



SQUADRON

Seamanship & Fellowship

Quarterly

Volume 40 Issue 3
Spring 2026



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Backed by a trusted network of marine specialists and South Australia's most modern marine precinct, Dockyard Services makes vessel maintenance easy, expert and worry-free.

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Editorial by Angela Bates



My role as Acting Editor was as much a surprise to me as it probably is for all of you! Fay can be very persuasive and encouraging as I think we all know (Alan probably most of all!). Also I understood there was not much competition, hence me ... I will try my utmost to continue the traditions the magazine represents but will also try to put my own mark on it. Please bear with me as I try to fill the big shoes of all the previous editors as I would like to eventually fill that role. Fay has put most of the effort into making this edition become a magazine, I have just been an assistant during the transition hence the Acting Editor title.

I have included a new theme which I will continue with, "Who Am I?", where there will be four photos on random pages to encourage you to look through all of magazine! I do hope you enjoy trying to name the people in the photographs. The results will be in an e-bulletin and in the Summer edition with four new photos.

We have said a fond farewell to our previous Commodore Alan Down and are extremely happy to have Owen Haskett fill that role. Owen shares his memories and dreams with us in his report and I firmly believe he has the energy and fortitude to take our Club to the next level. As a Club I know we will all be there to share his vision for the future.

We also have a new catering team My Only Rival who have a vibrancy about them which I believe will be good for the Club, and they are happy to assist and listen to us as a Club. I have heard the Member Milestone Lunch was delicious and enjoyed by many, so well done to Christine and Ky.

There are some interesting articles, even the blokey ones are pretty good to read so don't rush past them ladies to get to the photos! I sincerely hope you all enjoy reading the Spring edition of the magazine. This issue has brought about many emotions behind the scenes. You could almost say it was produced with blood, sweat and tears. Nonetheless it is here for you to read, we rode the waves and the stormy weather as a team. So thank you to everyone who helped achieve this magazine for everyone to read.

The editorial team is sad at the passing of Roger Oaten on 23 August.

His professional production of the Squadron Quarterly magazine for 12 years contributed to its reputation as a high-quality publication.

Roger was proud to contribute his time and skills, and our team and the Squadron recognises his dedication as a volunteer.

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Her Excellency the Honourable Frances Adamson AC

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COVER PHOTO

Dan Turner arriving in Antigua on *Immortal Game*
Photo: Rob Havill (Mini Globe Race competitor)

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Squadron Quarterly:

Deadline for the Summer Issue is 16 November 2026

Advertisements, editorial and photographs can be sent to:

- * editor@rsays.com.au
- * left at the Squadron Office

Notes for Contributors

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

DINING FACILITIES

Dining Room

Available for functions and for hire

Jimmy's Bar

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

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DISCLAIMER

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The past few weeks have been particularly busy around the Squadron. We have held our Annual General Meeting, elected a new Management Committee and Flag Officers, continued work on important projects including the upcoming balcony refurbishment, submitted the Squadron's response to the proposed Osborne State Development Area and, by the time this edition reaches you, presented one of our significant sailing awards.

As this is my first *Squadron Quarterly* article as Commodore, I wanted to take a little more space than usual to introduce myself, explain some of what has shaped my approach to the role and share what I hope we can achieve together.

For as long as I can remember, boats and RSAYS have been part of my life. I became a member not long after I was born and grew up around the Squadron. My father's long involvement here, together with his work as a shipwright boatbuilder at Searles Boat Yard, meant boats were simply part of everyday life.

I grew up around the practical side of boating as much as the recreational side: maintaining things, repairing them and understanding the effort that goes into keeping a boat on the water. More importantly, I grew up around the people. The boats may be what initially bring many of us to a yacht club, but it is usually the people, friendships and shared experiences that make us stay.

Like many people, I drifted in and out of sailing and Squadron life in my early twenties before returning in my late twenties. Since then, sailing and RSAYS have again become a significant part of my life, both on and off the water.

I have also been fortunate to do a reasonable amount of offshore racing, and those experiences have influenced me more than I realised at the time. Offshore sailing has a way of stripping things back. You prepare as well as you can, but circumstances change. Weather changes. Equipment fails. People get tired. Plans that looked perfect ashore sometimes need to be reconsidered very quickly.

You learn resilience, but resilience does not mean stubbornly doing the same thing regardless of circumstances. Sometimes it means recognising that the plan needs to change. More than anything, offshore racing teaches teamwork. No one succeeds alone. A good crew is made up of people with different strengths, personalities and experience who trust each other enough to speak up, contribute and work towards the same outcome.

You do not need everyone thinking exactly the same way. You do need everyone understanding where you are trying to go. That lesson carries across very naturally at the Squadron.

Over the years, my involvement at RSAYS has broadened considerably. I have served on committees, chaired the House and Social Committee, joined the Management Committee and served as a Flag Officer before having the privilege of being elected Commodore at our recent AGM.

My professional background has also largely been in hospitality, business and operations management, with a focus on customer experience and sustainable business performance.

Those experiences shape how I approach this role, but I am very conscious that the Commodore does not run the Squadron. We have a Management Committee, Standing Committees, staff, volunteers and a membership with an enormous range of professional, technical, sailing and life experience. One of the things I would most like to achieve is to bring more of that collective knowledge together.



One Squadron

At times, RSAYS can feel like a collection of small islands. We have racing sailors, cruisers, marina owners, hardstand users, juniors and their families, social members, committees, volunteers, hospitality, staff and many other groups. Naturally, people focus on the areas of the Squadron that affect or interest them most. There is nothing inherently wrong with that. In fact, the diversity of our membership is one of our strengths. The challenge comes when those islands stop connecting.

Racing and cruising do more than put boats on the water. They build seamanship, friendships and participation. Our marina and hardstand are not simply infrastructure. They are home to a substantial community of Members and their boats. A strong Juniors program does more than teach young people to sail. It introduces families to the Squadron and creates pathways into lifelong participation.

Hospitality and social activities are not separate from sailing. They create the spaces where Members meet after racing, where families spend time together, where friendships develop and where someone who does not currently own or sail a boat can still feel part of RSAYS.

These are not separate clubs that happen to share an address. They are all the Squadron. One of my priorities as Commodore is to strengthen those connections so that decisions are increasingly considered in terms of how they affect RSAYS as a whole.

Making Membership Mean More

Closely connected to that is the value of membership. Over the past couple of decades, a number of the smaller benefits and privileges that once helped distinguish Squadron membership have gradually reduced or disappeared. Some of those decisions made sense at the time, but collectively I think we need to ask whether too much of the value of membership has been stripped back.

I would like us to start rebuilding it. That does not necessarily mean expensive benefits. Value can be created through good service, genuine Member privileges, better communication, access to activities, recognition, reciprocal opportunities, stronger hospitality and simply making people feel welcome when they walk through the gates. It also means considering the experience of our guests. A guest having a good experience may become tomorrow's member, volunteer, sailor or business partner.

When someone asks, "Why should I join the Squadron?" our answer cannot simply be that we have existed for more than 150 years. Our history is something to be enormously proud of, but prospective members also need to understand what membership adds to their lives today.

Growing membership and diversifying revenue do not always require us to build something new; often they start with making better use of the assets and opportunities we already have. Our hardstand is a good example. There are trailer yachts and powerboats sitting in driveways and garages across Adelaide, and I see an opportunity to package a first year of Senior membership with hardstand storage and actively market it to those owners. That could generate recurring revenue while bringing new people into the Squadron and, once the boat has finally left the driveway, perhaps making it less likely to ever return there.

We also need to strengthen the pathways within our membership. Intermediate membership should provide an affordable bridge from Junior and Family membership into Senior membership during the years when study, early careers and cost-of-living pressures can easily see young people drift away from the Club, as I once did myself. At the same time, reshaping Associate membership into a stronger social offering could open RSAYS to people attracted by our waterfront, hospitality, events, fellowship and community, even if sailing is not initially what brings them through the gates.

Alongside greater use of our Clubhouse for functions and corporate activity, and expanding training and school programs, these ideas can generate revenue while also creating something even more valuable: a broader pipeline of future members, families, sailors and volunteers who become part of the Squadron for the long term.

Building A Stronger Organisation Underneath It

Some of the other priorities I have for my time as Commodore will be much less visible. I want us to continue strengthening our governance, our business strategy and the diversity of our revenue streams.

Good governance should not mean creating more bureaucracy. It should mean knowing who is responsible for what, having reliable information before decisions are made, managing risk properly, encouraging respectful debate and making sure decisions can be clearly explained to the membership.

The recent AGM represents the beginning of another governance year for the Squadron. I congratulate those elected to our new Management Committee and our Flag Officers, together with Members taking on responsibilities through our Standing Committees. Every person who nominates for these positions is offering their time to the Squadron, and I look forward to working with them.

Good business strategy matters for much the same reason. RSAYS Inc is a not-for-profit member organisation, but we still operate substantial facilities, employ people, maintain infrastructure and provide services. Being not-for-profit does not mean we should operate without sound business principles. Stronger and more diverse revenue streams give us greater ability to maintain facilities, improve the member experience, support sailing and junior development and invest in the Squadron without continually expecting existing Members to fund every improvement through membership fees.

That thinking also extends beyond our gates. The proposed Osborne State Development Area has the potential to shape the broader precinct around us for many years. The Squadron has submitted its response to the proposal, ensuring that the Squadron has put its position on record as that planning process continues. Whatever developments ultimately occur around us, our responsibility is to keep looking at how they may affect the Squadron, its Members, our operations and our long-term future, and to engage constructively when those opportunities arise.

Recognising Achievement

Looking forward also means recognising the people who represent the best of sailing and the wider boating community. By the time this magazine is published, we will have presented the Yacht Youth Trophy to Dan and Nikki Turner. Their story is an extraordinary one.

What We Hand On

All of these priorities – membership, facilities, sailing, governance and finances – bring the different parts of RSAYS closer together and ultimately come back to something much more personal for me.

I grew up here. The Squadron gave me experiences, friendships and opportunities that I probably did not fully appreciate when I was younger. Now I see the Squadron through another set of eyes. My daughter is four-years-old and is growing up around boats and the Club in much the same way I did. My partner Mieke's involvement as Chair of the Junior Development Committee means junior sailing and bringing young families into the Squadron are very much part of our family life as well.

One of the reasons I originally nominated for the Management Committee was because I wanted to play some part in preserving this place for the generations that follow us. But over time my thinking about that has changed. Preservation alone is not enough.

I do not want the next generation simply to inherit a Squadron that has survived. I want them to inherit one that is thriving. A Squadron that respects its history without being afraid to evolve. A Squadron where membership genuinely means something. A Squadron with strong racing, cruising, junior and social communities; facilities we are proud of; sound governance supporting our decisions; and a sustainable business capable of supporting our ambitions.

Most importantly, I want them to inherit one Squadron. A place where an eight-year-old learning to sail, a Member who has belonged for fifty years, a racing crew, a cruising couple, a marina berth holder, a volunteer and a family visiting for lunch can all feel that they belong to the same community.

What previous generations built and preserved have given many of us an extraordinary place to sail, socialise, learn and grow up. What we do now will determine what the next generation receives from us. I consider it an enormous privilege to have the opportunity to play a part in that, and I look forward to doing it together.

**ROYAL SOUTH AUSTRALIAN
YACHT SQUADRON**



This report presents a summary of RSAYS Limited activities over the past 12 months.

Overview

At the end of the 2026 financial year, RSAYS Limited (LTD) returned a surplus of \$24,524 to Members. This was on the back of full rent paid by RSAYS Inc (INC) although a small discount was provided in March and April 2026.

As in past years, the cash holdings of the company have been invested in a set of 'rolling wave' term deposits, with rates and terms selected to maximise returns. This strategy earned us bank interest of \$66,400.

Other non-cash investments were looked at, but Directors had concerns about the influence of an uncertain world economy on these forms of investment.

Accounts

Since mid-2023 LTD has run a separate set of accounts from INC. The LTD accounts have been independently audited by Young, Martin and Associates, as they did last year. The 2026 Financial Report and a report from the auditors were sent to LTD Members in mid-August 2026.

One persistent issue reported is that LTD is owed approximately \$41k in unclaimed GST by the Australian Tax Office. This payment has been delayed because of the need for the ATO to validate a large GST backlog claim.

Capital Replacements

The company has invested in two capital replacements, which were completed recently.

The first is the replacement of H-Row, made up of seven large fingers off the main walkway on the North Bank. The project was completed at a cost of \$273k. The work itself was performed by Bellingham Marine and managed on our behalf by the General Manager.

The second project was the replacement of the Western Clubhouse Stairs at a cost of \$33k. These stairs are needed to meet

safety compliance for use of the upstairs Dining Room.

Both of these projects have been capitalised and will be added to our depreciation burden.

Ongoing Marina Review

A joint INC-LTD marina working group has been scoping the work needed to replace problematic areas of the marina. The group includes the services of an external consultant and is jointly funded by LTD and INC.

Their focus is on the main North Bank walkway and the major cross sections which are 'built-in-place'. No specific recommendations have been presented at this time.

2026 Financial Performance

LTD performed financially in line with expectations during 2025/26. Affordable rent from INC is a key driver of profitability and cash generation.

If the reserve cash level is to be held, INC will need to maximise rent payments as much as possible.

Future capital expenditure will need to be properly timed to match revenues.

Income was derived from rent income from the Squadron as well as bank interest. Income increased in 2026 once full rent income returned.

Almost all our income was 'consumed' by depreciation on our capital assets. Depreciation will increase next financial year with additional capital investments.



Osborne State Development Area

The SA Government is seeking community feedback on a proposal to define an area of land at the top of Lefevre Peninsula called the Osborne State Development Area.

The area is designed to support major projects, almost certainly linked to Federal Government Defence projects.

Most of the area is Government-owned but includes Squadron land which is owned freehold by RSAYS Limited.

A joint submission from INC and LTD has appealed to the SA Government to either remove the Squadron from the proposed area or facilitate a move of the Squadron to a location further south.

Appointment of Directors

The RSAYS Limited Board has welcomed two new Directors: Chris Perry and Lisa Bettcher.

I thank them for agreeing to join the Board.

It's not easy finding people with the right background who are happy to volunteer their time to run a business.

Chris and Lisa join existing Directors Peter Kelly, Scott Mutton, Stuart Johnson, Ned Dally and Chris Mandalov.

From the General Manager

By Hayley Hunt, General Manager



The past few months have been a busy period for the Club, marked by the completion of the financial audit and preparation for the Annual General Meeting (AGM).

The Squadron extends its thanks to all Members who attended the AGM. The meeting was notably efficient, with many Members commenting on how smoothly it was run. Looking ahead, the Club will invest in an audio review of the acoustics and microphone system in the upstairs area to improve future meetings – a task made more complex by the discovery of 24 existing speakers installed in the roof. Addressing this setup remains a work in progress.

Attention now turns to preparations for the Flag Raising Ceremony and Opening Day, both of which follow closely on the heels of the AGM each year. Members will be aware that the Governor of South Australia serves as Patron of RSAYS. With the current Governor's retirement approaching, the Club awaits confirmation of her successor.

The Marina remains a key area of focus, with ongoing improvements to Squadron maintenance continuing as a priority.

The Club is also pleased to welcome its new caterer, My Only Rival, which began service on 31 July. Members are encouraged to sample the new menu, which will run through to the end of September before a new seasonal menu is introduced in October. Brunch offerings are also planned for the summer months. In addition, Wednesday Twilight racing nights will now feature a buffet service from 7.30 pm, available to all Members and their family and friends.

Finally, the Club looks forward to working with the incoming Commodore and Vice Commodore, and to seeing the direction that the new Management Committee will bring for the remainder of the year.

Cruising Committee Report

By Teresa Hamilton-Smith, Chair

We had a very successful evening on 14 August when Dan and Nikki Turner were presented with the Yacht Youth Trophy for Dan's achievement in completing the Mini Globe Race. You will find a description of the award and their article in this edition of the magazine.

About 14 Squadron Members joined Members of the St Kilda Boat Club on 22 August for a BYO barbecue with delicious salad and dessert supplied by SKBC for \$5.

We thank Paul Crouch (Commodore) and Alana Francis for organising the evening, and we are pleased that they are both Members of RSAYS.



Enjoying the company and the warmth

Coming events are a cruise to Black Point on 3-5 October and a combined cruise to Port Vincent on 21-22 November.

Our Cruising Committee is:

Teresa Hamilton-Smith (Chair), Alana Francis (Deputy Chair), Gary Oswald and Albert Watson

Advisers are: David Adams, Peter Cooling, John Deniet, David Eldridge and John Wickham



Willing cooks - Bruce, Gary, John and Peter

Apples, Ice and Fellowship

The RSAYS 2026 Inland Cruise 19-21 June was another great success, with a record 43 participants enjoying a June weekend at the fabulous Discovery Caravan Park. Situated on the city side of Hahndorf, opposite the national award-winning Hahndorf Market, the park proved to be an excellent choice. Both the caravan sites and cabins received rave reviews from our Members.

Some Members took advantage of the Park's 'stay four nights, pay for three' offer and arrived early on a beautiful, sunny Thursday. We were certainly blessed with the weather for the weekend, although Monday morning provided a chilly reminder that we were in the Adelaide Hills, with morning temperatures dropping below zero.

The official events began on Friday night with the Club's first-ever apple-tasting challenge. As everyone gathered for dinner in the huge, warm camp kitchen, Members were challenged to identify six newer varieties of apples. All six were sampled, including one that had recently been voted South Australia's favourite.

The success rate in identifying the apples fell somewhat below expectations. This was perhaps not surprising, as it quickly became obvious that wine tasting was much more firmly within our Members' skill set!

Peter Cooling came up with the great idea of barbecuing the leftover apple pieces, which proved to be a surprisingly tasty addition to the evening.

Saturday morning saw Members head off in all directions to explore the Adelaide Hills. Hahndorf, Jurlique, Melba's Chocolate Factory and the Heysen 'The Cedars' home and Gallery all attracted visitors, while several of the many wineries in the

region also received enthusiastic RSAYS attention.

The common view among returning Members was that many of us had been completely unaware of just how many fantastic places there are to discover in the Adelaide Hills.

Saturday night saw us head to the Hahndorf Inn Hotel on the main street, where we were greeted by a menu packed with traditional German fare but with serves that very few people could finish! The food was cooked to perfection, and the phrase 'you must try this' was heard frequently around the tables.

It was a great night of fun, laughter and fellowship, and once again we upheld the Club tradition of being the last to leave the hotel.

Sunday morning saw the RSAYS Cruising Committee hosting a free cooked breakfast for all comers. A big thank you must go to all the helpers and cooks who made sure everyone started the day well-fed.

Sunday lunch was booked in the delightful, big, sunny pavilion at Grunthals Brew Hause. The venue was close enough to the Caravan Park to walk to, although perhaps just far enough that some of the walkers wished they had driven! After Grunthals and the huge amounts of food that was served, we probably all needed to burn off a few calories on the way back to the Park anyway. In summary, it was another fantastic



Inland Cruise weekend, made even more special by the fun, friendship and great fellowship that we all share through our Club.

If you haven't been on an Inland Cruise yet, perhaps it's time to join us!

Next year we are heading to Normanville, 18-20 June, and some Members have already booked their accommodation.

Keep an eye on the Club's Facebook page and the regular Thursday emails for further details.

We'd love to see you there!



RSAYS Foundation Report

By Di Myers, Chair

The RSAYS Foundation was established by Deed in 2006 specifically to invest donations and to allocate grants which would further Squadron purposes.

Donations made via ASF (Australian Sports Foundation) are 100% tax deductible to the donor. During the 2025/26 financial year the Foundation income from donations, raffles and the SA Anchorage Guide sales was \$6,573.36, plus interest from Term Deposits.

Grants paid totalled \$19,770 which included:



Juniors equipment, training and first aid
She Sails keel boat training
Racing Office upgrade
Barbecue area upgrade
Dining room blinds
New jinker tyres
TV on the Quarterdeck

The net Foundation account balance as at 30 June 2026 was \$80,364.85.



The Foundation Trustees meet every two months and carefully consider grant applications. We are also keen to support a significant project that is currently being assessed by the Squadron.

Peter Cooling has developed a fundraising idea by way of a QR Code on a decal which can be attached to table tops, the bars and other sites around the Club. Donations can be made simply by capturing the QR Code with your phone which leads to the ASF page so that donations can be claimed as a tax deduction. The donor can select a fixed amount displayed on the screen or choose whatever amount they would like to give. Whenever the Clubhouse is used for celebrations and special occasions guests can scan the QR code and make a donation. It is hoped that this will raise funds not just from Squadron Members but also from visitors.



Thanks to all Members who have made donations, and especially to:

- * Phil Tassicker for the extensive work he put in to creating and maintaining sales of the SA Anchorage Guide. It is a must have for all seafarers in SA waters and can be purchased from the Squadron Office.
- * Peter Cooling for six years of enthusiasm and promotion of the RSAYS Foundation.

Trustees are: Di Myers (Chair), Carolyn Sugars (Secretary),
Peter Wirthensohn, Colin Harrison, Fiona Hawker,
Helen Willmer and Rosemary Murfett.

Support the Squadron - From Your Table

By Peter Cooling



We are thrilled to introduce the Royal South Australian Yacht Squadron Foundation's newest fundraising project: QR Code Drink Coasters!

Whether you are a lifelong Member or a first-time visitor, if you love the Club, the heritage and what we do, supporting us is now easier than ever.

Next time you are enjoying a drink at the Squadron, simply scan the QR code on your coaster to make a direct donation.

Why support the Foundation?

100% impact: every dollar raised goes directly to the Foundation to fund a better, stronger Squadron for everyone.

Tax Benefits: Tax concessions are available for your donations if desired.

Scan, donate and help us build a brighter future for the Squadron.

Thank you for your incredible support!

When it's cold and wintry outside, what could be better than getting together for a cozy movie night? That's what the SheSails Committee planned to do, not once but twice, over these last couple of months.

First, in May, we showed *Kirsten Neuschäfer – Her Golden Globe Story* in the Dinghy Shed. How inspiring to hear from a sailor who not only became the first woman to win the Golden Globe Race, but also rescued one of her fellow competitors, in the true spirit of seamanship. What made this night truly special, however, was to have Campbell Mackie agree to be a guest speaker and tell us about his own experiences rounding Cape Horn and racing around the world, even comparing his route with Kirsten's. We are so fortunate to have Members like Campbell who have experienced such great adventures and are willing to share their stories with us.

Movie Night number two was held in July. We went a little bit rogue and showed a non-sailing movie. It was a documentary called *The Last of the Sea Women*, and showcased the deep bond between Korean divers and the ocean. Since the Club was between caterers that night, we ordered pizzas from the local Sicilian Pizza Bar. It's safe to say that no one went home hungry! Thank you to everyone who approached me and other Committee members to tell us how much they enjoyed the movie and the food. It means a lot to us since we aim to put on events that everyone can appreciate.

With the October long weekend fast approaching, we've been in discussions with the SAWKR 2026 Committee to find out how RSAYS can best be involved and how to support this year's event. Thanks to the tireless work of our Club's Members, who volunteered their own time and expertise, the Juniors and SheSails Committees are able to offer two of our J24s for hire and use by SAWKR teams. This is so valuable, not only as an option for the sailors coming from interstate, but also for any team which does not own a boat or have access to one. In women's racing, as in all racing, the more boats the better!

If you have any suggestions or feedback you'd like to share with us, please reach out to any of the Committee members by sending us an email: sheSails@rsays.com.au, or find us on social media @RSAYS SheSails.

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



July Pizza and Movie Night



Movie Night with Campbell Mackie

Welcome to our New Caterers

We are pleased to welcome My Only Rival as the new caterers for the Club.

Between them, Christine and Ky bring more than 40 years in hospitality operations working side by side for the last 10 years, and have called the LeFevre Peninsula home for six of those. Christine is formally trained in hospitality management and looks after front of house, while Ky is a qualified chef who has built her career running catering operations in Sydney, Brisbane, Melbourne and overseas.

Both are committed to being part of the local community, building familiar connections with Members and making the Club a place where people feel welcome.

Christine and Ky are here for the long run, and they will need the support of our Members and the wider local community to make that possible.

Please consider supporting My Only Rival by visiting during their opening hours: Friday lunch and dinner, and lunch on Saturday and Sunday.



Food served on the Clubhouse Balcony



Ky and Christine ready to prepare meals

Racing Committee Report

By Kevin Kelly, Chair at the time of writing this report



Well, we have reached that time of year when we can take a breath and plan all those boat jobs you need to get done before the season starts over again. Our Winter Series was completed on 28 July and the first race of the Summer Series is planned for 18 September (yes, a little earlier this year).

The Racing Committee has been busy over the last few months, collaborating with other clubs and Australian Sailing to formulate our plans for the new season and we have some exciting initiatives and ideas to progress. Let's start with a wrap on winter ...

SD Marine Winter Series (and Le Hunte Cup)

We had some great weather for our Winter Series and managed to complete five of the six races, often in perfect conditions with sunny skies and moderate breezes. The season all came down to the wire in the last race with nothing separating the points of the lead boats in both Divisions 1 and 2.

However Race 6, which was also the Le Hunte Cup, didn't go quite as planned. A foggy start to the day, followed by very light winds fading away an hour into the race, left the Race Officer with little choice but to abandon. It was a day when the fleet was spread a considerable distance across the course with Div 1 boats picking up the remaining breeze offshore and most Div 2 boats languishing with little or no breeze inshore without hope of completing the course. With so much riding on this race for the series, it was a disappointing result as some of the contenders were going very well before fading wind and subsequent abandonment.

Race 1 of the Winter Series was also the prestigious Hawes Cup race. Congratulations to *Outrageous* and *Divine Madness* as joint winners of the Hawes Cup respectively for Div 1 and 2.

Race 3 of the Winter Series was the traditional Plympton Cup event. This was winter racing at its best, with nominations from 32 boats which made quite a spectacle for people enjoying their day at Grange as the fleet passed the King of the Gulf mark near the Grange Jetty. Multi-hulls *Crosshair*, *Flatpack* and *Tearaway* shredded the course from Outer Harbor to Adelaide Shores and return, with *Crosshair* completing the course in less than two hours and *Flatpack* seen flying past with a following rooster tail. *G-Wizz* was the fastest keelboat overall, with *Outrageous* being the fastest keelboat from the Squadron. This was a great turnout, with the last boat finishing the course with only minutes to spare at 15:54 hrs. After the race a protest was lodged, and subsequently upheld, involving several boats going around the wrong mark at Adelaide Sailing Club.

The final Plympton Cup results were: 1st *Crosshair*, 2nd *Flatpack*, 3rd *Aurora*.

In closing, the Squadron Winter Series PHS placing were:

Div1 1st *Nerana*, 2nd *Outrageous*, 3rd *Black Butterfly*
Div2 1st *Freedom*, 2nd *Koko*, 3rd *Divine Madness*

The Combined Winter Series with CYCSA placing for PHS were:

Div1 1st *Nerana*, 2nd *Outrageous*
Div2 1st *Koko*, 3rd *Freedom*



Combined Winter Series Div 1 PHS1 - winning team *Nerana*



Combined Winter Series Div 2 PHS1 - winning team *Koko*



Bob Schahinger accepting the SD Marine D2 PHS1 trophy



Chris Perry accepting the Winter Series Div 1 winning trophy

Huge congratulations to our boats taking out the combined series and placings.

There was great camaraderie on the Quarterdeck after the last race for the combined presentations with a large contingent from the CYCSA participating. And of course, no one went away hungry thanks to our House and Social Committee (legends) cooking up a great barbecue for everyone.

A big thank you also to our Racing Committee volunteers for the series – Peter Trenorden, Jasper Bowering, Colin Doudy, Rob Large and Geoff Beacham.

Bravo Sails Short-Handed series (CYCSA)

The Squadron also had boats completing in the Winter Short-Handed series run by CYCSA. Congratulations to Inukshuk finishing 2nd overall and Freedom in 3rd overall place.

Looking ahead to the Summer Season

Combined Offshore Racing Series – We have re-invigorated Offshore racing as a combined series with CYCSA, competing for an Offshore Champions Trophy. The Offshore Series includes eight races with the addition of the Island Cup (Kangaroo Island) and the Easter Regatta crossing race to Port Vincent.

Inshore series – This year the series will also feature a combined competition with CYCSA for the overall series winners, and once again it will also include the Tri-Series for the winning boats from RSAYS, CYCSA and PASC. On 13 March 2027 a combined event is planned for clubs, including off-the-beach clubs along the coast to showcase sailing from Outer Harbor to Christies Beach. We will participate with a coaster race and an Offshore race.

Royal Hong Kong Yacht Club visit – Planning is underway to host about 35 sailors from the RHKYC in February 2027, when they will participate over a few days in our Twilight races, Stern-chaser and Inshore races along with post-race hospitality and the opportunity to showcase SA. This is an initiative of Cynthia Yim (RSAYS Member) and promises to be a great Club experience.

Come and Try - Discover Sailing – We have locked in two Come and Try Sailing events on Sunday 15 November 2026 and on Sunday 7 February 2027. Australian Sailing is planning a promotional campaign towards November 2026 to support participation in these introductory sailing events for clubs across Australia. While we continue to receive a steady flow of expressions of interest in the Come and Try event, we hope this might boost interest. Over the winter we had at least six new crew placed on boats as a result of Come and Try nominations and already have a core group to participate in the November event.

Australia Sailing Accredited Instructors – the Racing Committee is considering how we can increase the number of accredited instructors at the Squadron so that we can develop ongoing training for new crew beyond the Come and Try days. Australian Sailing offers Members a wide range of resource materials to set up ongoing programs and to support skills development which we hope to tap into. Australian Sailing also offers a wide range of courses for racing volunteers and officials. I encourage Members to check out their website for more information.

I was fortunate to attend the Australian Sailing SA Summit on 21 June along with our Vice Commodore and several racing members from various sailing sub-committees. A major theme of the day was about

attracting new participants, sailors and volunteers into the sport and building consistency into the messaging they receive from their first enquiry, and then working with them through pathways to become active members of a club so as to unify the entry experience.

Australian Sailing provided an overview of their Participation Plan for Sailing in Australia which you can find on their website. This includes supporting clubs with the tools to attract and engage new members, and governance support for club administrators. It was great to spend the afternoon with like-minded officials from other South Australian sailing clubs (almost all were represented at the event). The clubs all face similar challenges to grow the sport, and all showed a desire to explore new ideas to achieve this.



Helen Willmer and Helen Kearney enjoying Hamilton Island Race Week

Who Am I?

#1



By Annie Wilkins, Chair



Quiz Afternoon at the Squadron – Sunday, 19 July

The Squadron Dining Room was filled with laughter, friendly rivalry and plenty of good humour as Members gathered for another enjoyable quiz afternoon.

Our Vice Commodore Owen Haskett took on the role of quiz master, keeping everyone entertained with a wide-ranging selection of clever and often tricky questions.

Covering topics from history and geography to sport, music, current affairs and general knowledge, the quiz challenged even the sharpest minds and sparked plenty of lively discussion around the tables.

Ten teams participated and chatted together to solve tough questions, with a few unexpected brain teasers creating lots of laughter and good-natured debate. It was wonderful to see Members enjoying each other's company in a relaxed and welcoming atmosphere.

Platters of food were brought along to share, giving everyone the chance to catch up with friends while enjoying the hospitality of the Squadron.

At the end of the quiz the highest-scoring teams were rewarded with a selection of fun prizes which celebrated their knowledge and teamwork. While the winners certainly earned their rewards, everyone agreed that the real prize was an afternoon spent in great company, sharing laughter and creating lasting memories.

A sincere thank you to Owen for his time and effort in preparing and presenting another outstanding quiz. His enthusiasm, wit and carefully chosen questions made the afternoon a tremendous success and Members are already looking forward to the next quiz afternoon at the Royal South Australian Yacht Squadron.

Quiz Teams were:

School's Out, Freedom, Aquitaine, Titanic, Liesl, Summer Breeze, SS Minnow, Santa Lucia, Last Tango and Silver Fox.

The winning team was *SS Minnow*, and second was *Santa Lucia*.



Music on the Deck – Sunday, 28 June

The Club's Dinghy Shed was transformed into a lively and welcoming space for a wonderful celebration of friendship and community.

Members and guests enjoyed a fantastic atmosphere filled with laughter, conversation, and good company. The talented band T-Junction provided brilliant live music, creating the perfect setting for a relaxed and festive day.

Guests shared a delicious lunch, caught up with friends, met new faces from other yacht clubs and enjoyed dancing together as the music filled the Dinghy Shed.

The excitement continued with a raffle featuring an impressive range of prizes. The anticipation of the draw and the generosity of prize donors added another highlight to the day, with plenty of smiles from the lucky winners.

Filled with music, laughter and friendship, the event was a memorable celebration of the warm and welcoming spirit of our yacht club.



Welcome to New Members

We welcome New Members who have recently joined the Squadron

Family: Philip Jones and Donna Trigg (*Beyond Capricorn 1*)

Senior: Lisa Bettcher (upgraded)

Glen Emery (*Flatpack*)

James Hancock (upgraded)

Robert Nelson (*Turtle 3*)

Jessica Polson (*Lady Adelaide*)

Associate: Peter McNamara (*Farr Out*)

Crew: Daryl Emery

Ayoub Jummun



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

Round-The-World Yacht Races

The following races were conceived by Australian adventurer and former Squadron Member Don McIntyre.

The Ocean Globe Race (OGR) is a fully crewed race in four legs in the spirit of the 1973 Whitbread Round-the-World Race.

It emphasises teamwork and diversity and skippers must balance team dynamics. The Ocean Globe Race Rules require every yacht to have at least one woman and one youth crew member under the age of 24 onboard for each leg.

It is a 27,000-nautical-mile race split into four major legs. It features extended stopovers in major global ports such as Cape Town (South Africa), Auckland (New Zealand), and Punta del Este (Uruguay), mimicking the original clipper ship routes.

It features much larger, faster ocean-going production yachts (such as historic Nautor Swans) divided into three classes:

Adventure Class (47-56 ft),

Sayula Class (56-66 ft), and

Flyer Class (historic vessels from early Whitbread editions). Results are calculated using the IRC handicap rating system.

Squadron participants have been:

2023-24 Campbell Mackie, skipper of *Outlaw*

2023-24 Mark Sinclair, skipper of *Explorer*

The Golden Globe Race (GGR) is a solo non-stop unassisted Round-the-World Race similar to the 1968 Sunday Times race which was won by the only finisher Robin Knox-Johnston in *Suhaili*.

It is the ultimate test of isolation. Skippers are entirely alone for up to nine months. They cannot receive outside assistance or step ashore without facing disqualification or being moved to a non-competitive class.

It is a continuous 30,000 nautical mile loop. Sailors pass specific coastal 'film gates' (like Cape Town and Hobart). They drift briefly offshore to toss video tapes and letters to race organisers, but they never anchor, dock or step off their vessels.

This is a one-class handicap-free race. All competitors must sail heavily-built, full-keel production monohulls designed before 1988, between 32 and 36 feet long. The first boat to cross the finish line wins.

Squadron Member Mark Sinclair participated in 2018 and 2022 in *Coconut*

Squadron Member Matthew Wright is participating in 2026 in *Agitator* (unofficial)

The Mini Globe Race (MGR) is a solo, multi-leg, round-the-world race featuring sailors in self-built, 5.8-metre (19-foot) plywood sailboats.

The inaugural MGR ran from February 2025 to March 2026. It established a world first for amateur ocean racing on an ultra-accessible budget.

Crew Format:

Strictly Solo (Single-handed).

The Boat Class:

Class Globe 5.80 (also known as the ALMA Globe 5.80).

Boat Construction:

Handcrafted by the skipper from marine plywood and fibreglass using official plans.

Dimensions:

Only 5.80 metres long, making it small enough to fit inside a standard 20-foot shipping container for transport.

Total Distance:

Approximately 24,000 to 28,000 nautical miles over approximately 13 to 15 months.

Technology Rules:

MGR sailors use wind-vane self-steering instead of electric autopilots and modern technology is allowed. Unlike the OGR and GGR, skippers have free access to satellite communications, allowing them to access social media, watch movies, and make private video calls.

RSAYS Yacht Youth Trophy recipient Daniel Turner participated in 2025-26

Who Am I?

#2



By Matthew Wright

Matthew wrote this article a couple of weeks before leaving Spain for his solo circumnavigation on 30 August. We wish him safe and rewarding sailing.

I'm in Spain doing the final preparation for an attempted solo, non-stop circumnavigation – from Spain to Spain. I am due to leave from the Isla de Arousa in Galicia (northwest Spain) on 30 August with a send-off planned by the island people and the local traditional sailing association (Dornas).

It is the culmination of five years of preparation in Europe, a lot of time and money, a lot of sailing lessons learnt, and a more than 30-year-old dream.



We bought *Agitator*, a Rustler 36, in Falmouth (UK) in 2019 as my entrant in the 2022 Golden Globe Race (GGR). Stuart Shimeld (RSAYS Member) and I sailed it to Brittany in March 2020 where my brother Ben (former RSAYS member) lives and the boat went through an extensive refit under his supervision there. Despite COVID I managed to get an exemption to travel to France in 2021 to do my Qualifier for the GGR – 27 days at sea for 2,500 nm – sailing from France to the Canary Islands and back to Portugal.

Life then intervened to prevent my doing the 2022 GGR due to a health problem so I kept sailing in Europe during the northern summer each year, and was planning on doing the 2026 GGR.

Compliance costs for the GGR threatened to extinguish the entire project financially so we pivoted back to the original idea of just having a go at a non-stop, single-handed attempt. I've done more than 13,000 nm of single-handed sailing in Europe over the past five years covering the Azores, Canary Islands, Madeira, Gibraltar, Portugal, Spain, France and Ireland.

The boat has been extensively prepared. Rustler 36s are a very solid build with a long keel – not great upwind but excellent in every other respect. The GGR background means limited comfort and very basic systems which I think improve my prospects of success.

I have tried to build as much redundancy into the boat as possible with two wind vanes on the transom – an Aries and a Hydrovane as an example,

I expect the trip to take around eight months or 240 days and will hopefully carry provisions for 260 days. Food will be a combination of freeze-dried meals and cans (baked beans from Falmouth, tuna and sardines from Galicia) as well as lots of rice and porridge. Water will be what I can carry, what I can catch off the mainsail with my collection system (a zip at every reef level for collection bag to attach to main) and a hand-pumped desalinator.

Mark Sinclair (Captain Coconut) is coming to give me a hand in the final week and my wife Mini and daughters Bijou, Gisele and Celeste are also coming to see me.

I am hoping to raise money for two different causes through my voyage. The first is for the Emergency Department at the National Referral Hospital in Honiara, Solomon Islands. I am an emergency physician and have had a long term relationship with that ED. They do a lot of great work with not a lot of resources.

The second cause is to support research at Flinders University into a condition called CIDP - Chronic Inflammatory Demyelinating Polyneuropathy. I was diagnosed with this condition in 2024.

You can follow my journey on the Facebook page which at the moment is called *Galicia a Galicia* and I have provided links to my two fund-raising projects.

<https://www.gofundme.com/f/emergency-care-in-the-solomon-islands>

<https://www.gofundme.com/f/cidp-research>



By Campbell Mackie



Galley restoration works
about to begin

Although Campbell was unable to take part in the 100th anniversary edition of the Fastnet race in July 2025 as planned, he is now preparing to sail in the Ocean Globe Race in 2027. Campbell wrote about his preparations for the 2024 OGR in the Autumn 2022 edition of the *Squadron Quarterly* and wrote about Leg 1 in the Summer 2023 SQ, Leg 2 in the Autumn 2024 SQ and Legs 3 & 4 in the Winter 2024 SQ. Campbell was a joint recipient with Mark Sinclair of the Yacht Youth Trophy in 2024 and his talk at the presentation was published in the Spring 2024 SQ.

Reunions can have unexpected outcomes. And so it was in December 2024 when mulling over the lamentable state of the boating market in Europe that the idea was broached to enter *Outlaw* in the 2027 edition of the Ocean Globe Race. Progress remained slow on both fronts so the prospect of entering the 100th anniversary edition of the Fastnet race in July 2025 provided a more immediate goal.

The Fastnet is a serious race and thorough preparation is essential. Having been laid up since completing her OGR circumnavigation in 2024 there was work to do. So in March 2025 I headed for my second home in the village of Hamble, near Southampton in England to get the work underway. The biggest job turned out to be the discovery of significant damage to the rig which was only evident

when it was pulled out towards the end of my tour. Long distance conversations with the rigger revealed how lucky we were not to lose the rig when the backstay failed a couple of days before we crossed the finish line. Just a lazy £30,000 and it was fixed. At moments like this it is good to have partners!

Returning with my wife Lorna in early July for pre-race preparations, all was going to plan until she had a serious accident in the Haslar marina, breaking both her arms. I went from skipper to nurse in a split second! *Outlaw* completed the race with us shoreside, witnessing her start and following her progress down the Solent to the Needles. Fortunately, Lorna has made a full recovery, but despite two attempts, finishing the Fastnet remains aspirational for me.

The Fastnet experience gave a core of diehards renewed impetus and at the December 2025 reunion in Adelaide the decision was made to commit once more to the OGR. The planning began in earnest with a new budget, a new website and a global recruitment campaign. With vintage boats there is always something to repair, replace or improve and as the scope of work became more defined it was resolved to begin the prep early so we would have more sailing time in the spring and summer of 2027 prior to the September start. A benefit we did not enjoy in the run up to the 2023 start!

After the Fastnet, *Outlaw* had been moved north to Fox's Marina in Ipswich on the River Orwell which is a great facility and significantly cheaper than the Solent. At the end of May this year I departed for two months, with the objective of completing the major work elements and taking her on a short trip to Helgoland in the German Bight. The sailing passage had a two-fold purpose of trialling new crew applicants and resetting the VAT clock, known as a visa run.

Ipswich is not a place that a tourist would ordinarily visit, but heading east along the peninsula beside the banks of the Orwell, one is quickly transported into a picturesque rural landscape a world away from its gritty city streets. As luck would have it one of the 2023 cohort owns a converted barn about 15 minutes' drive from the marina and sited in the centre of an active farming area. This was my home for the term of my time in Suffolk. My enjoyment of this rural retreat was further enhanced by a riverside pub, the Butt & Oyster, which I passed every evening on the way home to Shotley. I succumbed to temptation regularly and especially when I had visitors. During the week I was mostly working alone, but the weekend workforce was sometimes swelled by the Clipper alumni in addition to the OGR cohort.



LEFT:
She's a tall lady
when hauled out



RIGHT:
River Orwell
from the bar at
the Butt & Oyster

The Royal Harwich Yacht Club is located nearby and I took the opportunity to meet with the Commodore – at the Butt & Oyster of course! It was informative to discuss the challenges and strategies of managing sailing clubs in this time of great social change. Despite being in different hemispheres, we share much in common as regards the challenges and aspirations for the future.

It was a pleasant surprise for me to discover another Australian registered boat berthed at Fox's. *Steel Sapphire*, whose home port is Sydney, had been cruising the globe for ten years when her owners brought her to Ipswich, spending nearly a year and a lot of cash undergoing a major refit. The boats were berthed together providing a stark comparison that reflected their purpose – one a cruising home with a bath in the master's suite, the other a stripped-out ocean racer. It was the source of endless discussion among all the occupants in our section of the marina.

But it was not the only connection that I made. While *Outlaw* was still hauled out, I approached the owner of the expedition boat next door to ask for a loan of his scaffold. We were both astonished to realise we knew each other from the Clipper circus: he a former skipper, and me a pay-to-play punter. So much to yarn about but not enough time!

The connections continued when I discovered that Mike and Gay Lewis were at Fox's in the seventies, having sailed their ferro cement yacht *Expeditus* from Adelaide to the UK via Cape Horn. Mike became Fox's travel lift operator for a while as they refitted their boat.

After a month of toil in the yard our slot for relaunch was coming up rapidly. This year's northern hemisphere summer has been a scorcher, and on the day *Outlaw* was splashed the thermometer hit 40°C. The Poms were wilting and although I didn't admit to it, so was I. A cold beer in the Outlook Cafe was a medical necessity at the day's end. Work continued in the marina and it was a pleasure not to have to scramble up and down the 5-metre scaffold tower to get on board.



Clipper 2016 crewmates
paying a weekend visit



Crew prepping spinnakers
for the trip to Helgoland

Soon enough it was time to set off for Helgoland. We were nine persons on board from six different countries: Australia, Britain, the Netherlands, Finland, Japan and Argentina. Our course from the mouth of the Orwell was north-east, right where the breeze was coming from. Wind speeds gusting 30 kts made for a bumpy ride in the short chop produced by the shallow waters of the North Sea. Seasickness soon reared its ugly head and we were quickly reduced to a crew of five. Then we discovered the chart card in the plotter did not cover the UK side of the North Sea. We took our position from the GPS and plotted it on the paper charts we always carry. But it made for an elevated level of complexity in the North Sea where there is no longer much open water, being cluttered with oil rigs, vast wind farms and multiple Traffic Separation Schemes. So those of us still standing were 'on our toes' dealing with the situation, especially at night.

Outlaw went to windward like a witch, but the infirm below were showing few signs of recovery. As we entered the western boundary of the German Bight around 22:00 hrs on the second night, and with an estimated 20 hours of working to windward left, it was resolved to make alternative plans and proceed south to Den Helder in Holland. Once the boat settled those confined to their bunks with mal de mer began to emerge. In the morning sunshine we were a happy ship once more as we approached the safe water beacon marking the entrance to our destination.

I was first in Den Helder in August 2016, the last port of call on my first Clipper Round the World Race. Returning ten years later in a yacht which I had skippered in another round-the-world-race was an emphatic reminder of the journey I have enjoyed in that period. Nothing expected, nothing planned, but every opportunity grasped without hesitation – what a ride!

After a 24-hour rest and recuperation we passed through the marina lock and set a course for the Orwell. A fresh northerly breeze made for a fast and comfortable passage with cracked sheets and a happy crew sharing the helming and getting to know each other. Another step forward in aspirants reaching their decision to commit and us deciding who will make the grade.



Outlaw berthed in Den Helder

On arrival in Ipswich *Outlaw* was rapidly decommissioned and everyone departed, leaving me to oversee her haul out and preparation for the winter months ahead. It was a satisfying time as I reflected on what has been achieved. My to-do list plus a few surprises had been completed in full. *Outlaw* is in good shape and while there is a list for next year it is quite manageable. Finally, the recruitment plan is bearing fruit making for some difficult choices ahead as we finalise the line up.

I plan to return to the northern hemisphere in October, this time with *Lorna*. We will visit Lagos in Portugal to witness OGR crew member Dean Frost start his single-handed Mini Transat race sailed in Class Globe 5.8 yachts: the same yacht that Dan Turner used in the recently completed Mini Globe Race where he claimed second place. A quick visit to *Outlaw* will be followed by meetings in Holland and France with crew prospects. The finale will be attending the annual Cape Horner's luncheon in Portsmouth with guest speaker Dee Caffari talking about her recent Jules Verne record attempt.

It's a privilege to be still doing good stuff.

A Night to Remember: Dan and Nikki Turner at the RSAYS

The Yacht *Youth* Trophy is the most important and prestigious award made by the Cruising Committee of RSAYS. It is named after the cruising yacht *Youth*, a 34 ft steel sloop built by Alan Quigley who set off in 1965 on a remarkable 18-year global cruising marathon. It is awarded for personal achievement, regardless of experience, distance travelled or the size of the vessel. The award is open to all ages and members of all yacht clubs within South Australia. It was first awarded to Jamie Cowell in 1985, and in 1991 was awarded to Don McIntyre. Don gave a talk at the Squadron in August 2020 about his sailing adventures and he introduced Dan as a future participant in the Mini Globe Race.



Don McIntyre and Dan in 2020

There are some evenings that are more than simply an event. They become an opportunity to celebrate an achievement and remind us of what can be accomplished when determination, courage and perhaps even obsession are combined with a dream. The night Dan and Nikki Turner shared their story at the Royal South Australian Yacht Squadron on 14 August was one of those occasions. The evening brought together members of the sailing community and guests to hear first-hand the extraordinary story of Dan's Mini Globe Race campaign, while also recognising the important role played by Nikki throughout the adventure. It was particularly fitting that their



contribution and achievements were celebrated on a night when they were recognised with the Yacht *Youth* Trophy award, acknowledging the inspiration their story provides to everyone and also the qualities personified by those of Alan Quigley's, in which the award is named after his yacht *Youth* and its extraordinary 18-year global adventure around the world.

For Dan, the story began long before he ever crossed an ocean.

Originally from Port Lincoln and now based in Adelaide, Dan grew up with the ocean as an important part of his life. Like many sailors, he had a lifelong fascination with what lay beyond the horizon. But unlike most people who dream of sailing around the world, Dan eventually decided to do something about it.

His ambition led him to the inaugural Mini Globe Race, an extraordinary solo sailing challenge aboard identical Class Globe 5.80 yachts. At just 5.8 metres – or 19 feet – long, these boats are tiny compared with the vastness of the oceans they are expected to cross.

Dan's entry was made even more remarkable by the fact that he built his own boat with the unwavering support of his wife Nikki.

During the COVID-19 pandemic, Dan spent years constructing his Class Globe yacht *Immortal Game* in his own driveway. He had no previous boat-building experience, yet he committed himself to learning everything necessary to turn plans and raw materials into a yacht capable of sailing around the world. It was a massive undertaking. Thousands of hours of work, new skills, financial sacrifices and countless setbacks became part of the journey. Behind Dan stood his family, sharing the dream and helping make it possible – and at the heart of that support was Nikki.

While Dan would ultimately spend more than a year at sea, Nikki became the campaign manager, organiser, problem-solver and constant connection between the sailor and the world he had left behind. Her contribution was not something that could be measured simply in hours or miles. It was the commitment required to support someone undertaking an adventure in which there were no guarantees.

When Dan finally departed on the Mini Globe Race, the dream became reality.



MGR course in 2025 and 2029

The race began in Antigua in February 2025 following a qualifying passage from Lagos in Spain to Antigua via the Canary Islands. From there, the competitors embarked on a westward circumnavigation of the globe, passing through the Panama Canal, crossing the Pacific and Indian Oceans, rounding the Cape of Good Hope and eventually returning to Antigua.

It was an immense challenge of approximately 23,500 nautical miles, ultimately becoming even more for Dan as his journey continued. There were moments when simply keeping the boat moving was an achievement.

During the qualifying race, Dan was circled by orcas and later found himself being blown towards La Graciosa in the Canary Islands during a rapid escalation in the wind. The dangers of the ocean were already making themselves known before the official race had even begun.

Then came one of the most serious incidents of the campaign. Early in the race, the forestay and both spreaders supporting the mast failed. With the mast at risk, Dan was forced to improvise and rely on halyards to keep the rig standing. He eventually managed to sail more than 600 nautical miles with the mast being held up in this temporary arrangement. It was an extraordinary demonstration of seamanship, problem-solving and calmness under pressure.

But the physical challenges were only part of the story. Life aboard a 19-foot yacht in the middle of an ocean is an experience few people can truly imagine. Dan spent months alone, sleeping in periods of only 30 to 40 minutes at a time. Storms brought huge seas and violent conditions, while other periods brought frustratingly little wind.

Equipment failures were an inevitable part of life aboard *Immortal Game*, and every problem had to be dealt with by himself with the support of Nikki and the team back home.

Far from the storms and mechanical failures, Dan encountered some of the world's most remote and beautiful places. The Marquesas Islands provided opportunities to meet local communities and experience cultures very different from his own. There were whales and dolphins, spectacular sunsets and skies filled with stars and seemingly endless horizons.



Sunset off Canary Islands (photo Rob Havill)

These were the moments that connected the reality of the voyage with the childhood dream that had started it all. Yet perhaps the hardest part of the journey was not the weather or the technical problems. It was being away from home.

Dan left behind Nikki and their three children, Searrah, Cameron and Valen. For Dan, the separation from his family could at times feel almost unbearable. For Nikki, supporting the campaign from Australia meant living with the uncertainty of knowing that the person she loved was thousands of miles away, alone on a tiny yacht in some of the world's most remote oceans.

She tracked his progress, managed the campaign and dealt with the many demands that continued to arise while Dan was at sea. Their roles were different, but the goal was shared. Dan was sailing the boat around the world; Nikki was helping hold everything together from home.

A Night to Remember: Dan and Nikki Turner at the RSAYS

That shared commitment makes the significance of receiving the Trophy on this special night particularly meaningful. The award was not simply a recognition of a sailing result. It reflected the wider impact of their story and the inspiration it offers to young people.

Dan's achievement demonstrates that you do not need to start with everything you need. You can learn. You can build. You can make mistakes. You can find solutions. And you can pursue a dream that initially appears far beyond your reach.

Nikki's contribution demonstrates something equally important: extraordinary achievements are rarely achieved alone. Behind every great adventure is often a team of people whose work happens away from the spotlight.

After approximately sixteen months at sea and more than 28,000 nautical miles of sailing, Dan finally reached Antigua in March 2026. The finish was the culmination of years of preparation and sacrifice. There were cheers, boat horns and celebrations as *Immortal Game* crossed the finish line. Dan had achieved something he had dreamed about since childhood – he had sailed around the world. Even more impressively, he finished second overall in the inaugural Mini Globe Race and first in a home-built boat.

Dan's story is one of resilience. Nikki's is one of commitment. Together, their story is one of belief. They showed that an ambitious dream can begin in a driveway. They showed that lack of experience does not have to mean lack of possibility. They showed that setbacks do not have to be the end of an adventure. And they showed that anyone can be inspired not simply by winning, but by having the courage to try.



Nikki and Dan in Lagos, Portugal

As Dan looks towards the future, *Immortal Game* has itself continued the journey. Rather than keeping the yacht, Dan sold it to another Australian sailor who intends to compete in a future Mini Globe Race, giving the little yacht another opportunity to add to its remarkable history.

For Dan and Nikki, however, the greatest reward may simply be being home together again. After so many months of oceans, storms, uncertainty and separation, ordinary family life has a very different meaning.

The evening at the RSAYS captured that sense of celebration perfectly. It brought the sailing community together to hear an extraordinary story and to acknowledge the people behind it. And in presenting Dan and Nikki with the Yacht *Youth* Trophy, the evening also recognised something bigger than one race or one circumnavigation. Their journey is a reminder that adventure belongs to anyone prepared to dream, learn, work hard and keep going.

That is the real legacy of the Mini Globe Race campaign. It is not just a story about sailing around the world. It is a story about believing that the impossible might be possible – and then doing the work to find out.

For everyone gathered at the RSAYS that night, Dan and Nikki's story provided a powerful reminder of what can be achieved when courage meets determination, and why the support of those behind a 'solo' campaign means so much. The Yacht *Youth* Trophy award was therefore a fitting recognition – not only of what Dan and Nikki had achieved, but also of the example they now provide to those who are still looking towards their own horizon and wondering what might be possible.



Members enjoying Dan's presentation

Who Am I?

#3





DISCOVER SAILING DAY

Ages 4 to 17 years
Come and try!



10AM to 12PM, Oct 1st

Royal South Australian Yacht Squadron
750 Victoria Rd, Outer Harbor

Please register using QR code:



Sylph VI Update – Just One More Lap

By Brian Williams



My last *Squadron Quarterly* update for my old boat *Sylph VI* was after our participation in the 2023 Sydney to Hobart Yacht Race (which we did not complete until 2024). So, in this article I will provide a summary of our voyaging since then.

The major goal for 2024-25 has been catching up with family. After S2H23 we returned to Adelaide for a few weeks (a brother John, and sister Jenny, live there), then in March we sailed to Melbourne (my youngest brother Mark lives there), then up to Sydney to visit some friends. At this point I realised in making my plans for 2024 that I had overlooked my sister's 60th birthday in June. So, in April we reversed course to make our way back to Adelaide arriving just in time for the celebrations. Three days later, on 27 June, we set out once more to return to the original plan, namely to sail up to north Queensland to visit another brother Michael, who lives in Townsville and whom I had not seen for quite a while.

To make up for lost time, we sailed directly from Adelaide to Sydney (the weather gods were smiling upon us) and from there it was a pretty standard passage up the east coast (this was my fifth time sailing up this part of the world in *Sylph*).

We departed Sydney on 19 July and arrived in Townsville on 28 August. I spent two weeks in Townsville enjoying some quality time with Michael and his family. A friend, Ada, joined the crew in Townsville and from there we continued north to Cairns where another friend of long standing was celebrating her 60th birthday. After the party, we departed Cairns on 15 September and continued north to Cooktown where we arrived nine days later with some pleasant stopovers at various islands and ports along the way. Here Ada signed off from *Sylph* and I continued north with Oli, the now famous S2H cat, as my shipmate to Lizard Island.

Lizard Island is a beautiful spot but this far north the SE trade winds are for most of the year persistently strong, only easing in late September/early October. So it wasn't until 8 October that we were able to turn our bows south to commence the return journey to Adelaide, which was largely uneventful, and we made it back to the Squadron on 18 December in time for Christmas with family and friends.

The first half of 2025 was spent mostly based out of the Squadron undertaking boat maintenance. In January tragedy struck when Oli went missing during a heat wave and was found a few days later drowned under the maintenance pontoon where *Sylph* was berthed at the time after a week on the hard. The next few months were difficult, and I remain very grateful to the Club for allowing me to erect a small memorial celebrating Oli's sailing life.

April and May were spent overhauling *Sylph*'s engine for a second time, with water ingress proving to be an ongoing problem. In this instance it turned out to be due to a leak in the heat exchanger which was duly replaced and the exhaust system modified to hopefully prevent any water getting into the engine via that route.

With the engine fixed, we departed Adelaide on 18 August to once more head up the east coast, this time making for Brisbane where my brother Michael from Townsville was celebrating his wedding to long-time partner, Tonya.

We arrived in Brisbane berthing at the Dockside Marina on 26 September, two days prior to the celebration which proved to be a wonderful event, and a joyful reunion for our extended family and friends. You may have gathered by now I am not very good at sitting still, and a day later we departed Brisbane to retrace what has now come to be a well-worn path for *Sylph* back to Adelaide, where we arrived on 1 December for another enjoyable period in the relaxing environment and friendly camaraderie of the Squadron.

This brings us to this year's mission which has been largely about preparing *Sylph* and crew for another (possibly final) major voyage. *Sylph* and I have already completed two world circumnavigations and a major voyage around the North Pacific. We are both getting on in years, *Sylph* is 66 and I am two years older, so I figure my time for long ocean passages is rapidly diminishing. With this fact in mind, we departed the Squadron on 2 February, once again heading for Sydney, where we arrived on 21 February after a week in Melbourne to catch up with my brother Mark en route.

In Sydney I have spent the last five months based out of my other sailing club, the RAN Sailing Association, where my main objective has been to ensure *Sylph*'s crew was still in sufficiently good shape for some extended ocean voyaging. I am pleased to say that extensive health checks have all come back positive and, apart from some creaking joints, the crew has been pronounced fit for sea.

... ... Come, my friends
'Tis not too late to seek a newer world.
Push off, and sitting well in order smite
The sounding furrows; for my purpose holds
To sail beyond the sunset, and the baths
Of all the western stars, until I die.
It may be that the gulfs will wash us down:
It may be that we shall touch the Happy Isles,
And see the great Achilles, whom we knew.
'Tho much is taken, much abides; and 'tho
We are not now that strength which in old days
Moved earth and heaven, that which we are, we are;
One equal temper of heroic hearts,
Made weak by time and fate, but strong in will
To strive, to seek, to find, and not to yield.

From *Ulysses*, by Alfred Lord Tennyson

Sylph is now on the hard at Noakes Group having her underwater parts cleaned and painted to ready her for our passage to Aotearoa in New Zealand. The big picture plan is to complete one more circumnavigation via a route to be advised but one that we have not sailed before (more details will be provided in the next instalment, and regular updates can be found at blog.mailasail.com/sylph).

Some people have expressed an interest in a project I have been working on while at the Squadron in the Members' wonderful Workshop which is my model of a 12-gun brig-of-war. Perhaps this can be the subject of a separate article.



12-Gun brig-of-war model



Preparations for NZ

Junior Development Committee Report

By Anna-Mieke Kappelle, Chair

After a relatively calm start to winter, our Juniors Committee is rested and revving back up again. We're excited to say that the J24 Twilight Team will be returning for the full racing season, made up of Junior Members and recently promoted Associate Members.

Keep an eye out for them with our instructor Phil guiding them through. We'd love to have some experienced Members come and do some guest skipper spots with the race team this summer. We have many Members with lots of sailing and racing experience, so it would be excellent experience for the upcoming Juniors team to have you on board the J24s, sharing your wisdom and insights.

On 1 October we are holding a Juniors Come and Try Day for 4-17-year-olds. This will be a great opportunity for kids to come and have a no-pressure go on the dinghies, in a fun and safe environment. It is a free event but registration is essential as spots are limited. Please enrol at rsays.com.au/junior-sailing.

The full Juniors program kicks off on 18 October (Term 4), and we are expanding to include 4-6-year-olds in Little Tackers this year. It's going to be great fun! The Little Tackers sail on a Pacer with an instructor who guides them through age-appropriate skills. Then, as they get older, they go into the 7-12-year-old Tackers programme on the Optis. Following the 7-12 age group, 12-17-year-olds go through to the Pacers on their own as their skills develop. As the Juniors develop skills but may not be old enough to progress to the next vessel class, we will be doing coaching skills outside the foundational Tackers courses as well. If anyone would like to join us as an instructor working with the Juniors, please come and have a conversation. Let's share our skills with the budding young sailors!

Lastly: Opening Day. One of the things we love about RSAYS is that it's a Club with a wonderful environment where we all know each other and share a passion for sailing. We'd like to help foster that community among our Juniors and their families to get them more involved in Club life, so we're asking for people to host some parents on their vessel for the Opening Day sail past while the kids take part in the Juniors flotilla. This will allow parents to get to know you all and to feel welcomed by that community spirit that keeps us coming back to the RSAYS for more! Who knows, they might even get the sailing bug themselves ...

If you have any questions about the summer Juniors program, would like to talk about becoming an instructor with us, or would like to host a family for Opening Day, please contact me at Juniors@rsays.com.au.

We're so pleased to be developing the program season by season and thank you for coming onboard with us!



Senior Member Profile - Barry Allison

By Barry Allison



Over the last twenty years Barry Allison has interviewed and written on the yachting lives of more than 70 of our Members. This was initiated by the general lack of knowledge about many of our Members who had become very prominent in their respective roles as yachtsmen and administrators. So this was why these articles began to appear in the *Squadron Quarterly* – to highlight the background and experiences of our prominent Members. But then who is Barry Allison?

I was raised near the sea at Somerton Park and was on the beach looking at the yachts being sailed from the Somerton Sailing Club and I witnessed the fury of the hurricane that hit our State in 1948 and saw the demolition of the beach clubhouse.

I was first introduced to the RSAYS in 1951 when as a member of the 1st Holdfast Bay Sea Scouts, I ventured down to Outer Harbor to spend a weekend in the Sea Scout cabins and to sail the Scout dinghies. I watched with envy the many fine yachts moored in the Squadron basin.

In 1953 I visited the Glenelg Sailing Club and learnt that a Holdfast Trainer was stored in their shed, and that the Club was looking for a young lad to sail her. I approached Steve South, a schoolmate, to see if he would crew, so we inspected *Anna* and then joined the Glenelg Sailing Club on 13 November 1953.

We began to regularly sail her against five other Holdfast Trainers and won the Club Championship in 1954.

Another memorable event was when on the weekend of 20-21 March 1954 yachtsmen from around the State were invited to the Queen's Regatta being conducted by the Squadron. *Anna* was placed on the top of one of the competing Sharpies at Glenelg and trailered to Outer Harbour to compete. Six classes were invited to participate – Sharpies, 14 foot Dinghies, Cadets, Rainbows, VJs and Trainees.

Our group of young yachties had a ball over the weekend, sailing for the first time on the Port River among larger yachts, enjoying a great barbecue and then camping rough overnight in the sandhills east of the Squadron basin. Fortunately for us, the Sunday racing was cancelled due to strong sou-westerly winds. (I still have the Sailing Instructions and the Barbecue badge.)

We enjoyed sailing the Holdfast Trainer, and on one particular Sunday decided that a sail down to the Brighton & Seaciff Yacht Club to compete in their Sunday races would be interesting. On reflection, this was a foolhardy adventure, as we were not well-equipped with life preservation gear and the Holdie did not have any buoyancy tanks. However, we enjoyed the day and on returning home, Mum asked whether I had had a good day and you can imagine the response when I told her!

While at the Glenelg Sailing Club I began crewing as a for'd hand on *Miss Dianne*, a Heavyweight Sharpie which had recently been bought by John Blunden from Dick Cooper. She was a heavy boat – minimum weight for the Sharpie was 506 lbs, but *Miss Dianne* was nearer 600 lbs. So during the winter nights John and I began ripping off the heavy Aussie oak deck and replacing it with much lighter marine plywood. This did improve our performance, and then John decided to buy *Boomerang II*, a beautifully built

Sharpie from Queensland, but also too heavy.

Around this time, Alan 'Chippy' Barclay was taking orders for and building the much lighter Lightweight Sharpie, which had been developed in Western Australia. So John decided to buy a Lightweight and took delivery of *Satan*. I sailed for'd hand for John over four seasons on *Satan* and *Marilyn M*, which was a later addition to John's Lightweight Sharpies.

During the 1958-59 season I ventured down to the Squadron hoping to find a crewing position, and came across David Borg. He knew that Bob Stephens was looking for a crew to man his Tumblaren *Zefir* so David and I filled the role and successfully sailed the season, winning the Club Championship that year.

Through the 1960s and 70s I was the State journalist for *Seacraft and Modern Boating*.

In 1962, as a Naval Reservist, I had been chosen, together with seven other Reservists from Adelaide, to fly to England to be part of the complement to bring back six Ton class Minesweepers to Australia. I was employed at Philips Electrical Industries as a technician at Hendon, and managed to obtain eight months' leave for this adventure. The Australian Navy installed new Napier Deltic engines providing a speed of 16 knots and a range of 2,300 nm. The crew on our ten-week voyage back to Australia included Colin Fraser, well-known at the Squadron.

The pre-commissioning period was spent on the east coast at Lowestoft where the sweeper that I was drafted to, *HMAS Teal*, was being refitted at Brooke Marine.

While at Lowestoft, I visited the Royal Norfolk & Suffolk Yacht Club and began crewing on a Dragon skippered by Dr McKee, a surgeon from the Royal Norfolk Hospital. While on the East Coast I also sailed on the Norfolk Broads at the Gorleston Yacht Club in a Firefly dinghy and a National Class dinghy – designs not seen in Australia.

Nearing our departure date of 1 October I was able to sail on a 12 Square Metre Sharpie, the two-man version of the Heavyweight Sharpie being phased out in Australia, and I enjoyed crewing at the Hayling Island Sailing Club. The delivery voyage took ten weeks – leaving the UK on

1 October and entering Sydney Harbour on 10 December, via Gibraltar, Malta, Port Said, Aden, Colombo, Singapore and Darwin.

On return from my Naval commitment I continued sailing at Glenelg – initially with Arthur Shanks on his Lightweight Sharpie *Margaret II*, and then with Jim Claridge on *Kestral VI*.

I decided to build my own boat and chose the one -man Neil Cormack designed 11 foot Moth Class named *Audacious*, and sailed irregularly at Glenelg, but missed the companionship of a crew.

I also crewed for Ross Eldridge as the Junior representative sailing *Terang* at the Sharpie Nationals on Sydney Harbour. While crewing at Glenelg, I built a 14 foot Arrow Catamaran and began sailing *Gotchya* at other clubs, mainly at Somerton, and at Cat Week at Sorrento in Victoria. But again, I missed the companionship of a crew although I considered that the Arrow provided some of the most exciting and demanding sailing – one man handling a jib, mainsail and trapeze!

The Yvonne 20 had always caught my eye and so I began crewing with Arthur Fisher on his *Caduceus V, VI and VII* in the 1970s. Arthur was a delight to sail with as he was not one to give in lightly, and so we had many tight race finishes. I towed his boat across to Rockingham in Western Australia in 1973 for a National Title but Arthur flew across, missing the exciting drive across the Nullarbor on the rough road at that time. It was a great experience sailing on the Perth waters and experiencing the Fremantle doctor! I later bought *Caduceus VII* from Arthur and eventually won a Club Title at Glenelg.

My elder son, Greg, had taken to sailing and was initially successful with the Holdfast Trainer *Bee Pee* and then on to the International Cadet *Flica* when he won the Club Championship three years in a row – 1975, 76 and 77. *Flica* had previously been owned by the Muirhead family from the Squadron and had won a National Championship in 1967-68. Greg qualified to compete as one of the four Australian representatives to sail in the Cadet World Championships at Monnickendam in the Netherlands, and so off to the Netherlands for the family. Greg finished a creditable 10th out of 40 entrants, and later went on to the 470 Class and Lightweight Sharpies where he later won three Club Titles.

My second son, Peter, also performed well in the Cadets, and later was Glenelg Club Champion for'd hand with Peter Nadebaum on a Mosquito Catamaran. Nicky, my daughter, also sailed and crewed on an International Cadet.

On return from the Cadet Series, I had decided to venture out and build a larger yacht. I had seen many steel-hulled craft in Dutch waters and believed that this could be a more economical process of constructing a yacht. So plans were obtained from Bruce Roberts in Queensland and I began the construction of *Audacious II*.



Building *Audacious II* in the backyard

The frames were constructed in my Henley South home backyard and then transported to Storken Brothers boat-building yard at Lonsdale where the hull was formed and grit-blasted. She was then loaded onto a semi-trailer and transported back to Henley South to be craned into our small backyard. Then over the next three years, work progressed in decking the hull and completing the fitting out. Chrysler/Mitsubishi Motors, where I was employed, were rather glad to see her in the water, as they had provided some valuable assistance over the build period.



Audacious II being lifted out of the Henley South backyard

I joined the Squadron on 12 December 1979 and was on the waiting list for a chain mooring. She was launched at the Squadron on 19 February 1984 and went on to be regularly raced and cruised over the next 27 years in local and Gulf waters, including six Adelaide to Port Lincoln races. She was regrettably sold in 2011 to Kym Dorrestyn and was only sailed for another 12 months before being placed on a cradle where she lies today at the Small Boat Club.

Not to be without a boat I purchased *Sea Rover*, a Heavyweight Sharpie, from Don Donovan and began a long and interesting restoration of this fine class and attended wooden boat regattas over several years.



Audacious II completing an Adelaide to Port Lincoln yacht race

Delivery voyages were completed over these years, first with Roger Holden to assist Warwick Williams to bring *Kallista* back from Eden to the Squadron. Then Gary Read invited me to assist in sailing his new *Miakoda* from Port Philip Bay to the Squadron, and more recently I assisted Mark Sinclair in delivering his *Starwave* from Devonport in Tasmania to Adelaide.

As a Member for more than 45 years I have served on the Cruising Committee for six years (including Chairman for two years), as a Trustee of the RSAYS Foundation for six years and as a regular contributor to the *Squadron Quarterly* for nearly 20 years.



Heavyweight Sharpie Sea Rover being sailed off Glenelg

Today, Carmen and I enjoy the companionship of the Squadron Members and are involved in our respective family events, particularly with Lizzie, Carmen's daughter, who lives on Thursday Island and is expecting her second child.

Given good health, more overseas travel is planned.

Did You Know ?

Who Invented QR Codes — and Why

QR codes were created by Masahiro Hara and his team at Denso Wave, a subsidiary of Toyota in 1994. Their goal was to develop a code that could be scanned rapidly (Quick Response) and hold more data than the standard barcodes used in Toyota factories. The design was inspired by the black and white patterns in the game Go.

What a QR Code Actually Is

A QR code is a grid of black and white squares. Unlike traditional barcodes that store data in one direction, QR codes store information both horizontally and vertically. This gives them far greater capacity and makes them easy to scan from any angle. They include:

- Finder patterns (the three big squares in the corners)
- Timing and alignment patterns to help the scanner read the grid
- Data modules that hold the encoded information

How Much Information Can a QR Code Hold?

The capacity depends on the version (size of the grid), the encoding mode, and the error correction level.

The largest standard QR code, Version 40, can store:

- 7,089 numeric digits
- 4,296 alphanumeric characters
- 2,953 bytes of binary data

To put that in perspective: 2,953 bytes is roughly 2.9 KB – about 1-1.5 typed pages of text. However, large dense codes are harder to scan, so most practical QR codes contain short URLs rather than long text.



about Print

How We Can Generate QR Codes

Creating a QR code is simple:

1. Choose your content – usually a URL, Wi Fi login, contact card or text.
2. Use a generator – many free tools exist online. They automatically select the smallest QR version needed.
3. Download and print – ensure good contrast and leave a clear margin (quiet zone) around the code for reliable scanning.

Dynamic QR codes (available through many online services) let you change the destination later without reprinting the code – ideal for club notices or event pages.



20 Years

Front row: Doug Glover,
Peter Cooling, David Burnett
Back row: Graham Kilgariff,
Langdon Hamlyn, Steve Jenkins,
Karen Burnett



Pin Recipients



30 Years

Rudi Vatzlavik,
Jenny Treloar,
Peter Kelly



40 Years

Campbell Mackie, Lorna Mackie,
Rod Wells, Veronica Wickham,
David Freeman



50 Years

Trevor Deslandes, Ole Vandahl,
Arthur Vandenbroek, John Muirhead,
Mark Snowden



60 Years

Margaret Cook, Lorraine Borg,
David Binks OAM, Vivienne Cauchi

By Peter Newman, *Pacific Gull*



The following responses were written by Peter Newman after these articles were published in the Winter edition of the *Squadron Quarterly*:

Is Your Boat Infected with *Cladosporium Resinae*?
By Alan Duncan

A Good Crew is not always made up of Experts
By Tim Whitrow

Recently I had the engine stop in our ketch due to a fuel filter blockage. It turned out that the primary CAV filter was clogged with a yellow sticky substance. This was the first such incident in 45 years of sailing.

My mate in Whyalla also had the same thing happen recently. Of course Murphy's Law meant our motor stopped 300 nm off Donnington Island with the tide and wind taking us towards the rocks, while my mate's motor stopped while entering Cowell Harbour on a dark night with a fast tide running (I'm so glad we were in a yacht with a furler-jib, not a power boat.)

My mate and I are both diligent with fuel condition (biocide dosing etc) and tank cleanliness and my filters are changed very regularly. He is a diesel mechanic with marine experience so these incidents came as a shock to both of us.

After this we both looked into the diesel fuel used in boats and discovered that modern diesels are more of a composite of chemicals including recycled vegetable oils. My reading discovered that European and *British boat owners are finding that fuel is starting to deteriorate after six months as some of these non-mineral oils break down leaving a yellow sticky residue on filters! Biocides help, but it seems that we boat owners have to be ever more vigilant about filters and use clean, fresh fuel.

A solution: My mate and I have both have set up alternative or emergency fuel systems in our boats.

His system is on a separate board so he can 'polish' his fuel anytime he wants, even on dock if required (see attached article from PBO).

I've installed a second fuel line and filter system so I can switch over quickly to another line of filters if one gets blocked. I also have installed an electric lift-pump so I can bleed and transfer fuel quickly if I have to, as well as having the ability to 'polish' my fuel if I get a contaminated batch in the tank.

* <https://www.pbo.co.uk/expert-advice/diy-marine-fuel-polishing-system-protect-boat-dirty-diesel-71857>

A great article in the *Squadron Quarterly* recently Tim! I'm a Country Member of the RSAYS based in Spencer Gulf (mainly in Port Lincoln) who has been sailing around SA for 45 years or more.

I can relate to your crewing experiences. I maintain that the #1 quality of a crewman is to be easy to get along with. #2 is that they are intelligent and curious. I can teach someone to sail and handle the boat, but I can't teach them to be easy and fun to be with in the confines of a boat.

I have a number of crew who help me to sail our boat. The majority of them had no experience as sailors when they joined our boat! One is a shearer, and others are a pilot, a public servant, a lecturer, a teacher and, not forgetting my wife, a nurse. Only one of these people had any experience on boats before I took them on. All of them are great company, are calm, learn quickly, are practical, have common sense and are happy staring at the open sea for hours without the need to scroll through their phone every 5 minutes!

I have only one crew person who is an experienced ocean racing crewman. Ironically, he and I almost never discuss sailing at sea as we fall into an easy routine and spend all our time reading or talking about books and films!

As a skipper, I've learnt it is important to introduce people slowly to boating (calm water, nice anchorages, good food etc), then do a little sailing (closed waters, gentle breezes) and build up their experience and skill levels over time until they are ready for extended trips and the inevitable incidents that occur due to breakages or bad weather.

I also reckon it's imperative that a skipper communicates intentions and alternative strategies to crew in an ongoing two-way dialog so that you know how your crew are feeling ... and if they are not comfortable, be prepared to abandon plans (eg a quiet anchorage) or change them.

I am saddened how often I see friends and family of skippers drift (or run) away from sailing because they were thrown in at the deep end, doing a hard race or delivery they were not ready for.

Both my daughters had this experience due to what I call 'Captain Bligh' skippers on racing yachts.

Why Are Six Cylinder Engines So Quiet in Boats?

Anyone who has spent time around marine diesels knows the difference. A four cylinder can rattle the cutlery drawer at idle, while a big straight six can sit below deck quietly getting on with the job. There is some very good engineering behind it.

A four stroke engine completes its cycle over 720 degrees of crankshaft rotation. With six cylinders, that means one cylinder begins its power stroke every 120 degrees. In a conventional inline six, the six crank throws are arranged as three mirrored pairs, with the three crank orientations separated by 120 degrees. That symmetry is the key to the engine's remarkable natural balance. That geometry gives the inline six its party trick.

As each piston and connecting rod accelerates, stops and changes direction, it creates reciprocating forces. Engineers divide the major ones into primary forces, occurring once per crankshaft revolution, and secondary forces, occurring at twice crankshaft speed because piston motion is not perfectly sinusoidal due to connecting rod geometry. These forces are a major source of engine vibration.

In a correctly designed straight six, the six piston and crank assemblies oppose each other so that the primary forces cancel. So do the secondary forces, along with the major end-to-end rocking couples. In other words, the engine is not relying entirely on rubber mounts or balance shafts to disguise vibration. The basic geometry is already doing much of the balancing. BMW, which has stuck with the layout for decades, describes the inline six as inherently balanced.

A four cylinder does not quite get that luxury. Its primary forces can be balanced very well, but significant second order forces remain. That familiar four cylinder 'buzz' is not necessarily poor engineering, it is partly physics. Manufacturers can counter it with balance shafts, engine mounts and clever flywheels, but the straight six starts the race several metres ahead.

And boats make this particularly noticeable.

Bolt an engine into a hull and vibration does not politely remain in the engine room. It travels through the engine beds, gearbox, shaft, bulkheads and furniture. A hull can become a remarkably effective sounding board. Reduce the vibration at its source and suddenly there is less structure-borne noise everywhere else.



Perkins 6.354

So when an old Perkins, Cummins or Caterpillar straight six is quietly burbling away beneath the saloon floor, its smoothness is not just because somebody fitted decent engine mounts. Six cylinders simply happen to arrange themselves in one of the nicest pieces of mechanical geometry ever put on a crankshaft.

And sometimes physics gets it right the first time.



There is another advantage. Six cylinders mean six smaller combustion events rather than four larger ones for a comparable engine capacity, with a firing event every 120 degrees instead of every 180 degrees. Torque arrives at the crankshaft in smaller, more closely spaced bites, producing smoother rotation through the gearbox and propeller shaft.

Then there is packaging. A straight six is long, certainly, but it is also narrow and mechanically uncomplicated. That leaves useful space beside the cylinder head and block for exhaust manifolds, turbochargers, intercoolers, fuel equipment and cooling systems. Modern engines have exploited exactly that advantage, with turbocharging fitting particularly well into the basic inline layout.



Mark Cant, Dockyard Services Manager
Phone: 0428 826 588

A Chain is only as Strong as its Weakest Link

There are few things on a boat more deserving of attention than a hole deliberately drilled through the bottom of it.

Yet through hulls, seacocks and underwater fittings are remarkably easy to forget. They sit quietly below the waterline doing their job year after year, usually without complaint. Which is exactly why a spring haul out is the perfect time to have a proper look at them.

Once the hull has been pressure cleaned, identify every fitting below the waterline. Engine intakes, toilet intakes and discharges, sink drains, depth and speed transducers, and other skin fittings should be checked for corrosion, deterioration, movement or damage.

Then look inside ...

A seacock should operate smoothly and positively. It should not require two hands, a hammer and several words unsuitable for the *Squadron Quarterly* to convince it to move.

Hoses should be checked for cracking, hardening, softness, chafe and deterioration, while hose clamps should be physically inspected rather than assumed to be sound because they are stainless and still vaguely shiny. Older boats can be particularly interesting. Over the years engines are replaced, plumbing changes and electronics are upgraded.

Occasionally an old through hull remains simply because removing it was placed into that famous category of jobs called 'something we'll do next time she's out'. Well, this is next time. A haul out is also an opportunity to make worthwhile upgrades. Ageing transducers can be replaced, questionable through hulls and seacocks renewed, and redundant underwater fittings removed altogether with the hull properly repaired. While you are there, inspect sacrificial anodes, bonding connections where fitted, and underwater metals for unusual corrosion or pitting. An anode disappearing unusually quickly, or one that appears to be doing nothing at all, can both indicate something worth investigating.

None of these jobs is particularly glamorous. Nobody walks down the marina admiring your beautifully serviced seacock. But that is not really the point. Antifoul and polishing make the boat look ready for summer. The fittings, hoses and valves below the waterline are part of the chain that keeps it safe once it gets there.

A haul out gives you unrestricted access to the part of the boat whose principal responsibility is keeping the sea on the outside. At Dockyard Services, we reckon that it is worth having a very good look at all through hulls, sea cocks and the fittings immediately when the boat is on hard stand to confirm the fittings to be replaced and not left to the last minute before the boat is returned.

Who
Am I?
#4



What's Buzzing in the RSAYS Members' Workshop?

By David and Mary Rawnsley

It has been an incredibly busy and productive time at the RSAYS Members' Workshop. Our facility continues to thrive as a self-funded, self-managed and self-regulated hub for our resourceful Members. We are currently seeing about 20 Members utilize the facilities every single week!

Projects and Progress

- Peter Cooling (*Last Tango*):
Peter has almost completed renovating all of his floor and outside decks. He has done a magnificent job, and they have come up looking brand new. Fantastic work, Peter!
- The Club Dinghy:
We are getting very close to finishing this major renovation. A massive thank you goes to the fabulous and hard-working volunteer Trevor Deslandes (*Blue Nomad*). Trevor has completely reworked the engine and mechanical parts, and everything now works like a charm.
- The Slipway Bench:
This area has just had a major workover! New heavy-duty vices have now been fitted, thanks to Blaise and the Club Maintenance crew, working alongside our great workshop volunteers.

Volunteer Shout-Outs

- John Wickham:
John kindly volunteered his time and expertise to install RSAYS-compliant lighting throughout the space. It has been fully tested and works a treat. Thank you, John, for brightening up our workspace!
- Trevor Deslandes:
Beyond his work on the dinghy, Trevor is a constant helping hand. You can catch up with him most Tuesdays after 10.00 am when he drops in to offer guidance, tips and help to anyone tackling a tricky project.

Laundry and Socializing

The adjoining laundry facilities are currently in very heavy demand and have proven to be a massive asset to the Club.

They fit in perfectly with workshop life – you can get a bit of 'dobeing' (washing and drying) done while pottering away on your boat project, or simply enjoying a coffee and a chat with fellow Members while the machine does the hard work.

Generous Donations

We have been overwhelmed by some hefty and incredibly high-quality donations this month, including both monetary contributions and top-tier workshop tools.

A huge thank you to:

- Bruce McFarlane (*Yarramarra*)
- Garry Oswald (*Solga*)
- Tony Venn
- John Deniet (*More Magic*)
- David Eldridge (*Aquitaine*)

Remember, we are always on the lookout for quality donations!

Be sure to check out the Workshop **Members' Free Stand**, where donated tools and items are completely free for workshop members to take and use. We also have a selection of surplus tools and quality sailing gear available **for sale by donation**. If you are looking for some great boat gear, come and check it out! Every dollar raised goes directly into funding workshop upgrades and keeping this incredible asset free for our Members.

Planning your Project and Joining Up

With so many new Members joining and new projects kicking off, space is at a premium.

If you are planning to start a task, it is a great idea to book your project in advance. This ensures you get allocated the right workbenches and gives you a clear understanding of where everything is.

Want to get involved?

Workshop inductions are held on the **first Sunday morning of every month at 11.00 am**.

1. Grab an induction form beforehand from the Squadron Office or download it directly from the RSAYS website.
2. Fill it out and email it straight to us (David and Mary) at David@dbre.com.au.

Thank you to everyone who uses, enjoys and helps look after this incredible free asset that the RSAYS provides for its Members.



Renovation showing new navigation lights & overhaul



Renovation showing new paintwork, fixtures, fittings & rowlocks



Members' Free Stand with donated items



Brian John Sutherland
22 March 1951 – 18 March 2026
By Pauline Sutherland

As a child, Brian attended Alberton Primary School and later Woodville High School where he developed his enjoyment of playing hockey which he continued to play well after his schooling and went on to coach the children's school hockey team.

In 1974 he married Pauline and they shared almost 52 years together. They have three amazing children, Luke, Heath and Kirstyn. Brian then became Grandpa and Papa to eight grandchildren. He was so very proud of his children and grandchildren, and he loved being involved with them whenever possible – always supporting and encouraging them in their chosen pursuits.

As a young child he sailed in small dinghies (Heron's) at the Port River Sailing Club. This quickly developed into a passion for sailing and for being on the water, no matter what the vessel or the weather. In time he moved into keel boats and ocean racing, joining the RSAYS on 23 August 1972. He encouraged all three children to follow in his footsteps and all became competent sailors at the Largs Bay Sailing Club.

After leaving high school, Brian obtained an apprenticeship with the South Australian Engineering and Water Supply Department (E&WS) where he developed his interest in manufacturing and fabrication. He then moved on to developing machinery for a South Australian glass manufacturer.

He continued his enjoyment of design and machinery fabrication while working in the garage door industry, designing and building roll-forming machinery. This took him around the world, to the UK, USA, India, China, Singapore, northern and southern Africa and beyond, where he made many friendships which continued. He even moved the entire family to England for a time to assist with the establishment of a garage door business in North Yorkshire. All three children have fond memories of their primary school days in the snow.

Brian always had an active, creative mind and would be planning his next 'project'. Once he was at his workshop he just seemed to see project possibilities, whether it was making vineyard stakes with his nephew or brick-cutting machines for his son-in-law Cain.

During this hectic time he joined the South Australian Metropolitan Fire Service where he served for more than 40 years, once again making life-long friendships. He always said this was the best job in the world, and he was so very proud when his son Heath joined the fire service in Victoria. When his children were young, school holidays were for boating, camping and time at the family shack at Goolwa. He would pack up either the 'tinnie' for the river or a fishing trip to one of the beaches, or the 'trailer tent' for a camping trip to either the Flinders Ranges or a remote outback destination.

The trailer tent was another of Brian's carefully thought out projects – he came home one day to announce he had purchased a second-hand army 'rocket launcher'. This caused a little concern, but it turned out that it was the trailer that carried the rockets, and thankfully it came without said weapons! This was then carefully converted to the sturdiest trailer tent ever designed and built, and is still in service today having travelled over much of Australia.

Brian was so passionate about sailing that he decided he would like to compete in the Sydney to Hobart race in his own boat, so he built an aluminium Van de Stadt Vortrekker designed boat named *Quasar* (being a black hole where money disappeared!). We now had a boat – no house, but a boat! In 1976 he sailed to the east coast to compete in the Sydney to Hobart race, finishing 24th on line honours in 5 days, 21 hours, 22 minutes and 42 seconds – somewhat slower time than the modern maxi yachts.



Van de Stadt *Quasar*

In addition to regularly racing in the local Gulf races, *Quasar* also competed in a number of Adelaide to Port Lincoln races, gaining line honours, fastest time and/or 1st overall Division 1 on several occasions.

It was during these times he forged friendships in both Port Lincoln and Adelaide that are still maintained to this day.



Wilbur as the official RSAYS boat

Brian's passion for boating and boat building continued and he built a number of aluminium sailing and motor boats, for himself and others. When sailing became a little too rigorous for him, he purchased a fibreglass pilot boat *Natani* which was also used for laying buoys and as a RSAYS start boat.

His most recent boat, *Wilbur*, was a boat he absolutely enjoyed, whether for pleasure or in its current role as an official RSAYS boat for the keel boat races held in Gulf St Vincent. *Wilbur* is a family favourite with Brian's grandchildren who love fishing or dolphin spotting with Grandpa/Papa whenever they are in town.

In times of crisis, Brian was always the calming influence with the right plan offering a carefully thought out solution, he was, indeed, our 'rock'. Life with Brian has been wonderfully eventful and we can't imagine how we are all going to manage without him. We miss him so very much.

In Tranquil Waters - Chook Wall-Smith

Charles 'Chook' Wall-Smith
15 March 1934 – 12 June 2026
By Peter Wall-Smith

Charles Wall-Smith (better known as Chook) was born in Adelaide on 15 March 1934 to parents Charlie and Janet and was the youngest of four children. Chook went to school at St Peters and then followed the family tradition of becoming a butcher, and owned his shop in Darlington for 30 years.

Chook married Barbara in 1962 and enjoyed 63 years of marriage. They had two children – Peter and Ingrid who was named after Jim Taylor's yacht. Both went on and sailed at various levels, which included Peter sailing his first Sydney to Hobart race with his father in 1987 in *Short Circuit*. Chook had two grandsons from Ingrid and Darren Pratt.

From a very young age both Peter and Ingrid were seen at the Squadron every weekend during the racing season.

Both have fond memories of sailing to Port Vincent every Easter, Black Point, Edithburgh, Kangaroo Island and Troubridge Shoals, when not racing.

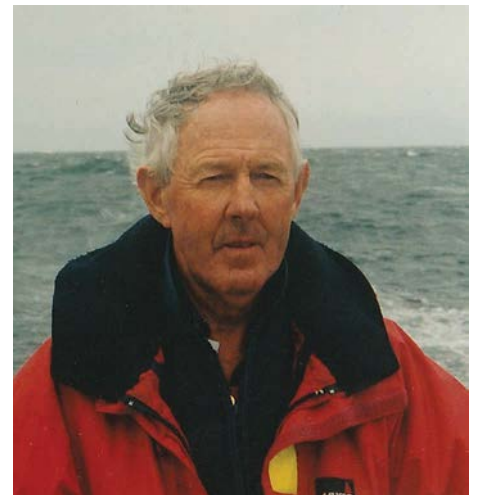
Chook's sailing career started at the age of 16 when he was invited to crew in a Holdfast Trainer with Barrie Payne at the Glenelg Sailing Club.

He quickly learnt the ropes and then transferred to Heavyweight Sharpies with John Parrington – first in *Seagull* and later in *Chepica*, a well-known and beautifully-built boat.

Wanting to experience bigger and therefore ocean-going yachts, Chook joined the RSAYS on 11 May 1955.

This was the beginning of a very long membership lasting 70 years, and the start of his major ocean adventures.

Chook enjoyed his association with many yachtsmen which led to sailing on many yachts.



He first crewed with Wilbur Tedmanson on the Tumlar *Stormalong*.

From 1955 to 1961, Chook crewed for Jim Taylor on *Ingrid*, a Colin Archer double-ender and claimed that Mr Jim taught him all aspects of offshore racing and what to expect, particularly in a blow.

Ingrid had a 7-foot bowsprit which made headsail-changing rather challenging as there was no pulpit past the bow.

In Tranquil Waters - Chook Wall-Smith

From 1960 there began a long association with Josko Grubic, sailing on all four of his yachts – *Marina*, *Adria*, *Anaconda 1* and *Anaconda II*.

In 1975, aboard *Anaconda II*, they entered the Sydney to London leg of the Around the World Race and sailed 13,500 miles in 78 days non-stop.

Sailing in *Anaconda II* in SE and NE trade winds was a dream – rolling along, hour after hour in a long, low swell at 10-12 kts with little or no helm.

Chook sailed around Cape Horn twice with Josko – the second time when crewing on the Sydney to Rio race in 1982. Sailing with Josko was always interesting – never a dull moment!

Chook enjoyed more than 40 years of RSAYS Club racing. He owned three yachts, the first being a Duncanson 28 *Werrina*; however his favourite was a Spencer 30 *Rouseabout*.

In the 1975 Westcoaster Melbourne to Hobart yacht race, *Rouseabout* had the honour of being first out of the heads and winning the 2nd division. *Rouseabout* also competed in the 1976 National Half Ton championships held in Hobart and won the long race in the series.

His third boat was a Duncanson 35 *Regardless* brought from Ceduna, finished off in the Squadron and sailed for another three years before being sold in 1987.

Chook sailed in a remarkable 17 Sydney to Hobart races: from *Ingrid* in 1956, to *Ingrid* and *Adria* in the 1960s, *Anaconda I* in the 1970s, *Anaconda I*, *Waterfronter*, *Iniquity* and *Short Circuit* in the 1980s, and *Helsal II* and *Rager* in the 1990s.

He also sailed in more than thirty races and regattas, including eight Adelaide to Port Lincoln races, three Melbourne to Hobart races, three Southern Cross Regattas and a number of international races and regattas, as well as many deliveries from Adelaide to Hamilton Island and Sydney.

Perhaps the highlight of Chook's sailing experience was sailing on *Iniquity* with Tim Edkins in 1992 when they sailed to Macquarie Island and Commonwealth Bay in the Antarctic with a crew of six.

After leaving Commonwealth Bay they wound their way through large areas of pack ice and blue ice bergs before a welcome return to Adelaide after three months at sea.

Chook had many more sailing adventures to share but was too modest to talk about them.

To Chook it was a life he filled with a passion for the water and sailing and he happily shared it with family and friends.



Anaconda II crew in the cockpit in Dover in 1976

Front from left: Renate Grubic, Owen Trawartha,
Chook Wall-Smith, Josco Grubic
Stern from left: Doug Justins, Hans Savimaki
Behind Josco: Arthur Vandenbroek, Craig Mitchell,
John Taylor at the back



Rouseabout in heavy seas



Rouseabout in its berth

David John Searle

26 August 1945 – 21 January 2026

By Joy Phillips, friend of David and Maddy

David was born on the 26 August 1945 at Havant in the County of Hampshire and lived in Rowland Castle, and Madeline (Maddy) was from Wolverhampton.

Dave and Maddy met in Germany where Dave was working as a photographer for the RAF and Maddy was teaching English to the German children. They met at the airfield where they both were enjoying gliding. Once back in England they married on 12 April 1972 and came to Australia soon after.

Dave and Maddy's first glider was a very old model which they bought to see if they really like gliding. They enjoyed gliding so much that Maddy ended up with more than 1,086 flights – she was an excellent glider and won many competitions.

Dave's love of flying led him to get his pilot's licence and he began work as a crop duster pilot for Queen Air. He then flew for Rex Airlines and finally the Royal Flying Doctor Service.

Dave flew the first Pilatus PC-12 and PC-24 aircraft out from Switzerland solo for the RFDS and flew all over Australia for more than 15 years.

From there Dave worked for TAFE as an Instructor in the theory of flying for approximately 10 years before retiring.

During his life, Dave bought several boats as not only did they love flying they also loved the sea.

Dave and Maddy's first boat was a Compass 28' *Gemini*. They then bought a 35' ferro-concrete yacht called *Catweazle* which got too heavy for Dave and Maddy so they bought another Compass 28' *Magnet*, lovingly known as *Maggie*.

Over the years Dave and Maddy were Members of the Port Adelaide and Garden Island Yacht Clubs and joined the Royal South Australian Yacht Squadron in 1988, where they loved the company of fellow sailors with many stories to swap.

Dave and Maddy often just sailed down the Port River where they would

stay for a couple of days then sail back to the Garden Island Marina.

They sailed around the Le Fevre Peninsula area where they moored and stayed sometimes for a week or more.

They also sailed to Kangaroo Island a few times.

Dave sailed to Tasmania on *Catriona* with Adrian Donald for the Wooden Boat Festival in February 2015 and circumnavigated Tasmania twice, including exploring Bathurst Harbour.

In 2017 Dave sailed one way to Tasmania on *Catriona* with Adrian Donald, Eric Millard, Kingsley Haskett and Trevor Manoel and flew home shortly after. *Catriona* remained in Tasmania until March when the crew sailed her back to Outer Harbor.

Unfortunately, in his last couple of years due to his ill health Dave and Maddy sadly said goodbye to *Magnet*



and their marina at the Royal South Australian Yacht Squadron.

Dave will be sadly missed by all who knew him. Dave was a real Gentleman. If you looked up the word Gentleman in the dictionary it would have Dave's name included.



2015 Crew to Tasmania:
Adrian Donald, Don Garmhan, Dave



Catriona at the
Royal Tasmanian Yacht Club



2017 Crew to Tasmania:
Eric Millard, Dave, Kingsley Haskett,
Trevor Manoel



Catriona transitting
Schouten Passage destination SA

In Tranquil Waters - Alan (Al) Burkett

Alan (Al) Burkett

1 July 1945. – 4 January 2026

By Chris Perry

Alan Burkett was a Member of the Royal South Australian Yacht Squadron for more than 50 years and during that time became a familiar and well-liked figure around the Squadron, both on the water and in the boatyard.

His first interest in sailing came through the Norwood Sea Scouts, where he and his brother Trevor spent many weekends mucking around in the club's whaleboats kept in a shack on the beach at West Beach. The brothers bought and sailed a Rainbow dinghy from the same shack.

Soon after, as a very young man, Al was cruising the Gulfs with a friend in a small timber yacht sailing out of the Squadron.

Al joined the Squadron in 1974 after being introduced to Keith Flint through their mutual friend Roger Radloff. This began a long association with Keith and Ian Flint and a succession of well-known yachts including *Scimitar*, *Vivid*, *Volante*, *Sweet Caroline* and *Helsal II*.

Al was never simply a crew member. He was particularly valued for his practical ability and his understanding of boats and their systems. If something needed repairing, modifying or simply making work, Al was usually involved.

During the years of *Helsal II* he became one of Keith Flint's most trusted people, helping with maintenance and the sailing program. He was calm when things went wrong and someone others could rely on.

His mechanical and electrical knowledge came largely from his working life.

Al joined Wormald Fire Protection at a young age, initially as a draftsman, and worked his way through the company into management. He became involved in a number of major fire protection projects, including the systems in the Heysen Tunnels.

He also taught himself a great deal about electrical work and particularly 12-volt systems. This knowledge was put to good use on his own boats and those of many friends around the Squadron.

One of the more interesting boats Al was involved with was Brian

Sutherland's *Quasar*.

Brian, with silent partners RG Brown and P Sergo, began building the 50 foot Van de Stadt-designed Voortrekker in about 1973 in a shed at Squadron Member Hartley Kelly's premises at Hindmarsh.

Al contributed many hours to the building of the boat before *Quasar* was launched in September 1976.

Only a month after launching, *Quasar* won the Haystack Island Race in preparation for the 1976 Sydney to Hobart. Al was part of Brian Sutherland's Hobart crew, together with navigator Keith McKenna, M Witty, K Snowball, Fred Neill, Bob Tripp, B Woods and H G Swart. They encountered several storms during the race and suffered torn sails.

Al completed three Sydney to Hobart races, including the 1976 race in *Quasar* and the 1990 race in *Helsal II*. He also competed in the 1988 Melbourne to Hobart aboard *Volante*.

Another memorable offshore event came aboard *Vivid* in an Around Tasmania Race, when cracks began opening in the aluminium hull adjacent to the keel and the boat was forced to retire into Devonport.

With time, Al became less enthusiastic about long overnight ocean races. He would say that he liked his warm bed too much.

*"See no evil, hear no evil,
speak no evil"*
aboard *Sunburst*.

From left:
Russell Wood, Peter Crook,
Alan Burkett, Jim Howell,
Geoff Hunt and Chris Perry



Al aboard his Quarter Tonner, *Lovran*

He remained, however, very involved in local racing, maintaining boats and helping other owners.

In the 1990s Al, Peter McLeod and Ian Flint bought the racing Beneteau 10 *Silicon Chip* from Ray Brown and raced her from about 1994 to 1997.

Al later bought the Quarter Tonner *Lovran*, which he retained for the rest of his sailing life.

Lovran suited Al particularly well. He could race her when he wanted to, take the family out, sail alone, or simply spend time aboard working on the boat.

For Al, working on boats was always an important part of owning them.

Over the years Al sailed with and helped many Squadron Members. He enjoyed solving problems, maintaining equipment and getting things working properly.



His contribution was often as valuable before and after a race as it was during one. Al also made a major contribution to the upkeep of Jim Howell's *Sunburst* and later *Vulcan*.

Together with Chris Howell, Bruce Wetherall and Peter Crook, he helped Jim sail *Vulcan* on her delivery trip from Sydney to Adelaide in 2011. The weather was atrocious and *Vulcan*'s leaky decks and miserably wet cabin caused Al to mutter, "Never again."

Al's involvement at the Squadron was also very much a family affair. His wife Julia joined return cruises from Port Lincoln and their son James raced as a junior in the 12 foot Cadet class.

Al helped the Squadron's Junior Development Committee with boat maintenance and coaching.

In 1998 James skippered *Chappy* as part of the winning Stonehaven Cup team. Al also remembered towing the Cadets behind Silicon Chip from the Squadron to Largs Bay for racing.

He never neglected his family and was especially caring towards Julia. He took great pride in, and showed immense interest in, James's naval career.

A particular highlight for Al was a fast and rough passage with James from Adelaide to Fremantle aboard the guided missile frigate HMAS *Adelaide*.

In later years Al continued to sail with Jim Howell aboard *Sunburst* and *Vulcan*, and with Chris Perry aboard *Nerana*.

Al died on 4 January 2026, after more than half a century as a member of the Squadron.



Jimmy Howell and Alan Burkett aboard *Vulcan* after the 2011 delivery from Sydney to Adelaide.

The wet-weather gear drying below gives some idea of the conditions.

He left behind a considerable piece of Squadron history: offshore races, local racing, cruising, junior sailing, boatbuilding and a great many hours spent helping other people keep their boats going.

He was practical, knowledgeable and unflappable, but above all he was a good friend to many.

For those who sailed with him, Al will be remembered not only for the races and the boats, but for the many hours of work, conversation and companionship that went with them.



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