



Thomas Muir

27 March 1943 - 8 July 2016

TOM started sailing as a young man in Scotland and after joining the Royal Air Force he continued sailing when posted to Singapore. Tom and his family migrated to Adelaide in 1973 and he started work at Chrysler Australia progressing to Manager, Business Systems and Integration with Mitsubishi Australia until his retirement.

When in Adelaide he purchased a Cole 23 trailer sailer and sailed in many Milang to Goolwa races. Then he moved to bigger boats. Barry Allison remembers him sailing on *Audacious II* and that he was a delightful crew. He often planned a cruise on paper before they headed off to KI or across the gulf, with times and watches for the crew, and even planned a menu for the cruise. He enjoyed the thrill of bashing into big seas, was keen on fishing and particularly eating the catch. *Audacious II* was a typical cruising craft and Tom, at times, wished she would go a little faster. He moved to Jimmy Howell's racing craft. Barry says that Tom was a great companion at sea and will be missed.

When Tom decided to do some serious offshore sailing, he joined Jimmy Howell as a crew member on *Sunburst* and continued on *Vulcan* until February this year. He spent the last 10 years also enjoying golf, travelling with his partner Sandy and sailing with his mates on *Vulcan*. He also took part in 14 annual Outback Odyssey Bush Bashes as a navigator and saw parts of Australia that few Scotsmen have ever seen. He passed away peacefully on 8 July this year at the Flinders Medical Centre leaving children, grandchildren and great grandchildren.

The following obituary was placed in the Advertiser by Chris Howell:

Jimmy Howell and all the crew members of Vulcan express our deepest regret at the loss of our crew mate Tom. He was a true gentleman always happy to be out on the water. Even in recent times when not up to racing he would still be there to help in whatever way he could. We're sure we'll feel him in Port Lincoln next year cheering us across the line.

'But I shall have peacefully furled my sail in mooring sheltered from storm and gale.'

Paul Dawe



Kenneth Gifford

29 March 1926 - 7 June 2016

KEN'S parents were Edward and Alma Gifford who lived at 12 Ellen Street, Semaphore where his son Bailey now lives. He was an only child growing up in the Depression and World War II but had the opportunity to explore the reaches of Port River and Torrens Island with sailing mates even when still at primary school. His secondary schooling at Adelaide Technical High School lead to an interest in human physiology and accordingly he gained employment at the Institute of Medical and Veterinary Science where he worked for 47 years.

His main interests were mucking about in boats but his secondary love was motor sport and sports cars. In 1949 around the time he met Claire, when his principal transport was an MG TE, his pride and joy, for which he had dutifully scrimped and saved. He and Claire were married in Semaphore in 1951 but with the start of their family in 1955, they bought a Holden FJ. A very beige vehicle in comparison to the MG.

Then another woman, Arrabella, came into Ken's life. She was an extremely dowdy lump of a boat that Ken shared with his old school friend, Bill Haga. Most Sundays while the family was growing up, Ken would be at Outer Harbor working on the boat. Occasionally the whole family would go fishing with Claire and Bill the fishers, Ken the mechanic and sons Bailey and Digby the long suffering crew.

During the early 1970s Ken and Bailey restored a BMW R60 in the rumpus room at home. A time of great bonding. Similarly Digby, as a young child, benefited from the shed experience with Ken, learning the practice of straightening nails on an anvil, an art handed down from Ken's grandfather.

The 1980s saw Ken more involved with the RSAYS. He was a Squadron member for 36 years, latterly crewing on the start boat for many of them. His first grandchildren arrived

in 1985 and 1989. They mainly gathered together at times like Christmas lunch when Ken would enjoy their company and the meal before retiring for his after dinner nap, one of many traditions he honoured.

Eventually the maintenance and upkeep of their home at Colonel Light Gardens became too much and Ken and Claire moved to 'On Statenborough at Leabrook'. The family had much fun clearing Ken's shed of straight nails, left handed gloves tied with twine and more than a dozen forks, rakes and shovels, trowels, cement mixers and wheel barrows which had been superfluous at IMVS!

In February 2013, Ken and Claire became great grandparents. Noah Jay has been a source of much pleasure for them both.

Ken quietly left his mark on friends and family and is greatly missed.



Eric Charles Thomas Mack

3 February 1932 - 14 November 2015

Portrait by Robert Hannaford

ERIC joined the Squadron in the early 1970s and resigned in May 2000 as at that time he was living in Hobart and had done so for seven years.

He was one of the Squadron personalities; he frequently wore sarongs and Hawaiian shirts and often walked with a cane. He owned the 33ft *Mistral*, which was lost on the Coorong in the late 1960s. Maurice Bellemans was the skipper, and a young crewman lost his life, becoming tangled in the rigging as the yacht was pounded to pieces in the surf. I think only her wooden mast was salvaged and did duty in a multi-chine centreboard schooner in North Haven Marina for many years.

While at the Squadron, he owned the gaff cutter *Dauntless*, a very shapely small cruiser now at Kangaroo Island. Next he bought the Blythe Spirit *Ariel* from Merv Butterfield. He re-rigged her as a cutter and sailed her locally until sold to Rod Wells. He then bought a 40ft steel chine cutter *Kay*, which he took to Hobart when he relocated there.

He later sold her and bought a larger vessel *Golden Haze* in Hobart.

Eric did many things: he was a cadet journalist with the *Adelaide News*, and later the Australian United Press in Sydney. He joined the RAA as public relations officer and editor of *South Australian Motor*. He also wrote several children's stories for the ABC, wrote and produced a television series, and freelanced feature articles in various Australian newspapers and magazines. He was a foundation member of KESAB (Keep South Australia Beautiful), and a good friend of world cruising yachtsman Alan Quigley of *Youth* Trophy fame. The remarkable trophy was designed by Eric to celebrate cruising achievements by South Australian yachtsmen.

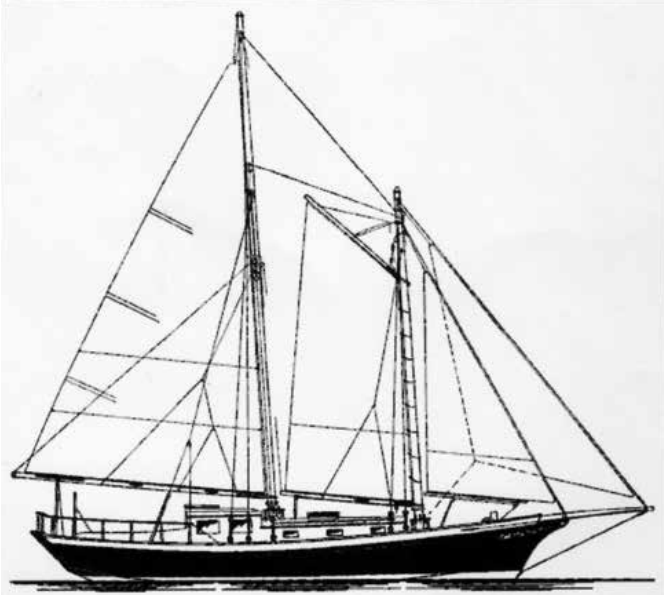
Truly a man for all seasons.

Bones



OLD YACHTS' DEMISE

By Kingsley Haskett



Sari

Two long-standing Squadron boats have recently been removed from the pool and scrapped. Bones shares a little of their history for members who might be interested.

Cooinda

ALAN and Mock Sarah commenced building Cooinda in Hansen & Yuncken's Torrensville depot in 1951. They then moved it to their new yard at Richmond in 1952 completing the hull and fit out into 1953 ready for launching. This took place at 0330 hrs on 19 December on the Squadron's old slip near the old caretaker's house.

The Oregon mast and spars were built in the first winter after launching and she was rigged for the 1954/1955 racing season.

The most significant of many alterations was the addition of the counter in 1964, which increased the overall length from 30ft 10in to 35ft and the waterline length from 24ft to about 27ft.

Sari

SARI! Sari! Sari! Many will remember the very distinctive American drawl of Lieutenant Commander USN, Retired, Maurice Bellemans (or 'Hank the Yank' as he was otherwise known), calling via Adelaide Radio from his Atkins design steel schooner *Sari*. She was fitted with a very powerful HF radio, only matched by Lance Le Cornu's on *Lauriana*, both of which could easily overpower the reach of all of the other local fishing fleet and yachts. (See Dr. Last's profile in *SQ Spring 2016*, pg.30).

Sari, a John Atkins design *Island Princess* steel V-bottom schooner of 36ft 7in overall, was built by Maurice Bellemans at his business premises, Bell Industries Consulting Engineers at West Street, Brompton. She was his pride and joy. She was launched in the late 1960s and lived most of her life at the Port Adelaide Sailing Club at Jenkins Street, Port Adelaide. She cruised far and wide but never left state waters. She won the 1971 Adelaide Lincoln race and interestingly, the Squadron yacht *Cooinda* was second. Keith Flint in *Scimitar* was fastest in a fleet of 31, which was the largest fleet to take part in this race at that time.

Maurice is long gone and now his proud schooner has gone to the scrapper, unloved and uncared for in her later years. She was followed by *Cooinda*, also forgotten and unloved and now broken up. We often don't care for the elderly in our midst.

Vale.

