



SQUADRON

Seamanship & Fellowship

Quarterly

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Royal South Australian Yacht Squadron

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COVER PHOTO

Brindabella one nautical mile from the finish line in the 75th Teakle Classic Adelaide to Port Lincoln Yacht Race

Photo: Down Under Sail

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Notes for Contributors

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

DINING FACILITIES

Dining Room

Available for functions and for hire

Jimmy's Bar

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

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From the Commodore

By Dr Alan Down, Commodore



As we head into what is often referred to as Mad March, Members have been truly spoilt for choice with the array of events on offer. Despite competing with the Adelaide Festival, WOMAdeelaide and numerous other city-wide attractions, our dedicated Sub-committees have ensured that the Squadron remains a key hub of activity. Their tireless efforts have resulted in our ticketed events being nearly sold out – a testament to the enthusiasm and engagement of our membership.

A significant milestone was recently reached with the official opening of the Members' Community Workshop. Enormous credit goes to David and Mary Rawnsley as well as their dedicated team, whose vision and hard work have transformed the dinghy shed by the Slipway. By completely stripping the space, they have created a purpose-built facility equipped with strong benches and power tools, all under strict safety protocols. Non-members can use the workshop but must be under the sponsorship of a Senior Member of the Club who will take responsibility, which includes signing in with their contact details. Additionally, the new laundry facility within this building has been designed to meet all necessary regulations, addressing concerns related to its previous location near Jimmy's Bar. Looking ahead, the traditional Easter pilgrimage to Port Vincent is fast approaching and the House and Social Committee is preparing an exciting program. Members can expect a fresh approach to racing this year taking into account the usual tide and wind issues as well as interest in the racing component. Be assured, there is likely to be the odd surprise so keep a look out for changes.

On the legal front, I am pleased to report that the final complaint which has been lingering over the past year or two has been dismissed outright by both the Management Committee as well as by the Legal Professional Conduct Commissioner. Hopefully, this marks the end of such matters within our Club, allowing us to focus entirely on the enjoyment of sailing and camaraderie.

We were all saddened by the tragic loss of life of Nick Smith while sailing on *Bowline* in the Sydney to Hobart race. He was one of our highly respected yachtsmen and condolences were passed on to the crew by the Squadron Management and Members. The Immediate Past Commodore presented the eulogy at a memorial service attended by nearly 300 people.

In the racing arena, our Club was well represented in the Adelaide to Port Lincoln Race, with Squadron boats putting in a stellar performance. A special mention must go to *Brindabella*, which claimed line honours – an extraordinary feat for one of the oldest yet fastest yachts in the fleet.

The King of the Gulf event was, once again, a resounding success. With around 40 competitors taking to the water, it proved to be a true highlight of our racing calendar. A well-deserved thank you goes to David Eldridge and his team, whose dedication to promoting multihull sailing has helped grow this spectacular event year after year.

With such an exciting season ahead, I look forward to seeing you all out on the water and at the Club.



RSAYS Limited Report

By Chris Mandalov, Chair



RSAYS Limited (LTD) Board has met twice since the last *Squadron Quarterly Report*. This time of the year we normally make space between meetings for Christmas, the New Year, the King of the Gulf Regatta and Lincoln Week.

As mentioned in the last *Squadron Quarterly* report, a new Infrastructure Advisory Panel (IAP) has been formed. While the name is the same as the earlier panel, its charter is new as it now acts for both RSAYS Inc (INC) and LTD.

The first IAP meetings have been productive focusing on the Clubhouse balcony stairs and the marina. A sub-group looking at the marina restoration includes outside help from International Marina Consultants based in Queensland.

LTD examined the insurance cover on its assets which are considered to be adequate. We will, however, get other opinions on the valuation of the marina.

The Squadron's cash position is improving but there is still another tough month or two to go this financial year. The General Manager has kept LTD up-to-date with monthly cash reports. Rent payments are up-to-date. The rent discount provided to INC runs through to September 2025.

LTD's accounts are now being managed more directly by Board Directors using Xero accounting software, and real-time reports on profits and financial position can be created. Much of the capital spent in recent years has now been moved to Fixed Assets and is attracting depreciation.

Looking forward, Scott Mutton has created a five-year budget with 'what if' estimates showing what capacity LTD has for infrastructure projects, while maintaining a sizable cash reserve.



As we approach the end of the Squadron financial year, it has been a significant task to gain a full understanding of the Squadron's financial landscape since I arrived in April last year.

I remember when I first started the Marina was explained to me in simple terms: It's much like a hotel. Some rooms are owned and retained, others are rented out, and some are owned but remain vacant, while a few have been gifted back to the Squadron. One of Incorporated's key roles is to manage the owners' licence fees, act as the intermediary between owners and renters, and serve as the landlord for the berths allocated to the Squadron.

This responsibility alone represents a considerable daily workload – similar to the operations of a real estate office or hotel. We currently manage 225 marina berths, along with hardstands and containers. Mady works two days a week on accounting, and I cover the remainder of the week alongside my other duties. While Xero has its advantages, both Mady and I come from an MYOB background and agree that MYOB offers better reporting and statement options.

Despite all the challenges, we've made significant progress in a short time – particularly with staff changes, overhauling accounting practices, contracting out the kitchen, and striving for greater transparency

and communication with Members.

In a previous *Squadron Quarterly*, I mentioned the goal of seeking external revenue to reduce our reliance on Member contributions. In 2025 we will host five weddings and various private events which are booked as I write this article, and we hope for more functions and weddings during the year.

By opening our doors to outside functions, we can boost revenue and reinvest back into the Squadron in areas that have been neglected.

The Maintenance team, led by Mark White and Stephen Vincent, continues to work tirelessly in all weather, from repairing marina fingers and cleats to maintaining the grounds and mowing the lawns. They operate weekdays from 7 am to 3 pm, and you'll often spot Mark around the Squadron outside those times.

Looking ahead, there will be upcoming decisions on Membership fees and the 2025-26 Financial Budget will be summarised by the Treasurer at the meeting of Members on **13 March at 7 pm. Dinner will be available at 6 pm.** Please book for this at the Office.

In an effort to provide transparency the Management Committee are having information nights as a way you can stay informed directly by management. The next Members' Information Night is scheduled for **9 May at 6.30 pm.**



As an Incorporated body RSAYS Inc must hold an **Annual General Meeting which has been set for Thursday, 24 July at 7 pm, with a Roast Carvery served upstairs in the Dining Room at 6 pm.** Please book for this at the Office.

As always, if you hear any rumours or hearsay, please don't hesitate to send me an email. I can quickly clear things up and provide the facts.



We welcome New Members who have recently joined the Squadron

Family:

Alana Francis (with Senior Member Paul Crouch)
Raymond Gangitano and Magdalena Buhatwa, Gaia-Rose, Galiee and Giuliana Gangitano
Martina Leane (with Senior Member Derek Morrison)

Senior:

Peter Carrigg
David Krichauff (*French Affair*)
Simon Powell
Konrad Sedecki

Associate:

Tomasz Mikolajski

Crew:

Karen Dawkins
Gary Sinton
Edward Smiles
Jarred Vucic

Country:

Scott Standish (*Vert Galant*)

Junior:

Max Ljungerberg

Racing Report

By Kevin Kelly, Chair



THE long-standing tradition of racing at the Squadron continues to be very active over the summer season with Twilights, Inshore racing, Offshore racing, Friday Sternchasers, Women's racing and the Small Boat series. Squadron boats are subscribed to participating in more than 75 races throughout the season, so there are plenty of opportunities to enjoy the thrill and camaraderie of racing.

As at end of February, Chris Perry has a handy lead in the Club Champion competition. *Nerana* and *Take 5* are leading their respective Twilight divisions, closely followed by *Liesl* and *Quarante-deux*. The Inshore series has 3 *Cool Cats* and *Take 5* leading their divisions marginally in front of *Outrageous* and *Nerana*. The Women's series is led by *Divine Madness* with *The XX Factor* coming second, and the current leader of the Small Boat series is *Passport* (amidst close competition from *Silver Gull*). Congratulations to all Squadron participants in the highly successful King of the Gulf Regatta and particularly Gerald Valk on *Crosshair*, becoming one of the new Kings.

Congratulations also to our successful Adelaide to Port Lincoln Race placegetters – *Brindabella* in her return to racing taking line honours, with *Nerana* 1st in Div 2 (PHS) and *Papillon* 1st RSAYS PHS and *Summer Jewel* 1st RSAYS AMS.

A special mention also goes to our Hobart racers in 2024: while there were tragic and painful incidents in the Sydney to Hobart race, we acknowledge the participants who experienced the horrendous conditions – *Audacious*, *Bowline* and *Inukshuk*. Also, well done to *The XX Factor* representing the Squadron in the Launceston to Hobart race with eight female sailors out of their nine crew – Alan Dowler being jokingly referred to as 'the token bloke'.

The Racing Committee held two skipper and crew forums to gain feedback from Members about what they would like to see in the racing program. In the pre-season meeting the Committee was asked to consider including a non-spinnaker division to attract more boats to the racing fleet (particularly cruisers who prefer two-sail sailing). Two races were scheduled to trial this event with the first held on 1 February. Four additional boats joined the fleet for racing that day with their own start, but on this occasion sailing the same course. This created a great spectacle, particularly with the appearance of *Sea Dragon* – a ketch flying some extra sails but looking spectacular among the fleet. *Four Seventy* was the PHS winner on the day with *Circe* being fastest. This is certainly a series the Racing Committee will consider including in the 2025-2026 program.

The Coopers Small Boat Series participants were hosted by the Port Adelaide Sailing Club for a weekend of racing in January – this included a beacon race to and from, with an overnight stay in the PASC marina. Our Race Officer for the event,

Geoff Beacham, set an entertaining course involving at least three loops around beacons in each race, challenging the navigation skills of an unnamed early leader, and enabling the fleet to test their skills in fairly light winds and tidal conditions. The PASC were incredibly welcoming hosts, providing participants full access to Club facilities and an enjoyable barbecue where crews could chat about the races.

On 9 February a Come and Try day was arranged at the Squadron. Four of our skippers volunteered their time and boats to show 17 people the ropes and the excitement of sailing. This included a mini-race simulation and the opportunity to enjoy the ambience of the Squadron from the Quarterdeck after a day on the water.

We have enjoyed hosting our colleagues from the CYCSA both before and after Christmas for combined Twilight racing and presentations back at the Squadron. It was great to have more than 150 people on the Quarterdeck after the race (albeit a little challenging for our volunteers at the event before Christmas cooking the barbecue for this number, but all went well).

Female representation among the crews continues to be strong. The Women's series is regularly fielding seven boats with six from the Squadron, showing the depth of talent and support among our Members. Janet Thornley is especially committed to growing the numbers as seen in the Launceston to Hobart race on *The XX Factor*; and her recent Adelaide to Lincoln race had 80% female crew. Kaz Eaton is another skipper dedicated to recruiting women to sailing – but we know there are blokes out there too, who appreciate that women can get the job done!-



A close finish – Friday Sternchaser
L to R: *Redline*, *Magic Beach*, *Four Seventy*



Women's Series: *Silent Partner*



Women's Series: *Divine Madness*



Women's Series: *The XX Factor*

By David Eldredge



Four Kings L-R Gerald Valk, Todd Bartlett, Steve Emery, Mike Lane

IN 2024 we had a record fleet of 39 yachts and in 2025 we increased this record to 40 yachts. We are not trying to be the biggest regatta, but we are working very hard on being one of the best regattas.

2025 saw us hosting yachts from Queensland, Northern Territory, New South Wales, Victoria and of course South Australia. The Royal South Australian Yacht Squadron was represented by 16 yachts and the CYCSA by 13. Yachts from interstate, the Goolwa Regatta Yacht Club, Port Vincent Sailing Club and the Port Adelaide Sailing Club made up the balance.

The guiding philosophies that started the KoG regatta are based around inclusiveness, marina social activities, plenty of fun, and making sure the courses are interesting and different. I think we got close this year but there are aspects that we will improve for next year.

A new big hit this year was the Meet the Fleet curry night after the Adelaide to Port Vincent passage race. The meals supplied by the Port Vincent Bowls Club were fantastic. At the regatta briefing, interstate visitors were welcomed and ten-year KoG participants were acknowledged as Knights of the Gulf. The initial knights inducted were *Aquitaine* (David Eldridge), *The Tribe* (John Hardy), *Crosshair* (Gerald Valk), *G-Wizz* (Greg Patten) and *Quarante-deux* (Lloyd Cushway).

Thanks to the generosity of North Haven Marine and Wireless Communications the KoG teams event prize pool was increased to \$1,400 and the six landlocked sailing teams were announced.

On Saturday night the meal is traditionally held at the Port Vincent Sailing Club and as always it was a tribute to good old country hospitality. So good in fact, that the club secretary Greg Hackett auctioned off five sports bags filled with varied products (nominally valued at \$20) as a fundraiser for their new change rooms. Such was the skill and humour of the auctioneer every bag went for \$120 to \$180 with the money going to the Sailing Club. Congratulations to Greg and the great sports who purchased the bags. Another display of great generosity by the KoG family of sailors.

The gourmet salad and barbecue on the Sunday was manned by some of the yacht crews in the special barbecue tent, with the gourmet salads and desserts again provided by the Bowls Club. Peter Villis from Dockside Port Vincent gave a presentation to the group on the progress of efforts to deepen the entry to the marina and other exciting commercial opportunities that are getting closer to fruition at the marina. Alice Parker, a young very talented professional sailor from Royal Pince Alfred Yacht Club, together with Darren Drew, entertained us all with a question-and-answer session. Both Alice and Darren had flown over to sail on *Crosshair*. Alice has participated in a host of international world sailing events and recently was the navigator on the maxi *URM* in the Sydney to Hobart race. She was very well received.

The King of the Gulf racing was held in relatively flat water as usual but with winds at the higher end of the scale. The passage race

over to Vincent was a very fast affair with RSAYS yachts winning all three divisions on handicap. *Black Butterfly* – Jay Brown (Monohull), *Crosshair* – Gerald Valk (Multihull) and *Divine Madness* – Kaz Eaton (Cruising). In the return passage race *Marnico* – Graeme Footer backed up a second position in the passage race over with a solid win in the monohull class. Of particular interest was the battle for the minor places with *Blue Diamond* – Mal Denton beating *Quarante-deux* – Lloyd Cushway by just two seconds. Two seconds difference in a twenty-eight nautical mile race was extraordinary! Perhaps even more extraordinary was the fact that the time difference between the same two yachts in the 2023 race was just eight seconds. This must be one of the greatest friendly rivalries in Squadron yacht racing.

Day one of the regatta with two races was held in strong winds up to 25 kts. The second day Orontes Beacon race started in 15 kts of breeze and all but disappeared by the end of the race. Monday's racing with two triangle races again was a challenge for race officials, with the second triangle race ending up with two windward legs due to wind direction changes. This was a first for many of the skippers but was treated in the good old KoG spirit.

Monday night was the presentation night at the Bowls Club. The Club has kindly increased their seating capacity over the years to accommodate nearly all of the KoG crews. This year we had 150 seated for the wonderful meals and the Bowls Club hospitality. Some crews started off the night with a game of bowls, with one lady from the CYCSA clearly demonstrating to all that this was clearly not her first ever game of bowls.

MYASA member Bruce Richardson had set up a photo booth where teams could take crew selfie shots with a KoG logo background. This was very popular with the resultant photographs on the KoG website. Experienced and talented yachting photographer Ross McOmish had been taking some 900 photographs all week with a selection on display at the presentation. Iain MacDougall and John Hardy from MYASA conducted the presentation night with great humour and professionalism.

The \$1,400 team's event was won by team Bolivia with \$200 North Haven Marine/Wireless Communications vouchers going to each of the skippers of the yachts – *The Tribe*, *Vostok*, *Black Butterfly*, *Stormbird*, *Passport*, *Tinga Tinga* and *Fifi V*.

The highlight of the evening as usual was the gowning and crowning of the four kings. The Monohull Division 1 King of the Gulf crown went to CYCSA skipper Steve Emery. His yacht *Ocean Hawk* was sailed by an enthusiastic group of Adelaide University sailing club members. The Monohull Division 2 from the Goolwa Regatta Yacht Club was *Bohica* with Todd Bartlett at the helm. Backing up his two recent Multihull National Championships with his first KoG crown was Gerald Valk in *Crosshair*. Multiple national championship winner *Tinga Tinga*, Mike Lane from the CYCSA won the two sail/cruising division.

Events like the KoG regatta cannot be conducted without great support from sponsors and volunteers. The sponsors included Dockside Port Vincent, 35 South Marina, The Multihull Yacht Association of South Australia, Heatlie BBQs, North Haven Marine, Wireless Communications, Bec Hardy Wines, Pirramimma Wines, the CYCSA and the RSAYS.

Our volunteer race officials, led by Darryl Emery, included Brian Sutherland, Cathryn Emery, Terry Wendleborn, Jasper Bowering and David Zowtyj.

Thanks must also go to the KoG regatta committee of Iain MacDougall, David Eldridge, John Hardy, Gerald Valk, Geoff Beacham, Roger Oaten and Chris Mandalov.

Dates for next year's event have not been announced as the tides for February will be problematic with two dodge tides and one poor tide making the selection of dates for the 2026 event difficult. We need to ensure all yachts can enter the marina in a timely and safe fashion as we are compromised by the relatively shallow marina entrance. A decision by the KoG committee will be made soon.



Brindabella's Triumphant Return – Line Honours in the 75th Adelaide to Port Lincoln Race

By Brigid Dighton



Brigid, Johnny and the Crystal Trophy

IT was an honour to compete in the 75th Teakle Classic Adelaide to Port Lincoln Yacht Race, and an even greater thrill to claim line honours aboard *Brindabella*. Owning this iconic maxi yacht has been a privilege, giving her a new lease on life as a premier sailing charter, but witnessing her cross the finish line first was a truly unforgettable milestone.

Built in 1993, *Brindabella* last raced seven years ago. Her legendary racing history has earned her a devoted following, and this victory was as much for them as it was for us.

A Race to Remember

Racing as a commercial vessel meant ensuring compliance with racing safety standards, distinct from our commercial regulations. To enhance the experience, we inducted our paying guests as commercial crew, allowing them to take an active role in sailing *Brindabella*. With a few intensive day and night training sessions – often in 25-30 kts of wind – we prepared for the challenge ahead.

Due to *Brindabella's* 4.3 m draft, we had to depart the Squadron at 11:00 hrs on race day. We used the time wisely, running through man-overboard drills, storm jib hoists and, most importantly, grilling steak sandwiches to fuel up for the adventure.

A conservative start at the port end of the line gave us a clear run, and we quickly took the lead, heading across the Gulf to Troubridge Reef. As the breeze swung east, we made the mark easily, hoisting our 450 m² A2 masthead spinnaker towards Haystack Island.

As night fell, the race turned magical. A spectacular orange sunset gave way to a rising quarter moon, while dolphins and seabirds kept us company as the wind dropped. We gybed around Seal Island and set the A5 spinnaker, better suited to the changing conditions. There was no time for our usual five-course seafood extravaganza, but we made do with hearty fare to keep the

crew fuelled.

By sunrise, a solid beam reach had us flying with our No3 headsail and full main, extending our lead to nearly 8 nm. We surged through the narrow gap at Donington Island where fading breeze welcomed us into the bay.

As we neared Fanny Point, the wind collapsed to less than a knot. We sat, becalmed, for an agonizing hour, watching our lead shrink as the fleet closed in. The stress was palpable as we waited for the breeze to return. Then, a whisper of wind arrived, pulling us into a freshening northerly. Within moments, it roared to 30 kts – no time to reef, so we simply strapped in and charged to the finish at 13 kts, crossing the line in victory.

Celebrating a Special Win

A jubilant Sunday at the Port Lincoln Yacht Club was the perfect way to celebrate before diving straight back into charter operations on Monday. Tuesday was for restocking, and by Wednesday, we were sailing family and friends to the Megga's BBQ, a fundraiser for the Port Lincoln Sailing Club Juniors Program. With all proceeds donated, it was a fitting way to give back to the sailing community that had welcomed us so warmly.

The Journey Home

Departing the BBQ, we set sail for Thistle Island's Whalers Bay, where we anchored at dusk, reeled in some fresh snook and squid, and enjoyed a well-earned feast.

The next morning, we plotted a course for either Foul Bay or Emu Bay, depending on the wind. Light conditions forced us into an 80 nm motor sail to Foul Bay, arriving just in time for sunset. With our family shack nearby, we took full advantage of a hot shower, a deckside dinner, and a stunning night illuminated by bioluminescence as we returned to *Brindabella*.

At 07:00 hrs sharp we set off again, riding a perfect beam reach to Troubridge. By 11:00 hrs we turned for a glorious five-hour kite run home – a fitting finale to an unforgettable week.

Of course, none of this would have been possible without an exceptional crew. A huge thank you to my partner and *Brindabella's* skipper, Johnny Hilhorst, whose leadership and passion continue to drive us forward. To our partner in crime, all-round legendary crew member, mentor, and sailing maestro, Adam Baker – we couldn't have done it without you. And to our critical crew members, Mike Smith, Chris Pearce, and Guy Wogan-Provo, your expertise and dedication made all the difference.

A special shoutout to our incredible guest sailors, who embraced the challenge and helped make this race such a memorable experience – Kirstin Seaver, Colin Grundy, Stuart Hollingworth, Karl Olsen, David Buxton, Michael Thomson, Burkhard Seifert, and Dallas Kent. You were all part of something truly special.

Brindabella has always been a yacht with a story to tell, and this latest chapter, winning line honours in the 75th Adelaide to Port Lincoln Yacht Race, is one for the history books. We can't wait to do it all again next year.

Testimonial for Brindabella

Stepping on board the legendary maxi yacht *Brindabella* as crew for the 2025 Teakle Classic Adelaide to Port Lincoln Race was an epic milestone in my fifty-plus-year yachting journey.

It was more than just a yacht race ... the team participated in continuing the magical legacy of *Brindabella's* spirit.

An exhilarating Line Honours finish after 20 hours of champagne sailing, fabulous meals, freshly brewed coffee, sensational starlit skies, sunset and sunrise vistas, accompanied by playful dolphins and seabirds only enhanced this euphoric experience.

Thank you to our skilled crew members, who generously shared their stories and expertise on the delivery back to Adelaide. While relaxing on board, we had time to learn more about offshore coastal navigation, and how to catch dinner ingredients.

Brigid, Johnny and Adam shared their passion for beautiful *Brindabella* ... and I have also fallen in love with their mistress!

Kirstin Seaver, Tasmania



3 Cool Cats By Scott Mutton



At dawn L to R: Trevor McHugh, Scott Mutton, Adrian Edmonds, Adam Henry

FOR 3 Cool Cats, the 75th Adelaide to Port Lincoln Race began 12 days before the actual race when the heat exchanger failed and caused a blown head gasket. Thankfully, Johnny Gilmour who was to crew during the race and regatta, was able to diagnose the problem and I was able to source parts and have some machining done in time. I've had other stressful times leading up to the Lincoln Race but this was full on.

None of us are children, but there were six of our mothers at the Club at various times on the morning of the race!

There were 24 boats entered, a disappointing number for the 75th race. Five of the boats were from interstate and those skippers and crew reported having such an enjoyable time that I do wonder why more local boats do not choose to participate in stunning sailing in a beautiful location with top class facilities and welcoming hosts awaiting them.

This year the race began in light winds around 10 kts from the SW. More times than not, the wind swings to the SE and strengthens. The wind did swing but failed to strengthen beyond about 12 kts and this provided a beautiful reach to Marion Reef Beacon in flat seas. Those boats with a Code 0 or other specialist reaching sails were really able to stretch their legs. Unfortunately, I do not have such a sail and we rounded the beacon at about 21:00 hrs behind a few boats we would like to have been in front of, and closer to boats behind than we wanted to be.

Along the foot of Yorke Peninsula we were able to carry a symmetrical kite and make some gains on the boats in front. Winds stayed light and went further east as we continued along the foot with most boats gybing when abeam Marion Bay.

One thing about this race was the lack of any real waves or swell. This was the flattest of the 18 races I have completed. It was also the warmest that didn't involve a blustery northerly. I wore shorts, a long-sleeved tee and a light jacket at times. With 12 people on board we had a huge amount of unused wet weather gear that should have gone on the luggage truck.

Shortly after Cape Spencer the wind went further to the NE but without building in strength, and it was back to reaching across to Dangerous Reef and Donington Rock at the entrance to Boston Bay. Needless to say, that lack of reaching sails again affected our performance and we dropped back again. The sailing was beautiful so it was hard to feel bad about our situation.

Ahead we could see a lot of dust around Port Lincoln. The forecast was for a NW to blow through at 20-30 kts. We got it just as we passed Donington Rock and entered the bay and we had to beat up to the finish with gusts up to 35 kts. We saw far more wind and waves within the bay than we had seen during the race!

Our result was mid fleet on both PHS and AMS. *Brindabella* was the fastest boat, with Alan Woodward's *Reverie* taking the IRC and AMS

wins and Chris Perry's *Nerana* winning overall on PHS. I spoke to Chris on Sunday at the presentation and he was an extremely happy man, as he should have been.

At the presentations, the Port Lincoln Yacht Club had a display prepared by one of their members chronicling the past 75 years and the Squadron's involvement was well noted. Port Lincoln hospitality was again in top form. Chilli squid and prawn skewers were available and well-represented the quality of seafood available from the Eyre Peninsula. I had quite a few as did many others.

Our combined crew dinner with *Clockwork* on Sunday after the presentations was at Del Giorno's Cafe Restaurant and we had 26 people in attendance, as some crew had arrived for the week and some were leaving. They make fantastic food there and kept up their excellent service record even though we were a little rowdy at times.

One of the great things about yacht racing continues to be the friendships that are formed and maintained through shared participation in any event. We had crew from all over this year for the race and regatta, one each from Paris, Perth, Melbourne and Port Lincoln as well as ten of us based locally. It is humbling that people travel such distances and take time from their schedules to come and sail with you, even if they can only squeeze in a couple of days.

We all missed Bill Strangways who was unable to come with us this year due to illness. After 52 races, 15 with me on *3 Cool Cats*, he is a big part of our race and regatta experience.

On Monday the Regatta started with the best sailing conditions we had all week with breezes around 12 kts for two windward/leeward races. We had a great first race with a 1st on PHS and 2nd on AMS in Division 1. It was a high standard fleet and there was little room for mistakes. Boston Bay is such a great place to sail with flat water and lots of wind variation over the course giving a more tactical aspect to racing than we typically experience in Adelaide.

On Monday night at the Skippers cocktail party at the Line and Label Restaurant there were a few tales told about events that have occurred over the last 75 years of racing. Things seem quiet these days by comparison to some high jinks that have occurred – but there were no mobile phones then!

Tuesday's long race was out of the bay and down to Carcass Rock for Division 1 and around Boston Island for Division 2. Light wind required the final part of the courses to be shortened but boats kept moving all day.

Megga's BBQ on Wednesday, which follows the race to Spalding Cove, was again a big hit with crews as we got to experience some of the beauty of the National Park by Boston Bay. We took a junior named Bernie from Port Lincoln Yacht Club with us for the day. His face was beaming as I let him helm across the finish line with the spinnaker up. It beamed again when he went up to collect our 1st place PHS prize.

Thursday was light but excellent racing. Unfortunately, we caught the spinnaker in the rig and ripped it. After retiring from the first race we hastily taped it up and came back in the second race for a great result over the line, albeit not on the podium.

We finished the regatta 3rd on PHS and 5th on AMS in Division 1. Stuart Johnson's *Audacious* was the best of the Squadron's boats with a 1st on PHS in Division 2.

Port Lincoln Yacht Club and sponsors such as the Teakle Group make a huge effort to organise the Race and Regatta in such a professional way. When the volunteers and sponsors are recognised at the end of regatta presentation at the Port Lincoln Hotel there is genuine gratitude from all the skippers and crew.

Our trip home via a night at Thistle Island where we had snook for dinner was also in light winds and very enjoyable.

I have a fair bit of sailing planned for this year but I am probably most looking forward to next year's Race and Regatta in Port Lincoln.



The Launceston to Hobart Yacht Race

By Janet Thornley, *The XX Factor*



The crew of *The XX Factor*

History and Origins

The race was conceived in 2007, inspired by Tasmania's rich maritime heritage and the state's stunning coastal landscapes. The inaugural race saw a fleet of enthusiastic sailors navigate the course, which quickly became a much-anticipated event in the sailing community. The race aimed to create a competitive yet friendly environment, showcasing the beauty of Tasmania's coastline while promoting the sport of sailing.

The Course

Starting in the Tamar River near Launceston, the race covers approximately 285 nm, winding its way down the east coast of Tasmania to the finish line in Hobart. The course is as demanding as it is picturesque, requiring keen navigation skills and resilience from the crews. Sailors encounter diverse conditions, from the sheltered waters of the Tamar River to the often-turbulent Bass Strait and the variable winds along the east coast.

Key Locations and Challenges

The Tamar River

The race begins in the Tamar River, a strategic starting point that requires precise navigation. The river's currents and sandbanks present initial challenges that test the sailors' skills right from the start.

Bass Strait and the Banks Strait

Upon exiting the Tamar River, sailors face the notorious Bass Strait, known for its unpredictable weather and rough seas. This stretch demands vigilance and adaptability, as conditions can change rapidly. The Banks Strait, a narrower passage, further tests the crews with its strong tidal flows.

The East Coast

The east coast of Tasmania offers a mix of stunning scenery and variable sailing conditions. Sailors pass by landmarks such as Wineglass Bay and Maria Island, where they must balance the beauty of the surroundings with the tactical demands of the race.

Storm Bay and the Derwent River

The final leg of the race takes competitors through Storm Bay and up the Derwent River to Hobart. This segment can be particularly challenging, with the potential for strong winds and currents. However, the sight of Hobart in the distance often provides a much-needed morale boost for tired crews.

The Why

We chose this race as we wanted more experience in a longer race without having to go up a safety category. This race was classed as a Category 3 plus which is the same safety standard as the Port Lincoln race with the extra being having a life raft on board. The Derwent Sailing Squadron in collaboration with the Tamar Yacht Club run this excellent event. It is well organised and Colleen the Sailing Co-ordinator at DSS was always a wealth of information when we encountered any difficulty.

The Team

Janet Thornley (Skipper, Watch Leader), Alan Dowler (Navigator, Watch Leader), Candice Cushway, Dalice Kent, Jodie Roberts, Jenny Geytenbeek, Mary Foster, Karen Dawkins, Samantha McGrath

The Journey Over There

The delivery was in two stages – Adelaide to Portland and Portland to Beauty Point. Six of the crew made the journey over there. Highlights of the first stage were a whale sighting, masses of dolphins, playful seals, birdlife and a RAAF plane flyover. Conditions consisted of wind either end of the journey with sloppy seas and motoring in between.

We remained in Portland for a few days awaiting suitable weather conditions. It was great to catch up with *Inukshuk* while we were there.

Conditions from Portland to Beauty Point involved wind at both ends and motoring in between. The sea state was calm with minimal swell, which was easier on the stomach. Regrettably, we navigated past the north coast of King Island during nighttime, and the only visible feature was the flashing light emitted by the lighthouse.

We arrived late in the night at the mouth of the Tamar River, so we decided to moor against the public jetty at George Town before heading down the Tamar. After a bit of sleep and breakfast in town we made our way down the river to *The XX Factor's* new home for the next 12 days. Luke the caretaker helped us into our berth at Beauty Point Marina and gave us a key which enabled us to have access to the club facilities. Luke was amazing and helped us out a lot while we were there and even lent us his car. We met some of the other competitors arriving who were very friendly and made us feel welcome. Tasmanian hospitality is amazing. Three of our crew flew back to Adelaide and three of us remained to have a bit of a break and to prepare the boat for the race.

The Race

The race briefing occurred on Boxing Day and the weather report was not promising with 25-30 kt westerlies. We were feeling positive at that point and looking forward to the challenge.

Race day arrived on 27 December and to say it was a difficult day was an understatement. Before we found out about events that occurred overnight, we welcomed a new crew member on board. Sam McGrath is the skipper of *Starpath* which unfortunately had to pull out of the race due to one of her crew having a medical episode a week before. Cheryl (Sailing Co-ordinator) tweaked our entry to enable this to take place. She was very welcome with the experience she brought and her local knowledge of Tasmanian waters.

News filtered through that there had been deaths overnight in the Sydney to Hobart Yacht Race. Initially we heard that two people had died. More information came out and we heard that one of the boats was *Bowline*. Shock and grief set in. Three of our crew had sailed on *Bowline* in a Sydney to Hobart. I cannot comment on the individual feelings of the crew but collectively we were all grieving. As we are a close-knit racing community, we all knew the crew on *Bowline* and could only imagine what they were going through.

The commencement of our race was delayed due to adverse weather conditions at the mouth of the Tamar. The postponement aimed to help the fleet avoid wind against tide in Banks Strait. The race committee had multiple meetings throughout the day, and everyone was kept in the loop with regular briefings. The race start time changed from 11:00 hrs to 14:00 hrs. Our mindset now was playing it safe and looking after each other. I knew the majority of the crew were not in the right headspace and I did have thoughts of pulling out. In the end, I trusted the crew, the boat and myself that we could do this. It was with apprehension and a lot of adrenaline that we went out into the 25-30 kt breeze. With three reefs in the main and a storm jib we did our sail past to log on. This sail configuration remained for the start of the race as we negotiated 40 kt gusts. After experiencing some delays caused by the committee boat dragging anchor, we commenced

sometime after 14:00 hrs. I was highly focused on navigating the Tamar, prioritising the avoidance of obstacles and ensuring I stayed within the channel, rather than taking in the scenery. Part way up the river we swapped out our storm jib for a number 4 jib. We did not alter that sail configuration until we were around the north-east coast of Tasmania. Despite the postponement the mouth of the Tamar River remained frightening with successive walls of water appearing. The boat and crew managed it well with Alan helming through this sea state. However, it was a great relief when we able to turn right and head along the north coast into a more stable sea state. There were mountains of water behind us most of the way along the coast. My way of dealing with that was looking forward and not back. We travelled further north than the other boats as we only wanted to jibe once to minimise risk.

Sometime though the night we jibed and went through the Banks Strait without any drama. Around Eddystone Point the winds started to moderate and one reef was taken out of the main. It wasn't until first light that the hounds asymmetrical spinnaker appeared. Once that was up, we did some flying down the east coast and made up a lot of ground. That was fun and you could not have wiped the smile off my face when it was my turn at the helm. I even broke out into song briefly (*Surfing USA*). The crew overall were travelling well, with some seasickness but manageable. We tried to say off the coast to keep in good winds. Inevitably, we had to go nearer to the coast as we approached Maria Island. Tasmania lived up to its reputation of four seasons in one day with everything from 25 kts to 5 kts, sunny conditions, stinging rain and a thunderstorm thrown in. Reefs were coming out and then going back in. Several of the leading participants experienced a lull in activity while navigating the inside passage around Maria Island. We were lucky and had only a few brief periods of no wind. Maria Island is beautiful. The chopper chose this occasion to come out and take some photos of us. No reefs and the number 2 jib made an appearance as we glided along the inside passage.

Hippolyte Rock was visible in the distance just before sunset. Breeze was building again so one reef and number 4 jib made an appearance again. The phosphorescence in the water was spectacular that night. The dolphins that emerged were covered in it, giving them a magical appearance. Another spectacular sight was the dark loom of Tasman Island against a star-studded sky.

Storm Bay did not bring any storms but did bring an uncomfortable sea state. We were beating up the bay and experiencing numerous boat slams. A few times I felt myself elevate off the bunk. As we rattled and slammed our way up Storm Bay the sea state eventually eased to a smoother ride. No becalming for us as we made our way into the Derwent River. Breeze was about 20 kts. The chopper made another appearance not long after daybreak and took some more photos as we were tacking up the Derwent. The finish line was in sight. *Meander* with Andrew Geytenbeek, and friends and family of the crew were there to greet us and cheer us over the line.



At the start in the Tamar River

A warm welcome awaited us at the dock, with friends, family and staff from the Derwent Sailing Squadron all gathered. Champagne corks were popped, pictures were taken, and Willie Smith Cider and Cascade beers were exchanged. We came a respectable 5th over the line out of the 11 starters. I was proud of my crew, the boat and what we had achieved.

We had a few days in Hobart and most of us were there to cheer *Audacious* as they came in from Sydney and ultimately *Inukshuk* who made it in before New Year. Also, we did mundane but necessary things like cleaning the boat.

Our crew and *Audacious* were there to represent the Royal South Australian Yacht Squadron at the memorial service held on the 31 December in Hobart. It was very well attended by members of the sailing community. On behalf of *Bowline*, former crew members Jenny and Andrew Geytenbeek laid a wreath on the water for Nick Smith. *Flying Fish Arctos* was also represented and laid a wreath for their crew. Everyone had the opportunity of throwing pieces of lavender in the water. It was a simple ceremony that I thought hit the mark. There were a lot of tears and hugs all round. After a quiet drink and a toast to Nick we all shared memories of him. After that we had our presentation at the Derwent Sailing Squadron to go to. It was strange going from a memorial service to a presentation, but I was glad our team went. Again, the hospitality from the DSS and the fellow competitors was fantastic.

The whole experience was an emotional roller coaster but despite this it was a positive experience overall.

Delivery Home

Most of us, including myself, flew out of Hobart. The amazing team of Alan Dowler and Trevor Deslandes brought the boat back from Hobart to Portland. Unfortunately, both caught Covid-19 while in Hobart. This made the delivery problematic as they were dealing with the effects of the virus while trying to get the boat back. They had stops in Recherche Bay, Port Davey and Strahan. While in Port Davey, no longer infectious, fellow cruisers looked after them and invited them over for a meal. They then spent a couple of nights in Strahan before crossing over the Bass Strait into Portland. Personally, I cannot thank them enough. Both returned via car back to Adelaide. When the winds were favourable Alan and I drove back to Portland to sail *The XX Factor* back to Adelaide. We had a wild ride the first night with two reefs in the main and the number 3 jib poled out. We were absolutely flying downwind. My downwind helming has improved exponentially after this experience. Next night we had calmer wind conditions. This was lucky as we were both tired. We were both relieved to pull into the Squadron that morning and safely deliver *The XX Factor* back home.

An epic journey with great crew and a brilliant boat came to an end. Like any sailing journey there are lessons to be learned, experience to be gained. For anyone thinking about doing the Launceston to Hobart it is well worth the effort of getting the boat over there.

Here's to the next adventure!



Sailing under the storm sail

The Rolex Sydney to Hobart Yacht Race

By Seb Bohm, *Smuggler*



THE Rolex Sydney to Hobart Yacht Race is the pinnacle of offshore sailing in Australia, if not the world. This year's race proved why it is revered among the sailing community worldwide and is a must do for any avid sailor. I am no different, and since I started doing offshore races with John Mophett on *Rimfire II* at the RSAYS I always dreamt of doing the Sydney to Hobart. The lure of the chaos and spectacle of the start on Sydney Harbour, to the finish and sense of accomplishment of sailing up the Derwent River and into the cheers at Constitution Dock, are exhilarating. 2024 was my tenth Rolex Sydney to Hobart Race, an achievement I thought I'd never get to, but it did prove to be one of the more difficult races and our thoughts are with those who didn't get to make it home.

Time seems to fly by so fast these days and before you know it, it's December and preparations for the Rolex Sydney to Hobart are in full swing. I always miss living in Adelaide and being a regular at the Squadron but the excitement in Sydney is second to none in December. All the boats start appearing on the harbour for training and a lot of the international and interstate boats start arriving, which all adds to the sense of anticipation of the race. The Big Boat Day on the harbour is always an amazing day, watching the Maxis tear up and down the harbour with very few exclusion zones, meaning you can get up close to the action!

By mid-December, with all the qualifying races out of the way, the focus turns to the weather. This year was slightly different, as it became apparent quite quickly that there was going to be a lot of breeze on that first night and into the second day. Everyone was watching and commenting but the models came into line quickly and it was evident we were going to be in Gale Force winds that first night. Thankfully, *Smuggler* is a very well prepared boat and we have a fantastic crew who excel when conditions get really tough. It sets us apart from other boats and I know that when it starts getting really hairy we have the skill to be able to get through, but accidents can always happen.

The morning of the race was a beautiful day, with hundreds of people flooding the dock at the CYCA and the sense of anticipation for the race was fever pitch. We even did a live weather-cross to the Today Show from the boat, which was a lot of fun. The breeze was already building early and by the time we said our goodbyes and headed off the dock it was already gusting up to 20 kts on the harbour. The breeze continued to build as we got the main up and headed into the exclusion zone. We had a fantastic start to the race and managed to get out of the harbour cleanly, and then set the spinnaker and started sending it south! Absolute champagne sailing conditions ensued, but we all knew that the breeze was going to build to fresh, to frightening, during the night.

The breeze continued to build, and we changed spinnakers from the A2 to the A4 and then when the breeze consistently hit 30+ kts we were into the fractional A6 spinnaker. We were flying and hitting speeds close to 30 kts a lot of the time. It's the fastest we have ever reached Bass Strait and we were in the Strait around 03:00 hrs. That is when we started to hear the radio broadcasts. Firstly, we heard that the 72 footer, *URM*, had lost her mast and was approximately 8 nm ahead of us and directly on our line. This was a bit of a worry as it was pitch black and we were doing 25 kts and didn't exactly feel like doing a big gybe in 30+ kts from behind. We continued on, but it was a very nervous time hoping that we didn't happen to come across the sails and rigging which were cut away from the big 72 footer. Once our navigator told us we had passed the spot where *URM* was dismantled we were able to relax once again.

When news arrived about the disasters that had happened on other boats, a very sombre feeling came over our crew. Doing the race and the excitement of the build up to starting the race you never even consider not returning home, so our hearts and thoughts go out to the families of the two crew who didn't make it.

Once daybreak arrived on the second morning we were into the big SW front which was the reason for the Gale Force Northerlies the night before. It was tough going across the Strait with big seas and 30+ kts of wind. We were all wet and cold and knew that it would continue like this until we were in the lee of Tasmania. We were doing really well in the race, and were consistently in the Top 10. We knew we had to beat our division rival, *Caro*, and once we got to Tasman Island we could actually see them! The breeze had dropped out and we were able to sail within a couple of miles of them. Unfortunately, Storm Bay and the Derwent decided to be as fickle and unpredictable as they are renowned to be, and *Caro* managed to find some breeze and get enough of a jump on us to beat us in the division.

Overall it was my best result yet with a 5th, but we were so close to finishing on the podium overall this year! The finish was fantastic with the Taste of Tasmania crowds welcoming us in to dock warmly. My tenth race was full of ups and downs, but overall it was such an incredible experience and I can't wait to compete in the 80th edition of the Rolex Sydney Hobart Race this year!



Photo: Rolex/Carlo Borlenghi



Photo: Rolex/Carlo Borlenghi



Photo: Rolex/Carlo Borlenghi

By Sophie Bishop, Chair

As the new Chair of the SheSails Committee, I'd like to take this opportunity to briefly introduce myself. I joined RSAYS almost nine years ago, after moving from Canada to Adelaide in 2013. Since then I have spent most of my weekends at the Squadron, participating in inshore and offshore racing, including eight Adelaide to Lincolns, one Sydney to Hobart, and three SAWKRs. I truly appreciate all of the opportunities that sailing at the Club has provided me, not least being part of such a great community.

Last November, SheSails held a Women on Water (WOW) weekend. As described by Helen in the Summer edition of this magazine, the WOW format has been modified from its previous version of five weeknight sessions of training using the J24s. It now includes a combination of shore-based and on-water training over two full days on Members' own boats, as well as participation in the next scheduled Women's Series race.

There was plenty of wind that weekend, which did not deter the skippers, mentors and participants from braving the elements and heading out on the water to have a go. Feedback from the participants was very positive, with all of them interested in further training at the Club and the majority of them intending to become Members. Our goal will be to keep that momentum and enthusiasm going, and facilitate their engagement with the Club.

Thanks to the skippers involved in the Women's Series, all of the WOW participants who could make it were able to get a ride on a boat for the next Women's Series race. Unfortunately, both races that were held before the end of 2024 were abandoned due to lack of wind. Although this was disappointing, participants still appreciated the chance to go out on the water and meet more Squadron Members.

SheSails would like to take this opportunity to once more say a huge thank you to all those who volunteered their time and effort to organise and facilitate this latest WOW session, especially the skippers and mentors without whom this valuable program would not have been possible: Lloyd Cushway, Naomi Fewings, Steve Martin and Emma Watson. The next WOW weekend is already in the works with Lloyd and Steve both volunteering their time and yachts once again in March.

In early December, SheSails hosted a Something on a Friday evening with the theme of *Think Holiday. Think Water*. It was a well-attended event that filled the Dinghy Shed with around 50 people. The many presenters entertained us with stories from a wide range of activities and destinations, all relating to water of course. This session was so successful feedback suggested it should become a regular part of our program where Members would be able to share their adventures. Special thanks to our presenters: Peter and Noelene Cooling (WA



in a T-van), Steve and Anne Lewis, Helen Kearney and Helen Moody (five weeks in Africa), David and Rae Eldridge (Mekong River), Trevor and Lorraine Hamlyn (Moreton Bay and canals in the UK), and Jeanne and Colin Harrison (wide range of cruising with bucket lists). If you've got a story like theirs to share and would like to get involved, please contact any of the SheSails Committee members.

The current SheSails Committee members are Julie Bernardo, Sophie Bishop, Chrissy Gow, Jeanne Harrison, Helen Kearney, Carol Wellman Kelly, Helen Moody and Carolyn Sugars. We'd also like to welcome two new members who have joined us in 2025, Juanita Ottaway and Emma Watson.



Onshore learning during WOW



WOW participants with Lloyd Cushway on *Quarante-deux*



WOW participants with Steve Martin on *Take 5*



Incredible views of the Mekong River



Helen Moody and Helen Kearney on the Okavango Delta



Floating hotel in Moreton Bay

By Annie Wilkins, Chair



THE 2024 Squadron Christmas Party on 20 December, combined with the Friday night Members' Draw, was nothing short of magical!

From the moment guests arrived, the festive spirit was alive with a beautifully decorated Quarterdeck that set the perfect tone for the evening.

Christmas Party at the Squadron – A Night to Remember!

The event was filled with fun, laughter and some fantastic surprises that made it an unforgettable experience.

And, of course, the guest of honour – *Santa Claus* – made a special appearance, spreading cheer to all the young (and young at heart) people. He brought joy to the children, handing out carefully selected presents with a twinkle in his eye and spreading the true spirit of Christmas throughout the Club.

Another highlight was the *Christmas Raffle*, featuring an array of incredible basket prizes. From luxury items to unique experiences, there was something for everyone and the excitement in the air was palpable as winners were drawn.

The Viking Yacht Charters Members' Draw was another crowd favourite, with a grand prize that had everyone eagerly awaiting their chance to win the money. It was a thrilling addition to an already buzzing atmosphere.

The live music by Tim Seally set a relaxed yet festive vibe, with his smooth tunes perfectly complementing the evening's cheer.

The Fieldhouse Catering was top-notch, offering a delicious Christmas roast with the staff ensuring that no one went hungry. For those with a sweet tooth, the free ice creams were a hit, with a variety of flavours that had guests coming back for seconds. Overall, the Christmas Party was a flawless blend of great entertainment, wonderful food and festive fun. It was an evening where Members and guests could relax, enjoy each other's company and celebrate the holiday season in style.

A big thank you to Santa for his special visit and to the House and Social Committee for organising such a fantastic event.

It was a wonderful way to celebrate the season with friends, family and the Club community.



Sunday Music on the Deck at the Squadron – A Fantastic Afternoon!

MANY Members, families and friends attended a fantastic music afternoon at the Squadron on Sunday 19 January. It truly exceeded all expectations.

Despite the heat, the music event featured the lively and talented band T- Junction that had the crowd on their feet from start to finish. The music was a perfect mix of upbeat tunes and smooth rhythms which was age appropriate, creating an irresistible atmosphere for dancing and socializing.

The Quarterdeck is a stunning venue to hold such events, with its scenic views of the marina and the vibrant energy enhancing the experience even more.

There were plenty of people, creating a fun and welcoming vibe. It was great to see so many guests mingling, enjoying the music and showing off their dance moves. The variety of people – whether they were dancing, chatting or just soaking up the music – made it feel like a true community gathering.

The overall vibe was joyful and laid-back, with everyone enjoying the afternoon sun, delicious drinks and great company. Whether you were there for the tunes, the people or simply to enjoy the atmosphere, it was an afternoon well spent.

We highly recommend attending the next one! Stay tuned ...



Junior Development Committee Report

By Anna-Mieke Kappelle, Chair

IN November 2024 a new Junior Development Committee was formed and we haven't looked back since! The Committee is composed of myself as Chair, Phil Clark and Alex Farmer, who are also our amazing volunteer instructors on the water, as well as Jim Hancock and Johnny Hilhorst.

We've had a busy start and have some fantastic plans for the next 18 months, based around getting the kids having a great time on the water and building a life-long love of sailing! We have some specific goals to aim for, including:

- Regain our Australian Sailing training accreditation, so we can start teaching their accredited curriculum and development program
- Slowly and steadily expand the Juniors program, both into keelboats and into different age ranges
- Encourage the Juniors and their families further into Club activities such as cruising and racing
- Ensure that the Junior Development Committee is fully self-funded, through program and course fees, grants and sponsorships, and fundraising.

We have been working with Australian Sailing to regain our Club training accreditation, which means we will be able to offer the current cohort of Juniors an AS recognised certificate for their participation this summer. Australian Sailing has generously allowed us a grant to train

two instructors, both a dinghy instructor and a keelboat instructor, and we plan to add more training to this to secure our available instructor skill set for the next few years. This means we will be able to offer the Discover Sailing courses for the 12-17 year olds, and open that age range up to keelboat training on the J24s as well. We will also be able to offer some Tacker courses for the younger kids, starting with 7-12 year olds and potentially expanding to the younger Tackers over time. As we expand the development courses and the age ranges we'd love to see more kids joining the Club, both from the local community and from your families, so if you have children, grandchildren, nieces and nephews, please encourage them to come and join us. As a Club, we have so much to offer and it would be wonderful to get some fresh faces around the place.

We are been working on fundraising ideas to get the Juniors' vessels back in shape and obtain new lifejackets for them. The House and Social Committee have been very generous with their ideas and time and have shared some of their Friday Night Raffles with the Junior Committee, so a big thank you and we look forward to working closely with them on some upcoming fun.

We have also been working with the Racing Committee to have a Juniors On Board night where the Twilight boats host Juniors and parents on board during the race. Unfortunately, the event scheduled for 19 February was a blowout with 30 kt gusts, but we will reschedule this event soon!



To round out a busy summer calendar, we are having an End of Season celebration day for the Juniors, with all sorts of fun activities including some time on the J24s and the Pacers Cup. The Juniors On Board night, with the End of Season celebration and the new keelboat instructors are aimed at getting the Juniors cohort onto the bigger boats as well as the dinghies, so they can stay on as Club participants once they age out of the Juniors program. We hope that the Juniors and their families will continue to be involved and join us on the boats for a long time to come as we all work to reinvigorate the RSAYS Juniors Development Program!



75th Teakle Classic Adelaide and 2025 Lin

Photos: Dow

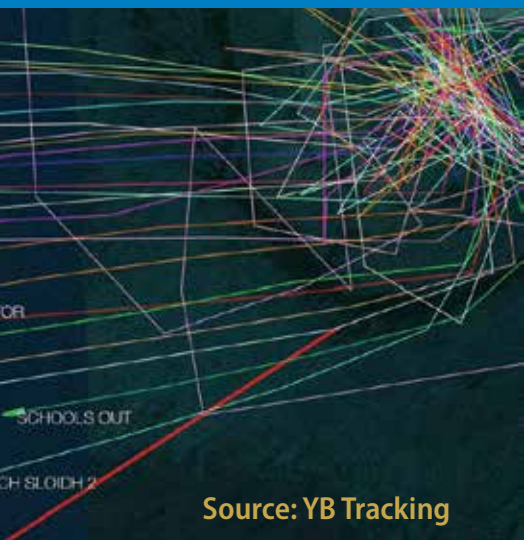


- SETTLE DOWN
- NUKSHUK
- SILENT PARTNER
- BORN TO MENTOR
- KINETIC ENERGY
- AUDACIOUS
- BAGABELLIERNA
- FRESH
- SUMMER JEWEL
- VERVE
- SHINING SEA
- ESPHIT
- BRINDABELLA
- FAPILLON
- LINCOLN MENTOR
- 3 COOL CATS
- CLOCKWORK
- THE XX FACTOR
- SINTAPA

3.26 pm



Port Lincoln Yacht Race Lincoln Week Under Sail



By Barb Adams, Convenor



What a fantastic NYE we enjoyed at Port Vincent Marina!

By Teresa Hamilton-Smith

The following boats sailed to Port Vincent:

Amarina, Antares, Aquitaine, Artemis, Crusader, First Light, Hullabaloo, Ivory Lady (represented), Koorungal, Magic Beach, More Magic, Solomon Ophir, Summer Breeze, The Tardis

On New Year's Eve we were also joined by local friends and visitors.

Everyone was enjoying themselves and cooking on the barbecue until 8.30 pm due to the excellent summer weather. There were a few British Australians who spoke about Christmas Eve in the UK where it is dark at 3.30 pm and all the houses, shops and trees are brightly lit, not just here and there as in Australia.

Then Barb brought out her hats of yesteryear and everyone adorned themselves as you can see in the photos – the laughter could be heard across the bay! We sang Auld Lang Syne at the agreed 'midnight' of 10.30 pm and shared good wishes.

On New Year's Day there was a festival in town and a fabulous air display for 15 minutes before we were treated to fireworks after sunset. It was a great weekend to bring in 2025!



Thank you Barb for sharing the hats



Showing off the hats



Miss Marple incognito



Paddington Bear



My Fair Lady



Three Musketeers



Mary Poppins



Mata Hari



Lady Gaga

Stansbury 25-27 January

By Teresa Hamilton-Smith

SEVERAL boats made their way across the Gulf on the Australia Day weekend. Some sailed to Port Vincent and Black Point, and a few arrived in Stansbury by Sunday 26 January for our annual get together.

We met on the green lawn barbecue area adjacent to the jetty car park at Stansbury for lunch. Barb and her son Martin had driven over and were waiting there with table and chairs.

After dinghies were secured and sailors came ashore we enjoyed drinks and canapés before our barbecue, and we were very happy when Phil Tassicker arrived by car with his much-loved Choco.

Our Australia Day flag was flying and it was pleasing to see Squadron boats traditionally flying the Australian Flag on their yachts. CYCSA boats were also at Stansbury and our CYCSA friends stopped by to have a chat on their way to visit the Stansbury museum.

We hope to see you all next year.



The Passing of Oli



MANY members will have heard the sad news about the recent demise of Oli, *Sylph VI's* Ship's Cat who completed the 2023 Sydney to Hobart race.

Oli joined *Sylph* on 4 February 2019. During his time on board *Sylph* he completed two voyages to far north Queensland, a voyage to and a cruise around New Zealand and the Chatham Islands, four voyages between Sydney and Adelaide, and in 2023 he competed in the Sydney to Hobart Yacht Race. During this last event he became something of an international celebrity, bringing a great deal of joy to many yachtsmen and non-sailors alike. He has been laid to rest on the north-east bank of the basin and a small plaque commemorating his life will be placed there in due course.

Oli will be sorely missed by many, but especially by his skipper and carer, Bob Williams.

Commodore: As you will appreciate, this is a most unusual recognition of a great companion and is well earned. This is truly a one-off event and is likely to remain so until there is a pet with these credentials.



The Australian Wooden Boat Festival 2025

By Peter Riddell, *Southern Myth*

The Largest Celebration of Maritime Culture in the Southern Hemisphere



Southern Myth docked at Elizabeth St Pier

TASMANIA was founded on its seafaring past (how else could you get there) and Hobart is defined by its maritime connections both past and present (two massive cruise ships and Australia's Antarctic vessel *Nuyina* were in port during the festival). The city is literally built alongside the docks. The February 2025 Australian Wooden Boat Festival (a free biennial event) took over the port of Hobart waterfront, extending from Salamanca Place through to Macquarie Wharf, taking up Parliament House gardens, Princes Wharf, Elizabeth Street Pier, Victoria Dock, Constitution Dock and Kings Pier marina. It is a really big event in the Hobart summer calendar and this year was no exception.

Boats galore, from the very big square-rigged ships to very small craft, powered by wind, steam, fossil fuels or human power and ingenuity, both on and off the water and some more under water than was intended; diverse entertainment; a group of Japanese carpenters doing workshops; boatbuilders from the Marshall Islands; Hawaiian seafarers; a formation flying display and a big fireworks night!

New Zealand maritime history was prominent with featured vessels, interactive displays, and a collection of their country's artists and Maori and Pacific cultural groups, adventurers and boatbuilders.

Sights to behold included the Shipwrights Village, Noisy Boatyard, Maritime Marketplace, Little Sailors Village, Wooden Boat Symposium (good talks), Film Festival, Seafood Kitchen, the Waterside Tavern, music, theatre, entertainment, practical demonstrations (with a description of the act of parbuckling) and lots of food and drink. Then there was the Quick and Dirty race on the last day when young children, who had built and painted their own craft during the festival, demonstrated their sailing prowess by negotiating their vessels (or pushing and towing them if they submerged) around a course created within Constitution Dock, egged on by the large spectator crowd surrounding the Dock.

If this all sounds busy then you are correct – it was! Large crowds came from all over Australia to join locals and partake in and enjoy the carnival atmosphere.

The initial Parade of Sail was spectacular, with eleven tall ships and a flotilla of more than 200 boats, with many more spectator craft, all being blown up the Derwent in a brisk 15-20 kt SE breeze from John Garrow light to Sullivans Cove dock area, ready to be mustered into their respective berths.

Order is required to get the boats in. From the skipper's perspective, chaos might be an apt description of this activity. I mean how do you control so many independent-thinking boat owners with varying skill levels? Despite this apparent dichotomy, all went smoothly, without major incident.

Then the carnival started. *Southern Myth* was moored against the Elizabeth Street pier wall. We had a continuous stream of visitors, many looking, but some who had an in-depth knowledge of her, and memories to recount. Among them were several members of the *One and All* crew, as she had accompanied us for almost a day as both vessels headed for the festival along

the lower south east SA coast – *One and All* under power, *Southern Myth* under sail.

The following days were busy trying to take it all in: socialising, getting ideas, listening to apparently impromptu musicians, trying to see as many events and exhibits as possible, and meeting other boat owners and looking at other boats. It was diverse indeed.

Stand-outs among the boats were the Derwent class yachts: wooden 27 ft vessels, fast, low to the water and wet, initially raced from 1927 (the oldest racing class in Australia) by young sailors as they transitioned from dinghies to keelboats. They went into decline after the 1960s and thanks to sponsorship are making a resurgence through restoration by a group of Tasmanian shipwrights. They sailed the Derwent Class World Championship during the festival.

One of the featured boats was the racing yacht *Te Uira* an 1896 built 5 rater (rating based on sail area multiplied by waterline length and divided by 6000 – slightly less comprehensive than IRC and AMS). With her large gaff-rigged mainsail, long overhanging boom and topsail and immaculate restoration, she was a sight to see as she weaved through the other relatively sedately moving boats on the Parade of Sail.

And then it all came to an end on the Monday afternoon. The boats left, the crowds dissipated, the stalls and marquees came down and the docks emptied, transformed from vibrancy and fun to work and practicality.

Overall it was a great experience: in sailing there, then participating in a world class boating event, observing how tboats have evolved to those with which most RSAYS Members are familiar, and finally the camaraderie that sailing engenders.



The restored Derwent Class boats with the food and entertainment marquees between Constitution Dock and Kings Pier



Crowds viewing boats moored in Constitution Dock and one of the Quick and Dirty race contenders

By Mary Rawnsley



Commodore Alan Down, David Rawnsley and Mary Rawnsley perform the opening ceremony

THE Royal South Australian Yacht Squadron (RSAYS) proudly celebrated the grand opening of its much-anticipated Members' Workshop and Laundry Facilities on Saturday 22 February. This milestone event marked the culmination of countless hours of hard work, dedication, and collaboration from volunteers, Members, and the broader RSAYS community.



Members who inspected the workshop facilities

Located within the RSAYS premises, the workshop represents a significant enhancement to the Club's facilities. Designed to cater to the diverse needs of Members, the space is equipped with state-of-the-art tools, workbenches, and essential equipment, making it a valuable resource for boat maintenance, DIY projects and community activities.

A Community Effort

The journey to this achievement has been a remarkable example of community spirit. The project was spearheaded by RSAYS volunteer David Rawnsley, with steadfast support from his wife, Mary Rawnsley, and a dedicated team of workshop volunteers. Together, they invested countless hours in planning, fundraising, and hands-on work to bring the vision to life. The initiative also received generous financial support from the RSAYS Foundation, which helped fund critical compliance items such as signage, a dust extraction system and a shop floor vacuum.

The Grand Opening Ceremony

The event commenced with an official ribbon-cutting ceremony, presided over by Commodore Alan Down. Attendees included Members, volunteers, and supporters who had contributed to the project's success. During the ceremony, heartfelt speeches were given, acknowledging the effort and dedication of everyone involved. Special recognition was given to David and Mary for their leadership and commitment to the project.

Guests were invited to inspect the new facility, with volunteers on hand to demonstrate the workshop's features and capabilities.

A Vision for the Future

The Members' Workshop is more than just a facility; it is a testament to the power of community and shared purpose. It will serve as a hub for skills development, knowledge sharing, and fostering connections among RSAYS Members. Whether maintaining boats, learning new skills, or working on personal projects, the workshop is set to become an integral part of the RSAYS experience.

As the RSAYS community looks ahead, the Members' Workshop stands as a shining example of what can be achieved when individuals come together with passion and determination. Congratulations to everyone who contributed to this outstanding achievement!



Laundry facilities

SA Marine Mooring Network (SAMMN) Update

By David Eldridge



Battling for a Fair Go

THE South Australian Marine Mooring Network's (SAMMN) campaign to get some facilities from the \$10.5 million the yachting community has put into the yacht registration facilities levy has stalled. We have hit the Department of Industry and Transport (DIT) department's wall of inactivity and delay.

DIT, in conjunction with the SAMMN, put a submission into the government-controlled committee, the South Australian Boating Facilities Advisory Committee (SABFAC) in February 2024. On 31 October 2024 I attended a meeting at DIT headquarters to talk to the submission supporting an initial pilot project of eight high technology environmentally sensitive moorings on the northern Kangaroo Island coast. The submission was generously and unanimously supported by SABFAC. The next step was for the recommendation to be put to the Minister. I was told that we could possibly have a go-ahead by the end of December 2024. It was with dismay that we were informed in January 2025 that the DIT submission had not been forwarded to the Minister, and it would possibly be delayed until February. As at the end of February, still nothing heard.

It is clear from correspondence that our yachting/motor yacht sector of the South Australian boating community is being used as a cash cow for a multitude of other marine projects. We essentially contribute nearly a quarter of the funds into this 'facilities fund' for nil benefits. As a sector of the boating community, we are not represented on this funding committee and SABFAC are not able

to allow us to have representation on this committee as the committee composition is government-controlled. I did sense a degree of sympathy from the committee, but this is clearly not reflected by DIT and their lack of urgency.

It is important that we speak to our local members and seek representation on this funding committee.

You may remember that in August 2023 Spiros Dimas, representing DIT, told 200 people at the RSAYS meeting that he expected to have the first stages of a mooring network in place by December 2025. This appears to be an empty undertaking as we are not even close.

The DIT commissioned at their expense a comprehensive consultant's report by OROPESA (WA). This was submitted to DIT in September 2024. This very professional consultant's report highlighted a significant number of issues that had to be of concern to the SA government. Important issues highlighted by the consultant's report were:

1. The fact that SA is the only state in Australia that does not have a government controlled and managed mooring network. The report urged urgent action to establish such a network.
2. The SA state mooring regulations managing marine and river moorings were the worst in Australia by a large margin. These regulations were so inappropriate that it was suggested that South Australia starts regulations from scratch.
3. South Australia does have and continues to have issues with uninsured, unregistered vessels being moored on unregistered, unsuitable, unsafe moorings both around our coast and up our rivers. This allows derelict vessels to sink and will continue to sink with regularity with associated navigational and environmental concerns. (American River is an example)

There are two important issues:

1. Yacht clubs of South Australia, with their Commodores and General Managers, should request a meeting with appropriate government ministers to seek clarification as to the status of the DIT commissioned OROPESA report.
 - a. Where is the OROPESA report?
 - b. Has it moved out of the DIT office?
 - c. What if any recommendations from the report have been actioned?
 - d. What is a likely timetable for recommendations of the report to be actioned?
 - e. What is the timetable for the legislative recommendations of the report to be submitted to parliament?
2. It is reasonable for our sector of the boating community that we should get some infrastructure from the \$10.5 million that we have already contributed into the facilities levy account.

From where I sit the report is already gathering dust in some DIT desk drawer. To date, and to my knowledge, not one of the recommendations of this report has been actioned. Every year of delay sees another \$500,000 flowing from our boating sector into this facilities levy account for not a jot of benefit to our sector. After 29 years of waiting, I think our time is well and truly due.

We also must immediately start discussions once the pilot project is underway about the next section of moorings for the 2026 year. At this stage I have a view that we could look at upgrading all the existing moorings along the west coast of Gulf St Vincent. This suggestion needs discussion and input from a wide group of interested parties.

OROPESA Consultant's report

Commissioned by DIT and submitted to DIT in September 2024.

This report is available on the RSAYS's website with other submissions.



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

By Deirdre Schahinger



All set to explore the world

THE fur seals are back on the outer/northern breakwater providing endless entertainment for the participants and the support staff that come sailing on *Freedom* during the week. DSI now schedule seven community groups to come sailing once a month and several of the support staff have never seen the sea, let alone a seal, so the mobile phones are very busy.

The groups that offer sailing as an activity within their Day Options programs are more varied than Bedford, who now have a branch at Torrensville as well as Panorama and show their sailing clients on the website and Facebook; or Minda who were introduced to *Freedom* by a past RSAYS Member who was the team leader a few years ago.

The Lotus Project in Gawler provides a friendship support model rather than medical support which means they focus on the opportunities not the barriers, and offer sailing as a team building exercise. Lotus refer to their participants as Friends whereas other groups talk about their Clients.

On the website of Pathfinders Support Services is one young man who comes twice a month studying last year's laminated Twilight courses and as he likes no changes we leave it there, making sure we don't use it for racing this year.

The people who work in disability services know a good thing when they see one, and recently we were introduced to Campability SA as the program leader had previously worked with one of the programs that closed during Covid and saw the benefits of learning to sail for people with a disability. As the name implies the organisation usually do two- or three-day camps with youth and families but were keen to offer an afternoon sail to their clients.

Similarly, CASPA whose activities organiser used to go out with Peter and Dennis have now booked a regular time. One of their main activities is entertainment so you may hear strains of *Bound for South Australia* coming across the water on a Wednesday afternoon.

Recently we have done a couple of sails with a single person accompanied by a support worker which we have tacked on to the end of a big group, but although both support worker and client have enjoyed their sail they have not repeated the experience.

Dis-Able Sailing Incorporated is a not-for-profit charitable organisation with no government funding, relying on the \$15 donation per 'bum on seat' including staff for the running of the charity. In times of financial hardship the Squadron Foundation has generously paid the Corporate membership and we thank them very much. DSI is now supporting the Squadron by running the Members' Draw when we are scheduled.

One of the perks of being a volunteer with DSI is racing *Freedom*, so Dennis is helm on the Twilights and sometimes mentor on the Women's series when Bob is on *Black Butterfly*, and Jas helps Dennis and Peter who is visually impaired during the Twilights and Women's series. Christina sails with Bob when Deirdre is required for grandmother duties. Deirdre, who sails Twilights and Women's series with Jacquie, is secretary of DSI and says 'thank goodness for mobile phones'. Many thanks to all our support staff and volunteers!



Ooh this is the life



Keeping watch



It's much cooler in the water



CASPA Day Options crew



Minda ready to go to sea



Valuable volunteers Dennis and Peter

Idyllic Cruising Life on *Piping Shrike*

By Mike Fowler and Helen McGivern



TWENTY-FOUR years, that's how long ago we departed Adelaide aboard *Piping Shrike* in February 2001 with Helen's dog PITA for at least a year's sailing. Julian Murray joined us on the evening of our departure with a couple of bottles of champagne, wishing us well. Our loose plan was to see if we liked long term live-aboard life. The answer is in the elapsed time – 24 years!

Piping Shrike, is a 36 (or maybe it's 37) ft fibreglass Roberts Sloop, with long keel, cutter rig, Fleming Self Steering, Yanmar 30hp motor, extensive sail inventory (but now we sail with whatever size mainsail suits and a 100% headsail) and all the modern sailing aids – AIS, radar, GPS, VHF, HF (although the HF hasn't been used in earnest in quite a few years) and mobile phones. Of all the equipment the Fleming Self Steering comes out on top. From Adelaide, all the way to Indonesia it steered us, better than we could, night and day, without need for a break.

At the time Helen was the State Manager for a national computer company. That company gave Helen a year's extended leave (but subsequently kept her on the books for 16 years) and provided regular interstate work at her choosing for six month spells. Michael's company said he was welcome back at any time – but he never needed to.

While Helen handled the uncertainty of not working, having previously lived overseas

and handing in her notice a few times, Michael, on the other hand, was a little stressed – he had a job he enjoyed, well-paid and secure with quite a few benefits, and he was giving it all away.

Tasmania's west coast was a good introduction to big seas. The Macquarie Harbour entrance was something else: motoring up the Gordon River to Big Eddy was brilliant; then the isolation of Bathurst Harbour and waiting out gale after gale before getting to Huonville on the Huon River and then Hobart for almost two years. We decided to leave Tasmania then or we never would!

It was in Hobart that we both secured some work as winter set in, and the penny dropped that work and sailing are complementary – too much work: not desirable; too much sailing: same.

So began an incredible life on the sea with spells of land-based stuff. Our rules are: never sail on a bad forecast, try to avoid any deadlines for any destinations; keep the distances reasonable; get ashore and smell the roses, and if they are sweet linger longer.

We have no regrets that we could have been 'richer' if we had stayed working and that we've also lost touch with some older friends (we don't use social media other than for family). The rewards of the way we've lived our life help outweigh either of those things.

Health is always a consideration but with modern communications and cooperative specialists we can be away for at least six months at a time. Travel insurance is another matter though – the older you get the more insurance companies want!

Below is the text of an email message we sent to friends at the end of 2024:

Upon returning to *Piping Shrike* at the end of 2023 we found that a family of termites had taken up residence during our six months back in Australia. They have now been eradicated and remedial work has

been undertaken to fix the damage to the top of our water tanks and to get rid of their nests. Initially only one 300 litre water tank had a big nest inside. However, once it was removed the remainder of the family moved to the other 300 litre water tank. The little cuties ate their way through the rubber seals to get to the water.

Piping Shrike is fibreglass with mostly hard Australian timber inside and apparently the local termites didn't like jarrah etc. Consequently there weren't many places that the termites fancied, so apart from damaging and living in the tops of the water tanks the rest of the boat was fairly well untouched.

At the end of 2023 and for the first four months of 2024 we sailed around Krabi in Thailand and the surrounding islands. Yachts now have a 2½-year visa so there was no need to do a visa run to Malaysia: this meant we had time to sit on anchor, sometimes for a fortnight, enjoying the quiet life, eating local food (we like it spicy) and catching up with friends if they arrived at the same location.

Having more time than usual we found another new, relatively unexplored anchorage. In the four days we were there we didn't see another yacht come in or even pass by. We returned to some anchorages we hadn't been to for a few years, but after seeing the tourist crowds now frequenting them we'll give them a miss until we once again forget how busy they can get.

Mid-April *Piping Shrike* was back in the marina and we flew to Bangkok to look after two cats for a fortnight's house-sit in Ekkamai, a suburb of central Bangkok. The cats were no bother, the apartment was spacious and modern, and we shared a pool with the other two apartments.

We arrived in Bangkok just in time for Songkran (the water festival at the start of the wet season) and watched the Songkran opening procession comprising hundreds of floats and thousands of participants lasting well into the evening. We've never seen a parade of such size and quality before.



Piping Shrike in Ko Rawi, Thailand



Termite nest inside the water tank



Elephants spraying the crowd



Enjoying the Bamboo Train

Unfortunately, any relevance to reality that bus timetables might possess meant that after waiting for more than an hour we had to catch a taxi home.

The following day we went to Ayutthaya (the Old Capital City of Thailand) by 'stand-up' train with overhead fans for cooling – a 2-hour stand-up journey but no fear of falling over, just too many people!

Ayutthaya takes Songkran really seriously. One thing you can count on during Songkran is getting soaking wet, with anybody and everybody throwing water balloons, damp flour balls, water pistols and any other means to wet everyone as a form of blessing. We didn't expect to be soaked by elephants slurping up water from containers in the back of utes and spraying us and the crowd!

After drying off from the festival the skies opened and we were drenched again, so the festival did hold true to being the 'start of the wet season'.

From Bangkok we flew to Phnom Penh, the capital of Cambodia, for four days. Phnom Penh is a bustling city with a total absence of road rules ('don't kill anyone' seemed to be the only apparent rule).

We were pleasantly surprised that our villa was much nicer than it looked online. We were greeted with a perfumed hot hand towel to wipe our sweating brows, peppermint tea and a small delicacy – before finding we had been taken to the wrong place!

Our own villa, while not so elaborate, was owned by a woman who had escaped as a teenager via Vietnam. She survived the Pol Pot regime and was able to talk about her experiences, most of which were frightening and left us dispirited that people can do such things to others.

We felt compelled to visit the Toul Sleng Prison (S21) and the Killing Fields to be reminded that these atrocities are still happening in many places in the world, and only ended in Cambodia in 1999. In the four years of Pol Pot's rule (1975-1979) a quarter of the population was tortured and killed, many by neighbours



Angkor Wat in Siem Reap

obeying the regime knowing they would be killed if they disobeyed.

On a lighter note we spent a day volunteering at the Sun and Moon Bear Sanctuary that looks after the Sun Bears and Moon Bears that had been saved from their captivity in small cages where their bile was drained regularly for medicinal sale.

Our next stop was Battambang for four days. Battambang was the cultural centre of old Cambodia and the populace was consequently targeted by the Khmer Rouge. Thousands were killed and the town has not been rebuilt to the extent of Phnom Penh.

The main road is sealed with most other roads being dirt that are watered down each day to reduce dust and keep the town a bit cooler, but as a consequence the streets are turned into mud.

We took the tourist Bamboo Train, which runs for approximately 6 km, travelling on a flat tray on train wheels (an engineering marvel) at speeds of 35-40 km/h hanging on to the front of the tray. At the end of the track we got off while the rail cart was picked up off the carriage wheels and turned around before whizzing back again. The train line had originally been used to transport grain, villagers and Pol Pot's army to Phnom Penh, but changing times mean tourists now pay to hang on and hope for the best.

In Battambang we hired Sam, a tuk tuk driver, for a half-day tour (no temples and avoid the top tourist spots we stipulated) to see locals living their lives, including watching the owner of a one-man brewery making alcoholic palm juice in the morning to sell to his neighbours in the afternoon – it was pretty drinkable in the morning too, watching and tasting sticky rice being made, seeing how the rice paper used for rice paper rolls was made, and trying Cobra rice wine – with snake still intact in the bottle.

There is a sponsored art gallery in Battambang that is used by four men who had been tortured by the Khmer Rouge and were still experiencing PTSD. Their art was very dark and depressing but a couple of the artists were slowly recovering through

their art. A contrast was the Loeum Lorn Gallery which had lovely bright art work.

At the beginning of our final four days we took a taxi to Siem Reap. Of course the attraction in Siem Reap is Angkor Wat. We hired a private tuk tuk at 0500 hrs to watch the sunrise. It was a pity that the sun didn't come up until 0630 hrs – we could have stayed in bed a bit longer. Our driver took us to another four temples including the famous Ta Prohm where we believe the movie Temple of Doom was filmed. It's very easy to get 'temped out' – in the last temple the driver took us to we hid from the driver behind part of the temple and reappeared 30 minutes later looking impressed.

Siem Reap has a very interesting Artisans Gallery where young unemployed people learn trades such as wood work, stone carving, silk weaving and painting. Phara Circus is another initiative for the unemployed youth to become talented acrobatic circus performers and the acrobatic performance we saw was breathtaking. The theme of the circus was re-enacting scenes from the Pol Pot war and the aftermath.

We departed Siem Reap from the very large Chinese-built airport (we believe it's a Belt and Roads initiative). For such a vast airport ours was the only plane scheduled to leave for the entire morning – checkin was the quickest for any airport that we've been to as we were a bit early and the staff had nothing to do. We also had the undivided attention of all the Chinese staff manning the multitude of well-stocked duty free shops, but with no clients. The original airport was only 7 km from town but this establishment is over 50 km out and it was very hard to see the sense of it.

May was spent back in Krabi tidying up the boat and getting ready for an end-of-the-month departure to Australia to visit family and friends, as well as for health checkups and touring. December 2024 and we're now back in Krabi – time to start working on the boat to get ready for this sailing season.



Senior Member Profile – Robert (Bob) Lawson

By Barry Allison

This is another in the series of articles by Barry Allison recounting some of the many and varied adventures of our Senior Members of the Squadron. This time we review the very extensive yachting experiences of Bob Lawson who has been a Member since 21 August 1968.



Sailing Club and built his first boat – a Rainbow Class which was named *Robbie*. After several years on the Port River, Bob decided to look to wider horizons and discovered the RSAYS. In the 1960s there was a strong fleet of Dragons sailing from the Squadron and skippers were always looking for crew. Milton Blake owned *Fafnir* at this time and approached Bob to be a crew member on the sheets with Richard Baumann up front. This was great experience with plenty of close sailing with many top skippers, so Bob decided to join the Squadron on 21 August 1968. He sailed for four years on Dragons, and he remembers the characters of those days – Dave Morphett, Laurie Deacon and Tim Williams to name a few, and also the introduction of the first fibre-glassed hull of Rick Baker's *Sapristi*.

After the exciting years in Dragons, Bob joined up with Dick Fidock on his new 'butter-box' *Cedalion* – one of three such hulls built at this time and Bob crewed with him for several years. However, Bob's work as a fitter and turner and administration positions with F.T. & B.I. Thompson and Son demanded some long stints away from home. He was the Project Manager for the new railway line from Tarcoola to Alice Springs, and this kept him away from the yachting scene for several years – although he did manage to fit in some weekend yachting.

Dick Cavill bought an S&S 34, named her *Morning Mischief*, and sailed her very successfully with Bob and his fellow crewmen at the Squadron. Dick Fidock was very impressed with this craft and began looking around for a similar yacht. Eventually Dick Fidock bought *Morning Hustler* from Western Australia and the crew who had been crewing for Dick Cavill transferred across to *Morning Hustler* with a Sydney to Hobart race in mind. Bob, with his mates Richard Baumann and Ian Truelove, was offered crew positions with others and went on to compete in the 1971 and 1973 races. The 1973 Sydney to Hobart race attracted a strong fleet of ¾ tonners so a division was established for this race and *Morning Hustler* won first place in this division. So regular races aboard *Morning Hustler* became the pattern for the next several years.

Sailing in these years was very competitive with close racing between these craft, and competing in a Sydney to Hobart race was considered the normal pattern of a sailing year. Bob was fortunate to have sailed two of these races with Dick Fidock, and was

also selected to crew on Dick's new yacht *Kestrel*. She was a one-ton craft designed by his son-in-law and was very competitive. His third Sydney to Hobart race was with fellow crewman Richard Baumann.

After all of these exciting years in other yachties' large boats, Bob decided that it was time to purchase his own yacht, so in 1976 a 24 ft Farr 727 was selected from the Western Australia fleet, and she was shipped across to Adelaide to join the Squadron's Junior Offshore Group. She was named *Aud* and was crewed by the family. A minor modification had to be made with lead being added to her centreboard to pass the self-righting requirement. *Aud* was later sold to a buyer in Darwin and was renamed *Fraud!*

A challenge then was to build his own boat so Bob purchased plans for a Young 88, and seven years later in 1987 *Teradita* was launched. Building this craft required many hours of detailed wood work and a knowledge of electrical wiring and engine mounting skills.

This yacht provided several years of racing in Division Two with his family. His two daughters crewed over these years, but his younger daughter Tracey discovered horses and drifted away from the sailing scene. Tamara was the keener of the two and did sail with her Dad over many years. One of Bob's crew at this time was Gary Sinton who took a particular liking to *Teradita* and eventually bought her from Bob in 2000. Gary continued to successfully race her in Division Two races with CYCSA over the next few years.

BOB was a country lad growing up in the wilds of Karoonda and moved to the city with his family in 1955 when 15 years of age. His first contact with the sea was in joining the 2nd Enfield Sea Scout Troop and he always remembers the great times experienced at the Outer Harbor Sea Scout hut when the Scouts would venture out into the unknown waters of the Port River in the clinker-built 16 ft gaff-rigged training boats. (This building is still there but sadly is not used much these days.)

He remembers well the ex-Navy Scout Master, 'Choc' Healey, who knew how to motivate young lads and this spurred Bob on to a greater interest in the sea. Bob's first boat was for a short period in a Yachting World Cadet – now known as the International Cadet Class and sailed worldwide. The Squadron had a large fleet of YW Cadets in the 1950s and 60s and helped train many of today's yachtsmen and women. One event still clearly in his memory is an occasion on a Sunday afternoon at the Holdfast Bay Yacht Club Regatta when competing with other Cadets. Approaching a course mark, he remembers a 20 ft Yvonne catamaran bearing down on him and the skipper wildly yelling for him to 'get out of the b....y way'. He later learnt that the skipper was none other than David Morphett on *Vixen*, who was to become well-known for his exceptional yachting ability in Dragons and Division One racing. This spurred Bob on to bigger and more exciting times, and he became involved with the Port Adelaide



Denise and Bob with *Teradita*

Senior Member Profile – Robert (Bob) Lawson



Whisper on the North Bank hardstand

One interesting project that Bob undertook in the early days was to purchase a retired Heavyweight Sharpie from the Brighton and Seacliff Yacht Club and to build a trimaran, using the Sharpie as the main hull. However, this proved impractical and did not eventuate. Bob eventually loaded her onto a trailer and took her to the Wingfield dump.

Today, Bob is happily retired and is living with his partner, Audrey. Sadly, Bob's wife Denise died from a brain tumour in 1999. So there were many years where Bob was on his own and happily spent time on his catamaran *Whisper*. She was bought in Queensland and was sailed around to the Squadron – part of the voyage was with crew and other parts just on his own. *Whisper* was parked on the northern side of the Squadron basin, and when not at sea provided some accommodation and boat maintenance for Bob from 2007 for the next 15 years. Bob has maintained membership for all of these years and has supported many of the Squadron's projects.

We wish Bob and Audrey many years of good health and happy memories.



Mini Globe Race Update

By David Ingleton



DAN Turner left Antigua on Leg 1 of the Mini Globe Race on 23 February and has just arrived in Panama. Dan was escorted by Mark Sinclair in *Coconut* for a while.

His forestay has come undone inside the furler and a spreader is cracked and spreader problems have occurred on a few boats. They are going to lift all the boats and transport them across to the Pacific side so there will be a chance to repair any damage before the long Pacific Ocean leg which starts on 8 April.





Nicholas Kevin Smith

10 August 1959 – 27 December 2024

Eulogy written by Ian Roberts, Immediate Past Commodore and skipper of *Bowline*, and read at the Memorial Service on 17 January 2025

THANK you all for attending today. I particularly thank Peter Gothard, Rear Commodore of the Cruising Yacht Club of Australia, for travelling from Sydney to the Squadron for today's memorial service.

I thank Nick's family and all of his friends and associates for trusting the crew of *Bowline* to organise today.

I also acknowledge all of the skippers and crews from the multitude of boats that Nick sailed on who are all feeling his loss as acutely as those of us from *Bowline*. There are too many to name individually, but I thank you all for being here today.

The number of you here is a testament to the popularity of this wonderful self-effacing man.

In considering what I was to say today, I had people suggest a myriad of thoughts and expressions from poems, songs, or simply quotations.

Those of you who know me, know of my love of music of all genres and particularly country music.

So in considering where to start I am reminded of the opening verses of the song *The Dance* sung by Garth Brooks:

**Looking back
on the memory of
the dance we shared
Neath the stars above.**

**For a moment
all the world was right
but how could I have known
that you'd ever say goodbye.**

**Now I'm glad I didn't know
the way it all would end
the way it all would go
our lives are better left to chance
I could have missed the pain
but I'd have had to miss the dance.**

The dance in this instance is all of the fabulous experiences both myself, my crew and all of us shared with Nick. We are all 'in pain' but we would never have missed 'the dance' for anything.

It is somewhat ironic that Nick, who was such an intensely private man, and who left a very small footprint or shadow on the world during his life, is being honoured on the national stage.

He deserves nothing less.

For those of you who may not know:

Nicholas Kevin Smith was born on 10 August 1959 in Sheffield England and came to Australia on 18 February 1971.

He is survived by his father Peter Smith and sister Carolyn Gibson, together with his son Sean Smith and daughter Belinda Smith.

He worked for Telecom/Telstra and subsequently Optus for a short period prior to his retirement.

What does one say about the person whom I have sailed with for at least 6,000 nm and some of my crew even more? He has crewed on *Black Butterfly* and *Blue Diamond*.

He was always first up for a watch change, he was the best electrician on the boat, he always knew where every food stash was, and delighted in playing games with whoever was responsible for re-victualling the boat to find where their secret stashes of lollies, fruit, biscuits or cake were. Just ask Jenny Geytenbeek or Mel Bushby of his impish behaviour when it came to food on the boat!

On *Bowline*, Nick was known as the Seagull or Jonathan (as in Jonathan Livingston Seagull) – as he was always nibbling or eating on something. Always before each watch he would refill his wet weather gear pockets. If ever the diabetic-causing snakes were 'lost' Nick knew where they were!

He was also known as the meerkat ... he would regularly pop his head out from the companionway with a cheeky grin from ear to ear checking the status of the boat, the weather and the course.

All these quirks should never disguise the consummate sailor and crew member that he was.

He was a mentor to all on *Bowline*. With an upbeat chirpy voice he would shut down any potential whinge or negativity before it even started. Suggestions of kneepads for sore knees, how to wrap a winch, or simply trim a sail – at all times with good spirits, Nick was there for you.

If he said he would be available, he always was. Always punctual and organised – nothing was too much trouble.



Bowline Crew

Front Row: Ian Roberts (skipper), Melanie Bushby, Troy Mohler
Middle Row: Paul 'Banjo' Greaves, Peter 'Hutch' Hutchison, Nick Smith, Paul Senior,
Anthony 'AJ' Pennington
Back Row: Reid Bosward



Nick and Anthony

He was the owner of many hats from his multitude of volunteering activities and he delighted in showing up in the newest hat. When asked what show he had seen on the Fringe he was able to say 'most of them' because he had worked out that by volunteering for the Fringe he could get free bus rides into the city and watch the shows of his choice, all the while under the guise of being a volunteer usher or ticket seller. Nick knew how to suss out a 'bargain'.

He thoroughly enjoyed volunteering for the Solar Challenge which appealed to his technical side.

All on *Bowline* have favourite memories of Nick as I am sure do all the other crews of the yachts that Nick sailed on.

My favourite is when we went through Hell's Gates into Macquarie Harbour on our cruise back from the first Sydney to Hobart race that we did.

Navigating from a tablet which all on *Bowline* know as *Viagra* (because it is small and blue) he was able to ensure that we kept course as we navigated through the very narrow opening into Port Macquarie against the tide by deft hand signals, pointing port and starboard through the very narrow opening that is Hell's Gate – all the while with a grin from ear to ear.

This just exemplified the complete confidence he had as a navigator and the trust that I had in him as a navigator.

Wherever *Bowline* ventured Nick seemed to know somebody, and asking him to get anything from the clubhouse at the CYCA in Sydney was always fraught given that it would take Nick a long time to make his way down the marina as there were so many people who knew him and would stop him for a 'chat'. He revelled in it.

After arriving in Hobart at the end of the race it was always compulsory to visit the Customs House Pub. Nick knew so many people from his sailing ventures, whether they were in Hamilton Island or up and down the East Coast, that to rescue Nick without him being completely drunk was an achievement. Not normally a big drinker he would get caught up in the moment with so many people plying him with alcohol, and it made for a very funny time because normally no one saw Nick any worse for wear.



Nick and Reid

He loved a good party and always joined in wherever we went – be it Sydney, Hobart, Port Lincoln, Portland or even Kangaroo Island.

Nick was somewhat of an English gentleman, and I can say that I do not ever recall hearing him swear or raise his voice in any form of anger. This is not to say that he did not have opinions, he just knew how to succinctly express them.

As skipper I often 'hot bunked' with Nick when he was on the 'other watch'. It was reassuring to know that he was on the other watch because nothing would be left to chance, and I could grab a sleep knowing that the boat was in very safe hands. I am sure that all on *Bowline* shared the same sense of security when Nick was on board.

He was always very tidy and organised, even to the point of having his electric razor on board. Invariably he was the neatest on board after a few days at sea.

Charged with setting up a completely new set of B&G sailing instruments after he had led the installation process on *Bowline*, nothing was too much trouble for him. I'm sure he loved the challenge of being able to extract from the suite of instruments information that previously we did not even know we could obtain. It seemed there was not a week when he had not thought of some new application that the instruments could provide to us.

Never one to take an unnecessary risk Nick was fearless on the boat, and if something needed to be done immediately he was able to accurately assess the problem and implement its fix before many on the boat had even reacted.

He never shied away from heavy conditions and rarely was seasick.

I am sure that he brought these skills not just to *Bowline* but to every boat that he sailed upon.

A veteran of the Clipper race it was only when pressed that he talked of it, and even then it was not the sailing aspect so much as the social aspect, such as when he was in New York on one of the leg's stopovers.

I know from discussions with him that he loved his time during the winters when he would travel to Queensland for the annual series of races, including the Hamilton Island regatta



Paul, Mel and Nick

and the other associated regattas such as the Magnetic Island and Airlie Beach regattas.

I am sure that his fellow crew from these times are equally sharing his loss with us.

His support of me personally did not just start and finish with *Bowline*. While not a political person in the Club's sphere he was always available to me during my period as Commodore of this Club to bounce ideas off, and he attended various social functions and Quarterly Members' Meetings and provided me with very valuable feedback and support.

Offshore sailing and particularly offshore racing is a very challenging sport. It is filled with glorious sunsets, and dawns of such clarity and beauty that they make the long nights on watch worth every second.

Offshore sailing is not without its risks and it is not for the fainthearted; however the friendship, support and camaraderie among a good crew is an experience second to none, and when coupled with the achievement of sailing a lengthy distance over the ocean or in an exciting race it is unparalleled.

Nick knew the highs of that experience and he, along with all of the *Bowline* crew, also knew of the risks that we all face every time we set out to sea.

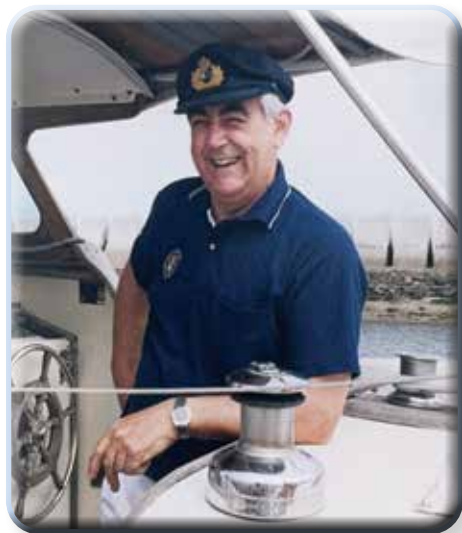
I am sure that Nick who spent so much time on the water would want us to remember the great times that we have shared with him and acknowledge that he passed doing something that he truly loved.

Nick, notwithstanding the 'pain' of today we would never have missed the 'dance'.

Please make sure the boat is rigged and ready for all of us on the other side.



Troy, Nick, Paul, Mel, AJ and Banjo



Douglas Craig Kneebone

30 December 1931 – 19 December 2024

By Geoff Kneebone

DOU**G** was born in Erindale 1931 and was schooled in Sydney. He joined the army in order to fund his civil engineering degree at Sydney University, graduating in 1952. The University engineering magazine presciently described Doug as follows:

A methodical manner of tackling problems and an ability (infuriating at times) to do things his own way, coupled with a pleasant personality, ensure that Doug will always fall on his own feet.

Prime Minister Menzies announced Australia's involvement in the Korean War in 1950, the second year of Doug's civil engineering degree. When Doug graduated, he was deployed to Korea in the Australian Ancillary Unit on the 38th Parallel in support of British and Australian fighting forces. His role was constructing buildings, drainage and roads.

At 25 Doug joined Sydney Water to work on the massive Warragamba Dam project – which was to be Sydney's new water supply, notably with a capacity of four times the volume of Sydney Harbour! Doug was soon overseeing the work of 1,000 workers pouring concrete for the massive dam wall structure on night shifts. I remember his pride in recalling that after meticulously surveying a dam tunnel, the highlight was that each independently constructed tunnel end met precisely in the middle. Warragamba Dam was a real community, and we lived in the engineers' section of the town.

Doug then joined NSW Department of Main Roads in 1961. I recall him telling me that the bureaucracy of a government department was no place for him. The Department encouraged Doug to undertake a new Masters degree of transportation planning which would eventually give him the latitude to do things his own way. Meanwhile Doug built a Heron sailing dinghy and raced with me as his 5-year-old hapless crew at Clontarf on Sydney Harbour. His kids crewed for him on the usual range of dinghies well into the 1970s.

In 1966 Doug, his wife Marion, and three young children moved to Adelaide where he joined the newly-formed engineering consulting firm PG Pak Poy and Associates. 1966 was the year that Ron Kneebone won the Magarey medal for Norwood, which we felt was a good omen. With Doug as a new partner the firm became known as Pak-Poy Kneebone or PPK. Over 30 years, PPK conducted urban, transport and resources planning projects for the World Bank, Asian Development Bank and the Australian International Development Assistance Bureau. Studies included traffic management in Bangladesh and Cyprus, and rapid transport studies in Bangkok. The firm undertook a major World Bank study of Shanghai's transportation needs and designed Metro Manila's railway in the

Philippines. Locally it designed Adelaide's O-Bahn Busway, the 1985 Formula 1 Grand Prix and the entire ASER development comprising Adelaide's new Casino and the Intercontinental Hotel. Meanwhile PPK expanded nationally with Adelaide as its head office. At least two Past RSAYS Commodores worked at the firm.

When Pat Pak-Poy sadly died in 1988, in his prime at the age of 53, Doug became Chairman and also remained a consultant until his retirement and the sale of the firm to an American owner in 1992.

In retirement Doug emerged unscathed from his 80-hour-work weeks, and we all got the chance to get to know him as an energetic, jovial, engaging and generous person still in his prime. He redirected that energy to purposeful leisure including sailing, and contributing to his communities. In 1994 Doug bought a 38 ft Seven Seas Class motor-sailer yacht, renamed it *Seven Seas* and joined the local chapter of the global Seven Seas Club whose motto is 'Promote and Foster the Comradeship of the Sea'.

Seven Seas soon became one of the most active boats at the Royal South Australian Yacht Squadron with everyone welcome. For more than 20 years until seven years ago he sailed twice a week with a Wednesday crew and a Saturday crew, over that time spreading the ashes of more than a few crew members. I know quite a few people felt the loss when he sold the boat. Arriving at the Club one Saturday just as the *Seven Seas* crew swung into action for a day on the Gulf, a friend of mine said that if there's anywhere in the world that you would want to be at that stage of life – it would be on that boat with those guys.

Doug's busy life ended comfortably and contentedly in frail humility at the age of 92. He is survived by his three children – Geoffrey, Michael and Susan.



Seven Seas competing with the 18 ft skiffs at Outer Harbor circa 1999



Seven Seas in the Sail Past on an Opening Day



Doug at the stern of *Seven Seas*

FROM 1 January 2025, new Lifejacket regulations have come into force. The new regulations state that all Lifejackets (including level 50, 100, 150 and 150+ buoyancy) must now meet Australian Standard 4758 (AS 4758). Lifejackets that meet older standards including AS 1512, AS 1499 and AS 2260 are no longer acceptable in South Australia and boaters could be fined up to \$1,250 if wearing the older jackets.

A level 150+ lifejacket is generally inflatable, and once inflated it has sufficient flotation to support the body and head. Children less than 12 years of age or who weigh less than 40 kg can now wear automatically inflatable lifejackets that are clearly labelled to inflate automatically; however they cannot wear an inflatable lifejacket that requires manual inflation ie pull cord. Level 150+ lifejackets must meet the same Standards codes as a level 100 Lifejacket (see below). Inflatable lifejackets require regular maintenance and should be serviced annually.

A level 100 or higher lifejacket has sufficient flotation to support the body and head, with a flotation collar to keep the head above water. It must comply with one or more of the following standards:

- *Australian Standards* AS 4758 - Personal flotation devices classified as providing level 100 or level 150 buoyancy (or more). From 1 January 2025 lifejackets that meet Australian Standard AS 1512 are no longer acceptable.
- *European Standard* EN399-1993 Lifejackets-275N, EN396-1993 Lifejackets-150N, or EN395-1993 Lifejackets-100N
- International Organization for Standardization ISO 12402-2, ISO 12402-3, or ISO 12402-4

A level 50 lifejacket has less flotation than a level 100 lifejacket, with flotation panels front and back only, and is suitable for sailing dinghies. It is less restrictive to wear than level 100 or higher lifejacket, but will not keep your head above water if you are unconscious. It must comply with one or more of the following standards:

- *Australian Standard* AS 4758 - Personal flotation devices classified as providing level 50 buoyancy. From 1 January 2025 lifejackets that meet Australian Standard AS 1499, are no longer acceptable.
- *European Standard* EN393-1993 Lifejackets-50N.
- International Organization for Standardization ISO 12402-5.

A level 50S lifejacket is similar to a level 50 lifejacket, and is designed for high speed water sports such as water skiing and operating personal watercraft. These must comply with AS 4758, and from 1 January 2025 jackets that meet AS 2260 are no longer acceptable.

Different lifejackets are required for different vessels. These requirements for semi-protected water situations (up to 2 nm from the low-water mark of the coast of mainland South Australia and Kangaroo Island and from the banks of Lake Alexandrina and Lake Albert) are outlined below:

- In a dinghy or multihull less than 6 m long without a motor, everyone must wear a 50S, 50, 100 or higher level lifejacket at all times when the vessel is underway or at anchor.
- In any vessel 0-4.8 m long (either a sailboat with or without an auxiliary engine or a powerboat), everyone on board must wear a 50S, 50, 100 or higher level lifejacket at all times when the vessel is underway or at anchor. It must also be equipped with level 100 or higher lifejacket for all persons on board. In a powerboat 0-4.8 m long, children must wear a level 100 or higher lifejacket at all times.
- In any vessel 4.8-12 m, there is no requirement for people 13 and older to wear a lifejacket. However, children who are 12 years old or younger must wear a level 100 or higher lifejacket at all times when on open deck and the vessel must be equipped with a level 100 or higher lifejacket for each person on board.
- In any vessel greater than 12 m, there is no requirement to wear a lifejacket. However, the vessel must be equipped with a level 100 or higher lifejacket for each person on board.

This is a basic summary, and should you need more information or to check which lifejacket you need for your particular vessel, much more information can be found on the Marine Safety website, at marine.safety.sa.gov/lifejacket_requirements_tool.





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