



SQUADRON

Seamanship & Fellowship

Quarterly

Volume 39 Issue 2

Winter 2025



Royal South Australian Yacht Squadron

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Club Champion Chris Perry racing on *Nerana* in the 2022 Port Lincoln Regatta
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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DISCLAIMER

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EDITORIAL by Fay Duncan



THIS edition of the *Squadron Quarterly* continues the important role of the magazine as a valued form of communication for all Members, sharing news about Squadron matters, the excitement of social events and the sailing achievements of our varied membership.

Members have enthusiastically written articles that are always interesting and even inspiring, and which have provided a permanent record of Squadron events since 1962 and in its current format since 2006.

The magazine is a high-quality publication which is available online in its digital format or a printed copy can be purchased. The production by Roger Oaten is highly professional, and his skill in formatting text and photos adds significantly to the presentation.

The editorial team is a group of dedicated volunteers who willingly obtain and follow up articles, and I have been fortunate to be a part of that team for ten years. I have been a proof-reader for five years when Sally Metzger was Editor, and then a coordinator when Kathryn Crisell and Brigid Dighton were Editors. I admire the contribution by these Editors and all the members of the team over the years and I am grateful for their friendship and support. I have reluctantly decided to retire from the team but the publication of the magazine should continue, hopefully with increased interest and fresh ideas. Like other volunteers I have gained enormous satisfaction from contributing to the Squadron while also forming valued friendships, and I will continue to be proud to be a Member of this wonderful Club.

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From the Commodore

By Dr Alan Down, Commodore



SINCE the Autumn edition of the SQ magazine there have been several things which have happened around the Squadron which would be well-known to those who read the weekly e-bulletin. The Racing Presentation Night on 10 May was very well attended with a large number of very impressive trophies awarded to very talented sailors. Congratulations go to Kevin Kelly, the Racing Chair, and to Scott Mutton for compering this so well.

The Members' Community Workshop, which was the brainchild of David Rawnsley, was commissioned and is running well, and Members are complying with the easy-to-follow safety protocols.

The new Food and Beverage Manager, Tim Rogers, has settled into the role, and the catering side of the business has been leased out to Fieldhouse Catering (commonly referred to as George Arthur Grill) which is proving to be a success both financially and as a service to Members. The financial strain on the Club had been considerable to say the least.

The small working party appointed to continue to fix the Marina Stages 1 and 2 is slowly making progress. The project came to a halt 12 months ago through a major cost blow-out and other issues. I am still concerned that both the Ltd and the Inc entities of the Club are not functioning as originally intended as shown in their respective Constitutions. The leasing arrangement between Inc and Ltd has been helpful in restoring the Club's financial woes, and the two identities have work to do to fulfil their respective Constitutional responsibilities.

Our General Manager, Hayley Hunt, has been in office for 12 months and has practically turned our financial situation around, and once our taxation matters have been cleared, which should be soon, we will be in a much more secure position.

Members will not be surprised that the insurance for the whole marina is a major expense, but without it the Club would be in serious trouble in the event of a catastrophe. Similarly, the cost to Members for the annual subscription for membership of Australian Sailing is still high, despite a slight reduction through hardship which has affected the Club.

The traditional 'pilgrimage' to Port Vincent which took place over Easter was well supported. Unfortunately, the weather was less than ideal most of the weekend, but there was a lot of camaraderie inside the marquee which more than made up for that. The very active and well-organised House and Social Committee excelled themselves organising Welcome Drinks on Friday, the Commodore's Shout and the Mad Hatters Party on Saturday and assisting with limericks and fun on Sunday. We were very grateful to the generous benefactor who made the marquee possible and also to Joval Wines for their donation. A good number attended the Sunday Church service at St Neot's Anglican Church which was pleasing to see. The 'travelling priest', David Amery, officiated.

Members appreciated the Information Forum in February when several invited members of the various Committees spoke about their programs and plans. The overall atmosphere of the gathering was a welcome change compared with some of the meetings in recent times, and I am sure that it was well received by new and regular Members alike. The recent meeting on 9 May was just as, if not more, successful.

We were very sad to see the retirement of Rick Halliday who would have to be one of the longest-standing and most distinguished members of the Squadron. For over 40 years Rick has provided invaluable expert legal advice, not only to the Club but also to Members, often gratuitously. He is a veteran of at least 15 Sydney to Hobart races and has had his fair share of health issues over the years. He has confessed to seeing what it was like on the 'other side of the grass' as he would say!

The future of the *Squadron Quarterly* magazine has not been fully resolved as we are still looking for an Editor to carry on the sterling work of Fay Duncan who has resigned for personal reasons. She will be sorely missed after such a long and very impressive stint as Sub-Editor over the last decade or so. The SQ magazine had its debut as a Newsletter in 1962 and has had a succession of Editors, the longest period being Dr Peter Last for 13 years. A very big thank you to Fay from everyone at the Squadron.

My thanks to all who are making such a generous and welcome contribution to the Club in so many different ways.



New Members

We welcome New Members who have recently joined the Squadron

Family:

Jonathan Gilmour and Leila Robertson (*Free Spirit*)
Peter and Kylie Kasal (*Effie*)

Senior:

Kieran McKean (*Butterfly*)
Kenneth Roberts

Associate:

George Dib

Crew:

Danny Connor

Junior:

Josh Salt
Sarah Salt
William Salt

RSAYS Operations Report

By Hayley Hunt, General Manager

WITH the Squadron's financial year having concluded in April, the Office has been busy preparing our accounts for submission to both our new accountant and, subsequently, our new auditor. I look forward to presenting these financials at the Annual General Meeting on 24 July, alongside our Treasurer, Richard Colebatch.

Prior to the AGM, we will be hosting a Roast Carvery Dinner, and we warmly invite all Members to book in advance and join us for what promises to be an informative evening.

This past year has not been one for popularity in the role of General Manager – a responsibility I have accepted willingly. I recently spoke with the Manager of the Royal Brighton Yacht Club to gauge whether the challenges we've faced have been unique. It appears that many clubs are experiencing similar issues.

It has been incredibly important to bring a fresh perspective to the Squadron's financial management. This year has been vital in securing the long-term viability of our organisation. While I haven't enjoyed having to say no to certain purchases or focusing closely on Committee expenses and income, it has been essential to ensure that all parts of the Squadron remain financially accountable. Our goal is to ensure we operate responsibly and within the legal obligations of an incorporated association. Despite some ongoing 'feedback' suggesting financial instability, I am pleased

to report that this year has been a success. The rumour mill from outside the Squadron has, thankfully, begun to quieten.

Hospitality Update

We were delighted to welcome Tim Rogers as our Hospitality Manager in February. Tim has quickly settled into the role and is already making great strides in enhancing the bar offering. He has been working closely with wine and Ready to Drink suppliers to offer improved selections for both Members and guests.

Our kitchen team, Fieldhouse Catering, has brought new energy to our food service, resulting in many Members returning for lunches and dinners at the Squadron. Tim and I are working with George, Matt and Tracey to improve our food offerings. We are also introducing a refreshed winter menu in June, following feedback and reviews of Members.

Office and Administration

Mady and Matika continue to provide outstanding support in the Office. I hope you, as Members, feel comfortable approaching them for any assistance with member statements, invoices, or membership-related enquiries. They are always happy to help.

Looking Ahead: 2025/26

As we turn our focus to the 2025/26 membership year, we are placing a strong emphasis on increasing revenue streams and implementing a new Strategic Plan.



To support this, I have co-opted a small group of Members to focus on securing sponsorship for the Squadron and our Standing Committees. This is a new initiative, launched in consultation with Mieke (Chair of Juniors), Kevin (Chair of Racing), and other Committee members. Fundraising efforts will be targeted towards initiatives that directly support the Squadron's growth and enhance Member participation. It is clear that the Squadron's public image within the wider community must be improved. Thank you all for your continued support. Please stay committed to RSAYS – brighter and more exciting times lie ahead as we move into 2025/26.



RSAYS Limited Report

By Chris Mandalov, Chair

THE operation of RSAYS Limited over the past three months has been low key. Infrastructure development work is now vested in the new Infrastructure Advisory Panel (IAP) which acts for both RSAYS Inc and RSAYS Limited.

The financial position of our tenant, RSAYS Inc, continues to improve. Rent payments are up-to-date, albeit at a 50% discounted rate. We have committed to allow this discount until this coming September.

An auditor has been engaged to start work on the end of financial year audits for RSAYS Inc, but with our low turnover ASIC does not require our company to be audited. Nevertheless, the Board feels that the Members of RSAYS Limited would prefer to see an independent audit.

RSAYS Limited has budgeted for a small loss in the 2025 financial year. This is largely due to reduced rent income combined with an increase in assets depreciation for recently completed works.

Since my last report, we have appointed and welcomed Stuart Johnson to the Board. Racing folk will know Stuart as the owner of yacht *Audacious*. Stuart is an engineer with Worley, a large multinational engineering company.

This year the RSAYS Limited AGM will be held on 14 August (not 28 August as listed in the Year Book). Financial reports and AGM papers will be issued to Members in mid-July.



By Hayley Hunt, General Manager

Forum held in Perth – 5 to 8 May

Day 1 – Royal Perth Yacht Club

THE Forum commenced with a visit to the Royal Perth Yacht Club. Arriving early, I took the opportunity to explore the Club grounds and marina. I captured a number of photographs, focusing particularly on the construction of the marina, with specific interest in the design and materials used for the whalers and fenders.

The first sessions of the forum centred on industry trends aimed at promoting sailing within clubs. Representatives from Australian Sailing presented on junior development programs and pathways. The Western Australia Institute of Sport spoke about its high-performance program, and the Royal Queensland Yacht Squadron delivered two presentations outlining initiatives across the four venues they lease along the Gold Coast.

Justine Kirkjian of the Cruising Yacht Club of Australia (CYCA) provided valuable insights into the Rolex Sydney to Hobart Yacht Race, including new media rights arrangements. Channel 9 now holds the broadcasting rights, offering coverage across multiple platforms including YouTube, in contrast to the previous arrangement with Channel 7, which was limited to race-day broadcasting.

That evening, dinner was hosted by the Commodore of Royal Perth Yacht Club, featuring guest speaker Skip Lissiman – a crew member of the victorious *Australia II* team in the 1983 America's Cup. Lissiman offered a compelling reflection on the team's journey, emphasising the importance of teamwork as the cornerstone of their success. Under the leadership of Alan Bond and John Bertrand, the team underwent four months of preparation, participating in 52 lead-up races. Each of the 15 squad members paid USD \$12.50 per day, and trained in two positions to ensure resilience in the case of injury or underperformance. *Australia II*, despite a poor start in the final race, secured victory over *Liberty* – a testament to the team's belief and the innovative keel design. The evening proved truly inspiring.

Day 2 – South of Perth Yacht Club and Surrounding Venues

The day commenced with an 7:15 am departure to the South of Perth Yacht Club. After breakfast and a presentation on North Star software, we toured the facility with the Club's Sailing Operations Manager.

Morning sessions featured presentations from Royal Freshwater Bay Yacht Club, Sandringham Yacht Club (Victoria), and Royal Brighton Yacht Club. These clubs showcased substantial capital investment in their clubhouses. Sandringham Yacht Club invested in marina enhancements as part of a negotiated agreement with the government, which included provision for a public pedestrian path.

Both Royal Freshwater and Sandringham are members-only clubs with a strong focus on food and beverage. Sandringham employs a 'Sail Pass' trial, offering prospective members three visits to their dining facilities before requiring membership. Royal Freshwater remains strictly members-only. They recently completed a \$3.2 million architecturally designed dinghy shed, funded entirely through member donations.

Later, Newcastle Cruising Yacht Club discussed membership engagement strategies, primarily through food and beverage offerings. One noteworthy initiative is their practice of awarding race prizes to crews in the form of beer jugs, encouraging on-site celebration – a concept that may be worth considering for RSAYS as an alternative to individual wine prizes.

Lunch was held at Rimondo's, located at the Royal Flying Squadron Yacht Club. I had the opportunity to speak with Rimondo, the contract caterer who has been with the club for nearly five years. He generously shared insights into their hospitality model, including a strategy offering free memberships to people who book functions until the end of the financial year. If these individuals later choose to join, they receive a \$50 dinner voucher as an incentive to return. A useful concept to consider for RSAYS.

Post-lunch, a boat tour of the river included views of Royal Freshwater Bay, en route to the Swan Yacht Club. We were warmly received by General Manager Damien and his staff with freshly shucked oysters and drinks upon arrival.

A brief marina tour was followed by afternoon sessions focusing on club food and beverage strategies. Common themes included free member events, promotional food nights, and live entertainment to encourage participation. A particularly engaging session was delivered by Purple Giraffe on the use of Artificial Intelligence (AI). Many clubs now employ AI tools to draft newsletters, summarise reports, and generate visual data representations. The efficiency benefits and adaptability of AI were strongly emphasised.

Dinner featured a presentation by the General Manager of the Royal Papua Yacht Club. His talk offered a sobering perspective on operating in Papua New Guinea. He described extreme challenges, including staff carrying firearms and the club's response to the Black Tuesday riots in January. Remarkably, the club removes up to two tonnes of rubbish from tidal inflows daily. Despite these challenges, the Royal Papua Yacht Club is considered the safest location in the area, serving as a secure environment for expatriates.

Day 3 – Fremantle Sailing Club and Governance Sessions

Our third and final day began with an 7:40 am departure to Fremantle Sailing Club. The approach through Fremantle's working boatyards was impressive. A site tour included the junior sailing facilities, private dinghy storage, marina and slip yard.

Fremantle only provides slipping services and has a network of 200 pre-approved contractors for boat repairs, chosen by the owners. I observed notable differences in their support structures compared to RSAYS's cradles.

Subsequent sessions focused on governance and risk management. The Swan Yacht Club presented on their marina redevelopment,



having pre-sold 22 of 30 new berths. They secured government support by relinquishing their slipway for public green space, as the land is Crown-owned.

Conversely, several clubs have closed their slip yards entirely due to liability risks or lack of financial viability. Southport Yacht Club in Queensland, for instance, opted to close their slip yard, recognising they could not compete with nearby large-scale facilities like The Boat Works. Southport has instead invested in a new maxi yacht berth developed in partnership with the State Government. The General Manager's message was clear: *if building, build big – the returns will follow.*

The afternoon included a site tour of Royal

Freshwater Bay Yacht Club. Their significant investment in the clubhouse, dinghy room and grounds contrasted with minimal improvements to the marina and slip yard.

The final presentations came from Australian Sailing. While informative, their sessions were largely data-driven and lacked engagement. It was noted that participation statistics excluded individuals under 18 years of age, raising concerns about the comprehensiveness of their reporting. Informal discussions over dinner suggested that Australian Sailing's reputation among clubs could be improved.

The conference concluded with a summary session and closing drinks, followed by a final dinner.

Conclusion

The three-day forum was both insightful and productive, offering a comprehensive understanding of club operations in Western Australia and beyond. It also underscored the relative scale of operations at RSAYS compared to some of the larger clubs represented.

I took numerous photographs of marina facilities and infrastructure. Please feel free to reach out if you would like to discuss any aspect of the forum. The Yacht Club Managers Association Forum is held biennially and I am very appreciative of the Management Committee for allowing me to attend.



Racing Report

By Kevin Kelly, Chair



WELL the summer racing season 2024-25 has come to a close following the traditional Easter races to and around Port Vincent where participants competed for some of the Squadron's finest silverware.

The final (non-Easter) trophy race for the season was the James Howell Cup. The Racing Committee moved this race to be the final Trophy race for the season in honour of a departed well-respected member and avid racer for many years at the Squadron. This was a hotly contested race with only 33

seconds separating *Nerana* and *Outrageous* over the line, with *Nerana* picking up 1st on handicap and fastest.

The Inshore Series concluded with Steve Beaufoy on *Outrageous* 1st in Div 1 and our former Club Champion Steve Martin 1st on *Take 5* for Div 2 (by a 1-point margin). The second series of Twilight racing was won by Lloyd Cushway on *Quarante-deux* by one point from *Take 5*, in a series plagued by abandonment.

The Women's Series winner was Kaz Eaton on *Divine Madness* and the Small Boat Series was taken out by Kevin Kelly on *Passport*.

The Racing Committee conducted 86 races over the summer season. The number of boats entering each Series were: Inshore 14, Women's 7, Twilights 19, Small Boats 10 and Friday Sternchasers approx 7. Offshore races included 37 entrants (average of 6.1 per race) and Trophy races 48 with an average of 9.3 per race. After-race presentations have been well supported over the season, increasing the camaraderie between participants and supporting the Squadron Food and Beverage. Based upon the number of races, boats in races and average crew per boat, that works out conservatively to about 3,200 touch points on the Quarterdeck after racing.

I would like to thank our Race Officers, Protest Committee and Race Boat volunteers

for supporting our on-water activities. Also Roger Oaten for his work in developing the racing program and administering *SailSys*, and Peter Hutchison as our outgoing handicapper. We have several retirements from the Racing Committee this year: Janet Thornley, Peter Hutchison and Darryl Emery, along with (after many years of service to the Racing Committee) Chris Mandalov and Scott Mutton – huge thanks to these people for volunteering their time and energy to make racing successful at the Squadron.

Congratulations to our new Racing Club Champion – Chris Perry (*Nerana*).

Also, the end of season Skipper and Crew meeting was held on 2 May with approx 25-30 people in attendance. The new Racing Committee for 2025-26 was confirmed at the meeting and good feedback was provided to help support skippers with crew nominations and improve the Summer Season program.

The current Racing Committee is: Kevin Kelly (Chairman), Chris Perry (Vice Chairman), James Gordon (Treasurer), Roger Oaten (*SailSys*, program, etc), Rob Large, David Leslie, Bob Schahinger. and Jodie Roberts (co-opted).

We now look forward to Winter Racing and preparing for the next season.

Racing Presentation Night

PRESENTATION Night for the 2024-25 season was a great success with more than 100 people in attendance, including guests from CYCSA, Flinders Ports, Coast Guard Adelaide and our race volunteers.

The preparation required for the night was huge, with 34 trophies needing to be retrieved, polished, assigned the correct winners, engraved and placed in order of awards for the night. A big thanks to the House and Social Committee volunteers for putting the gloves on to polish and revitalise the precious silverware. The engraving alone took five hours to work through. We have some of the best sporting trophies in our collection and are very proud of the history they provide.

I had the honour of being MC for the evening, supported by Scott Mutton, and Jodie Roberts who also took on the humorous roving-microphone role. After my brief introduction our Commodore provided a warm welcome to our invited guests and Members and paid tribute to our sailors, and the sad loss of one of our Members in the Sydney to Hobart race.

Then the presentations got underway, starting by recognising our Junior sailors, with Jack Underwood receiving the Youth Skipper of the Year award. The Pacer Cup is an annual tradition of Juniors versus Seniors, this year taken out by Darryl (Senior) and Jack (Junior) Emery.

The Women's racing awards followed with Kaz Eaton (*Divine Madness*) achieving 1st in the Women's Series and Emma Watson (*Blue Diamond*) 1st in the Women's Keel Boat invitational. Emma was also announced as this year's worthy winner of the Eileen Hardy

Trophy for excellence in Seamanship by a female racing sailor. This was presented to Emma by last year's recipient Candice Cushway, who described Emma's contribution to racing during the season.

This was followed by Trophy presentations for Inshore, Offshore, Trophy races, Twilights and the Small Boat Series. Scott Mutton and I tag-teamed during the presentation, assisted by Janet Thornley presenting each trophy to the skippers. This became quite a logistics task as some trophies had to be represented to other skippers when awarded to Div 1 and Div 2 participants.

During the evening, an administrative error was brought to the attention of the Racing Committee regarding *Brindabella* winning Line Honours in the Port Lincoln race. This was resolved without delay and a Trophy was presented to Johnny Hilhorst for a well-deserved win.

Throughout the evening the trophies were dispersed to the winners' tables, with *Nerana* and *Outrageous* in need of additional space to cater for all of their winnings.

The Presentation Night culminated in the Club Champion award recognising the terrific season Chris Perry and his crew on *Nerana* have had, and also giving Chris the opportunity to take the microphone and humbly regale the audience on what this meant to him and how he achieved it.

A big thanks also goes to the Bar and Hospitality team for their great service throughout the night.



Eileen Hardy Trophy Winner – Emma Watson

By Emma Watson

This perpetual trophy was first presented to Eileen Hardy OBE in 1928 for Excellence in Seamanship by a Female Racing Sailor. It was rededicated in 2010 by her grandson, Squadron Member John Hardy, and presented to the best performed yachswoman.



Emma Watson (R) receiving the trophy from Candice Cushway

IMIGRATED to Australia in 2014 and until then, the only boat I'd been on was a P&O ferry across the English Channel. I'd be walking on Semaphore beach, see the sailboats out there and I'd think to myself, "I'd love to do that!" When a friend spotted an advert for the Squadron's annual Come and Try Sailing weekend in 2016, I quite literally jumped on board. I was placed on *Trieste* (Tony and Viv Foster) and the conditions were 'champagne sailing' so the gin and tonics were flowing nicely!

I learnt a lot of theory that weekend thanks to the highly experienced and patient mentors, Lisa Bettcher and Colin Fraser. I couldn't sign up as a Member fast enough, although I didn't have a ride. That changed when I received a call from the Squadron Office asking if I'd be interested in crewing for a boat that was short-handed in the upcoming Women's Series race. Of course, I said yes up for it if the skipper didn't mind me being a total newbie. That boat was a Northshore 38, and Robyn Riedel was on helm.

Mal Denton and the crew of *Blue Diamond* quickly became my sailing 'family' in lieu of those back in the UK. The support, encouragement and opportunities in that first year had me progressing from a jib-trimmer to mast and participating in the Easter Regatta. I built confidence enough to volunteer that year as a mentor for the next Come and Try Sailing, wanting others to have the same positive experience I'd had. I began flying the spinnaker and applied for my Foredeck Union permit under the steady guidance of Sarah Buckley and Dion Dauginas. At the start of 2018, I experienced

my first dis-masting and fully appreciated how essential it is to be part of a strong team in hazardous conditions.

Sailing attracts people from a diverse range of backgrounds and I've met some amazing and inspiring individuals. In addition to *Blue Diamond*, I've been fortunate to crew on *Taniwha* (I particularly recall an uncomfortable Ardrossan race!), *Stella Rouge*, *Toyot*, *Papillon*, *Silent Partner*, *Take 5* and *First Light*. On each boat I've developed new skills and knowledge, from changes in terminology and rigging, to differences in technique and trim.

My foredeck skills took a giant leap when I was invited by Janet Thornley to join her *Balancing Act II* crew competing in the 2019 AWKR. *BA II* was an 11m One Design 'wet' boat, with an outboard motor, self-tacking jib and end-to-end pole spinnaker gybe – completely different to what I knew! The conditions in that regatta were 'interesting' and we rapidly had to find solutions to unanticipated problems, like the spinnaker halyard jamming at the top of the mast so it couldn't be dropped ... oh, and another dis-masting. My experience of the previous incident helped me remain calm and resilient throughout. Although I experienced some lingering trauma, I continued to sail with Janet for the Women's Series to work out those demons, returning to AWKR in 2022 (after Covid) and again in 2023 as bow-woman on her new boat, *The XX Factor*, a Murray Burns Dovell 41. We followed up a 2022 inaugural SAWKR Division 2 win on *BA II* with a 2023 Division 1 win on *XXF*.



AWKR on *Balancing Act II* 2022
Photo Andrea Francolini

Transferring knowledge and techniques from *Papillon's* (Archambault 40) similar set up was invaluable here.

In 2024, I competed in my first Adelaide to Port Lincoln Race and Regatta Week on *The XX Factor*. The experience of sailing in the middle of the night under a moonless sky, with the Milky Way blazing above while dolphins surfed like blue-limned phantoms amongst the bioluminescent algae below was something I'll never forget!

That year, I relented to Mal's requests to surrender my safe spot on foredeck and try my hand at helming in the 2024 Women's Series and Twilight Women's Helm races. Each year, he encourages a different female crew member to give it a go, and I've watched some of them go on to skipper their own boats. I intended just to 'get round safely' but with Mal's guidance and the support from the rest of the crew, I overcame much of my anxiety and challenged myself to be as competitive as possible. By knowing the crew's experience, trusting in their abilities and delegating navigational and tactician responsibilities, I could focus simply on tell-tales, speed and angles. We ended the season AMS 1st and PHS 2nd and came away with an AMS 1st and PHS 1st for the Women's Keelboat Invitation race.

I'm immensely grateful for the opportunities sailing has afforded me. It's been key to my mental wellbeing, and I hope that my efforts to give back as a mentor and through contributions to the RSAYS SheSails Committee, are rewarded by others achieving the same.



Firing the kite on *Blue Diamond* 2023
Photo Chris Mandalov

Club Champion Award

By Chris Perry

Nerana - Best Year So Far at the Squadron



The Boat

Nerana is a Salona 38 built by Salona Yachts in Croatia in 2011 to a design by J&J and the keel design is from Jason Kerr and Jim Smith. It is 11.5m (38 feet) on the deck, of moderate beam, twin helms and draws 2.3m. She weighs about 7.5 tonnes and carries a 7/8 triple spreader rig. The lines are the same as the earlier Salona 37 which had won a European IOR championship. She is a good all-rounder but excels in the light air which is part of the reason we had a successful season in 2024/25. All the kites are asymmetric. I bought this boat because of her sailing ability, the advantage of twin helms, strong construction, sophisticated design and because her length and depth fitted my marina berth. She is very well setup for cruising.

The Crew

The core crew have been sailing together for more than 30 years when Bruce Wetherall, Greg Cates, Paul Dawe, Colin Simpson and Chris Perry sailed on Club legend Jim Howell's *Sunburst* and *Vulcan*. Steve Smyth, Govert Mellink, Stephen Miller and Samuel Edwards joined us more recently. Bruce and

Greg go back even further, having sailed on Jim's 44-footer *Bacardi* in the 1980s. We were very pleased to beat *Bacardi* over the line by 2½ minutes in this year's Port Lincoln Race. We have had many other sailors help us out from time to time over the seasons and I acknowledge the training in the mysteries of asymmetric sails by Phil Parish in our first season with *Nerana*.

Not the Code Zero

The Code Zero was the hardest sail to learn and none of us had any serious previous experience. It is a top-down furl which is a bit unusual for a Zero but undoubtedly better than bottom up as the furl is tight and of low windage. The old furler drum needed fixing to allow a quick unfurl, while the furl still requires 2-3 crew pulling hard and long on the furling line. We know what to do now and most of the time it works. At the right wind angle the speed increase is stupendous. An absolute must is to get full tension in the torsion cable and this requires a double purchase halyard and our strongest grinder. The crew hate the sail until it is up and pulling – then it becomes everybody's favourite, especially in the longer races. It was important in our winning the Plympton Cup and some other races.

Season 2024-25

The highlights for this season were to win the 75th Port Lincoln Race Overall and RSAYS Club Champion trophies. The Lincoln Race was sailed in beautiful, warm conditions with light but steady breezes and flat seas. However, things got bad as we approached Cape Donnington outside Boston Harbour. The breeze increased to well over 30 kts from the north-west and quickly blew up a steep chop. We got through it with a no 4 jib and sailed into the harbour where it went very light near the finish. The Club Champion is awarded to the boat that accumulates the most points awarded for success in all RSAYS Club races and major non-Club races. *Nerana* scored high points

in the 2024-25 Winter Series, Inshore Series, Twilight Series and Offshore Series, but did especially well in winning four of the coveted trophy races. These were the Le Hunte Cup, Plympton Cup, Reverie Trophy Race and James Howell Cup. All our kites are asymmetric and this suited the angles for many of the trophy beacon-to-beacon courses that were set this summer.

What's Next

Nerana will keep on sailing into the winter of 2025 and the season of 2025-26. We will do most of the races on the calendar because we love it! We like the challenge of sailing windward/leewards on summer Saturdays, when the boats from CYCSA are added opposition and the racecourse gets crowded. The windy afternoons are a severe test on old muscles and bones when gybing, but success in picking the right angles really pays off. We hope for less broaching and more surfing this season. Twilights are a midweek joy – I never tire of the race to the heads against canny opposition crews. Pick the right end of the line, stay off the bricks and catch Uncle Backeddy if the tide is flooding. And stay off the bricks! All power to the Race Officer if they send us up-river on a very fresh afternoon. It is a great test of sail control and timing with a downwind start. Short tacking up-river is a tough laboratory for crews and wonderful training which is hard to get in our open water racing.

See you on the water!

[Footnote: Chris wrote about Three Boats Called *Nerana* in the Winter 2021 edition of the SQ, where he described his grandfather's 21 foot *Gymea*, his 37 foot *Beneteau Oceanis* and now his 38 foot *Salona*.]



Nerana racing during Lincoln Week
Photo: Down Under Sail



Nerana's crew winners of the 2025 Teakle Port Lincoln Yacht Race on PHS Overall. (L-R): Stephen Miller, Colin Simpson, Paul Dawe, Bruce Wetherall, Steve Smyth, Chris Perry, Samuel Edwards, Greg Cotes, Govert Mellink Photo: Down Under Sail

A Day in the Life of an International Measurer

DURING the last two weeks of March 2025, I performed the duties of the Deputy Chief Measurer at the International Hansa Class World Championships at the Royal Prince Alfred Yacht Club, Sydney. The Hansa classes are specifically designed to be safe, simple and easy to sail, promoting the concept of 'sailing for everyone'.

To start with I must explain what an International Measurer is:

'A World Sailing International Measurer of Sailing is a **highly experienced race official who has two principal functions in the sport of sailing: certification control and regatta equipment inspection.** They are appointed by World Sailing to ensure that qualified specialist race officials will lead the equipment inspections/ event measurements at major Class or World Sailing events.'

Many months before the commencement of the World Championships the Organising Committee is tasked with engaging the race officials required for the event. I was initially asked if I would take on the position of the Chief Measurer but unfortunately, being a resident of Australia, I was ineligible to be the Chief Measurer but I was able to be the Deputy Chief Measurer. This required me to be quite familiar with the Class rules.

In the ensuing weeks before the championships many charter boats were sourced for the international competitors which turned out to be over 80 sailors. The final total of entrants was about 140 which was 50% more than expected.

The events official scheduled program allowed two full days to check all 140 boats and sails. This was going to be a problem! Between the Organising Committee, the Chief Measurer and myself it was agreed that the measurement/inspection process would commence three days earlier. This would also require many volunteers to move boats around.

The first day commenced at 9 am at the compound where all the boat inspections were to take place. The Organising Committee had organised many volunteers to assist with the inspections. Each volunteer was assigned a specific task: one to measure the masts, another to check the foils (rudder, dagger board keel), four people to move and weigh the hull and a scribe to record the boat's measurements. All of this team was under the guidance and control of the Deputy Chief Measurer. If the charter

boat had an incorrect measurement, it was referred to the onsite Hansa Sailing System's representative to be rectified. If it was a personally-owned boat the owner or sailor was responsible to do the correction. All these corrections were then notified to the Deputy Chief Measurer for verification.

The first couple of hours of hull, spars and foil inspection was like organised chaos but once all the issues were sorted the process went like clockwork.

Meanwhile, while the hull inspections were proceeding, the team to measure the sails was setting up in relative comfort in the upper level of the clubhouse. The method of inspecting sails is with the assistance of a template of the sail's dimensions. This was laid on a table, 5.0m x 2.9m in size. Because of the number of entries, it was required to have two tables with a template on each. Each table had a team of three volunteers, a qualified National Measurer and a scribe to record the sails details. The two teams were under the guidance of the Chief Measurer.

With all the inspections taking place at a hectic pace and because the weather was quite warm it was necessary to have refreshment and lunch breaks. Plenty of water was supplied.

Each inspection team ceased inspection at 5 pm. However, the Chief Measurer and Deputy Chief Measurers' tasks were not finished as the day's records were required to be carefully checked to ensure all the boats and sails had been verified and that nothing had been missed. Finally, at about 6 pm it was great to wind down, enjoy a beer and a social chat with some of the volunteers and maybe some competitors.

These inspections continued for the next four days and needed to be finalised before commencement of the racing program. The measurement teams achieved that. It was a very busy period.

However, the Chief Measurer's job did not finish after all the inspections. They are tasked with ensuring that the sailors make sure their boat and sailing complies with the class rules at all times during the regatta. This requires daily walks scrutinising the boats and observing the sailors on the water during racing. If an issue is notified to the Chief Measurer it is generally settled amicably with the sailor.

Being the Deputy Chief Measurer at a prestigious World Championship is quite rewarding.



Part of the Hansa Fleet at RPAYC



Deirdre Sail Measuring at RPAYC

By Diane Myers, Chair



THE RSAYS Foundation Trustees meet approximately every two months to consider applications for grants from Members and Committees.

At its last meeting the Trustees approved a grant to upgrade equipment for the Juniors, who are the future lifeblood of the Squadron.

Our next meeting will be held on Saturday 14 June. Please lodge applications well before that date so that we have complete details of each proposal and can consider the merits of competing applications.

The e-bulletin sent on 1 May included a link for Members and Committees to access the newly-revised form for grant applications. For convenience it is included here

<https://www.rsays.com.au/foundation>

Alternatively, refer to the Foundation on the Squadron website.

As we near the end of the current financial year please consider making a donation to the RSAYS Foundation. Significant projects enhancing the facilities and training at the Squadron have been possible thanks only to the generous support of many of our Members.

Tax deductible donations can be made via the Australian Sports Foundation, which charges a small handling fee. Please refer to the Foundation on the Squadron website for further information about the projects to which ASF donations can be made.

Non-tax deductible donations can be paid direct to the Squadron Foundation bank account by contacting the Office.



Memorial Wall

BY Robert Henshall

FOR many years my brother David Henshall, Past Commodore and Life Member, had the idea to build a Memorial Wall near the Squadron Clubhouse. He believed the wall would be a fitting way to commemorate past Members of the Club and David's plan was finally accepted by Management.

The area agreed upon was just south of the Clubhouse. Close friend, John Butterfield, led the project and was willingly supported by others who donated their time to bring David's idea to fruition. A handsome wall replaced an old chain mesh fence, and garden space with pathways was developed. The whole exercise was completed by March 2019 and was officially opened by David's family in May the same year. The garden area is maintained by the Seaweed Garden Group.

The Memorial Wall is a way for families to leave a tangible memory for past Members' involvement with the Club. The existing plaques on the wall are indicative of this. If you are interested in further details about how to place a plaque on the wall, the Squadron Office can assist. They will be able to advise size and shape of the plaque, where on the wall it can be placed, and how to progress your commemoration. There is no restriction based on the length of membership of the person or people being commemorated.



Junior Development Committee Report

By Anna-Mieke Kappelle, Chair

THE end of the Summer Season saw exciting times for the Juniors Committee, with more to come as we head into winter. Our Juniors-on-board for a Twilight race was originally rescheduled due to excessive wind, and then the next rescheduled Twilight race was cancelled due to not enough wind! But the boats still took the Juniors out for a float around, and a good time was had by all.

We had the end of season Celebration Day combined with the Pacer Cup, where the Juniors got to take part in a range of on-water fun, including experimenting on the J24s, then took part in a vigorous race of Juniors versus Seniors on the Pacers. Darryl kept his Pacer Cup champion streak going, accompanied by his grandson Jack, and the weather was absolutely perfect for a great day on the water. After the Pacer Cup the Juniors were presented with their certificates, which are recognised by Australian Sailing. We were very pleased to have a great summer of sailing wrapped up for this cohort of Juniors, ready to brainstorm and plan over winter, and bring an even better program forward next summer!

Part of our winter preparation is getting at least one of the J24s completely repaired and looking fresh again. This will take a few days and much labour, so if anyone is keen to help out please register with the Squadron Office. It would be great to have a couple of busy-bee days and get all the boat jobs done as a team! Thank you to Kingsley Haskett, who has been steadily working on the Pacers and has made excellent progress there, doing repairs which have added two Pacers to our pool of working boats. Kingsley has also been repairing the Pacer jinkers, thanks to funds for new tyres

for the Pacer and J24 jinkers from the RSAYS Foundation, so we will be able to move them in and out of the water much more easily.

The RSAYS Foundation has also generously granted us some funds for new lifejackets (to meet the updated codes), and along with Australian Sailing have granted us funds to train some new Instructors. This training will take place over winter, ready to offer expanded Pacer training and Junior Keelboat training on the J24s. We're really pleased to be able to offer these updated and new programs, so the Juniors can feel confident and excited about dinghies as well as the bigger keelboats, and hopefully be keen to join some of the Club racing and cruising vessels as well.

We have been focusing on fundraising as the summer season closes. You may have seen our 'Eat Sleep Sail Repeat' jumpers for pre-order, and a big thank you to everyone who has purchased one. Squadwear did a great job making them and we're really happy with how they have turned out – we'll do it again next season! A huge thank you as well to Johnny and Brigid of *Brindabella*. Johnny is one of our Juniors Committee members and they generously donated their time and vessel to do a fundraising cruise in May. Tickets sold out and the weather was absolutely perfect, so it was a magnificent afternoon on the water! Many of the Juniors also joined us and had a great time – we even had our Instructor Phil Clark and one of the Juniors parents (who is a regular Wednesday racer) help out crewing. This cruise was followed by a presentation from Bob Williams about his solo sailing adventures, which sparked many interested questions from the Juniors. After dinner, the Juniors headed upstairs to watch the Youth Skipper of the Year



Trophy awarded at the Racing Presentation Night. This year the award went to Jack Underwood, one of our enthusiastic and committed Juniors who is becoming a really good sailor, and will in fact be joining us as an Instructor next year.

Our other fundraising effort will be the ongoing Bottle and Cans Recycling bins located at the bottom of the ramps leading down to the Marina. Any bottles and cans placed in these bins will be taken to Scouts for their 10c refund, and that will go into the Juniors budget. Every little bit counts and we have projects in mind for it all!

Our Juniors Committee and volunteers, including our dedicated volunteer Instructors, have been busy and will continue to plot and plan and prep over winter. Thank you to them all – a Club is only as strong as its volunteers and we couldn't do this without you! We look forward to kicking off another great summer of sailing soon ...



Juniors about to enjoy a cruise on *Brindabella*



Winner of the Youth Skipper of the Year Trophy Jack Underwood with Alex Farmer (L) and Phil Clark (R)



Sophie helming *First Light* in a Twilight race

By Annie Wilkins, Chair



Easter Regatta 2025 – A Weekend to Remember!

Although the wind may have cancelled the racing schedule, it certainly didn't dampen the spirit of our Members who turned out in full force to enjoy a weekend of fun, friendship and festivity.

The marquee became the heart of the action, buzzing with laughter, lively conversation and a strong sense of camaraderie. Members, friends and families gathered to reconnect, meet new Members and celebrate the Easter weekend in true Club style.

The highlight of the weekend was clearly the Mad Hatters Party on Saturday night – an unforgettable evening of creativity, laughter and mischief! Everyone embraced the theme of fun and outrageous home-made hats, dancing well into the night to the music from DJ Tim Seeley.

A huge thank you must go to our Commodore, Alan Down, who carried out his duties graciously and willingly, attending and reading at the church service on Sunday morning together with Christine Henshall, then serving a celebratory drink to Members at the Commodore's Shout. He was also called on to give the occasional impromptu speech throughout the weekend!

Another highlight was the House and Social Easter raffle which featured three very impressive Easter baskets plus a mystery prize. Thank you to the Members who donated a prize. Congratulations to the Easter basket winners: Lorraine Borg, Alana Francis and Tomas Golej. David Rawnsley won the mystery prize which was a 600g Haigh's Easter egg!

Thank you to our generous sponsors who made the weekend possible and the ever-dedicated House and Social Committee for organising such a fantastic event. Special mention to Race Officer Mal Denton and marquee director Bill May for their tremendous efforts over the weekend.

Although we missed the thrill of the racing, the Easter Regatta proved the spirit of the Club isn't just in the sailing, it's in the Members who make it so special. It was certainly a celebration of community, creativity and Club spirit!

Here's to many more weekends like this one!



THE annual Easter Sailing Regatta at Port Vincent was a weekend to remember, nothing short of a triumph! More than thirty Squadron boats attended, despite the forecast gusty weather conditions.

Saturday's scheduled races were cancelled due to winds well above safe limits, with Sunday proving to be only marginally better. While this was disappointing for competitors, safety remained the top priority for race officials.



Mal Denton presenting the PFL Hussey Memorial Trophy to David Leslie (*Koko*)



Raffle Prize baskets



Mal Denton- best Easter hat



Alana Francis - Raffle Prize winner



Tomas Golej - Raffle Prize winner



Mystery Prize winner David Rawnsley with Noelene Cooling, Jo Kloche and Bill May



Chris Henshall - best Easter hat



Mark Dimech on *More Magic* - the longest snook



HOUSE & SOCIAL PRESENTS
FREE MEMBERS EVENT
SATURDAY
19TH APRIL, 2025

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SPECIAL PERFORMANCE
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By Sophie Bishop, Chair



THE Committee's calendar for the month of March was jam-packed. They don't call it 'Mad March' for nothing! It seemed that despite our plans, the weather had different ideas which caused many of our events to happen all in the same week.

It started with the Women's Helm Twilight Race planned for 5 March, the same week as International Women's Day. However, a strong wind warning saw that event postponed until the following Wednesday, 12 March instead. By all reports, it was still quite a windy race with plenty of action and waves drenching the crews. Sounds like another great day out on the water!

On Friday that same week, SheSails hosted a Something on Friday presentation by Bob Williams titled 'Evolution of a Solo Sailor'. Bob spoke from the heart, sharing stories of

his interesting journey into becoming a solo sailor, including very personal memories of the diverse people he met and connected with on his sailing travels.

The next day was the start of another weekend of Women on Water (WOW) and this time there were 11 participants across three different boats: *Take 5*, *Quarante-deux* and *Freedom*. On Saturday the wind went from nothing to 20 kts and back to nothing again, providing participants with a whole variety of conditions to experience. Unfortunately, the next day's forecast was not looking good and the second session ended up being postponed to a later date in April. This turned out to be the right call, with winds reaching up to 30 kts on Sunday. The SheSails Committee is so grateful to all those who volunteered their time and effort to organise and facilitate this latest WOW session, especially the skippers who offered up their time and their boats, and the mentors: Lloyd Cushway, Steve Martin, Bob Schahinger, Helen Willmer, Julie Bernardo and Emma Watson. I also was a mentor for the first time, and it was such a great experience. If you'd like to get involved in future sessions of the WOW program, you can contact me or any of the SheSails Committee members.

A huge thank you also goes out to Adelaide Brighton Cement who have been so generous towards us over the years, once again sponsoring this season's WOW programs. We truly appreciate their support of women's sailing at our Club.

Moving on to May and this year's Presentation Night. On behalf of the

other Committee members and myself, I want to congratulate our very own Emma Watson for being awarded the Eileen Hardy Trophy. Emma and I joined RSAYS at the same time and met at the New Members' Welcome hosted by the Club. The organisers introduced us to each other thinking we'd get along, and they were absolutely right. Emma had never sailed before moving to Adelaide from the UK, but after seeing boats sailing along the coast, she decided she had to give it a try. I've found her to be such an inspiration as she is now not only a pro bow-woman, but also has shown off her skills on the helm during this season's Women's Series. To top it all off, she has joined the SheSails Committee and has been volunteering as a WOW mentor to help other women fall in love with sailing too. Keep it up Emma!

Most recently on 16 May, SheSails organised another Something on Friday presentation titled 'So You Want to Buy a Boat?' The dinghy shed was filled with about 30 people who came to listen to the stories, tips and tricks shared by our three presenters: Lisa Smedley, Janet Thornley and Jeanne Harrison. The variety of sometimes contrasting experiences was very entertaining, and the take-home message from the night was to just go for it!

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



Bob Williams presenting Evolution of a Solo Sailor



Female Sailors from the Women's Helm Twilight Race



Emma and Steve with WOW participants on Take 5



Lloyd coaching WOW sailors on Quarante-deux

THE Something on Friday presentation by SheSails Committee in May saw three Squadron Members providing helpful, interesting and personal backgrounds on the process of buying a yacht. First-time buyer and live-aboard, Lisa Smedley; cruiser and racer-extraordinaire, Janet Thornley; and worldwide cruiser, Jeanne Harrison, gave three different perspectives on buying yachts, but shared a common theme: **JUST DO IT!**

Lisa Smedley had grown up in outback terra-firma. She progressed from a love of horses in Alice Springs to a love of the water in Adelaide. The commonality in buying either a horse or a boat, she noted, was to always look for good bones.

Visualizing herself as a full time live-aboard, she began the search for a yacht. When she inspected *Flying Cloud*, she was able to look beyond the existing rustic interior décor. She enthusiastically bought the yacht on the spot, saving money on the purchase price by agreeing to a lower price 'as is', without waiting for a survey.

Lisa's gamble paid off. At the time of purchase, she was unaware of the yacht's history with the Squadron. When she later learned that *Flying Cloud* was lovingly

constructed by Squadron Member Ray Cauchi, this knowledge only reinforced her initial gut instincts. Lisa is now a strong advocate of 'living the dream' of owning one's own yacht.

The second speaker on the night was Janet Thornley, who is well-known among Squadron racing circles. Like Janet herself, her most recent yacht purchase, *The XX Factor*, is a force to be reckoned with.

Janet has a secret weapon in the form of her husband Alan Dowler, who is a qualified yacht inspector and all-round boat aficionado. Over the years they have, together, diligently researched what would suit their boating needs and their wallets, as they sought out cruiser/racers or purely racing yachts.

In addition to encouraging a pre-purchase survey by an impartial professional surveyor, Janet strongly recommended the following considerations before committing to a yacht purchase:

1. If possible, arrange to see the boat. Don't rely on pictures
2. Does it need repairs or extra equipment?
3. Where is it based?
4. Is it insurable?

Similar suggestions were made by Jeanne Harrison as she addressed buying a yacht overseas. Jeanne and Colin Harrison have purchased four yachts overseas, often in locations where they wanted to spend a season cruising. They sought out good value purchases, especially at times when the Australian dollar exchange rate was favourable. They have also bought yachts overseas when they wanted a particular brand of yacht which was more readily available in markets outside of Australia.

Overseas purchases are fraught with additional issues: language differences; country restrictions and encumbrances; offshore funds transfers; registration requirements; paperwork and costs of bringing the yacht back to Australia. The Harrisons suggest that all of these issues are worth the effort if you can sail past the Statue of Liberty on your birthday; leisurely cruise the Caledonian Canal; sit at anchor for two weeks in Moorea, French Polynesia; or spend two summers cruising in Denmark with Squadron friends joining you on holidays.

Are you up for the challenge? Ask Lisa, Janet or Jeanne for more tips, or tap the vast knowledge base of other yacht owners. The supportive resources within the Squadron membership are many. We all love to talk about our boats!



Lisa discussing her experience of buying a sailboat



Lisa, Jeanne and Janet with Sophie after the talk



Lisa Smedley's *Flying Cloud*



Janet Thornley's *The XX Factor*



Jeanne Harrison's *New Address II*



Commodores' Shield - winner CYCSA



Brindabella (J Hillhorst)
Adelaide to Pt Lincoln - fastest



Club Champion Award



Pacer Cup (Seniors D Emery)



3 Cool Cats (S Mutton)

Presentation Night



Passport (K Kelly)



Quarante-deux (L Cushway)



Silent Partner (D Morrison)



Silver Gull (R Hutson)



Mystery Taxi (P Henshall)



Nerana (C Perry)



Outrageous (S Beaufoy)



PRO (D Emery)



Volunteer (G Beacham)



Volunteer (J Bowering)



1 - Nerana (C Perry)



Youth Skipper of the Year (J Underwood)



Eileen Hardy Trophy (E Watson)



Divine Madness (K Eaton)



Blue Diamond (M Denton)

Season 2024 – 2025



Summer Jewel (I Flint)



Take 5 (S Martin)



The XX Factor (J Thornley)



Koko (D Leslie)



Papillon (for D Price)



Flat Pack (for G Emery)



Liesl (C Mandalov/P Wirthensohn)



Volunteer (D Zowtyj)



First Light (O Haskett)



Women's Keelboat Invitation
Blue Diamond (E Watson)

WELL this was, as is every sailing experience, another learning event. Although the weather generally was well-nigh perfect the winds, however, were not! One valiant skipper turned back as the wind worsened.

The result was that fewer boats attended the KI weekend, but several Members came on the ferry by various motorhomes and cars. We still mustered more than 20 at the Kangaroo Island Yacht Club for dinner on the Sunday, and once again were featured in the *Islander* newspaper.

We started off with a dinner at The Shed on Friday evening. My daughter Terri and I attended but couldn't eat anything, as we had booked for the Figtree near Stokes Bay for lunch that day. The figtree is a gigantic tree 160 years old that resembles the shape of a giant octopus.

I was able to make a speech at the Shed telling all that it was our fifth year, which then inspired another dinner group of ladies to make a similar speech, indicating that they had been meeting at the Shed on this weekend for 14 years.

Our program had once again been compiled by Sally Metzger, with valuable input from popular VMR American River operator Carol Miells who joined us for some of the weekend's activities.

We visited the *Independence* Rebuild Project where volunteers are building a replica of the 14m sailing ship built at American River in 1803, and we were pleased that the brother of our Immediate Past Commodore, Ian Roberts, was able to explain the Project.

We had guided tours of the CFS \$3 million rescue boat plus the fire trucks purchased after the bushfires six years ago. As KI now has a desalination plant at Penneshaw the CFS have reticulated water and so have started a small garden, developed around a 120-year-old mulberry tree.

The Saturday night dinner was held at the Mercure Pub with 25 people. There we had a wonderful talk by Aaron, who has held the position of Fisheries Officer in KI for the past five years. Aaron began his career as a crocodile wrangler in his twenties, and the development of his subsequent career was just as exciting and interesting as his current position.

Sunday morning we were off to the Lavender Farm for breakfast, where the scones were the size of bread-and-butter plates.

Meanwhile our intrepid sailors were moving their boats around to the Bay of Shoals to come ashore for the wine tasting at John Willoughby's Bay of Shoals winery. It was just as wonderful as it was last year, with generous discount prices for Squadron Members. He is still in the throes of selling the winery, much to our dismay.

The gracious Kangaroo Island Yacht Club Commodore, Andrew Neighbour, lent his rubber ducky for the few boats in the bay so the crews could join the land-lubbers for a stunning roast prepared by some capable and willing women at the KI Yacht Club.

There we had a fascinating talk by Commodore Andrew's brother, who has just won a tourism award for his fabulous boating excursions taking tourists out to swim with the dolphins. The pictures he showed us were mind-boggling and can be seen on his Facebook page.

Interspersed with all this Terri and I managed two trips to Emu Bay for swimming. I have never seen a more delightful swimming beach.

All this was rounded off with a barbecue at our B&B on Monday evening for those still in Kingscote.

Now that the KISS cruise is well-established on the cruising calendar it is hoped that it will continue to be held annually, and will unite our Squadron cruising sailors with our sailing friends on the Island.



Member Profile – The Winemaker’s Wake after Broken Wings

By Tim Whitrow (*Sea Dragon*)



As a kid, I was infected early with an insatiable appetite for adventure. At age seven, my family relocated from Adelaide to San Diego in California for my father’s work – and I must say, if you’re going to catch a saltwater addiction young, Southern California is where you want to be. The sun, the surf, the wind in your hair! This was back in 1986, when GPS was still for military types and nav charts were more ‘vague suggestion’ than precise science. My mates and I spent weekends sailing around in San Diego Bay, dodging moored yachts, running aground and pretending we knew what the channel markers meant.

At 19, I moved back to Adelaide and turned a hobby into a love affair with winemaking. It was both the science and alchemy of it – a bit like yacht design, science and art, but making constant refinements to make things better. Perhaps more so, it was just a journey full of amazing very clever people that taught me a lot. After studying Oenology, I landed my first vintage gig in 1996 at Cape Mentelle Wines in Margaret River. Utterly hooked, I eventually settled in Port Willunga and spent the next 28 years deep in McLaren Vale terroir, making wine at Tatachilla, Kay Brothers, Lavina, and the Hickinbotham family to name a few. Eventually I launched my own wine consultancy company that took me to almost every wine region in SA.

Then came the boat.

It was summer, 2002. A good friend Doug Govan, owner of the Victory Hotel at Sellicks Hill, rang me with that fateful line: “Wanna go halves in a boat?” Naturally, I said yes. Enter *Koraleigh* a 30-foot, 56-year-old wooden river cruiser originally built for the Sea Scouts, which we promptly renamed *Rudderless*. Why? Because it was a term



I’ll only book the slip for a week

we used for that very specific level of wine event intoxication where directional control was ... limited.

Rudderless was charming and sturdy and, unfortunately, slow as a hungover Monday. At 8 tonnes and 5 knots, and very destination-limited, your options from Goolwa were go upriver, the Coorong, or go slightly less upriver. Then unfortunately in 2007 the river dried up, and *Rudderless* became hostage to the marina.

My inner child kept whispering to me, “Do something adventurous.” So, I sold my half of *Rudderless* back to Dougee, bought a small aircraft, and learned to fly. Simultaneously, I began my obsessive hunt for the holy grail: a proper ocean-going sailboat that could take me somewhere.

Serendipitously, only months later a fellow pilot and sailor rang to say he’d run aground off the WA coast in his Catalina 45. His crew had bailed, the boat was in disrepair, and he needed help. Say no more. I was on a plane within 48 hours. We spent two weeks patching her up and then sailed from Perth to Exmouth through the Ningaloo Reef. It was like living inside a David Attenborough special: whale sharks, manta rays, dugongs, sea snakes – the works. I was utterly, blissfully ruined. From then on, I chartered boats up and down the Whitsundays, searching for the mythical ‘perfect Bluewater cruiser’.

And then ... as sudden, unexpected and unwelcome as a hot fart in a steamy shower, came the paradigm shift – I crashed my plane.

In 2007 I’d taken up recreational flying. After some years, I had completed my aerobatics course and began competing in national STOL comps. Fun, technical, slightly mad! But confidence has a way of inviting complacency, and on 17 November 2019 a trim tab malfunction on take-off from a remote field in Renmark nose-dived the light aircraft from 200 feet, turning me from pilot to passenger in an instant through high-tension powerlines, tall trees, and finally a vineyard.

The Med Star heroes restarted my heart in the chopper three times en route to the Royal Adelaide, then I spent six months in hospital, ten months in a wheelchair, and came out the other side minus one leg but a lifetime full of perspective.

And yet ... there I was, still searching for that bloody boat. This was not going to stop me from sailing!

Enter *Sea Dragon*. Right boat, wrong country, and perfect timing. Covid was brewing, borders were closing, and I’d just reconnected with Leanne – a childhood friend whom I hadn’t seen in 35 years, who reappeared in my life like the last amazing puzzle piece, and only one week later I found *Sea Dragon* listed for sale, a 1983 Formosa 56 with tired teak and serious potential. Leanne, who is



Leanne in full trim mode

Member Profile – The Winemaker’s Wake after Broken Wings



The dream team

the bravest person that I’ve ever met, also happens to love travel and adventure and was hooked on the idea as well. So we bought her sight unseen, during Covid, straight out of New Zealand. What could go wrong?

After restrictions ended, I flew over and spent three months in the Bay of Islands prepping her for voyage. The return trip? Let’s just say it had character.

Our crew: me, Leanne, my 79-year-old fearless mother, and my 74-year-old neighbour ... I was the only one with any sailing experience. We set off from Opuia, stopped in Norfolk Island (where cows have road rights), and then Lord Howe Island, an untouched paradise that made us want to drop anchor forever.

From there: Newcastle, a failed run at Sydney (thanks to a surprise gale), retreat, refuel, and then on to Eden. The Eden-to-Robe leg? Let’s call it educational. We hit 30 ft swells, were chased south past King Island (which we never saw due to fog), and clocked 13.5 kts in a 45 kt gale with only a rag of sail up. *Sea Dragon* flew like a homesick angel and handled it like a champion. Us? Less so.

We grounded once in Robe, limped in, drank with rudderless crayfishermen, and slept!! Then we finally sailed home to Adelaide – with only Leanne sighting a UFO to spice up the final leg.

Pulling into the RSAYS marina was one of the proudest, weirdest, most emotional moments of my life. From a kid dodging sandbars in San Diego to a one-legged winemaker sailing a leaky teaky across the Tasman ... I felt like I had conquered a mountain ... my mountain ... turns out, this adventure has just begun ...



God-damned inmast furling!



The look that you have when dreams come true

Mini Globe Race Update

The Autumn edition of the *SQ* reported that Dan Turner had completed Leg 1 of the Mini Globe Race from Antigua to Panama. Leg 2 left Panama on 8 April on passage to Fiji where Leg 3 will start on 25 July.

Dan recently wrote these comments on his Facebook page:
I am now two days into the sail across to Tonga from Tahiti and the journey so far has been quite pleasant. Today has seen lighter winds than I would like which means my boat speed is a little slow, however I’m finding myself quite happy out here just enjoying

the conditions. I have been spending my time being in touch with family, reading and eating a lot of the snacks my parents brought over from Japan! I’m probably going to end up putting on weight for the first time in this leg at this rate.



Family Members Profile – David Leslie & Victoria Griffin

By David Leslie



VICTORIA and I got together in early 1999 which was the start of Victoria's sailing adventures. At the time I was racing at the RSAYS with John and Margaret Moffatt. Victoria found her way aboard the good old *Rimfire II*, firstly by way of Twilights, then Saturday races and the Offshore series. She was roped in by good company, good results, and those starry nights on the opposite side of the Gulf.

My association with the RSAYS began through my father Norman in the early 1970s. We were a Sydney family and sailing had been a part of his history so he took up keelboat sailing at the Squadron with Bill Ross when I think Bill owned a Tumblaren 28. I can remember the double-ended canoe style hull and later Bill acquired an IOR Half-Tonner. My father and Bill introduced me to sailing. Junior Members at the time raced International Cadets at the Squadron, and the first boat I owned was one of these. The adults raced outside on Saturdays, while the Juniors raced in the pond and the River. However, being a Junior at the Squadron gave me other opportunities in yachting, and I fondly recall racing on board Ion Ullett's ketch, and with Dr Peter Last on *Kareela*.

In my teens, my sailing focus was distracted/diverted by other things such as music and girls etc until University. Fellow Club Member Peter Murfett and I studied Medical Imaging together and found we had a common interest in sailing. Together we raced catamarans and for a long time 505s

off the beach at Henley Sailing Club. We also jointly purchased a Cole 23 for racing and recreational sailing at Goolwa, the Lower Lakes and the Coorong. Peter's love of trailable yachts has been retained, while through common contacts I rediscovered offshore racing and keel boats. I was back at the RSAYS sailing with Geoff Boettcher on the Davidson 40 *Sundance II* and we did very well in the Offshore series, IMS States, Port Lincoln races and two Sydney to Hobart campaigns. You may have noticed around the Club that I have a disability. Sailing is a sport that I can fully enjoy and have been very successful at. However, when Geoff acquired the first *Secret Men's Business*, I found the flat wide decks did not suit me, given my restrictions. I chose to return to the older style boats and the older style crew. I sailed on *Renegade* with Bob Francis for a time and later followed my own son onto *Rimfire II*.

In the year 2000, a business opportunity stole me from the South Australian Health Commission to the private sector in Sydney so Victoria and I relocated to the harbour city.

At this time I was working in the field of radiation safety and medical physics. I was invited to start a private practice consultancy for a company in New South Wales with an Australia-wide focus. I now provide those services nationally in our own company, Diagnostic Radiation Services. There were many opportunities for sailing and friendships, in a city surrounded by water. With some old Adelaide friends we decided on joining the Greenwich Flying Squadron near Sydney for Twilight and Saturday events. It was five minutes down the road from home, so we settled in easily. We are still members at this great little Club with great people and some excellent sailors. GFS has one of the biggest Twilight fleets on the Harbour, getting 65 to 70 yachts racing in five divisions on summer Wednesdays.

I was also introduced to the founder of Sailors with disAbilities (SWD) now good friend, David Pescud. I was told the group would welcome a competent sailor with a disability, which was true. David, however, was a hard and demanding skipper, so I did not always 'feel' welcome aboard the Lyons 54 or our TP 52. [Victoria's add: David Pescud pushed his crews to overcome the

many issues which had/has hampered many sailors with disAbilities of achieving many great things.] We did, however, enjoy the East Coast Offshore series, the harbour racing, and another five Hobarts with SWD crews. I got thoroughly involved in working in the SWD charity, becoming a David Pescud trusted skipper (that's a bigger tick than the RYA qualifications!), SWD Board member, Foundation secretary and President of Sailors with disAbilities, now re-badged as Making Waves Foundation. The work we do inspiring disabled and disadvantaged children and disabled sailors to aspire to be their best and be accepted on their own terms is fantastic.

In 2005 Victoria and I bought our first keel boat, an historic Holland 30, with a funny name which we kept because *Umzimkulu* was the land of the Zulu warriors in Africa. We sailed *Umzimkulu* together from Queensland Gold Coast to Sydney, to her new home at the Greenwich Flying Squadron. In Ron Holland IOR fashion she sailed beautifully. We had many successes in Club and combined Club's events on the harbour.

However, Victoria always wanted hot and cold running water on the boat, an enclosed toilet and a proper galley etc, etc. So in 2018 we purchased our current vessel, the Elan 37 *Koko*. *Koko* had all the comforts for Victoria and all the racing stuff for me. I love the boat (and Victoria), so when she talked me into considering retiring and moving back to Adelaide, *Koko* had to come as well. So here we are back at our old Club, finding our old friends again and lots of new ones.

Why the Squadron?

- value for money for membership and berthing
- safe anchorage and safe approach in the flat water of the river for dropping sails etc when short-handed
- racing and cruising opportunities where we can tap into local expertise
- access to great maintenance facilities
- a great welcoming group of people and
- pet friendly Deck

We both look forward to contributing to the ongoing success and sustainability of this great Club and I'll try to win a few races as well.



Sydney Harbour Regatta with SWD



Sail Port Stephens passing our old boat



Family members Casper and Cleo

By Tim Rogers, Hospitality Manager



I'M excited to introduce myself as the relatively new Hospitality Manager at the Royal South Australian Yacht Squadron and I'm proud to be joining such a well-respected organisation that reflects excellence and strong community spirit.

I come from a family business background spanning real estate, retail, and pubs – industries where genuine service and strong relationships are essential. These values have shaped my approach throughout my career in hospitality management, and I'm looking forward to bringing that same commitment to RSAYS.

With extensive experience in managing venues, my focus is on creating a warm atmosphere and memorable experiences for all who walk through our doors. Whether it's a casual afternoon on the Quarterdeck, a private function, or one of our much-loved Club events, I want every moment at the Squadron to be one to remember.

Starting in June, in partnership with Fieldhouse Catering, we'll be launching a new menu, updating our lunch specials and introducing a two-course Sunday carvery which hopefully will attract a wider customer base. At the end of each month, we'll also be bringing Live Music on the Quarterdeck, a popular event supported by the House & Social Committee who have even more exciting events planned.

Outside of work I do enjoy travelling when the opportunity arises, playing an occasional round of golf, water skiing, or keeping up with the AFL, and at times getting over to Port Lincoln where we have a family business.

I look forward to meeting you around the Club and working together to continue building an environment that feels like a second home for all.



RSAYS Members' Workshop Update

By David Rawnsley

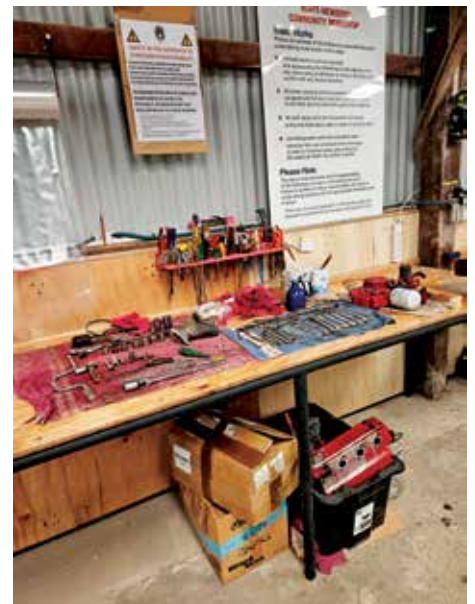
Your Workshop, Your Projects – Let's Get Busy!

WE recently welcomed three talented new RSAYS Members into our Community Workshop program during a friendly meet-and-greet and workshop demonstration, and another induction was held on 25 May. If you'd like to join, please complete the induction form, which is available online via the RSAYS website or from the RSAYS Office.

Thanks to the generous support of RSAYS Members, the workshop has also received new tools and additional shelving, helping make the space more functional and enjoyable for everyone. And don't forget to browse our free pre-loved boating gear corner – you might find exactly what you need!

We have installed new shelving for Member use, and our 'Help Yourself' rack is now stocked with a great selection of useful items donated by fellow Members. Some free offerings include boat-sized folding camping chairs, Eskys, and a range of electrical odds and ends, blocks, pulleys and even a model boat kit. Be sure to drop in early to find a bargain – gold coin donations are always welcome and appreciated!

A few Member projects are currently underway. If you're thinking about fixing something or starting a winter maintenance job and would like to use the workshop, just let us know. We're happy to slot your project into our workshop calendar.



Senior Member Profile – Fred Howes

By Barry Allison

This is another in the series of articles by Barry Allison recounting the many and varied adventures of our Senior Members of the Squadron. This time we review the very extensive and varied experiences of Fred Howes, who now resides at Wallaroo. Fred joined the Squadron on 10 May 1972 – now 53 years ago, and has a vast collection of experiences amassed over those years.



FRED was born in Whyalla on 2 April 1947 and had an early introduction to the sea when he joined the Ardrossan Sea Scouts troop when 12-years-old. This progressive troop built two Yachting World Cadets, later to become the International Cadet, and Fred learnt the basics with this enthusiastic group sailing out from Ardrossan – although the safety requirements at this time were very basic.

His love of the sea enticed him to join the Royal Australian Navy in January 1963 at the age of 15 years and he was initially drafted to the shore base at *HMAS Leeuwin* in Western Australia. Fred's sailing in Perth was restricted to the old 26 foot Navy whale boats – which was far better than sitting on the beach. His Navy training was in the area of meteorology and his

first draft was on *HMAS Melbourne* in 1965 when patrolling the waters of Malaysia and Vietnam. In 1966 he was drafted to *HMAS Derwent* and saw more sea time in Borneo as the Navigator Yeoman, which provided valuable navigating knowledge later in his yachting years. Fred's role aboard ship was to look after all of the many charts and navigating corrections, and report these to the Navigating Officer.

Fred married Sue in 1970, and after nearly nine years in the Navy he paid off in May 1972 as a Leading Airman Meteorology Observer, to try his skills in civilian life. Fred and Sue had some sailing experiences when on the east coast of Australia, and Fred remembers well the occasion when they were sailing with a friend in a 35 foot NZ built timber yacht on Sydney Harbor and had to be regularly towed through the Spit Bridge when the old 4-cylinder petrol engine decided to stall.

Fred's first job away from the Navy was with Ansett Airlines and he and Sue settled down to a quiet life in South Australia. Through his work at Ansett he met David King who owned *Tanya*, a Diamond Class 30 built by Don King at his Fletcher Road factory, and was looking for a crew. Fred joined David as a crew and later, along with three of David's mates, made a memorable crossing to Port Vincent on a Friday night, navigating simply by aiming for the Orontes and Port Vincent beacons lights – complicated navigation!

Fred later sailed for two seasons with Howard Trotter in the Dragon *Nautilus IV* and ventured across to Perth in January 1974 where the

Prince Philip Cup was being held for the Dragon Class. At the same time, Alan Bond was deeply involved in an assault on the America's Cup, and while in Perth, well-known Sharpie skipper, John Cuneo, arranged for a visit to Yanchep Sun City where the America's Cup challengers were being selected. So back to the Squadron where David King and Fred competed in the 1976 Adelaide to Port Lincoln race in David's new Duncanson 29. After the race Sue, who was pregnant, joined them for a cruise to the Sir Joseph Banks Group. After returning Sue and the other crew to Port Lincoln, Fred and David set off on the return cruise to the Squadron. The first three nights were anchored at Thistle Island and then on to Wedge Island, Snug Cove, Emu Bay, American River, Second Valley and finally, with some favourable winds, back to the Squadron.

A big decision was in 1974 when Fred bought *Minstrel* – a 24 foot Van de Stadt Primaat design. At this time in the Squadron's growth there was a waiting list to acquire a mooring berth, and incoming hulls were restricted to a minimum length of 25 feet. So Fred had to apply for dispensation to moor his boat in the Squadron basin. There were three divisions racing in those days and Fred won Division 3 in 1975 with six first places, five second places and a third place. As well as the racing, Fred and Sue explored the many anchorages around the coast – particularly one frightening anchoring occasion when going aground at Black Point and losing control of the anchor! In those days, Fred and Sue lived at Belair and it was decided to move to North Haven to be closer to the



Minstrel



Drummer



Susani 29



On the helm of *Tirriki*

Squadron and to have a lawn on which to construct their next yacht.

So the next boat was a Compass 29 – the hull being built by Brian Lees of Compass Yachts in Sydney. Fred Townsend, the local Squadron shipwright, assisted in completing the fit-out and Fred completed the rigging, and so *Drummer* was born in 1979. The next five years were enjoyed with some racing and plenty of cruising – mainly to Kangaroo Island. One memorable cruise was departing New Year's Eve 1980 to Kangaroo Island, via Edithburgh with Mock Sarah and David King but an emergency occurred when they ran out of red wine! Other anchorages on the north coast of Kangaroo Island were explored – particularly Snug Cove where large plantations of garlic were discovered in the creek bed.

The next boat was fitted out on the front lawn – a Duncanson (BQ) 29 which Barry Quin had as a completed hull with all fittings, and was in his yard for sale as the original owner had been transferred to Hobart. Alan Smith, the

boat builder who now owned King Boats in Fletcher Road was Fred's mentor, providing the epoxy, glass and valuable information for the fit-out. She was named *Susani* – SU for Sue, SA for Sally and NI for Nikki – Fred's female family, and she was launched in October 1985. Many cruises in Gulf waters were completed over the next four years before it was decided to keep a lookout for future hull designs as *Susani* was considered a fraction too small. It was while Fred was cruising on Chappy Charlesworth's *Tirriki* on the north coast of Kangaroo Island with David Borg, Barry Heeps and Chappy that it was decided that a Duncanson 35 would be the ultimate design.

The mould and the hull and deck were hired from Barry Quin and these were laid up at Barry Heep's property on Veitch Road, Osborne, and then transported to Fred's front lawn at North Haven. After an extensive fit-out, *Susani* was launched in October 1990, and was then sailed over the next 33 years to many anchorages in South Australian waters. Most popular was the cruise in 1996 to the very top of Spencer Gulf, including Port Augusta, prior to marinas being built in these northern ports. Another long cruise was in 1998 to the many small islands and waters around the Ceduna area. One notable cruise was with Geoff Semmens and David Borg in May 2005 when they sailed over the same course as Matthew Flinders in 1802 to the top of Spencer Gulf, with Geoff reading from a copy of Flinders' notes every evening. The topography has not changed!

The family moved to Wallaroo in 2010 where their yacht could be moored 'at the bottom of the garden' and is where they now reside. Fred retired from the Metropolitan Fire Brigade on the eleventh hour of the eleventh day of November in 2011. With *Susani* at Wallaroo it was convenient to sail across to Port Lincoln and leave the boat there for the summer months and explore the cruising waters around this area. After 33,000 nm of cruising in *Suzy 2*, and at age

75, Fred decided to hang up the sea boots and sell *Susani*, and on 23 February 2023 she was bought by Mike Gorvel from Port Lincoln, a sailing friend who had offered to buy her over many years.

However, in Fred's retirement, this did not allow the years to roll on without some form of boat in which Fred could 'mess about' and after just six months Sue, like many sea-wives, recognised the symptoms and promptly ordered Fred to buy another boat. So a Peterson 30 day sailer' was bought and also named *Susani*. When living at Wallaroo, many delightful and less-visited anchorages were used – Bird Island and Cape Elizabeth being popular.

Fred has been a proud Member of the Squadron over many years and was instrumental in re-establishing the Junior training when Austin Gibson and Tim Williams were Commodores in the early 1990s. Three Cadet Dinghies were sponsored by Chappy Charlesworth, Campbell Mackie and Robert and Chris Henshall that were sailed at the Largs Bay Sailing Club, and so began a valuable program of developing the Junior Members. Fred's daughter, Nikki, learnt to sail at this time and went on to sail Fireballs at the Port River Sailing Club. Fred was also involved in the Outer Harbor Committee with Rob Henshall as Chairman. Other members then were Ivan Samarzia and Geoff Wallbridge. Fred also served two terms on the Committee at the Wallaroo Sailing Club and was instrumental in popularising the Friday night social evenings.

Fred and Sue hope to be able to continue sailing from Wallaroo as long as their health holds up, and to maintain long-standing friendships at the Squadron and in Port Lincoln. They will also continue to support their daughter Nikki, who lives at Middleton and is pursuing a career as a hydrogeologist. We wish them well in their retirement.



Susani II



Fred and family

By Trevor Hamlyn, Grey Nurse

A full Autumn of Sailing



Cruising the Gippsland Lakes

SQUADRON Members who signed up for the Gippsland Lakes cruise were Anne and Steve Lewis in *Odette*, Rob Hutson in *Silver Gull*, Roy Martin in *Dazza's Heaven* and Lorraine and I in *Grey Nurse* as the Event Leaders. Our fleet comprised 14 boats, the remainder being made up of members of the Trailer Sailer Association of SA (TSASA) from Adelaide or Regional SA.

I won't repeat my Sail Drive report of the Gippsland Lakes that was published in the Winter 2019 edition of the *SQ* (refer to Publications on the Squadron website) but I will mention the planning and logistics of running a cruise with a fleet of that size which is quite different from a Squadron cruise to say Port Vincent.

The planning for an event like this entails a formal risk assessment, taking into account low bridges, powerlines, exposed waters, currents, winds etc. The Sailing Instructions that follow detail launching facilities,

March and April are two of the better months for sailing in SA and Victoria when we experience mild to warm days with lighter sea breezes. Several Squadron Members made the most of this period recently by hitching up their trailer sailers and hitting the road, firstly to travel east to cruise the Gippsland Lakes in Victoria, then to Coffin Bay in SA. That's a 3,500 km round trip on the black top which in itself is a reasonable commitment, not to mention the effort required at each sailing destination to rig, launch then retrieve and de-rig. The whole business keeps us young, at least I would like to believe that to be the case.

trailer and car parking, channels for radio communications, access to supplies of food and fuel, pump-out facilities, chart availability and local boating information.

Each day the leader needs to consider the wind direction for the next 24 hours to ensure overnight protected anchorages and to plan the day's sailing, based on the smallest and possibly the slowest boat. Consideration also needs to be given to the least experienced skipper/s in the fleet, particularly if there are single-handers involved. Daily radio skeds in enclosed waters are usually conducted on departure, to ensure that everyone can be contacted en route during the day. Individuals are encouraged to sign-off from the cruise then sign back on if they wish to pursue their own agenda or select alternative overnight anchorages. This worked very well as usual, with several opting to take time out to enjoy local dining experiences or explore the area by car.

Perfect weather for two weeks gave us the opportunity to sail to our favourite spots including Duck Arm, Bunga Arm, Boxes Creek, Paynesville, Meetung and Loch Sport. As I have mentioned previously, the boating facilities in Victoria are second to none, certainly compared to SA where we are still awaiting the State's first public mooring.

All of the above locations had public toilet facilities, some with hot showers, within a short walk of our overnight position.

One highlight of the cruise this year was a Sour Dough cooking class that was conducted by one of our group who is a TAFE instructor on the subject. Most of our crews attended a practical beachside lesson in Duck Arm followed by a cook-off the next day using a camp gas cooktop. The end result was that several crews produced fine loaves, fit for a King.

Squadron Racing

The drive from Victoria westwards to Coffin Bay for some of us was interrupted by a weekend at the Squadron to compete in races 8 and 9 of the Coopers Small Boat Series. More rigging and de-rigging, but worth the effort to enjoy a great weekend of socialising on the Quarterdeck and racing out of the basin. Interestingly, all 10 entrants in the Series which was managed by the Squadron were TSASA members. Thanks to Chairman of the Racing Committee Kevin Kelly (*Passport*), who incidentally won the Series and the RSAYS start-boat volunteers for making it all possible.



Anne Lewis - Sour Dough Bread



Bunga Arm - Sundowners



90 Mile Beach Walk



Boxes Creek - Sundowners



Duck Arm - Sundowners



Yangie Bay

Cruising in Coffin Bay

Our Coffin Bay trip was planned to coincide with the Coffin Bay Yacht Club's (CBYC) 50th Anniversary celebrations which included dinghy and mixed fleet regattas over the week prior to Easter. Members of the TSASA have been visiting the CBYC for most of those 50 years, enjoying their hospitality and the excellent facilities that they have built up over time. We jumped at the opportunity to help them celebrate when we were invited to do so, some two years ago. I'm sure that many Squadron Members will also remember good times in Coffin Bay dating back to the mid-1970s. Perhaps they also remember the stacks of concrete-filled tyres from the seabed supporting a concrete deck encapsulated in railway lines that formed the original club jetty. Try tying up to that in varying tides!

Of course one cannot go to Coffin Bay for only one week, so once again I put together a short cruise of the area for a fleet of 10 boats prior to the Regatta. Squadron Members who attended the cruise were Simon and Suzie Greenwood in *Jolly Bon*, Rob Hutson in *Silver Gull* and Lorraine and I in *Grey Nurse*. The latter two boats entered the Regatta for mixed fleet racing during our second week in the area, along with several other boats from the TSASA.

I'll not repeat the description of the Coffin Bay area that was published in my Sail Drive article in the Winter 2021 edition of the SQ (refer to Publications on the Squadron website). Suffice to say, however, that we enjoyed sailing to our favourite beaches and sampling the best fresh oysters and seafood that Australia has to offer.

Racing Regatta in Coffin Bay

The CBYC hosted the State finals of Heron and 125 class dinghies during the first two days of their Regatta, prior to the mixed fleet racing including trailer sailers that was held mid-week. Squadron Member and Race Officer Peter Trenordan had the unenviable job of officiating for all racing events and what a magnificent job he did. Try working out the handicapping for a mixed fleet of 27 boats comprising a sailboard, trailer sailers, keelboats and catamarans large and small and you will appreciate the task at hand. Thank you Peter.

The CBYC contingent of Junior sailors must be the envy of just about every other yacht club in the state if not the country. There were dozens of kids involved on the water, all having fun competing or just being involved. It's very encouraging to see such activity, so full compliments must go to the Club Committee, volunteers and parents for their Junior program.

The mixed fleet racing on days 1 to 3 was started in the entrance channel to the inner bay opposite the craggy cliffs of Horse Peninsula, providing a spectacular backdrop for the fleet. Day 1 was to the west of Rabbit Island towards Yangie Bay and return, day 2 to a beach near Black Springs and day 3 to a buoy two-thirds of the way up Mt Dutton Bay and return.

The day 2 race for Pirates young and old was the highlight of our regatta, with treasure maps, buried treasure (of course) and a sausage sizzle on the beach for the hungry crews. Fun and laughter for everyone, particularly the young ones. A hugely successful event, one that the Squadron could well attempt.

The final race on day 4 was a mixed fleet circumnavigation of Goat Island in front of the Yacht Club. Light winds, shallow waters, moored vessels and a strengthening tide provided a challenge to competitors and a thrilling view of a bay full of sails for spectators.

Our own Rob Hutson in *Silver Gull* won first place for his consistent performance throughout the Regatta. Well done Rob, and congratulations to the CBYC Committee and volunteers for putting on a truly unforgettable Regatta. The Presentation Dinner with a live band topped off a brilliant week of racing and fun.



Fleet in Duck Arm



CBYC Dinghy Regatta



Dinghy Regatta



Dutton Bay Dash



Regatta spectators

Returning to *Dreams*

By Anne Arnold



I AM writing this on board our Bayliner 3988 motor yacht *Dreams* in Wrangell, Southeast Alaska.

As described in our article in the Summer 2024 edition of the *SQ* we spent the 2024 Northern summer cruising here, in spectacular scenery complete with glaciers, ice, bears, eagles, breathtaking views and anchorages, and then left the boat in the water in a well-protected marina for the Northern winter. This required winterising the boat, which was a daunting task as we had never done this previously – the engines, generator, watermaker, air conditioners, domestic water system, holding tanks and so on all had to be made ready. We had a boat-watcher, an Alaskan fisherman, who checked the boat regularly and turned on the heaters and checked the dehumidifiers. The boat came with a complicated system of cameras, power, water and temperature sensors which we could monitor from home and although they were difficult to set up they gave us peace of mind, until they repeatedly detected motion (which turned out to be paper towel waving in the breeze of the dehumidifier) and sound (which turned out to be a flat battery in a smoke detector that was hidden behind the switchboard and chirped regularly and then gave an audible spoken alarm). In addition, the boat was

‘wrapped’ in plastic to form a tent above the gunwales so that snow would not settle, and to keep the moisture out. Surprisingly, humidity is more of a problem than cold.

Arriving back at the boat, we were very pleased with her condition after a long wet and cold Alaskan winter – absolutely no mould, damp or leaks. We basically lived in a tent for a couple of days while re-instating the domestic water system, unpacking, sorting stuff that had been packed for the winter and so on, before unwrapping the boat. This took all day – first, cutting off and removing all the plastic and then removing and dismantling the heavy, cumbersome timber frame. We enlisted the help of two people from a nearby sailboat for the frame and even with four, it was tricky. Then, the boat was hauled out so we could replace the anodes and check and clean the bottom. We had arranged to have a pre-heater replaced on the starboard engine before winter but unfortunately this was not done as the mechanics had all gone moose-hunting instead! It has proved difficult to get mechanics now – the shrimp season has opened early and they are away fishing. It is Alaska after all.

We first flew from Australia to Seattle and stayed for a few days with good friends and enjoyed the spring flowers and foliage. Coincidentally, it was the opening of the Seattle boating season while we were there. Unlike Adelaide, where clubs open on different days, here they all open in one spectacular event including a parade of boats and rowing races, attracting a huge crowd. From Seattle, we flew to Wrangell on an Alaska Airlines ‘milk run’ (also known here as the ‘salmon run’) which went from Seattle to Ketchikan and Wrangell (for us) and on to Petersburg, Juneau and Anchorage. Each stop is just long enough to drop off and pick up passengers and freight. Not sure why, but this felt weird – like a bus rather than

a plane trip. It was a bumpy ride, due to generally windy conditions and gusts down the mountains. Of course, it was raining!

When leaving Wrangell last year, we were let down by Tiny’s taxi service; this time, we arrived to find there is no taxi at all, which is unsurprising given their service and a story heard in Wrangell and purported to be true, how Tiny once dropped off a passenger, ran over him and had to take him to hospital, and then charged for the trip to hospital! With no taxi, we were in a quandary but a kind local instantly offered to take us to the marina. Since then, we have twice been given a lift to the marina from the grocery store and have now been offered a local’s car whenever we need it.

The annual blessing of the fleet was held at the Wrangell Mariners Memorial, adjacent to our marina, and this was a solemn and very moving ceremony. All categories of boats were included – Tlingit canoes, fishing boats, cruise ships, Coast Guard boats, work boats, research vessels, ferries and pleasure boats. As well as the blessing, it was a memorial to mariners from Wrangell who have passed away, including those lost at sea. The end of the ceremony was marked by ringing a ship’s bell eight times, to pay respects to deceased mariners and to signify a mariner’s watch is over.

We hope the engine issue will soon be resolved and we can head off. In the meantime, we are enjoying having power at the marina so we can run the heaters. It is cold (for us, anyway) with almost constant greyness and light drizzle. A fellow boater quipped the coldest winter he had experienced was summer in Alaska.

From here, we will head slowly south, into British Columbia and then down to Seattle.



Unwrapping *Dreams*



Wrangell City Park



***Dreams* haul out**

Jas described her sailing experiences in the Autumn 2024 edition of the Squadron Quarterly and referred to her work as an environmentalist. Here she provides information about organisations which provide environmental education and community involvement.

THE LeFevre Peninsula located on Gulf St Vincent is a unique blend of natural beauty and vibrant community action. This coastal region boasts sandy beaches, estuaries, mangrove forests, and samphire tidal plains, offering both environmental and lifestyle benefits to its residents and visitors, including of course sailing.

There is an active harbour and industry along the Port River including power plants and the submarine construction site as well as residential areas. The peninsula is less than 2 km wide. Central to its ecological preservation are dedicated organisations such as the Port Environment Centre (PEC), the Port Adelaide Residents Environment Protection Group (PAREPG), and the Friends of the Adelaide International Bird Sanctuary (FAIBS), each playing a pivotal role in safeguarding the peninsula's rich biodiversity. I have been a member of these organisations since moving back to SA from the NT in January 2020. I am a member of the Management Board of the PEC and have been Chairperson for a couple of years.

The PEC was incorporated in July 2020 and serves as a dynamic hub for environmental education and community involvement. Its mission is to empower individuals and groups to take positive action for the environment through education, engagement and collaboration. The Centre offers a plethora of activities aimed at promoting sustainable living and environmental stewardship. Regular events include:

- Guided discovery walks exploring local natural areas, such as the Wara Wayingga/Tennyson Dunes, local beaches and Biodiversity Park to connect participants with the region's unique ecosystems
- Citizen Science Programs like the 'Scientist for a Day' with AUSMAP engaging community members in monitoring microplastic pollution, the annual Aussie Bird Count, a national program with some 57,000 participants in 2024, Seeds for

Snapper program with Ozfish for the restoration of seagrass in the Gulf

- Monthly gatherings featuring eco-discussion groups, produce and clothing swaps, and art sessions focused on local biodiversity

These initiatives not only educate participants but also foster a sense of community and shared responsibility for the environment. The PEC is a gathering place where numerous community groups hold meetings, including PAREPG and FAIBS.

PAREPG has been at the forefront of environmental advocacy in the Port Adelaide area since 1984. The group's primary objectives include keeping an eye on air and water pollution, mitigating environmental damage, and promoting the restoration of a healthy environment. PAREPG's activities are diverse and impactful and include:

- Collaborating with local groups to restore and protect coastal dune systems, wetlands, mangrove and samphire habitats, enhancing resilience against erosion and supporting native biodiversity
- The group is the driving force behind the establishment of Biodiversity Park near Outer Harbor organising planting days to introduce host plants for butterflies, reptiles and birds, contributing to the ecological richness of the LeFevre Peninsula
- Recognising the challenges of urban heat islands and actively lobbying for the integration of green corridors and vegetation in urban planning to improve livability and ecological connectivity

Through these endeavours, PAREPG exemplifies grassroots activism, demonstrating how local communities can effect meaningful environmental change.

FAIBS has been operating since 2016 and is dedicated to the conservation of the Adelaide International Bird Sanctuary National Park – Winaityinaityi Pangkara, a 14,633-hectare expanse covering 60 km of coastline (from the Port River to Port

Parham in the north). This sanctuary serves as a critical habitat for over 20,000 migratory shorebirds that travel from breeding grounds in Alaska and the Russian tundra.

FAIBS engages in various conservation activities including:

Monthly activity days where volunteers participate in rubbish removal, trail maintenance, revegetation, and monitoring of plant and shorebird populations, fostering hands-on conservation efforts

Educational events like 'Shorebirds, Supper, and Sunset' offering the public opportunities to observe migratory birds and learn about their ecological significance

Community engagement through collaboration with organisations such as BirdLife Australia to celebrate events like World Migratory Bird Day, raising awareness about the importance of protecting avian habitats

Through these programs, FAIBS not only safeguards vital ecosystems but also cultivates a community of informed and active environmental stewards.

By combining education, advocacy and hands-on conservation, the Port Environment Centre, PAREPG, and FAIBS create a synergistic approach to protecting the region's natural assets. Residents and visitors alike benefit from the peninsula's enhanced environmental quality, recreational opportunities, and strengthened community bonds. The people and activities of these groups demonstrate how localized initiatives can contribute to broader ecological resilience and sustainability and enhanced environmental stewardship. The organisations welcome new members or just come along to any events.

For more information or to get involved, please visit:

Port Environment Centre: <https://portenvironmentcentre.org.au/>

PAREPG: <https://www.parepg.org.au/>

FAIBS: <https://friendsofparke.org.au/members/members-directory/friends-of-adelaide-international-bird-sanctuary/>



Black-Winged Stilt with Teal Duck at St Kilda



Port Environment Centre



Red-Necked Stint with Sooty Oyster Catcher and Teal ducks in the background

By Libby Ottaway

Some members of the Squadron (or SAYC as it was until 1890) were very early pioneers in South Australia. One of the earliest pioneers was Hugh Quin who arrived as 2nd mate on the *Cygnets* in September 1836 and attended the Proclamation ceremony at Glenelg. He joined the SAYC in 1871 and became the third Commodore. Articles have been published about him in the *Squadron Quarterly* in Spring 2019 and December 1994.

John Playfair

One of the founding members, was actually born in Canon Street in Port Adelaide in 1847. His father Robert was a boat builder who had arrived in 1838 from Hobart and built *Zephyr* for Henry Bunday. John worked for William Christie in 1879 and married his eldest daughter Margaret. On William's death John took over the business. When younger, he was a champion oarsman but he also sailed *Valeria* owned by Charles Angas and also sailed his own yacht *Flora*.

William Christie

Another founding member, arrived with his wife and three young daughters in January 1855. He was a blacksmith and engineer and he raced his own yacht *Isabella*. William served as Treasurer of the SAYC on two occasions over 17 years and in October 1888 was made a Life Member. His second daughter Isabella married Robert Quin, son of Hugh and his youngest daughter Helen married Captain Patrick Weir, owner of the tug *Ariel* and the steamer *Argyll*. Patrick invented an azimuth diagram which allowed an accurate way of finding latitude which was taken up by the Royal Navy.

William Russell

Also a founding member, arrived from the Orkney Islands in the 1850s. He was a sailmaker and ship chandler. In August 1874 William became Rear Commodore for 12 months. He was on committees of the SAYC as well as holding the position of Measurer. William raced *Vivid* and *Ada* and *Magic* with Magnus Wald. With an interest in mathematics and astronomy, William was one of the first students to enrol at the University of Adelaide. He had his own observatory and supplied articles on astronomy.

Sir Henry Bunday

Arrived in South Australia with his parents on 7 April 1847. He was admitted to the bar in 1865 and in 1869 he joined the SAYC where he was the first Vice Commodore. In 1871 Henry was elected to the House of Assembly, in 1873 was elected Commodore of the SAYC and in 1884 was appointed Judge of the Supreme Court. He owned and raced numerous yachts including *White Cloud*, *Zephyr*, *Wanderer* and *Pastime*. Henry was known as the Father of Yachting in SA and today we race for the grand Bunday Cup.

William George Randall

Was born in SA in August 1847 and joined the SAYC in September 1879. He was Rear Commodore in 1881 and Vice Commodore in 1885. Owning and racing a variety of yachts – *St Magnus*, *Gazelle*, *Leander*, *Nautilus*, *Idler* and *Utiakah* – he told stories of them in the Saturday Journal. As a public servant he became Chief Inspector of Oyster Fisheries. William was made a Life Member of the Squadron in 1926.

Robert Woolnough Junior

Was born in Adelaide in May 1856 and probably joined the SAYC in 1874. He was the Honorary Secretary in 1880. A noted helmsman, Robert sailed for others but also raced *Ada*, *Banshee* and *Utiakah*, winning the Kintore Cup in 1897. Ill health forced him to retire from yachting but he was made a Life Member of the Squadron on 19 March 1899.

Captain John Bickers


First visited South Australia in 1847 in the *Royal Archer* but it was January 1849 when he arrived with the brigantine *Camilla* which he skippered and owned with Thomas Elder. John joined the SAYC in 1869 and was Rear Commodore in 1871.

William Burford

Was born in Adelaide around 1845. He joined his father's tallow, soap and candle manufacturing business. After joining the SAYC in 1889, with his son Frederick he bought the luxury yawl *Empress* from Sydney and won the Plympton Cup in 1896.

Richard Honey

Came to South Australia with his mother and siblings in May 1847. In 1878 he joined the SAYC. Richard raced *Ethel* and also *Zephyr* and was Vice Commodore for four years before becoming Commodore in 1885. Saturday racing was cancelled on his death in 1892.

John Playfair and **William Russell** died within days of each other in August 1924, the last surviving founding members. 



Sir Henry Bunday



William Burford



Captain John Bickers



Richard Honey

The following is an abridged reprint of the article published in the Autumn 2017 edition of the SQ written by the late Dr Peter Last, RSAYS Historian. He expanded on some of the rules and behaviours that distinguish us from other sailing clubs and summarised by saying that keeping these conventions in mind at all times will ensure that the Squadron is a place of respect.

The Squadron has a long and healthy history, with many respected traditions and conventions that have arisen over time. It is important that we are aware of these 'norms', and that new members in particular are introduced to them as part of our unique Squadron culture.

IT was Commodore Tim Williams (1991-93) who first suggested that we formalise some of these 'traditions' and strengthen them as 'conventions'. It was agreed that they would be defined in general meetings and would be binding on members in the same way as provisions of the Constitution, but without sanctions if they were not followed, other than expressions of displeasure 'by appropriate means'. *Refer to Clause 8 of the Constitution. Commodore Jamie Cowell (1996-98) introduced the designations taken from the RAN and had them transferred to 'Conventions', thus replacing the need to go through the formality of changing the Constitution over matters of no great concern.

The black tie of our Number 1 Rig reflects the tradition of the Royal (and our Dominion Navy) in that it is in the memory of Lord Nelson. This is, in actual fact, anachronistic, as Beau Brummell did not introduce neck ties (replacing stocks) and trousers (replacing breeches and stockings) until after Nelson's death. By then, whitening hair with flour and formal wigs (the ancestors of court dress) had also been abandoned. Our Squadron uniform was first enshrined in the Constitution in 1873, but has changed from time to time. We no longer need braided trousers or frock coats, although I was interested to see President Trump wearing one recently.

One convention, that I think is most important, is often being overlooked. It is that of removing headgear on entering the Clubhouse, and especially in the Dining Room. Surely this is a simple act of courtesy.

As new conventions are established, Members are informed. The following are particularly relevant:

Insignia



There are two Squadron insignia, both featuring a crown above a white (silver) cross patée. The burgee is triangular, of dark (Oxford) blue. The oval is a buckled belt, with a frogged cord between the crown and the cross patée on a dark blue background. The belt has the words ROYAL SOUTH AUSTRALIAN YACHT SQUADRON on it.

Toasts

Squadron toasts, both afloat and ashore, are taken seated. This is in accordance with naval tradition, dating from an instruction of King William IV (1830-37).

Mobile Phones:

The use of mobile telephones in the Dining Room and Library is prohibited. Members, guests and visitors must switch phones off before entering this area. Members 'on call' or expecting vital business calls during committee meetings, may, with the consent of the chairman, leave the phone switched on and may take the call away from the committee meeting.

Public Comments on Behalf of RSAYS:

All media enquiries should be directed to the General Manager in the first instance, followed by the Commodore. If neither is available, another Flag Officer should be contacted. In the unlikely event of none being available, the name of the media outlet, the enquirer, and a contact number, should be ascertained. The General Manager or Commodore should be contacted as soon as possible and made aware of the matter. The restriction is on staff and members making comments purporting to speak on behalf of the Squadron as a corporate entity, in what may appear to be an official capacity. This does not restrict the freedom of members and staff to speak as individuals. It is quite likely that there will be occasions when it is appropriate for a member to discuss with the media such a matter as a race result or other activity or achievement.

Footnote: The above article also referred to Dress Codes and Squadron Uniforms which are published in the Year Book under Constitution, By-Laws and Conventions. Other topics under that heading are Flag History and Flag Protocol as well as No Smoking Policy and Animals on RSAYS Premises



Marine Safety SA Information

An article about Updated Lifejacket Regulations was published in the Autumn edition of the SQ. Members can use the following link to access a safety equipment checker tool for various vessels and locations.

https://www.marinesafety.sa.gov.au/safety_equipment_checker_tool



In Tranquil Waters – Barry Worrall



Barry Brenton Worrall

9 December 1938 – 23 February 2025

As we briefly shared earlier this year in a Tranquil Waters notice, Barry Worrall was a RSAYS Member for more than 50 years, having joined on 13 March 1972 but sadly passed away on 23 February 2025, aged 86. His family – wife Susan, and sons Julian and Stefan – have kindly shared a little of Barry's sailing life, and a few photos from his many years at the Squadron. Please join us in remembering this fine sailor, skipper and man.

While Adelaidean by family and birth, Barry spent his youth in Perth in and around the suburbs between the Indian Ocean and the Swan River, and it was across those varied waters where his love of all things aquatic was richly nurtured. That love included swimming in which he was a State champion (competing with the likes of Murray Rose, the Konrads, and the great Dawn Fraser), surf lifesaving (at Perth's iconic North Cottesloe SLSC), and rowing (as 'stroke' in the University of WA eights). But his first love was always sailing, and throughout his many hours in dinghies on the Swan or crewing out to 'Rotto', he dreamt of owning and skippering his own cruising yacht, and of more ambitious ocean adventures.

After returning to Adelaide in 1963 to take up a career in academia and start a family, he

finally began realising those sailing dreams, joining the Squadron in 1972, and then in 1978 becoming co-owner of the Spencer 30 sloop *Antares* (SA111) with friend and fellow RSAYS Member, the late Lia Kapelis.

Over the following two decades, the Squadron became like a second home for Barry, and *Antares* became the mainstay for his sailing obsession and the vessel aboard which those early yachting ambitions were fulfilled – often in the crewing company of Lia and her husband, Zig, their many mutual friends (including current member Dick Richards), his partner Susan, or his two young sons Julian and Stefan, but always with Barry at the tiller as her proud skipper. In 1998, after both sons grew up, graduated and left Adelaide to pursue their own careers, Barry and Susan bought *Cardigan Bay* (SA75S) – a majestic Oceanic 42, built in 1983 in a rare ketch configuration (of 45 feet with the addition of a sugar scoop) by fellow RSAYS Member David Evans – who had also previously built and owned *Antares*.

While a Squadron boat at the time of her sale, *Cardigan Bay* was being moored at Airlie Beach in north Queensland. And so began a grand adventure – over land and sea – for Barry and Susan to bring her back home. That long sail back was both sweetly savoured and grittily endured by the couple over several months, joined by friends or family at various stages along its course – and, in its entirety, marked the zenith of Barry's sailing life, a consummation of his boyhood dreams that the smaller *Antares* could never quite fulfill, however much Barry loved her.

Seared memories from that epic journey include the sublime tropical pleasures of navigating between the silica-white-beached islands of the Whitsundays and through the mangrove-lined waterways of Queensland down to Southport, to the joyous relief of finally passing through The Heads into bustling Sydney Harbour after battling huge ocean swells off the northern NSW coast (at the very same time that the yachts of the 1998 Sydney to Hobart race faced disaster further south). Another memory, described by Susan as one of her happiest but not-untypical, was when *Cardigan Bay* sailed under her gennaker on a gentle following breeze for much of the way

from Gabo Island, just south of the NSW-Victorian border, to Wilsons Promontory – without ever seeing another craft (except the ghostly evening presence of a huge distant oil rig) – only to be greeted on their approach into Refuge Cove by vast flocks of birds both underwater and in the air, as if in a timeless world unchanged for millennia.

Following that wonderful adventure, Barry continued his passion for sailing the waters of South Australia, revisiting his favourite anchorages along the north coast of Kangaroo Island and across both gulfs – as he had earlier discovered and become familiar with on *Antares* – while also occasionally venturing to more remote destinations such as Pearson Island and beyond Ward Spit – all now in the comfort and grandeur of *Cardigan Bay*. She was one of the finest examples of cruising yachts of her class – large enough to comfortably accommodate a crew of six adults while, with her ketch configuration, still perfectly able to be skippered alone. Barry rarely sailed her alone, however, preferring instead to share her pleasures with friends and family alike, including with his young grandchildren, Oliver, Jasmin and Leo. The pride in Barry's face is evident in every cherished photo they have of him as skipper of *Cardigan Bay*.

From around the mid-2010s, poor health increasingly curtailed Barry's sailing. While he continued to sail *Cardigan Bay* for as long as he could, albeit on less ambitious cruises and 'outings', he was still able to actively exercise his passion as a member of the RSAYS Cruising Committee, where he took pride in undertaking various initiatives, including making 'mud map' information on South Australian anchorages available online for the benefit of all sailors.

Ultimately, in 2019, increasing immobility saw Barry reluctantly have to sell *Cardigan Bay*, following which she was sailed eastwards to new moorings interstate – and no doubt on many more wonderful adventures since.

Below are a few images of Barry on *Antares* and *Cardigan Bay* provided by his family of Susan, Julian and Miwa, Stefan and Yumiko, and Oliver, Jasmin and Leo, who all miss him terribly, but are forever grateful that fate allowed Barry to fulfill his boyhood sailing dreams, and that they were able to share many of them with him.



Antares



Cardigan Bay



Barry and grandson on *Cardigan Bay*

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