

From his early days in Adelaide, Bill Henry's family momentum in education projected him into helping others to be safe and secure at sea. He established classes in navigation in about 1962, responding to requests from members of the Squadron. They met informally in various homes to prepare to sit the formal two-day Board of Trade Yachtmaster's Certificate, qualifying them to be in charge of a vessel up to four hundred feet in length. Participants in the inaugural groups included Roy Wooding, Bob Downing, Howard Byerley and Dick Fidock.

He then set up the syllabus for coastal navigation for Adult Education at LeFevre Technical College, followed by classes in celestial and advanced navigation. He ran these for many years, and was beginning a new course at the time of his death.

Another major commitment was the Coastguard, in which he was involved virtually from its inception in 1961. He was Foundation Commodore in South Australia in 1962, and at the time of his death he was the longest serving member in the state. He held a succession of local and national offices, was made the third Life Member and in January 1993 received the Medal of the Order of Australia for his services to marine safety, particularly though the volunteer coastguard. He received the highest rank in the Coastguard Association, National Training Commodore. He wrote search and rescue manuals, newsletters, conducted seminars and courses, and not long before his sudden and unexpected death he attended an international sea safety conference in Singapore, where he delivered two papers, followed at once by a Marine Rescue Conference in Canberra in his capacity of Vice-President.

John Masefield, Poet Laureate and one time *Conway* boy, wrote a poem based on the image of new cadets as young and immature gulls, leaving the old vessel for their journeys round the globe. Finally, Old Conways returned as mature seagulls, to settle on her spars —

And being gone, they wander home again
Here, to the Ship and settle on her spars,
They are our brothers, so we let them be,
Old Conways, fellow sharers of the stars.

Bill and Janette attended the dedication ceremony of a memorial window in Birkenhead Priory Chapel in 1996, one panel of which depicts seagulls flying around the bow of the old ship. In a remarkable reflection, perhaps a forethought, he wrote of these circling gulls, 'I have already picked my place — I am the third seagull from the windward side. With true *Conway* acumen I will avoid the windward berth.'

An old friend wrote to Janette —

I met Bill when I bought my first keel-boat, perhaps thirty years or so ago. Thereafter I spent time with him in navigation classes, having new boats surveyed, compasses adjusted and so on... There was much more of Bill that I enjoyed immensely. I enjoyed his thoughtful and independent insight into issues and people beyond simply boats. I enjoyed his dry sense of humour and his shrewd ironic wit. Bill did not suffer fools gladly, and there were many who did not realise that they only escaped being upset by virtue of his generosity of spirit.

Bill Henry was widely known and highly respected at the Squadron over many years. He will be sadly missed for his ready friendship and his generosity in sharing his knowledge of the sea. He made a huge contribution to recreational yachting in South Australia and beyond, for which he will be long remembered and sadly missed. SQ

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John
Richard Jay
3 May 1934–
15 April 97

Dick Jay's interest in sport encompassed football, cricket, squash, tennis, golf, dinghy sailing and keelboat racing and cruising, and undoubtedly sailing became

dominant in recent years. Ian Moncrieff says that he and Dick came together in sailing in the inaugural cruise to Kangaroo Island in *Tom Thumb*, Ian's first keelboat, and in subsequent trips.

Bill Ross proposed Dick for Membership of the Squadron in May, 1980, when Dick bought Bill's 29-foot Serindipidity sloop *Giselle*, which Dick raced regularly in Third Division and he competed in many Outer Harbor to Port Lincoln races in her and in her successors. Ian well recalls the very relaxed return cruises and surfing in company up the Gulf.

Marlene and all the Jay children were introduced to offshore sailing on *Giselle*, and with grit, determination and guidance from Dick, Marlene has become an accomplished yachtsman. Peter, Andrew and Libby participated as racing crew from time to time.

Next came a sloop designed by Ben Lexcen, *The Saint*. She was 31 feet long, new and spacious, fitted out by Marlene and Dick for comfortable cruising as well as racing. *The Saint* entered Second Division and Half-ton racing fleets and was very

competitive. Ian recalled that some of his happiest cruising was when their two yachts sailed in company after the Port Lincoln races, exploring and fishing the islands and passages of Spencer Gulf, before returning home via the fleshpots of Edithburgh and Port Vincent. Dick and Marlene loved using their boats for social sailing, often with a barbecue at the Squadron afterwards.

They then became serious about the cruising life. Retirement loomed, a time for stepping back from the Jay empire, which is highly significant in the laundry and laundromat industry of Australia. Queensland beckoned, with points beyond. *The Saint* was sold, to be replaced by a 38-foot Cape Barren Goose sloop with an established cruising record. The Jays refurbished this comfortable vessel and relaunched her as *Crusader*. Her first voyage was to Port Lincoln and Coffin Bay. Later they sailed to Hobart to participate in the Royal Tasmanian Yacht Club's circumnavigation event. Weather conditions caused a change of plans, so *Crusader* made a memorable voyage through D'Entrecasteaux Channel to the remote south-west area of the island, Port Davey in particular.

As an active and loyal Member of the Squadron for sixteen years, Dick Jay served at one time as Chairman of the Outer Harbor Committee. Right to the end he maintained a close and keen interest in the Squadron, its affairs and activities, including participating in the annual Port Vincent regatta shortly before he died. In yacht racing, he showed a competitive edge, well tempered with good sportsmanship. In cruising he had the spirit of adventure, he was a good seaman and great company. He bore with great fortitude a beastly illness, frustrated that he was not given time to do more. Dick Jay will be sadly missed by many friends, who join in sending their deep sympathy to Marlene and her children. SQ

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