

SENIOR MEMBERS

DAVID BORG

By Barry Allison

This is the sixth of a series of articles recording some of the experiences and adventures of our prominent Senior Members of the Squadron. This is an interesting expose of the long sailing life of David Borg.



David Borg

David says he remembers his earliest Squadron experiences around the age of four or five years of age when his grandfather Jack Carlstrom was the caretaker at the Squadron from 1928 to 1959. David, who lived at Largs Bay in those days, would take a steam train to Outer Harbour and visit his grandparents. His playground was the beaches, dinghy sheds and the scrub east of the basin in the area known as Seagull Island. It was during these carefree days of youth that the basics of seamanship were learnt and a love of the sea developed through this bond with his grandfather. It was always David's regret that Jack died before he (David) mastered how to splice wire.

His earliest racing started in Tumlarens when he was 14 although not being a Squadron member at that time. Jack died in 1959 and it was suggested Squadron membership would be a good idea. David was accepted as a cadet member on 1st November 1959. A long association began with Bob Stevens on his Tumlares 'Zefir' followed with several years with Rex and Ivan Godfrey in their Tumlares 'Unity'. In those days the Tums used to do the short Gulf races – the Kintore and Orontes Cups etc. They were fairly wet and uncomfortable craft compared to today's more modern racers but a lot of fun for a few young blokes. A prerequisite when sailing these races was to be able to pump the bilges at any time during the race as they had no self draining cockpit. Generally not known at the time, it was a clandestine practice to leave the Squadron basin and motor across to the channel breakwater where a crew member would jump over the side and remove the prop shaft with prop to reduce drag for the forth coming race. The process was reversed when returning to the basin and always required a very dexterous crew member to handle the bung !!

After an apprenticeship in Tums, David graduated with Rex and Ivan to 'Kirribilli', a 5.5 metre yacht built for the Melbourne Olympics, and successfully raced for many seasons. His first "real" offshore race was a Neptune Island race aboard Colin Haselgrove's 'Cooroyba' in the early 60's. Other races were aboard Ron Boswarva's 'Maluna', an Albatross class (similar to Alan Jordan's 'Celeste II'). A delivery voyage from Portland back to Adelaide aboard 'Gip' with Colin Smith and Ivan Godfrey was another highlight of these times. The Port Lincoln race and return cruises were always a popular event aboard Chappy Charlesworth's 'Tiriki' and it was probably one of the most comfortable yachts he sailed aboard.

From 1972 to 1976, David crewed aboard 'Morning Mischief', a Sparkman and Stephens 34 owned by Dick Cavill and skippered by Rick Halliday. In 1973 they succeeded in the Squadron-hosted Southern Cross selection trials preceding the '73 Sydney to Hobart race. This was his first Sydney – Hobart race and was followed two years later by his second aboard the 83 foot 'Windward Passage'.

In 1975 the Squadron – through the initiative of Rick Halliday – chartered 'Windward Passage' to do the Southern Cross series and Sydney – Hobart. This was the year that 'Kialoa' broke the race record at 2 days 14 hours and 36 mins. 'Windward Passage' was only 23 minutes behind and may have been a lot closer had not a spinnaker halyard fitting exploded when rushing along at twenty knots half way across Bass Strait necessitating the demolition of a very large spinnaker as it was being hauled back aboard !!! The Adelaide crew aboard 'Windward Passage' were Rick Halliday, Ray Cauchi and David Borg. This was obviously one of the highlights of David's racing career and taught him a lot about big boat racing, the power of sails and rigging and where not to stand, particularly when flying spinnakers.

Returning to the Squadron, David crewed with Roy Hambour aboard 'Kaos' and completed many Gulf races and also several half ton series. Around this time, after some repair to his heart, he decided to give up racing and do more cruising (the true reason was that they had stopped serving red wine at dinner aboard and expected you to sit on the rail all night!). David's love for cruising started aboard Mock Sarah's 'Taworri' and extended over the years with many other members. Another highlight around this time was the Squadron Centenary and the Lincoln race backwards on this special one-off occasion. In later years David bought 'Taworri' from Ron Danvers who owned it from Mock's death and enjoyed sailing and cruising her until a couple of years ago. During an eighteen month spell between jobs, David also had an opportunity to deliver the Grand Banks 48 cruiser, 'Beva' to Sanctuary Cove for David Edwards and was a most relaxing cruise.

Today, David is part of Robert Henshall's offshore racing crew aboard 'Luna Blue'. He is the ship's "comfort officer" – a job I believe he does very well. He also enjoys cruising the other Gulf with Fred Howes aboard 'Susani' which is berthed in the Wallaroo Marina and looks forward to more cruising in this area. David has been a valuable member of the Squadron House and Social Committee on and off over twenty odd years and is currently an active member of the Seaweed Garden Group.

David is now fully retired after thirty five years with the PMG (Telecom) and a further thirteen years with Maritime Constructions. He and his wife Lorraine, who has also been a Squadron member for a creditable forty five years, plan to spend as much time as possible enjoying life and the Squadron.

We wish them well in their retirement years.



Windward Passage
in full flight