* and Gerald Valk in *Crosshair*. The Division 2 monohull crown was won for the second time by Port Vincent Sailing Club's Greg Hackett in *Elementary*.

The Trailer Sailer and Multihull State Championships conducted with the regatta were very competitive. Terry O'Brien (*The Stig*) from the Lake Macquarie Yacht Club in New South Wales backed up his strong result in the Geelong Nationals with his second State title, just ahead of John Hardy (*The Tribe*) and Gerald Valk (*Crosshair*), both from the RSAYS. Rob Hutson (*Silver Gull*) flew the flag strongly for our Club finishing in third position in the Trailer Sailer State championships.

The passage race over to Port Vincent featured some significant changes this year. Sponsored by Greg and Carol Patten, with huge trophies and bottles of Moët on offer, all yachts were to sail the same course from the new KoG western mark to Port Vincent. All yachts sailing the same course each year gives us the chance to take the notion of course records very seriously. Unofficial course records have been in bar discussions for some time with rumours of *Max Max*, the catamaran from Victoria, crossing the gulf in well under two hours and with a more official record of the catamaran *Aquila* (CYCSA) holding the Vincent dash record in 2 hours and 15 minutes. But all the best plans came to nothing, with water-skiing conditions right across the gulf. It was only when the race was abandoned by

the race officer Darryl Emery after about two hours of motoring that a fantastic breeze come in from the south – late but still appreciated.

The regatta itself had some fantastic racing with conditions varying from very light to typical 12-15 kt flat-water flying. Darryl Emery and his team of volunteers on Wilbur made racing both enjoyable and very competitive, with many of the races both over the line and on handicap being decided by seconds.

Once again, Ness and the Port Vincent Bowls Club catered for the event magnificently with Friday night's Curry Night being well received by crews after the frustrating passage race over. The traditional Saturday night meal at the Port Vincent Sailing Club was highlighted by the Club stalwart Greg Hackett heaping praise on the KoG event and their generosity over the years, giving the Club enough funds to completely renovate their female toilets and change rooms. Once again, their annual auction produced outrageous bids which again is truly a great testament to the generosity and the camaraderie of the King of the Gulf community. A great credit to all the bidders and their generosity.

The gourmet salads and barbecue on Sunday night provided by the Bowls Club was attended by more than 140 people in the marquee, with the peach crumble being my winner.

The King of the Gulf regatta has always conducted a very lucrative \$1,000 teams' competition in a specific motive to assimilate all the different type of yachts and crews. This year the teams were named after famous Australian music bands. *The Easybeats*, *Daddy Cool*, *Masters Apprentices*, *Billy Thorpe* and *Cold Chisel* were represented. It was a fun and inclusive addition to the regatta and will certainly be continued. Thanks must go to Wireless Communications and North Haven Marine for putting up the \$1,000 team vouchers. The winner this year was team *Easybeats* featuring the yachts *Bellatrix*, *Enchantress*, *Young Einstein*, *Bohica*, *Fast Forward* and *Wilparina III*. Team *Cold Chisel* was second.

The final night presentation dinner was again held at the Port Vincent Bowls Club with all the Bowls Club member/waiters in bow ties. What a flawless evening with fabulous food and great camaraderie!

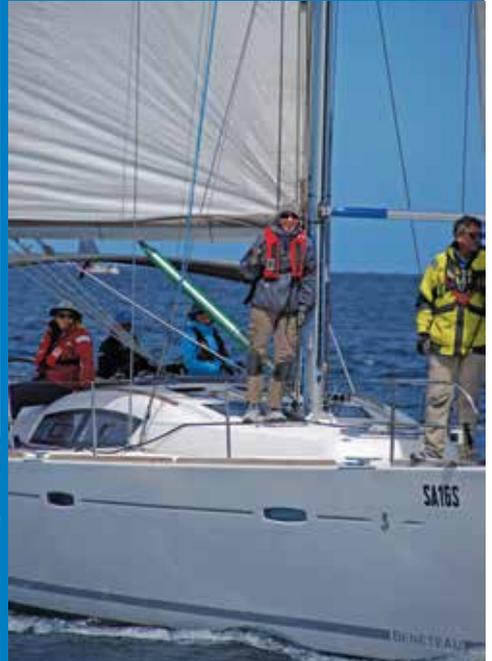
The first presentation of the evening was for a new award called The Spirit of the King of the Gulf. The committee had five excellent nominations coming from the rank-and-file participants for this award. All the nominations were based on continuing the strongly-defended philosophy of the event, which is based on fun, helping each other, making new friends and ensuring that all the yachts are appreciated and treated equally. Bruce Richardson was the deserved inaugural recipient of this award for his continued help to the organisers as a volunteer by transporting the significant sound systems and providing free crew photography at the presentation over many years.

We would like to thank all the competitors, volunteers, support staff, families and the Port Vincent community for their help in making the King of the Gulf regatta so special. We hope to see you all back with a few extras again next year.



Volunteers on Wilbur L-R: Jasper, Bob, Ligita, Darryl, Lisa

# Wireless Communications King of the Gulf XII Regatta



# Members Profile – Peter and Kylie Kasal

By Peter and Kylie Kasal

## Effie ... Our journey so far



**T**HE one thing that Kylie and I always enjoy is taking our two dogs for walks along Semaphore beach. We love the fresh air, grains of sand on our feet, the sounds of waves rolling onto the beach and the chirping of seagulls, all while our dogs inspect every seashell and strand of seaweed along the way.

Without realising it, more often than not our conversation seemed to end up discussing and admiring the yachts that were sailing in the distance, and what it must be like to be onboard a yacht sailing along the coast.

Well, one thing led to another, and with our limited knowledge we started looking at the yachts that were available on the market. We first thought of purchasing a 16 ft trailer sailer, then a 24 ft Duncanson.



After several months of searching we came across an advertisement for a Duncanson 29. Immediately upon seeing *Effie* we knew she was the perfect yacht for us, and so the adventure began.

After watching countless YouTube videos, reading every sailing book we could find, learning to tie knots and asking many people lots of questions (and we thank them all for their help and encouragement), it was time to head out for the first time, and we did. Nervously we left the berth, headed into the Port River trying to learn and enjoy the experience of sailing, while in the back of my mind all I could think about is, now that we've left we must come back, in a safe and orderly manner.

The feeling of sailing for the first time with everything under some kind of control and a pod of dolphins on the bow is almost indescribable. I remember Kylie having a smile on her face from ear to ear, and right then I knew we had embarked on something very special.

Of course, we quickly realised that a good part of learning to sail and owning *Effie* is knowing how to look after her. So we had to learn how to fix electronics, replace running rigging and service the diesel engine. And of course it was my fault that I forgot to mention how much it all costs when we decided to start sailing.

Since the very beginning we have encountered many adventures, like the time we got caught in a wild storm. Although there was lightning, thunder and horizontal rain, saturating us to the bone, in that moment we never felt more alive.

Thanks to the encouragement of Club Members, we gathered the courage to participate in the multi-club cruise to Port Vincent last November. This was our first trip across the gulf that led to gaining lots of experience, having lots of fun and meeting new people within the sailing community.

We can't wait to sail and explore the anchorages in Gulf St Vincent and Kangaroo Island, while sharing stories with our sailing friends.





Crew for the Festival of Sails



Beneteau First 45 Minifleet in Geelong

**F**OLLOWING the Sydney to Hobart we delivered the boat to the Royal Melbourne Yacht Squadron. I returned with Larry and Jim to compete in the Festival of Sails which is run by the Royal Geelong Yacht Club over the Australia Day long weekend. I would have liked to have had more of my regular crew, but after a full year of sailing, the realities of another trip interstate prevented more participation. Five sailors from Victoria joined us for the regatta.

The first race on Saturday was Melbourne to Geelong. It was light winds on a hot day but enough to keep the fleet moving. With over 200 boats in a downwind start on two start lines it was a spectacular sight and fun to be part of. There were three other Beneteau First 45s participating in the regatta. They were all well-sailed with one of them, *Ikon*, going on to win Division 1 of the Regatta on IRC, ORC and AMS. Our aim was to keep up. We finished the long race after 4 hours 33 minutes.

The second day saw two races around fixed marks. The courses were complex and the legs relatively short, with the first race remaining within Corio Bay and the second race starting there and exiting and re-entering the Hopetoun Channel. It was a busy day of racing in

near perfect conditions. With two start lines going, over 10 divisions on separate starts and around 150 keel boats and multihulls sailing the same course, you needed to keep your eyes open.

On the last day there was one fixed mark race. We started in a nice breeze, had a good start and were doing very well until we parked up at the second mark. All the fleets proceeded to park at the same mark as there was a consistent wind hole. Eventually the wind kicked in again and everyone took off to round that mark at the same time. Spectacular for spectators to watch but chaotic on the water! We got through the traffic very well and had our best result of the regatta with a 3<sup>rd</sup> on IRC and 2<sup>nd</sup> in the Beneteau First 45 mini fleet. We finished mid-fleet overall and I was happy with that.

The off-water action at Geelong that supports the regatta is second to none, with games for kids, stages, bands, fireworks, bars, food stalls and more. It was a great place to end a season of racing on *COOL CATS*.

I'm often asked what's next? 3 *COOL CATS* competed in the Adelaide to Lincoln Race and Regatta and we had a ball! I will make a decision soon about whether to do another run at the east coast races this year, but for now, it's time for a bit of a rest.



## Dockyard Services

### Winter on the Hard: The Jobs You've Been Avoiding

Every boat owner has at least one.

The seacock you've meant to replace. The weeping shaft seal you keep an eye on. The antifoul that probably could go another season... maybe.

Winter is when those jobs finally get done.

Once the racing calendar eases and cruising slows, hauling out becomes less about urgency and more about doing things properly, a boat on the hard changes the mindset. You stop working around tide windows and start working methodically with a focus.

Below the waterline is where winter lifting really pays off. Anodes can be replaced before they disappear entirely. Thru-hulls and seacocks can be serviced or upgraded. Rudder bearings, Cutless bearings and shaft seals can be checked without guesswork. Props can be cleaned, balanced and coated properly. If you've ever wondered whether that blister is "nothing to worry about," this is the time to find out.

Engine work makes sense now too. Changing oil before lay-up removes contaminants that would otherwise sit in the block all winter. Cooling systems can be flushed, belts and hoses inspected, alignment checked. It's far easier to do it when you're not squeezing it between sail days.

On deck and inside, winter gives breathing room. Standing rigging terminals can be inspected carefully. Chainplates checked for early signs of water ingress. Deck fittings finally re-bedded. Winches serviced. Bilges cleaned and dried. Gas systems checked. Wiring tidied.

Dockyard Services sees this cycle every year. Once boats are on the hard, owners start ticking off the list antifoul and anodes, mechanical servicing, rigging inspections, electrical upgrades, even the bigger refit jobs that never quite find space in summer. With travel lift capacity, hardstand space and experienced marine trades team on site ready to help, winter becomes an opportunity rather than an inconvenience.

To encourage owners, Dockyard Services offers a fixed price winter package for vessels up to 45 foot. The winter package is a Wednesday to Wednesday lift and return, with the inclusion of inclement weather provision to encourage owners not to forget to service their vessels during winter.



Mark Cant, Dockyard Services Manager

By Sophie Bishop, Chair



**M**ANY of you may not be aware that when the RSAYS SheSails Committee was started in 2020 a proposal was written that detailed several items to be included in the Club's strategic plan. These had to do with increasing participation of women in sailing and membership. It also included the goal of having more women involved in offshore sailing, ultimately leading to an all-female SA team competing in the Sydney to Hobart Yacht Race. How amazing would that be?

Well, while most of the SheSails Committee was relaxing and spending time with family and friends over the holidays, one of our Members did the exact opposite.

Janet Thornley went ahead with this dream and made it come true! With an amazing 'all-but-one' female crew on *The XX Factor* comprised Samantha McGrath, Brenda Cassidy, Candice Cushway, Belinda Duivenvoorden, Mary Foster, Jenny Geytenbeek, Tracy McInerney, Jodie Roberts and Alan Dowler. On behalf of the SheSails Committee I just want to say to Janet how much we admired your courage and determination to complete the race under some of the toughest conditions in recent years. Watching

you and the team was truly inspirational!

A special shout out also goes to a couple of women with whom I've sailed many times on Scott Mutton's *3 Cool Cats*: Martina Nicholls and Jodie Ward. They bravely took the plunge and committed to an east coast campaign on Scott's new boat *Cool Cats* that included offshore races, regattas and deliveries, all in the leadup to competing in their first Sydney to Hobart Yacht race. Way to go girls!

The SheSails Committee is looking forward to all the great things that this year will bring. We've got some events in the works and plan on lots of collaboration with the other Squadron Committees.

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



The SheSails Committee celebrating the end of the year. We missed you Janet!

## South Australian Women's Keelboat Regatta 3-5 October 2026 at CYCSA

By Heather McIntyre



Skippers in the 2025 SAWKR

**I**T'S only 8 months to SAWKR 2026 and the committee are putting together another exciting program and can't wait to see you in October.

SAWKR 2025 had 170 women on 30 boats competing from SA, Vic, Tas, WA, NSW, Qld and NT. Royal South Australian Yacht Squadron crews were highly competitive in this event with six crews represented. Overall results for SAWKR 2025 for RSAYS crews are:

Division 1 – PHS: Janet Thornley and crew on *The XX Factor*

Division 2 – PHS and AMS: Candice Cushway and crew on *Quarante-deux*

Most improved crew – Kaz Eaton and crew on *Divine Madness*

How amazing was it to have Nic Douglass (Sailor Girl HQ) as our guest host in 2025! She made the event sparkle with her great commentary, presentation skills during the regatta and media engagement. Her passion for sailing and promoting women in the sport is palpable and infectious.

<https://www.sailorgirlhq.com/>; <https://www.facebook.com/sailorgirlHQ/>; <https://nicdouglass.com/>

Registration for SAWKR 2026 will open in the middle of the year. Follow the Facebook and Instagram accounts for SAWKR to keep up to date.

With nine female owner skippers entered for SAWKR 2025 the generosity of boat owners locally lending boats to the many interstate and local crews was essential. The women sailors of Australia and the SAWKR committee are extremely grateful.

SAWKR is run by a volunteer committee with representatives from CYCSA, RSAYS, PASC, AUSC. It wouldn't be possible without all the hands-on volunteers who give their time and energy to create a great event to promote women's sailing. The effort of everyone involved was recognised by the Australian Sailing SheSails Awards 2025 with SAWKR winning the SA Award and the National Award.

We are also extremely grateful for the grant from the Port Adelaide Enfield Council and the in-kind support from the many sponsors.

PS: Registrations for the Australian Women's Keelboat Regatta (AWKR) are now open: King's Birthday weekend 5-8 June, Royal Melbourne Yacht Squadron at St Kilda: <https://www.facebook.com/AustralianWomensKeelboatRegatta>

<https://awkr.com.au/entry/>



## Sailing on *The XX Factor* in the S2H Race



### Galley Delusions

Cooking can be lovely. Just ... never on a boat though.

Unless you routinely cook at home while standing on a trampoline, with your stove also on a trampoline, you're unlikely to enjoy the offshore culinary arts.

But you try. You emerge from the companionway with your hot dish, halo glowing, into the dark, wet, windswept cockpit. Your offering illuminates the hypothermic, gollumlike creatures crouched in their watch positions.

You pause. Should you feed them slowly? Might one of them, sensing warmth, lunge for the whole pot? Or will they simply begin to cry – overwhelmed by gratitude for a warm morsel in the dead, wet cold of night?

And then the truth dawns: some of these gollums are merely living macerators. They will process your food and immediately return it to Neptune over the rail. A vexing moment for any ship's cook.

On the bright side, the macerator types do reduce strain on the marine toilet. So there's that.

### The Marine Toilet: A Shakespearean Tragedy

Legend has it that a hungover engineering student once wandered into the wrong Monday lecture; a Shakespearean history class full of blood, gore, knives, disease and excrement in the streets. He took diligent notes, believing it was engineering.

Months later, in a haze of academic confusion, he invented the marine toilet.

And thus, generations of sailors have suffered.

The marine toilet remains a revered yet despised centrepiece of any vessel. Crews depart believing they have a modicum of civilisation aboard, only to be thrust into a medieval nightmare of swirling floaters and rising bowl water.

You plunge. You sweat. You pray. You push the button. More water. More panic. Then – maybe – a miracle. It goes down.

You thank Huey. Also, sorry Huey.

You sanitise. You exit with coolness (or, if you're a woman, elegance), avoiding eye contact and praying there's no smell or smear.

Somewhere aboard, the boat engineer has heard every button push and knows exactly what happened. But, grateful they've dodged the engineering repair job, they simply say, "Yeah, I think the wind's settled down a bit hey."

### The Kite Hoist (a conversation your mum wouldn't understand)

Crew (foredeck): "Are we putting a kite up?" "Dunno. Think they're thinking about it." "Probably the assy." "Port or starboard set?"

"Probably a bearaway." "Yeah, probably. Sheets are on the right side

at least." "Righto – let's get it hooked up." "Ok, I'll poke it up through the hatch." "Done." "All good?" "Yep"

"There's the mark." "They're calling for a kite." "What do they want?" "It's a gybe set – masthead symmetrical." "You're kidding me... right. Fine. Give me the one on deck. Unclip it. Down the hole. I'll get the new one." "Ahh for \*\*\* the pole's on the wrong side!"

(From somewhere aft) "What are you doing up there? We're coming up on the mark – hurry up!"

"Ok, we're hooked up!" "Pole up! Topper! Topper!" "Brace out! Braaaaaace! Brace out!"

"Where's the mast person?" (from the back) "Someone get on the maaaaast!" "Halyard! Halyard!" "Alright, keep your pants on – MADE!"

"Who's flying?" "Grind, grind – hold!"

"Where's the next mark?" "Are we gybing?" "Can anyone see the next mark?" "I think it's that white boat to the right – hang on, no, it's moving." "I can't see the mark!" "Ah for \*\*\* it's way over there." "Too late to gybe."

"Just get it down – we'll twosail." "Jib up! Who's on halyard? Get it up – we're running out of room! Jib uuuup!" "Ok, jib's up."

"Ease the brace! Eeeeee! Someone let the brace go – we're out of room – can't get it in – EASE THE BRACE!" "Head up – not so fast – it's in the water - ok, that's better - it's down." "Good work everyone."

"Hardening up. Jib on. Someone help the main." "Fence! Feeeeence!" "Everyone up on the high side." "Can anyone see the mark?"

### Sleeping on a Boat

Choose one:

- Sleep on deck: hypothermic but not seasick
- Pretend you're fine while lying on spiky deck fittings cutting off kidney circulation
- Pretend you slept through the 23 waves that hit you
- A warm bed with a comfy pillow
- Take tablets and attempt sleep below without being seasick

Trick question. There is no place to be unseasick.

A 'bed' on a boat is a halfhammock, halfmortality slab, halftrawler net, halfcoffin inside a wet tunnel on a circus ride. The netting imprints on your face like a rolled lamb roast. There are no mirrors on boats for a reason.

You stumble on deck, hat pulled low, sunscreen in hand.

"Hi everyone, how's the wind?"

No one mentions the net-patterned face. You keep rubbing. You hope it fades.

### The Shower That Betrays You

By the time you hit land, the pressure for a shower has been building: layers of sunscreen, aching helm arms, winchwrecked shoulders, bruised knees, bruised bum, and the trauma of that last toilet episode.

You've docked. You've packed at least one sail. You've earned this.

And then, bliss. A real shower. Warm. Soothing. Stationary.

Except ... it isn't. "Ah, what's going on here? Everything's still moving!"

Huey has followed you ashore. The floor tilts. The walls sway. You need a grab rail and a grandma shower chair. This, you realise, is why proper offshore sailors have a stiff rum *before* the shower.

**And yet**, for all the indignities, bruises, smells, and existential moments in the heads, we keep signing up. We keep turning up at the Squadron, comparing scars and stories, nodding knowingly at each other's pain. Because deep down, every offshore wannabe knows the truth: if it were easy, it wouldn't be sailing – and it certainly wouldn't be any fun.

If you would like to read the unedited article please contact Alan



# Cruising Committee Report

By Barb Adams, Chair



## New Year's Eve at Port Vincent

**WITH** 12 Squadron boats represented we began our proceedings at 18:00 hrs with about 50 people sharing nibbles and drinks throughout the evening as well as barbecuing.

We began with Helen Prisk's game 'Who am I' which created a lot of hilarity for the first hour. After that we proceeded to the ukulele playing and singing with Penni-Anne Smith and our very own David Ingleton as well as the 12-year-old son of Aaron, the Commodore of Port Adelaide Yacht Club. According to Penni, the other two were both much better players than she was!

The usual fancy items were provided and this time we even had a mirror so that everyone could admire themselves wearing blonde wigs, brown wigs and even a purple long one which was very popular! There were a few hats, some drapes and other fancy items for those who wanted to really dress up.

We called it midnight at 22:30 hrs New Zealand time, as we've agreed in past years that the more mature age group don't last very well until midnight.

## Crabbing Day on 18 January

Despite the valiant efforts of Albert Watson (*My Love II*) and myself to get Crabbing Day back to our pre-Covid numbers, we are still not succeeding. However, Alby managed to make it into a lovely day for some of his friends. The crabs that Alby caught were only half as many as last year, and they were very lightweight thin crabs which may have been due to the algal bloom or changes in our summer season. In true Squadron tradition never to give up, we have decided to again hold Crabbing Day in February next year.



## Can you guess who?



## Australia Day Stansbury Cruise By David Eldridge

**T**HE traditional Australia Day long weekend cruise over to Stansbury was interesting, to say the least. This cruise is a joint cruise with members of the CYCSA, the planned highlight being a joint barbecue on the marina lawns on Sunday. Both fleets were somewhat depleted due to the rather poor weather forecast, with very strong winds and high temperatures forecast. Only the hardy (fools) made the trip.

*Last Tango*, *Aquitaine*, and *More Magic* sailed over on the Friday with light winds and smooth seas. It then got very interesting on the Saturday with constant 25-35 knot winds from the north and temperatures climbing into the forties. The strong relentless wind gave no respite from the heat, but we were all glad to be on solid Club moorings which provided some comfort. Later in the afternoon *Ivory Lady* and *Redline* sailed into the bay with *Ivory Lady* having reached record speeds in the strong winds. All the yachts watched as *Ivory Lady* managed to get a line onto a mooring which was a highly credible feat considering the massive winds. *Redline* anchored a little more out to sea in a very competent show.

Due to the heat, the famous Saturday Stansbury markets were cancelled but it was perhaps of little consequence as nobody was going to venture out in a rubber tender in those winds and the heat.

In the early evening the wind moved from the north to the south, but it was still very hot with the winds still over 25 knots with some 30-plus gusts. Every surface in the yacht was now hot so even when the cooler southerly wind came through it was still like an oven down below. Thankfully by teatime it had all cooled down enough for us all to get a good night's sleep.

Sunday was Barbecue Day and the wind had dropped, making it safe to go ashore. 'Safe' is a relative word as upon arrival to the boat ramp we were warned about a shark hovering around the area and not to go swimming.

It was great to have both clubs at the barbecue and we all met new cruising yachties.

*Aquitaine* and *Redline* decided to return to Adelaide after the barbecue in order to miss the forecast 45 degree holiday Monday heat. Both yachts were rewarded with a 13-17 knot very consistent breeze making for a beautiful fast passage back to the Club. The highlight for *Aquitaine* was sailing with a pod of 30 small dolphins who played with the boat for 30 minutes. We were taken by their small size and the fact that they all jumped out of the water to breathe.

*Redline* and *Aquitaine* were back at the Club just after sundown and as usual it is always a delight sailing into the RSAYS pool in glassy conditions. It is certainly a wonderful sight.

The three remaining RSAYS yachts, *Last Tango*, *More Magic* and *Ivory Lady* and the CYCSA yachts left Stansbury early in the morning to beat the heat, with all arriving home safely and early enough to race home and turn the air conditioning on.



# House and Social Committee Report

By Annie Wilkins, Chair



**O**UR Committee is proud to announce a successful and positive period, with well-attended events and a strong sense of community. Events were met with enthusiasm, increased participation and a fun atmosphere, reflecting the Club's welcoming spirit.

## Christmas Party

The Squadron Christmas Party was a resounding success, bringing together Members, families and friends for a memorable celebration filled with fun, generosity and true Christmas spirit.

A special highlight of the evening was the much-anticipated visit from Santa Claus and Mrs Claus, who delighted the children with their warm cheer and festive energy. Santa took time to speak with each child and personally handed out gifts, ensuring plenty of smiles, laughter and excitement throughout the room. The joy on the children's faces was a wonderful reminder of the magic of Christmas.

Adding to the excitement was a raffle featuring a fantastic selection of prizes. The raffle drew great enthusiasm, with many attendees taking part and celebrating with the lucky winners.

Guests were treated to a generous buffet-style roast Christmas dinner, offering a wide variety of festive dishes. The food was thoroughly enjoyed with plenty available for seconds, ensuring no one was left hungry.

The Party successfully captured the warmth and spirit of the season, leaving attendees with happy memories and setting a positive tone for the festive period ahead.



## Moving forward, 2026 ...

### Get ready for a fantastic Easter weekend coming up in April!

The House and Social Committee is thrilled to announce an action-packed Easter weekend filled with racing, fun, celebrations and great fellowship on and off the water.

- Welcome to Port Vincent 'Happy Hour' on Good Friday followed by a barbecue
- Saturday Night Music Party with DJ Tim
- Commodore's Shout on Easter Sunday after the church service

Beyond the racing and partying, the Easter weekend is all about camaraderie. Enjoy boat hopping, dockside gatherings and relaxed moments with fellow Members. It's a wonderful chance to get away, strengthen friendships, welcome new faces and celebrate the spirit that makes our Club special.

Mark your calendars, rally your crew, and get ready for an unforgettable Easter Regatta weekend!

We look forward to seeing you there!

By Anna-Mieke Kappelle, Chair

**H**OW fast this season flies! And what a great one it's been so far. We've had the Advanced Juniors out having fun, even using spinnakers on the dinghies; they've entered a J24 crewed by Juniors in a Friday Sternchasers; and they've also jumped aboard our regular keelboat race fleet for a Twilight race. Thanks to all who hosted! As the season progresses, the Advanced Juniors will be entering their own J24 in the Twilight races as well – so keep an eye out for them and let's welcome them into Racing.

Our Tackers group has started on Sunday mornings and they are having a blast on the Optis. These are the 7-12-year-olds and all are new to sailing, so it's a lot of fun. We have also welcomed a new Instructor to help kick start the program with the younger kids, and to mentor some of our Assistant Instructors so they can take on more roles with Tackers. We may even get really excited and run 4-7-year-olds in Little Tackers in Term 4!

The Term 1 program will wrap up with a day of adventure on the water on 11 April, starting with a generously donated cruise on *Summer Breeze*, then sailing games and fun, and finishing with the Pacer Cup. All the Juniors of different ages will come together for this, to foster relationships and just have a great time on the water before we slow down for winter.

It's a small cohort but they're having a great time, and that's what it's all about – fostering a love of sailing! Give them a wave if you see them on the water!



HOUSE & SOCIAL PRESENTS  
FREE MEMBERS EVENT

SATURDAY  
4TH APRIL, 2026

# EASTER PARTY

WEAR SOMETHING... 'FLASH AND FANCY, LOUD AND LAIREY'

SPECIAL PERFORMANCE  
TIM SEELEY  
AS DANCE PARTY DJ  
7PM-10PM

BYO DRINKS & NIBBLES

PORT VINCENT MARINA  
FORESHORE  
PRIVATE RSAYS MARQUEE



More info 83411 8600 - [www.rsays.com.au](http://www.rsays.com.au)

## Join the fun at KISS Our 6th Annual Kangaroo Island Sail Support Event!



Sail, fly or ferry to Kangaroo Island & re-discover this exciting sailing destination!

Find new spots to anchor and explore!  
Make friends with local sailors and island identities!  
Try local food, gin, wine and beer!  
Fall in love with the Island once 'moor'!  
See you all soon at sea!

### 14,15,16 MARCH 2026

To register your interest, contact KISS Coordinator  
Sally Metzger - 0418 857 695

# Brush in One Hand and Tiller in the Other

By Mary Foster



**I'VE** been asked to write a little about myself because, on my S2H profile, I mentioned that I'm an artist. A reminder to be careful what you admit to — someone might just follow up.

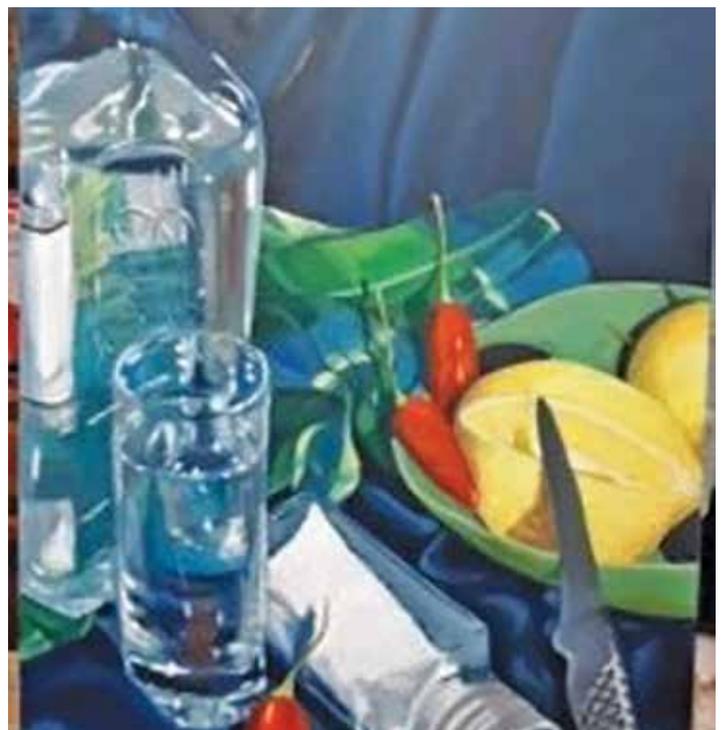
Long before I discovered sailing as a way to find peace and escape the chaos of work and family life, I was painting. I've been drawing and painting for as long as I can remember. I still have a few pieces from when I was six, and I'm fairly sure I started the moment someone put pencils in my hands.

I'm not a world renowned artist, but I've sold several works over the years, and a few pieces hang in different cities around Australia – even in Toyota's regional office. That still makes me smile.

I don't paint to sell. I paint to express myself, to clear space in my head, and to get the endless stream of ideas out before they pile up. I don't stick to one style. The subject, my mood, even the music I'm listening to – all of it shapes how a painting comes together. I love big brushes and bold colours. I love layering paint to create depth and hint at something beneath the surface. I want people to pause, look twice, and realise there's more there than they first thought. And if it makes someone happy, even for a moment, then that's enough.

Sailing has given me a whole new world of subjects: seascapes, boats at sunset, the movement and force of water, and the sheer wetness of it all. It's a joy to combine two things I love – painting and sailing – both of which help me reset and face the everyday challenges with a clearer head.

We all need an outlet for our passions, something that steadies the heart and clears the soul. For me, it's a brush in one hand and a tiller in the other.



By Tomas Golej, Ariel

## Repairs with Fibreglass



**B**EFORE I bought my boat, fibreglass was just that toxic witchcraft they make canoes out of, the sort of stuff that leaves your forearms itching like you've hugged a cactus after a day of sanding. None of that has changed, mind you, but with enough stubbornness and a questionable tolerance for discomfort, you can make it do just about anything.

What I didn't realise was how versatile it can be. It's not just for patching holes in your hull or fixing the bits you 'accidentally' made worse. Mix in a handful of dust and suddenly you're a sculptor. In my case, I set out to rebuild the hinge of my portlight, a tiny piece of hardware that had decided to abandon ship.

As you'll see in the photo, the first step was drilling the two broken faces and sliding in some 1 mm wire for reinforcement, basically giving the hinge its own internal skeleton. To keep everything aligned, I jammed a 5 mm timber dowel into what was left of the old pinhole. Rubber tubing would've worked too, but I'm a sailor, so naturally I used whatever was closest.

The next day I was doing a larger fibreglass repair on the aft deck, and the leftover mix had just enough sanding dust in it to stop it flowing like pancake batter. Perfect for hinge-making.

After a good clean with acetone (which is the nautical equivalent of holy water), I used a small pointing tool to start packing the sticky white goo around the wires, slowly rebuilding the missing chunk of the hinge. When I'd shaped something vaguely hinge-like, I wrapped it in cling film so I could squeeze and mould it without turning my hands into a modern art sculpture themselves.

Every so often I checked back in, nudging any droopy bits back into place, until it finally held its shape without supervision like a teenager that's suddenly discovered responsibility. Once it reached the consistency of a firm Gouda cheese, I peeled off the cling film and trimmed it down to size with a sharp tool.

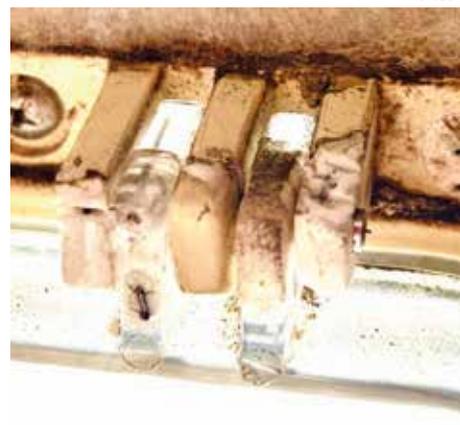
After a full cure, all that was left was drilling out the timber dowel and reinstalling the portlight using the original 5 mm stainless pin. Job done, and the hinge looked like it had never taken a day off in its life. Sure, fibreglass work can be tedious, sticky, and occasionally feels like punishment for crimes you didn't commit, but just like cooking if the idea is good and you make it with love, it'll turn out great. And on a boat, that's about as good as it gets.



Reinforcing plastic



Reinforced plastic



Temporary hinge. Not pretty but strong and functional

### Historic Cruise

Tall Ships & South Aussie Spirit  
Port Victoria, Spencer Gulf  
6 - 9 March 2026

**Years in the making**

this landmark event celebrates  
150 years of Port Victoria &  
Wauraltee history.

With several Tall Ships expected  
to attend, anticipation is building  
across the sailing community.

This is a rare opportunity to be  
part of something truly  
memorable.

Spencer Gulf is calling you so  
mark your calendars as this is a  
cruise not to be missed.





**Welcome to Port Victoria**  
The Last Windjammer Port

# Senior Member Profile – Campbell Mackie

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 worldwide and adventurous exploits of one of our Management Committee Members – Campbell Mackie, who joined the Squadron way back in 1985.



**CAMPBELL** first began sailing at the Port Lincoln Yacht Club in 1962, skippering a Holdfast Trainer called *Crusader* for a couple of seasons and then graduating to a home-built 12-foot *Rainbow Mariah* for a short period.

The Mackie family moved to Mount Gambier in 1966, and the following year Campbell left home to study Civil Engineering at the Institute of Technology. Joining the Glenelg Sailing Club in the early seventies he bought a Fireball named *Felicity* from Port Lincoln friend Ross Haldane. This was his then-girlfriend Lorna's introduction to Campbell's lifelong passion for sailing. Little did either of them know what was to come!

In early 1973, they decided that an overseas adventure would be a great start to married life – particularly as Campbell had been accepted to complete a master's degree in civil engineering at Imperial College in London. They were the harbingers of the backpacker cohort, travelling by bus, train and ferry through Timor, Bali, Java, Singapore and Malaysia, finally boarding their first long-haul flight in Bangkok flying on to England.

Having completed his master's degree Campbell was offered a position in a design office in Paris. As Aussies, they did have some difficulty with the French language, going to language classes in the evening while initially living in a tent at a Parisian camping ground. Life in the City of Light was exciting both socially and professionally. Campbell was working on the structural design of the stadium structures for the 1976 Montreal Olympics. In December 1975 they moved to Loch Kishorn on the west coast of Scotland to work on the construction of the Ninian Central offshore oil platform. With the launch and tow-out of the 500,000 tonne concrete structure in the autumn of 1977 a transfer to Singapore was on offer with the same French company.

The years in Europe had provided scant opportunity for sailing but that all changed in 1978 when they arrived in Singapore and joined the Changi Sailing Club. The Keel Boat Squadron was thriving with Campbell crewing and Lorna participating as the OOD while their sons, Calum and Alistair were busy sailing Optimist dinghies. Then in 1982 they ordered a David Thomas designed half-tonner. *Temasek* was built in Scotland and launched at the Changi Yacht Club where she was successfully campaigned for three seasons.

Returning to Adelaide in 1985 the idea of parting with *Temasek* was unthinkable. So, her keel and rudder were removed, along with all her rigging, and she was then rolled onto her side and dropped into a 40 foot open top container to be shipped out to Port Adelaide. Once recommissioned *Temasek* immediately joined the then thriving Half Ton Association. Now firmly established at the Squadron, she was successfully campaigned over many seasons, winning the half-ton Division

championship in 1988. She also competed in several Adelaide to Port Lincoln races.

Back on his home ground, Campbell joined with Squadron Member Richard Smith in 1986 to create a project management consultancy called Savant. They were heavily involved in the re-development of the Adelaide Railway Station precinct, including the Convention Centre, Hyatt Hotel and many other major projects in Adelaide and interstate. Merging with another business in 2008 the company, now named Thinc Projects, became a national and international consulting business. This was a very busy time involving a great deal of travel, and sadly for Campbell sailing was a casualty. But all that changed in 2015 when Thinc was sold, Campbell became unemployed, and by pure chance the Clipper Round the World Race appeared on his horizon.

Initially planning to sail from the United Kingdom to Australia, he was impressed by Squadron Member Alby Watson's intention to complete the circumnavigation. Inevitably he followed Alby's lead and signed on for 11 months of sailing which became his introduction to the world of blue water voyaging. Finishing 4<sup>th</sup> in a fleet of 12 identical vessels, the 44,000-mile experience was profound and life-changing. Campbell has written about this race in several *Squadron Quarterly* editions at that time.

The Clipper Race of 2015/16 introduced Campbell to the possibility of professional courses sponsored by the Royal Yachting Association. Securing his Yachtmaster Offshore qualification had unexpected consequences in December 2017 when visiting the Clipper fleet during their layover in Sydney. Recent changes in British maritime regulations meant that a Clipper ship was now required to sail with a



*Temasek 2025*



*Outlaw crossing the line into Punta del Este*

qualified Mate on board. So Campbell, with his newly-minted ticket, joined the Clipper fleet again in Qingdao, China, to complete the race back to the UK. A bonus was being on the winning boat, *Sanya*, skippered by Australian professional sailor Wendy Tuck.

In early 2019 Campbell noticed an advertisement in a British sailing magazine for a Yachtmaster Ocean course being conducted in Stanley, Falkland Islands on Skipp Novak's expedition boat, *Pelagic Australis*. This is the pinnacle Yachtmaster qualification involving, among other skills, astro-navigation. So armed with a sextant and plenty of enthusiasm he set off for Stanley in April, arriving in a fierce gale with snow and ice everywhere. A week in the classroom in Stanley was followed by 10 days navigating the 74' expedition vessel around the archipelago, practising all manner of new drills. The voyage to Cape Town via Tristan da Cunha was completed using astro navigation only. The final exam was conducted at the Royal Cape Yacht Club by the local Yachtmaster examiner who was a retired civil engineer. They had plenty to talk about.

Soon enough past experiences aligned to create another unimaginable opportunity. One August day in 2020 Squadron Member Mark Sinclair (aka Captain Coconut) walked onto the north bank marina with former Squadron Member and famous adventurer Don McIntyre. Don had already launched the Golden Globe Race in which Mark had competed and was now planning the Ocean Globe Race to celebrate the 50<sup>th</sup> anniversary of the original Whitbread Race. Being a very persuasive fellow Don soon had Campbell convinced he should put a campaign together and enter the race starting in September 2023. Campbell's Clipper alumni were engaged and a core team formed. By mid-2021 they had purchased, sight unseen, a Baltic 55 located in upstate New York. At this time Covid was playing havoc with international flights, and it wasn't until January 2022 that they met *Outlaw* in the winter snow of Albany on the banks of the Hudson River.

Project management skills proved invaluable in executing a major refit of a 1984-build to World Sailing Cat 0 standards. It was fortunate that the family selling *Outlaw* operated the shipyard where she was located. The legendary generosity of Americans was soon revealed, and the 'Outlaws' were gifted 24/7 access to all the facilities. The Scarano family remain close friends and great supporters to this day.

On 1 May 2023 *Outlaw* sailed from Albany down the Hudson to New York and then up Long Island Sound to Newport Rhode Island. The significance of Newport as the departure point for the passage to England was not lost on Campbell and the other Aussies on board.

Arriving in Hamble UK in early June saw the continuation of fit-out work and extensive crew training. Hamble was the epicentre of boat preparation for the first Whitbread race and many of the crew from these times still live there. Campbell holds fond memories of this time when veteran ocean voyagers freely offered friendship, help and advice. In July the opportunity was taken to enter in the 50<sup>th</sup> anniversary of the Fastnet race. Getting out of the Solent in a fleet of 400 yachts, an ebbing tide and a south-westerly gusting 50 knots was a baptism of fire. Sadly only 50 nm short of the Rock, a pin in the gooseneck failed and forced their retirement.

The start of the Ocean Globe Race on 10 September was the conclusion of an incredibly intense period, proving to Campbell that getting to the start line is at least half of the challenge. Contracting Covid in the week prior to departure was an unwelcome surprise. Fortunately, Lorna and her sister had arrived in Southampton and became foragers for last-minute items while Campbell directed traffic over the phone from his isolation.

Campbell has written about the race in several articles published in the *Squadron Quarterly* magazines, from planning in the Autumn 2022 edition to the final legs in the Winter 2024 edition. Reflecting on the

event, one of the highlights has been the crew harmony. They all remain friends and are in regular contact. *Outlaw* was a happy boat exemplified by the requests for a berth at each layover from crew members of other competitors. They were always a 'full house'.

Campbell says the romance of ocean voyaging is endless and complemented by the ports of call, what he calls sailors' towns: Newport, Horta, Hamble, Cape Town, Auckland and Punta del Este. But for a sailor voyaging under canvas rounding Cape Horn is undoubtedly the Everest of achievement. He observed that there wasn't a dry eye on the boat as *Outlaw* made her rounding in suitably boisterous conditions.

After seven months at sea and 27,000 nm under the keel they crossed the finish line on 18 April 2024, at the Royal Yacht Squadron in Cowes. The final leg from Punta was a great performance and *Outlaw* finished a very convincing 1<sup>st</sup> in the Adventure Class. Overall, they came 2<sup>nd</sup> in Adventure Class and 7<sup>th</sup> in the All-Boats IRC division.

Today, Campbell is now planning his campaign in the 2<sup>nd</sup> edition of the Ocean Globe Race which is scheduled to start in September 2027 – possibly from a starting line in Lagos in Portugal – still to be finalised. He is currently inviting expressions of interest from likely crew who would experience a race of a lifetime with an experienced and well-qualified skipper.

Campbell is an amazing man who in his 70s is partaking of adventures that men half his age would not consider. He and Lorna have an amazing bond, together sharing and participating in a common interest and are enjoying each other's companionship while pursuing this 'disease' of long ocean racing. We wish them well in their retiring years.



*Outlaw* exiting the Solent in the 2023 Fastnet race



*Outlaw* approaching Cape Horn - February 2024

# Squadron Sailing Families – The Cushways

By Lloyd Cushway

This is another in the series of significant sailing families who have made their mark in the Squadron. Previous articles published have been about the Last, Perry, Edmonds, Borg, Henshall, Holden and Colebatch families. Lloyd Cushway has now written about his family experiences with his wife Yvonne and three daughters.

**M**Y introduction to sailing began abruptly one Saturday night, when I was 20 years old, with a knock on the door. When my father opened the door, it was our neighbour who said, "I have sacked my crew. Does Lloyd want to go sailing?" I had at that time been rowing for six years and was looking for a change. Our neighbour was aware of my potential interest because I had been watching him build a Gwen 12. So, I crewed for him for one year until he built an OK dinghy and went racing solo. Crewing on a different Gwen 12 for another season at Somerton Yacht Club saw me married and wanting my own boat. At this time at SYC there was also a fleet of 16' Quickcats. While we were beating our way out to the weather mark for the last time in Gwen 12s, the Quickcats had lapped us and got ashore for the best of the pastries and tea. Speed for me then was important and so began the building of a Quickcat to be named *Simba*.

As newly marrieds, Yvonne and I moved to our new home in South Terrace, Semaphore, where *Simba* was built in the back verandah. For its first sail it was shouldered down the street and across the esplanade. By this time Largs Bay Sailing Club had started a multihull division, thus becoming the natural choice as my home club. After a few years I went to a bigger and faster single-handed catamaran, an 18' International Australis named *Tandem Felix*. By that time, first-born daughter Gail had been joined by two more sisters, Naomi and Candice. For more than 10 years I had been sailing single-handed and all that time my devoted wife, Yvonne, and daughters had been following me around. In those days there was Saturday club racing and often a Sunday regatta somewhere along the coast. After a while, it became evident that this was a selfish pursuit on my part.

By this time, a new class of sailing vessel had arrived, namely trailer sailers. This presented an opportunity to involve the whole family and so we purchased a new Timpenny 670, capable of carrying the whole family. The top feature of its design was that it was fully buoyant – a very important consideration given that the youngest crew member was aged seven. This vessel was named *Cyren*, to acknowledge that most of the crew were female. A faint hope too that all the other sailors would be drawn to their doom. It is now 1977 and my memory is that the fleet racing at Largs Bay Sailing Club numbered around 160 boats. After that first year with the whole family on board, Gail and Naomi left to crew on 12' Cadet dinghies. Not a problem for the three of us remaining to continue racing on *Cyren*, I say. However, we still all cruised together, mostly 'brown water' cruising as I call it, meaning mostly on the Coorong and the River Murray. Towards the end of *Cyren's* time in 1980,



L-R Trevor & Gail Harper, Naomi Fewings, Lloyd & Yvonne, Peter Fewings, Candice Cushway and four grandchildren

we went to the Gippsland Lakes to sail in the Timpenny National Championships at Paynesville, followed immediately by the Marlay Point Race starting at Lake Wellington Yacht Club. The latter event started at night. We were in the second division with about 160 other boats on a starting line 1 km long. It was a downwind start in strong winds and we went over the 40 nm course to Paynesville in under eight hours. This race usually finished in daylight, but we finished in the dark. Sometime during the night, the navigation lights stopped working. The fault was with the switch and I was worried lest we be disqualified at the finish for not showing lights. Gail remembers that she was detailed to keep the lights on by holding in the switch, which has become family folklore. We cruised the Gippsland Lakes for another week afterwards, one of my three top cruising areas for trailerable yachts.

A drawback with *Cyren* was that it had a drop keel. In shoal water it was common to hit the bottom, which did not do the trailing edge of the keel any good. By this time Timpenny Yachts had produced a swing keel version of the Timpenny 670. Because the Trailer Sailer Association of South Australia was planning a cruise in 1981 in the Whitsunday Passage islands, a swing keel would be a better option. Besides consideration of draft was the fact that many of our nights would be spent on the hard. A swing keel would be more companionable in what would be a crowded cabin. To continue



Sheltering in the cockpit of *Cyren*



Whitsundays - last cruise as a family L-R Yvonne, Gail, Candice, Naomi



## This combination travelled to many places

the boat-naming theme, we now had *Lorelei*. That cruise was the last occasion with the whole family on board. It was also the last occasion we all toured together. The towing vehicle of choice up to then had been VW Microbuses, which were reconfigured into camper vans for touring. Their normal duty otherwise was carting around netball teams.

Gail continued racing in 12' Cadet dinghies, competing in four Stonehaven Cups until she aged out. Candice had an advantage over her older siblings in that she had boats of her own – a Holdfast Trainer *Apache*, followed by an International Cadet *Wanderer* which was Candice's last family boat before crewing again for Steven Marshall (AO 2026) on a Rainbow. Candice was awarded the Eileen Hardy Trophy in 2024 and the article she wrote in the Winter edition of the *Squadron Quarterly* describes her sailing experiences in her Army career.

In family folklore, another story comes to mind when Yvonne said, "Our marriage is not worth me sailing with you." Not a good look, is it? So, my family of sailors had dispersed and I had to make other arrangements. Memorable among those was having Alf Jarvis in my crew for several years, but that is another story. However, Naomi came back into the crew when Yvonne stopped racing and has crewed for me ever since, a period of 41 years to date.

There have been three more boats since then. *Lorelei* at 6.7 m (22') was a big TS in 1981 but in 10 years the average size of a TS had grown to 7.7 m (25'). Around this period, Naomi suggested that we should do some one-design racing. Largs Bay Sailing Club had a reasonable fleet of Tasars, so we bought a second-hand one. It had a green hull and I named it *Mr Bean*. Some thought a more appropriate name was *Mr Has Been*. That was a learning curve, coming from a semi-displacement hull to a planing hull. Once we had figured out how to keep the rig up in the air, we eventually went on to win a Club championship.



*Quarante-deux* racing in King of the Gulf 2017



## Deciding which one to keep

In the same period, an opportunity arose to purchase a second-hand Timpenny 770SK. We brought *Musetta* to Adelaide from Sydney, and the name, from Puccini's *La Boheme*, was retained because it was appropriate to my situation. Now there were three boats in the backyard. *Lorelei* had taken me to more places than *Quarante-deux* will ever do, so there was a lot of sentiment there but sadly, after 17 years, it was let go. I maintain that *Lorelei* would have beaten *Musetta* around the cans but it was in events like the Tripolis when LWL would have counted for *Musetta*. In 2003, *Musetta* was sailed from Brisbane to Darwin, a story that received the Yacht Youth Trophy. In the twelve years we had *Musetta*, it travelled many waterways in a similar fashion to *Lorelei*.

Following a stint of crewing for Allan McDonald on *Cathryn*, a Squadron membership drive saw *Musetta* taking up a hard stand in 2001 and competing in Division 3. *Musetta* languished on the hard stand for a couple of years after *Quarante-deux* (Northshore 38) came on the scene in 2005. The name has several origins, one being that Yvonne and I had been married for that period, which was to end after 58 years with her passing from MND in 2022. It turns out that *Quarante-deux* is the boat I have had the longest, so a fair time for a share of the trophies. Most notable are: three times winner King of the Gulf, twice winner of SAWKR (Division and Overall), twice winner of the James Howell Trophy and once winner in the Cruising Division of the Adelaide-Lincoln Race.

Currently the Cushway Family are sometimes a majority of the crew on *Quarante-deux*, comprising son-in-law Trevor, Naomi, Candice and myself. I dreamt once of being sailed around in my boat by my grandchildren. They are all adults now and the signs are not encouraging for fulfilment of that dream. New on the scene is a great-granddaughter. Should I hold hope in that regard?



SAWKR 2025 L-R: Candice Cushway, Susie Williams, Jess Overelle, Tracy McInerney, Anne Tunney, Denise Gaskell, Rebecca Smith  
Photo: Down Under Sail

# Continuing the Idyllic Cruising Life on *Piping Shrike*

By Mike Fowler and Helen McGiven

*Piping Shrike* with us and PITA the dog aboard departed the Squadron in February 2001 for one year! 'December 2024 and we're now back in Krabi – time to start working on *Piping Shrike* for this sailing season.' – that was how we ended our previous article for the *Squadron Quarterly Autumn* edition 2025.



for us to find we had anchored right next to the largest crocodile 'family' on the river, but that was after we had travelled further up to Daintree Village in our small RIB!

We had almost a complete season on the Great Barrier Reef; then over the top to Darwin where, on the way, we dragged a fellow Port Adelaide boat, *Cutlass*, off a reef in the Escape River; we won an informal race between six other boats between Refuge Bay and North Goulburn Island; blew out our furler halfway across the top; had it replaced in Darwin in time for the Indonesian Rally but arrived late for the start because *Cutlass* had repaid us for the salvage job with ample wine etc on the night before the start of the rally and as a result of the wine we couldn't find *Piping Shrike* in the dark for quite some time.

Indonesia, at that time, was best travelled in a Government-sponsored rally – an amazing time, we did every scheduled stop and saw parts of Indonesia that could not be visited without the rally; 120 boats on a rally was just too many though – think anchoring, catering, personalities!

We sailed to Singapore, Malaysia and all places up the Malacca Strait to Langkawi where we thought there might be time for a little slowdown – and so we did, sailing between Langkawi and Thailand for several years with a bit of the South China Sea added in.

But we have digressed a bit from re-entering the water in January 2025.

Which brings us back to the 2025 season.

We sailed over to Phuket's Yacht Haven to meet up with Michael's daughter for her birthday in Patong, the crazy, touristy, a bit sleazy, noisy, party centre of Phuket – 67 km only took four hours to drive there!

From Patong we needed to sail back to Malaysia (Langkawi) to comply with Thai regulations.

Non-Thai boats only have a 2.5 year visa and consequently a visa run had to be done for *Piping Shrike*.

And so the trip to Malaysia and back!

**March 2025:** Well we have arrived back in Krabi after an interesting trip to Langkawi. We had a reasonable time in (duty free) Langkawi – beer is very cheap, spirits even cheaper. Helen gave me a birthday present of Ancnoc highland Single Malt Sherry Cask Finish – the most expensive Scotch I've ever had – tasted okay too. Helen also gifted herself a Scottish bottle of gin, not quite as expensive but also very nice.

**The trip to Langkawi:** Ideal sailing conditions existed for half the distance and ideal motoring conditions for the rest. A couple of new, relatively uncharted anchorages were explored – they turned out to be excellent anchorages.

**The trip from Langkawi to Krabi:** Departed the Kuah anchorage and left Langkawi via the passage to the east towards Satun and then about another 8 nm north to anchor, no wind all day. Left the anchorage early to catch the north flowing tide, travelled about 18 nm to a beautiful, protected anchorage on the east coast of Taratau, no wind all day.

Northwards to Ko Bulan (18 nm) for a day's layover, no wind.

Finally some wind – 33 nm to Ko Libong and sailed most of the way.

Ko Libong to Ko Lanta's Ao Klong Dao anchorage – 33 nm, sailed most of the way. Anchored just as a huge thunderstorm from the east hit with winds of 30+ kts and buckets of rain. No problems as the wind was offshore and the sea never builds close to shore in an easterly.

**Next day (9th March):** We awoke to blue sky, light easterly wind – for a little while.

'**START** working', well that's a bit of a misnomer because there wasn't a great deal to do apart from slipping and anti-fouling and cleaning and ..... and then back in the water for some local sailing as opposed to the non-local sailing we indulged in from 2001 on.

Our time spent in Tasmania was touched on in the previous article. However, we didn't mention the following years where we enjoyed Tiger snakes on Clarke Island, a massive 10-day storm at the top of Flinders Island (Bass Strait) and, after leaving on a good forecast were mistaken, twice, by the Korean drug ship *Pong Su* as a drug drop-off contact in the middle of Bass Strait – this happened during another storm that developed as soon as we departed north-west Flinders Island. Police, coastguard and customs were involved on day two as we listened in on VHF.

We then slowly traversed the east coast of Australia up to Townsville; then three months in the Louisiade Archipelago (SE PNG) where charts are of academic interest: one reef may be 500 metres to the west but the next may be something entirely different. Michael spent a lot of the time up the mast for a clearer view of the waters.

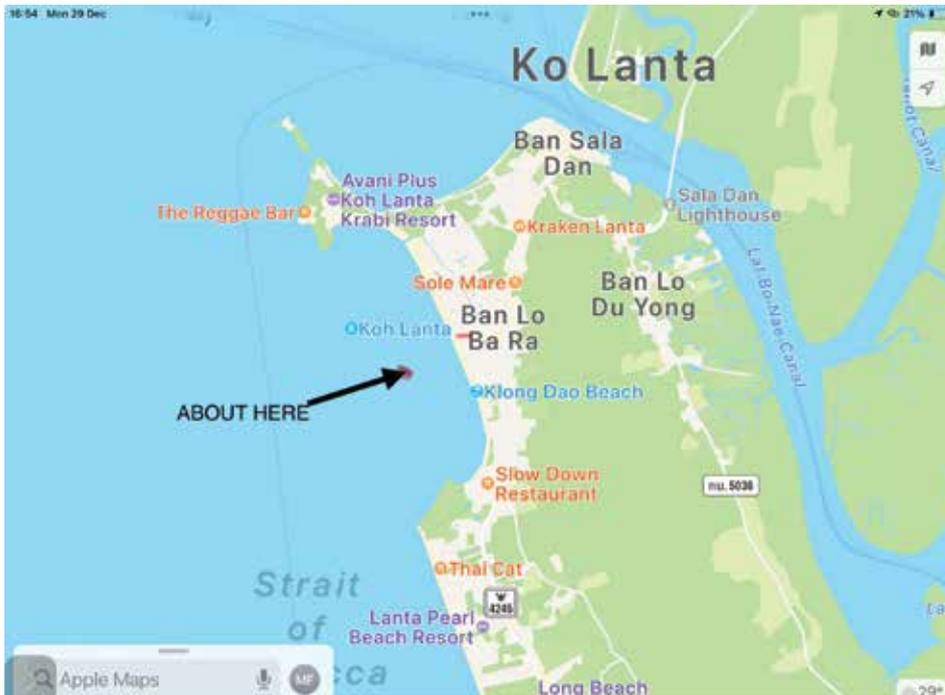
*Piping Shrike* travelled all the way up the Daintree River to the first motor-crossing ford



*Piping Shrike* under sail



Ao Klong Dao Bay, Ko Lanta



## Position in the storm

Then the skies darkened from the southwest and the wind also veered to the southwest and freshened very quickly to 30+ kts, heavy rain, thunder, lightning and a seriously rising sea. We were anchored with about 4 metres below the keel as the wind rose further along with the sea. Our anchor alarm started making a rather disturbing noise as we started dragging towards the shore. The sea was now so bad that Michael couldn't make it to the front of the boat to get the anchor up so we tried to motor to take the load off the anchor and stop the dragging. The rain was so heavy that Helen dug out Michael's Burke heavy weather jacket (the first wearing since 2007) because Michael was so wet and cold.

The motoring did slow the dragging a little bit but we were now into the shore breakers (it's a very shallow bay a long way out from the shore) and waves were breaking over the bow and the length of the boat. For the first time in our lives Helen packed all our paperwork, passports, money, devices etc into a seabag ready for what seemed the inevitable grounding in heavy surf. Inflatable life jackets are stored in the cockpit as always.

Fortunately (it had been blowing for well over 1.5 hours) the wind started to drop (20+) and Michael was able to get up to the bow to discover that the anchor chain snubber rope and the anchor buddy rope had become hopelessly twisted around each other and around the chain, effectively preventing raising the anchor; meanwhile the waves were still breaking over the bow and Michael as well while he wedged himself between the inner stay, the anchor winch and the bow rail.

Helen was now able to motor forward to take the strain off the anchor chain enough so

that Michael could reach the tangled mess. Fortunately the snubber rope had snapped so that there was at least one loose end which eventually, as the bow plummeted down and the chain became slack, he was able to free. The (NZ) Anchor Buddy actually broke in half and after about an hour on the bow we got that free too.

With anchor raised but with still 2 m breaking waves we struggled out of the surf line into deeper water as the wind eased further and eventually swung back to the east.

As quick as the storm arrived it disappeared and we were left in calm conditions wondering 'what was all that about'. We were the only boat in the bay and no doubt the tourists ashore probably burnt lots of pixels watching us fight against the elements.

There was no boat damage apart from the anchor buddy and the snubber claw, and no water was taken inside. However, there was bodily damage to Michael – shivering from the torrential rain, massive bruising, minor cuts and aching arms, and eventually sweating like a pig (he was still wearing the Burke jacket) as the sun came out.

Not much else to report for the rest of the day: coffee, lunch, sleep, beer/gin, spaghetti, red wine, sleep.

The weather report when we woke up next day looked good for a run into Krabi of 29 nm, wind 10-18 kts from the east. This forecast was correct until about half way (the top of Ko Pu/Ko Jum) where the wind usually abates – up came the wind to about 30 kts, the sea thought 'I'll be in this too' and joined the fray against the south-flowing tide.

We had three reefs in the main with just the smaller headsail and we were still cracking 7.4 kts over the water (good for

us); but then we had to reef some headsail too. We eventually entered the Krabi River after something close to five hours. We motored up the river to a perfect, protected anchorage not far from the marina to spend the night as it was a little late.

## Overnight on the 10th and into the 11th:

Michael became very ill: a temperature of 38.6, dry vomiting and almost total loss of physicality. He never got up, nor hardly woke up the whole of the following day or night but on the following day, slightly weak, all was well again. The Marina Manager, Mathew, was concerned enough that he was going to organise getting Michael off the boat and to the hospital.

## After the 'fun' sailing to Malaysia and

**back:** Back out on the local waters to get our confidence back. Some beautiful sailing and anchorages and perfect weather – confidence restored.

The rest of the sailing season in 2025 was mixed, and we don't know anyone who had a really good time. We returned to the marina early in April and took a road trip to Trang, a sizable regional town. We stayed in a modern, large room with ensuite (\$30 per night) in the town centre, ate incredibly cheaply and only saw one other foreigner in the seven days we were there. Most of the time we spoke the language of smiles, nods and hand gestures.

**Anchoring:** With our trusted Admiralty anchor (still our best anchor when the proverbial hits the fan – providing one knows beforehand of course) and conventional plough anchor and 10 mm short link chain (100 m) we have only dragged anchor twice in the 25 years since we sailed from the Squadron. The first time was at exactly the same anchorage in 35 kts blowing offshore but we did manage to re-anchor with the Admiralty.

**Additional bits:** Oh, we forget – all this time the batteries were fading so we had been nursing them, as best we could so that the motor would still start. We bought three new AGM 150AH batteries and managed to fit them in the battery area; they were the same length but 9 mm wider and 25 mm higher, so consequently the containing box had to be removed, modified and remounted. It took two very strong Thai workers to lift the 42.7 kg batteries into the box and then several hours for us modifying the wiring etc. They are working as expected.

**1<sup>st</sup> of February 2026:** Sitting on anchor at the same location at Ko Lanta, with 16 kts NE offshore wind, flat seas, 29°C, blue sky, afternoon drinks and local meal with Swedish fellow sailors ashore . . . all's good!



# Some Things Come Full Circle

By Heather McIntyre

**D**URING a coastal cleanup at Tea Tree Bay (west of Port Fairy), among the ocean junk gathered by volunteers one item had a name that could be tracked down: a flotation ring from a boat called *Night Sky*. One volunteer, who is also a sailor, knew the item would certainly have been missed and decided to find the owner. Lou Hollis explains:

'In December 2024 when we found it I looked up the boat on the Marine Traffic app and found it was moored at the Royal South Australian Yacht Squadron (RSAYS). I rang and left a message – no luck at first. Freight was going to be expensive. Then last year when I was heading to Adelaide for the 2025 South Australian Women's Keelboat Regatta (SAWKR) the ring came along for the ride in the car with my tent and swag!'

Lou approached the SAWKR committee member who represents RSAYS (Heather McIntyre) and she returned the flotation ring. Kris Brunner, owner of *Night Sky* said, "It was a very rough couple of days between Portland and Robe that we lost this [the ring] almost two years to the day."

Putting it all together, a rough ocean passage (it's always rough around Portland), the determination of a volunteer and an all-female sailing regatta resulted in *Night Sky's* flotation ring coming full circle.

What an incredible solo voyage! — a life ring that drifted hundreds of kilometres, survived the Southern Ocean, and found its way home thanks to a determined Beach Patrol volunteer.

Big thanks to Lou (and Heather from RSAYS) for making this story come full circle.

*(This short article was inspired by text and photos about the events and a Facebook post by Colleen Hughson, Marine Debris Advocate, Beach Patrol.)*



*Night Sky* reunited with her flotation buoy



Volunteers cleaning up on the Victorian coastline



Lou Hollis hoping to return the flotation buoy



Flotation buoy returned by Heather McIntyre



*Dynasty*

## William (Bill) Edmond Giles Strangways

27 October 1941 – 7 September 2025

By Andrew Strangways

**B**ILL was introduced to sailing by a friend in the late 1970s and immediately enjoyed it. Many years were spent as a member of the Small Boat Club and then a proud member of the RSAYS, becoming heavily involved in the Racing Committee and also Yacht Measuring.

*Dynasty, Tradition, Speakeasy* and *Fireball* were the yachts that he raced with great success. Later, Bill found himself as a regular crew member of 3 *Cool Cats* with Scott Mutton.

RSAYS Opening Days were a major event on his social calendar along with Adelaide to Port Lincoln Races, of which he completed 41.

He skippered his yachts in two Sydney to Hobart races and was forced to pull out of a third when dismantled off Port Fairy on the journey to Sydney for the treacherous 1998 race.

Bill was an avid golfer for 60 years, and after retiring from successfully selling more than 1,000 luxury cars, founded the St Peter's Old Collegians' Basketball Club which he successfully ran for 30 years.

His football loyalties were fluid but after spending his formative years in Kensington supporting Norwood, he disliked Port Adelaide heartily until the end. Undoubtedly, he would have offered a critical appraisal of coach, Chris Fagan, in the 2025 Lions' Grand Final win even though he was a 20+ year Lions' Member.

Bill will be remembered by many for celebrating on the dance floor, with his favourite songs being demanded to be played.

He is survived by his wife Bev, children Andrew and Sally, daughter-in-law Rhianan, son-in-law Paul, and grandchildren Caitlyn, Harry, Lachlan and Angus.



*Tradition*



*Speakeasy*





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