

## The Henshalls

Over its long history the Squadron has known many yachting clans and even dynasties. As recorded in our issue of December 1994: 33, the original Hugh Quin was not only present when Governor Hindmarsh proclaimed the new Province on 28 December, 1836, he was also a very early Member of the South Australian Yacht Club, of which he was Commodore in 1871-72. His descendants are very active in the yachting scene to this day in both RSAYS and CYCSA.

Then there were the Rymills. The original *Nyroca* was a cutter with a very long bowsprit, built at Langhorne Creek for Josiah Bonnin, the ancestor of the medical dynasty. She was bought by AG Rymill, who sailed her through the Murray mouth in about 1898, and was one of the first to put an engine in a sailing yacht. He, his sons and his nephews were prominent in the development of hydroplanes and in serving the Squadron as Commodore. We could go on at length about succeeding generations of Hardys, the Haselgroves and others.

Now we have the Henshalls, who are not only sailing across the generations, but are also strongly committed to our club and its development. It all began with Phil, who started his adventures with and love of boats in 1957. He bought a sixteen-foot runabout fitted with an English-made Anzani outboard motor. After two years of frustration with an obstinate mechanical device known as a two-stroke engine, he decided to trust the elements and that sail was the only way truly to enjoy the sea. Lightweight sharpies had started to be introduced into South Australia, so the runabout was sold, and in 1959 Phil bought *Rojemar*, which was renamed *Bonaire*. He raced her for many years from the Somerton Yacht Club, where for two years his crew were his son David and a friend, David

Freeman. Phil always enjoyed an occasional cigarette, even when sailing. It was a talking point on the rescue boat when he was seen having a smoke while sitting on the upturned hull of the boat.

David went on to build his own lightweight sharpie, which was launched in 1961, and Phil decided to go further. In a yachting magazine he saw an advertisement for a trailer sailer of the Audacious class designed by the great Laurent Giles, which was 21 ft 6 in long and of cold-moulded ply construction. She had a ballast keel, a steel centre plate and a twin horizontally opposed Coventry Climax petrol engine with a variable pitch two-bladed propeller. She had a small galley, a toilet and could sleep four adults. Sails were by Jeckyl Sails, "a cut above the rest". In 1961 the yacht was shipped from England and was off-loaded at Port Adelaide. In that year Phil and his son Robert joined the Squadron and *Midacity* entered the pool.

A trailer was built for the yacht, but only a few trips were made. The most memorable was to the Murray River. The yacht was launched at Mannum, and with a crew of Phil, David, Robert and Harry Perry Senior set sail for Morgan. All sails were set, including the spinnaker, and after four days with numerous stops they reached their destination. They were fascinated to discover (as have so many others) that sailing



*Midacity on the River Murray: Harry Perry, Phil, David and Robert Henshall.*

down the river over the same ground was just as interesting. Other than a burnt out clutch on the Holden station wagon, the venture was deemed to be a great success.

*Midacity* had one major drawback. She was not fast sailing to windward, so trips to Kangaroo Island and Port Vincent were major ventures, especially when there were time limits on holidays. A bigger vessel was required. In 1963 a newly launched and virtually unused Blythe Spirit came on the market, and Roy Wooding as yacht broker negotiated her sale to Phil. She was called *Sam Tricjerval* [Representing part of the names of the wife and daughters of the man who built her. Before he could benefit from all his work, his wife became gravely ill and his heart went out of the venture. — Ed.] The vessel was renamed *Ranger*, and for the next nineteen years provided tremendous enjoyment to the Henshall family and friends. She was distinguished by a notable collision in a race round the cans, in which she was holed by a Dragon and rapidly sank. After refloating, she was repaired to resume sailing.

David Henshall continued to race his sharpie at Somerton and later at Glenelg, with an occasional trip on *Midacity*. He sold that boat to join the racing crew of *Ranger*, consisting in addition to Phil, of David and Robert, with friends David Freeman, Jack Gamlin and Les Sampson. All of Phil's family sailed on *Ranger*, as did at some time all of his nine grandchildren.

Phil's sudden death in December, 1978 ended a chapter, but the association of Henshalls with the sea and with the Squadron continued through two of his sons. (John preferred farming, but his son Phillip was for a time much involved in yachting.)

David and Robert Henshall bought *Bella* in 1983 from Merv Butterfield, and *Ranger* was sold to Peter and Barbara Osborne. David became interested in Etchells, and in 1984 acquired *Excalibur*, in which he and his two sons sailed competitively. Bruce and Paul have also sailed on several other boats as crew members, before in their turn they skippered Etchells.

In 1988 Robert sold *Bella* and bought *Foxfire*. Adrian and Caroline became part of the racing crew until Adrian decided to sail in Twelve-foot Cadets, and in 1990 he started at the Largs Bay Yacht Club. In 1992 Junior sailing was revived at the Squadron, and one of the three new twelve-foot cadets purchased that year was *Phil-'n-Jack*. This acknowledges the other grandfather, Jack Williams. (See *Squadron Quarterly* for March 1993: 24-25.) At the end of the 1994-95 season, Adrian stepped back a generation by buying a lightweight sharpie *The Money Pit*, which he currently races at Largs Bay.

Phillip Henshall, Phil's eldest grandson sailed at the Squadron for many years. He crewed on *Bella* with Merv Butterfield, on *Kareelah* and *Satyricon* with Peter Last, *Warlord* with Ian Scott, *Teradita* with Bob Lawson and *Sunburst* with Jim Howell. Work commitments took Phil to Melbourne, but he has returned to Adelaide and we hope that he will resume yachting when the commitments of career and a growing family allow.

David decided that it was time to consider serious cruising. He and Dulcie bought a Cavalier 37 *Caviar* in partnership with Bob and Sue Gale, before parting amicably when David and Dulcie acquired a Cavalier 395 named *Lara III*. They spent a lot of time cruising the



*Ranger under spinnaker.*



Australian coastline and participated in the Darwin-Ambon race. Subsequently David bought the Squadron's racing Committee boat, renamed *Miss Robyn*, and he manifests his continuing commitment to racing as the regular Officer-of-the-Day. In this capacity he presided over the 1997 National Etchell Championships conducted by the Squadron.

Like many yachtsmen, Robert decided that bigger should be better, and in 1994 he bought *Encore*. He also serves the Squadron, as Chairman (for the second time) of the Outer Harbor Committee and convenor (and hard worker in) the Seaweed Gardening Group. In addition to giving generously of their time, the Henshall brothers have supported us with their donations.

The family has contributed a great deal since Phil and Robert arrived in 1961. Ion Ullett once described going aboard with the good news that

*Midacity* had won one of the trophies at the Easter regatta, and that it was a bit like trying to have a party in a small tunnel. Henshalls have progressed a lot since then, and we predict that in due course we will hear more from future generations and their achievements. SQ



*At the 1996 Christmas Luncheon: David, Chris and Robert Henshall stand behind Dee and John. (Jack Gamlin/Bryan Price)*

## Inaugural Clipsal Qantas Rotary Regatta

Under a clear blue sky, the inaugural Clipsal Qantas Rotary Regatta had its genesis on Sunday, 6 April, 1997. Generously supported by boat owners and crews from the Squadron and CYCSA, some 46 boats provided the opportunity for sponsors and their guests to participate in a twilight style race, reminiscent of the annual Formula One Grand Prix races, or to be a part of the action at sea in power boats. Additionally, *One and All*, celebrating her tenth anniversary on the day, was donated for the event and provided a festive air to the spectator fleet.



*The 1997 Clipsal/Qantas Rotary Regatta.*

Conceived as a fund-raising concept by Di Myers, the event was strongly supported by major sponsors Clipsal and Qantas and by many others who purchased naming rights to boats for \$1,000 or who individually paid \$75 to participate afloat and ashore for the day. Landlubbers paid \$40 for the afternoon and evening festivities ashore.

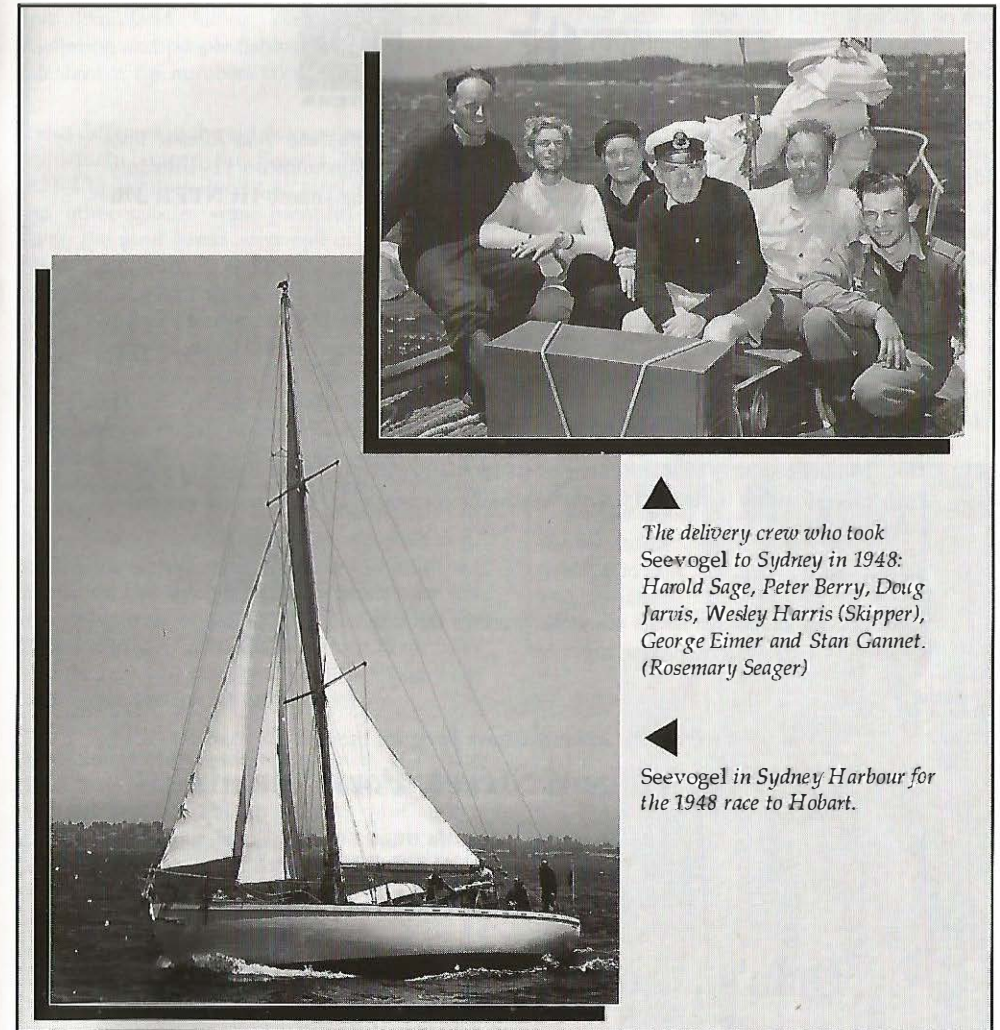
Special arrangements were made to berth all participating boats from the Squadron at the CYCSA, so that the entire event was conducted

at one location. Lunches were individually prepared for each boat by the major beneficiary of the Regatta, the Women's and Children's Hospital, with drinks on arrival aboard donated by Skye Cellars, Hardy's, Orlando, St Hallett's, Coopers and Two Dogs.

The race was conducted in 18 to 20 knots of breeze, and at the finishing line all boats gave three cheers for His Excellency, the Governor of South Australia and the *One and All* on her tenth anniversary. Line Honours went to Keith and Ian Flint's *Helsall II*, while Peter White won the race

on 'handicap' when *Kaos's* name was pulled out of a hat in the evening to decide the winners. Vice-Commodore Ian Moncrieff and Di won a trip for two to Sydney with Qantas/Hilton. The evening barbecue prepared by Ian Mackenzie's team was top class, and was followed by dancing and conviviality with the help of a ten-piece band.

On behalf of the Rotary Club of Adelaide, we extend many thanks to all boat owners, crews and other helpers from both the Squadron and CYCSA for your contribution to the undoubted success of the day. SQ



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*The delivery crew who took Seevogel to Sydney in 1948: Harold Sage, Peter Berry, Doug Jarvis, Wesley Harris (Skipper), George Eimer and Stan Gannet. (Rosemary Seager)*

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*Seevogel in Sydney Harbour for the 1948 race to Hobart.*