

This well-loved craft continued to be based at the RSAYS until all those vessels not involved in naval duties were, by naval orders, moved to No 3 Dock, Port Adelaide, more commonly known as the 'Mud Hole'. The established routine continued from this base until early 1943, when the vessel was moved back to the Outer Harbor, but this time the moorings were laid in the public area to the west of the Squadron moorings.

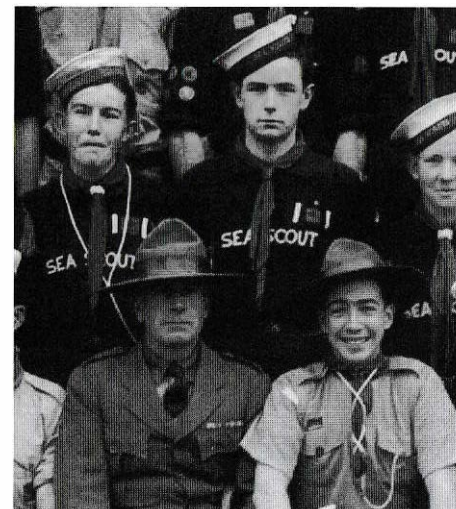
During the war Squadron Members rarely frequented the Outer Harbor premises. On a number of occasions Sea Scout Regattas and/or Training Camps were held there over a weekend. Yes, the main shed floor was hard even when slept upon in those years!

A number of Army Huts for use by Naval Personnel were erected around the base of the then Signal Station. As these were vacant, they were used to billet sea scouts during regatta weekends. On one occasion, the decommissioned HMAS *Wyatt Earp* was used to sleep sea scouts over a regatta weekend. Little

did we know that she would be our Training Ship in the near future. If additional accommodation was required, tents were erected on the edge of the oval, which is now the North Haven Golf Course.

All this maritime activity afloat was religiously recorded by 'Skipper' Forbes, and included the names of all boys in attendance (and their Patrols) on each and every outing. These logbooks, which hold a special place in the history of the School's Sea Scouting activities, are now preserved in the archives there.

Malcolm Hay Ochoncar Forbes was born in 1891. He was educated at Durham School and left seafaring to join the British Army, holding a commission on reserve of the Gordon Highlanders 1913-36, having served in the Great War. He took up school teaching, and was on the staff of St Peter's College from 1920 to 1946. His long association with the Squadron is indicated by the fact that he kept the log of Commodore AG Rymill's *Avocet* during a cruise to lower Spencer Gulf in 1922.



Seated beside Major Forbes is Troop Leader Donald Dunstan. Ian McBryde, sometime State Chief Commissioner, stands between them. Others in the original photograph include John Powell, Geoffrey Bungey, Mark Tostevin, Peter Last and Robin Millhouse. (1943)

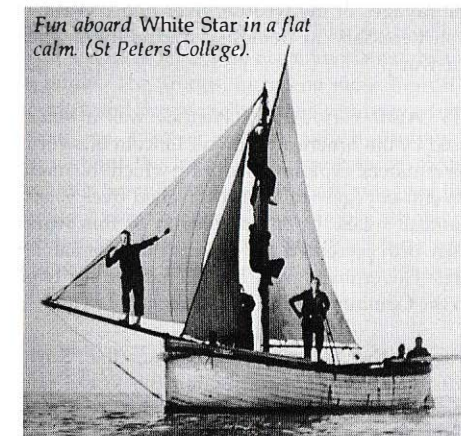
For his long involvement in scouting at both State Headquarters and the School, Major Forbes was awarded the Medal of Merit, 'For his especially good service to the Scout Movement'. On a State basis he was on the staff of the 1936 Corroboree held at National Park, Belair, and served a time as secretary to the Sea Scout Council. Upon his retirement, Major Forbes spent a short time as an announcer on ABC radio, before he returned to his native Scotland, where he died in November, 1973. Norman Howard often called upon him during his meanderings around the United Kingdom.

As usual, the Troop was in recess during the May, 1943 school holidays. Upon the commencement of the second term, the Sea Scout Master called a lunch time meeting of the Troop in his class-room and announced that during the vacation, the *White Star* had been requisitioned by the Royal Australian Navy. A merchant vessel, the *Baron Elphinstone*, had required a lifeboat immediately. This news was a great shock to all hands, and, of course, war restrictions precluded any replacement being obtained in the foreseeable future.

During the latter half of the *White Star* era, the school's Headmaster, the Reverend AGGC (Guy) Pentreath, was a member of the Squadron, and owned the yawl *Seasalter*, which Clausens built for him in the mid 1930s. After he sold her in 1944, she participated in the Sydney-Hobart Race of 1949 under DH Jarvis. She was subsequently sold to Victoria, and was last heard of in New Zealand. [see *Squadron Quarterly* December 1998: 55].

So *White Star* ended a 13-year association with the School and the Squadron, during which many hundreds of boys enjoyed the spirit of adventure afloat under the firm, but just and guiding hand of a much-loved School/Scout Master. Current and past Squadron Members included Geoff Bungey, Ian McBryde and Peter Dermott, Norman Howard, Kevin Phillips and Deane Coleman. No doubt there are others with similar happy memories.

The loss of the *White Star* was keenly felt, particularly by the Scoutmaster. In an endeavour to soften the blow, a number of boat owners, no doubt influenced by the Headmaster and Major Forbes, offered to take parties of sea scouts sailing. The outings were most enjoyable and very much appreciated, as it introduced to sea scouting a more sophisticated type of sailing. The boats used included *Seevogel* (Wesley Harris), *Taabinga* (Dr Donnie Donaldson) and *Argo* (Peter King). The other side of the coin was, of course, that it provided crews for owners whose regular crew members had joined the armed services.



Fun aboard *White Star* in a flat calm. (St Peter's College).

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