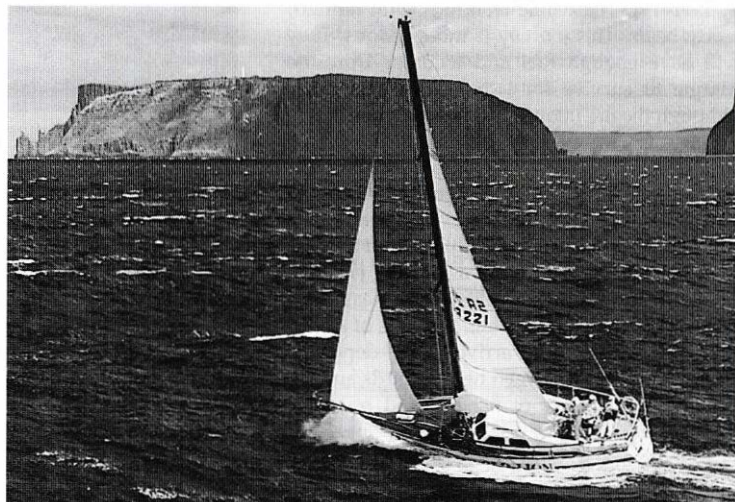


Fiftieth Anniversary Sydney-Hobart Race

Vessels of the Royal South Australian Yacht Squadron have competed in every Sydney-Hobart Race since *Nerida* and *Seevogel* entered the fourth race in 1948. At the time of going to press, there were nine yachts entered which designated RSAYS as their club. A couple are at present far away. At least three, and

no doubt more, could not proceed because of the huge costs involved. Insurers demand that masts be unstepped and rigging confirmed by a certified rigger; there must be two radios, similarly certified; and more safety equipment than the pioneers could have conceived. One entrant remarked that his boat's insurance alone was more than a dollar a mile over the course, and if he did break a



Gambol off Tasman Island 1993 Sydney-Hobart Race, by courtesy of Richard Bennett

mast he was still up for at least \$10,000. So far as we know, the declared Squadron participants and their skippers will be —

<i>Gambol</i>	John Wicks
<i>Morning Hustler</i>	Jamie Cowell
<i>Niamhri</i>	David Seaton
<i>Renegade</i>	Bob Francis
<i>Southern Myth</i>	Peter Riddell
<i>Sundance II</i>	Geoff Boetcher
<i>Toolka T</i>	Don Morton (last heard of in New Zealand)
<i>Tradition</i>	William Strangways
<i>Youth</i>	Alan Quigley (from Hobart)

In addition, the Cruising Yacht Club of South Australia has at least five entries, including former Commodore Dick Fidock's *Dictator*. Another is the impressive racing machine recently launched for Dr Geoff Vercoe, *Maglieri*

Wines. Celebrity, which is on the Squadron register, will be raced by joint owners David Harris and David Pollitt as a representative of Kangaroo Island Yacht Club. We are delighted to hear that *Kareelah* will be participating. Dick Fidock took her to Hobart in 1964, and as one of the smallest boats in the fleet it was an excellent

effort that she came ninth overall. Another Superdogger, *Bindaree* from Hobart, was sixteenth in the following year. Simon Moody, a former member of the Squadron, restored *Kareelah*, with a new coach house and deck, and took her to Queensland. We will follow her course with nostalgic interest. There are probably other old and new yachts associated with the Squadron which will be taking part. If so, we would appreciate hearing some details about them for publication.

The race program shows a photograph of the yacht and the names of crew members, indicating how many Hobart races each has done. Hoping to produce something not so stereotyped, we approached those skippers whom we could contact to ask for the photograph and text which they would like published.

Gambol (John Wicks)

Gambol is a Duncanson 40 ft sloop and has com-

peted in three consecutive Sydney-Hobart Races under the name of *The Old Lion*. In 1993 more than half the fleet withdrew due to extreme weather conditions, but *Gambol* completed the race with only very minor damage. She is currently used as a Sail Training and Staff Training and Charter facility by Sail Tech Pty Ltd, who are the largest and most experienced sail training company in South Australia. Skipper John Wicks and crew member Malcolm Norman have been involved with cruising yachts for fifteen years, and all crew members have been through the comprehensive training schedule conducted by Sail Tech. Experienced navigator Bill Gryst and crew members David Coats and Harry Davis have 14 Sydney-Hobarts between them.

Skipper:	John Wicks
Navigator:	Bill Gryst
Crew:	Tim Wicks Simon Wicks Malcolm Norman David Coats Trevor Chapman Robert Wicks Harry Davis

Morning Hustler (Jamie Cowell)

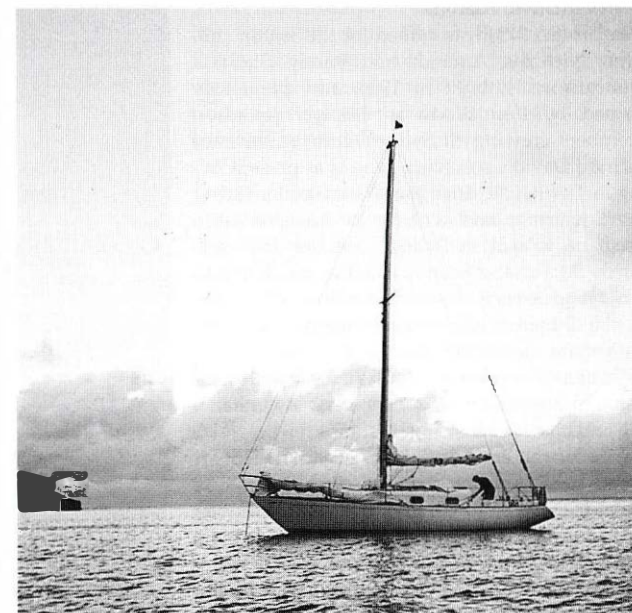
This will be *Morning Hustler's* fifth Sydney-Hobart Race, in which she will be in the Twenty Year Veterans division. Dick Fidock took her in 1971 and 1973, and we went in 1979 and 1981. In 1979 we finished tenth overall and second in Division C to *Zilvergeest III*, another S&S 34.

Watching the 1993 race, when 70% retired, we felt that we had missed something special, although we were glad not to be there. This was reinforced when *Zilvergeest III*, now renamed *Marara*, came third overall. The Fiftieth Anniversary race was the catalyst to make us enter, together with the desire to return to Tasmania. We have made

many friends there during five previous circumnavigations and other cruises. After all, off-shore racing is merely a fast way of reaching a favourite cruising ground!

The crew are —

Anthea:	Has done two previous races, as well as the Melbourne-Hobart.
Sam Cowell:	Four previous races, including as navigator on <i>Caprice II</i> in 1983 and <i>Renegade</i> in 1990. He will be navigator on this race.
Brian McArthur:	One Sydney-Hobart on <i>Morning Hustler</i> , as well as the Melbourne-Hobart. He is a member of Kangaroo Island Yacht Club.
Paul Shaw:	One Sydney-Hobart on <i>Infra Red</i> .
The PBO:	I have done three Sydney-Hobarts, and I have sailed as navigator on Fremantle-Bali, Sydney-Southport and Sydney-Noumea Races.





Niambri (David Seaton)

Niambri (SA 375) was named for the Seaton children: Nicholas, Amanda and Briony. She is a Duncanson 34, built in 1986, and previously owned by Ken Brady as *Gledye*. Squadron members crewing to Sydney and for the race include David's son Nick, who is at present living in Townsville. Rick Jones is a familiar face at the Squadron, and will fly to Adelaide from Brisbane to sail to Sydney and for the race. Bardy McFarlane is an Adelaide solicitor and Ian Neighbour is a senior banking executive. Goran Gronberg is a Swedish engineer involved with the weapons systems for the frigates being built at Williamstown. He has an eleven metre yacht in Stockholm, and has been busy enhancing and checking instrumentation.

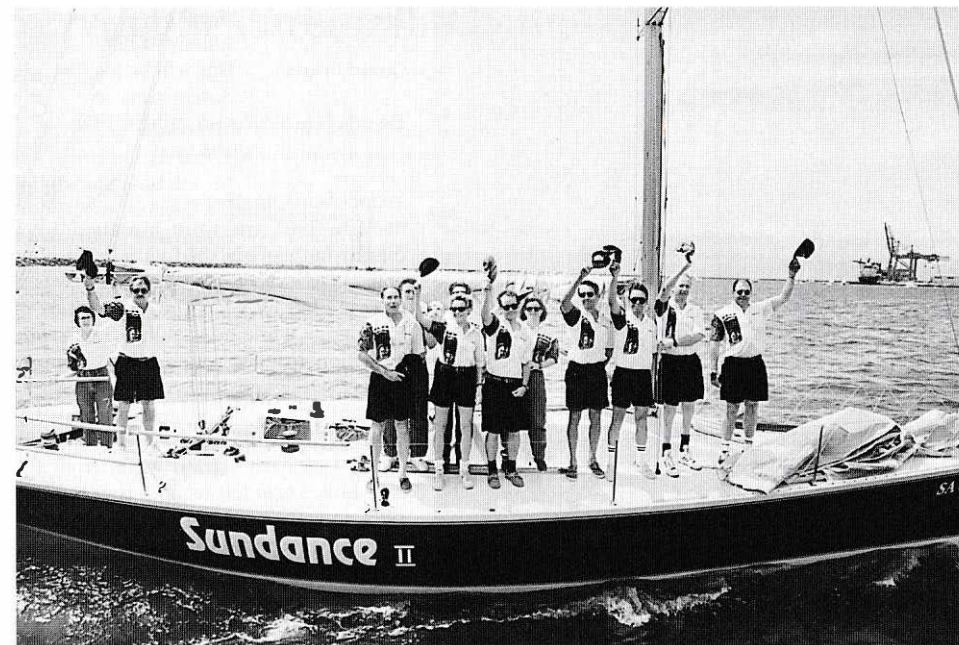
"None of the crew has done a Sydney-Hobart before, but there is always a first time." The journey to Sydney will give five of the crew an opportunity to get good experience and to tune the boat to its best. David continues, "I won't ask the crew to sit on the rail for five days, but neither are we there for a pleasant sail. We will

be doing our best, we will remain safe and we intend to get to Hobart in one piece." *Niambri* plans to leave RSAYS on December 10, in company with *Tradition*. David apologises for his absence from the December Quarterly Meeting, for the best of nautical reasons.

Renegade (Bob Francis)

Renegade will be making her fourth trip to Hobart, hoping to improve on the last result, where we were second in our Division. With the huge increase in IMS boats this may be a little tough. Being the fiftieth anniversary race, there will be tremendous activity and fun. As they are expecting more than four hundred starters, the journey to Sydney Heads may be the hardest section of the course. Let's hope for a windward start and a special wind for *Renegade*! The crew list is —

Bob Francis
Ian McPhail
Wayne Hartley
Malcolm Francis
Michael Warman
Jasper Harding
Daniel Harvey
Robert Knowles
Des Martin



Sundance II (Geoff Boettcher)

Sundance was one of the last IOR one-tonners, and is forty feet overall. She was built with what were then state-of-the-art features. The hull is of unidirectional carbon fibre with Divincell PVC foam core. She was designed by Laurie Davidson for an owner who launched her in Sydney in 1989, way over budget. Her last Sydney-Hobart Race was under charter to the team from Hong Kong. She finished eighteenth overall, after for many hours standing by the yacht *Flying Colours*, one of whose crew members was killed when a runner block exploded. Introduction of the IMS handicap system greatly disadvantaged her, as boats specially built to a rating are hard to beat. Keel and hull modifications have been made, with the interior changes required by IMS. New sails have been ordered from Ray Brown. As the previous owner he has full knowledge of such matters as mast bend and rig characteristics.

This will be the seventh trip to Hobart for owner/skipper Geoff Boettcher, and will be the first in his own boat. Geoff renamed her *Sundance II* when he brought her to the Squadron last year.

The crew include Colin Gordon, Steve Doxey and Trevor Tucker (the original old Brownie crew) and Rob Scott. He and John Jeffrey (navigator) are of Mario's *Wildfirst* fame. The others are Craig Mitchell, David Byrne and Peter Royle. Craig and Geoff, who both saw active service in Vietnam, will share the cooking. Craig's specialty is napalm ham sandwiches, so hot that the seagulls reject them.

Tradition (William Strangways)

Tradition is a Duncanson 34 launched in 1983, and has been a competitive inshore and offshore Division II yacht for the last ten years. In the 1991 Sydney-Hobart we were third in Division D and 22nd overall. In the 1992 race a shackle let go on the forestay when we were leading Division D into Bass Strait. We had to run back in 50 knots for an hour, covering an amazing amount of ground in the wrong direction. The outcome was that we finished fifth in our division and 33rd overall. Of our keen crew five out of seven have competed in the Sydney-Hobart Race at least once. We were unable to go in 1993, and we are all looking forward to an exciting race in 1994.



The crew are —

William Strangways: Has done two races, in 1991 and 1992.
Mark Hall: Three previous races, in 1990, 1991 and 1992.
Scott Keneally: Participated in 1991.
John Souter: Also went in 1991.



Eric Mack (donor of the Youth Trophy) and Alan Quigley, entering Port Arthur, June 1994 (Eric Mack)

Trevor Baldock: Went to Hobart via Sydney in 1992.
David Pearce: This will be his first Hobart race.
Dennis Fearnley: Also going for the first time.

Youth (Alan Quigley)

Back in 1963 we were intrigued by a dinghy in the main shed with the curious name, *Over the British Col*. That was a message left by Alan Quigley for one of his friends while he was building *Youth*, a fractional-rigged round-bilged sloop of 35 feet. Designed by LA Randell, she is thought to have been the first steel yacht built in Adelaide. She caught fire one night, and Alan started again from the bare hull. *Youth* left us on Easter Sunday 1965, to sail round the world, including 2,500 miles up the Amazon. Many members will remember Alan's fascinating, witty and modest accounts of his journey, illustrated with brilliant slides. He had his troubles, including *Youth* being crushed against a wharf by a freighter in the Canary Islands. He fished the broken mast, covered the shattered coachhouse and sailed her single-handed home to Adelaide for repairs. After rebuilding his faithful vessel, Alan took her to the fiords of New Zealand and

Fiji, before returning to Adelaide via Tasmania. Those who didn't know this background will now appreciate why our major cruising trophy is so named.

Youth is "permanently" moored in the Derwent, and Alan is Bosun to Royal Yacht Club of Tasmania. He has entered the vintage class of the race, with a crew drawn from the Gielston Bay Yacht Club.

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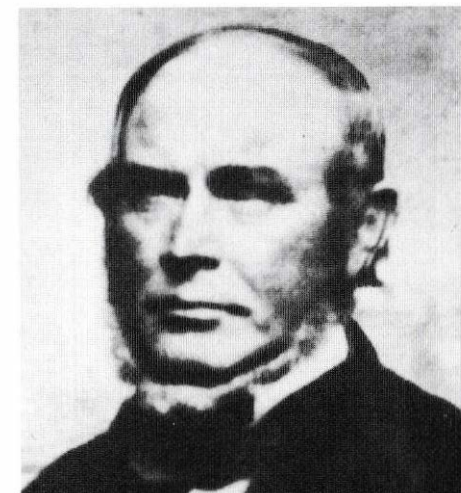
Serving Seafarers: the Quin story

Peter Last

In the early nineteenth century the common folk of Ireland endured almost the worst degradation and squalor in Europe. The Duke of Wellington (himself a native of County Meath) remarked, "There never was a country in which poverty existed to the extent it exists in Ireland." In the census of 1837, the 9,000 people of Tullahobagly in County Donegal possessed between them 10 beds, 93 chairs and 243 stools. Many peasant farmers were close to starvation, long before the catastrophic and appalling potato blight of 1845. No wonder that the most important export was people, desperate to find something better. Thus did widowed Mrs Quin take to the United States her son Hugh (aged fourteen) and one of his sisters. The family came from Newry in Ulster, where Hugh was born in 1817, youngest of eleven children. He was even more prolific himself. His two wives bore him 22 children, so the clan has extended widely.

Hugh Quin went to sea, and was certified at New York on 18 June 1835 as an Able Seaman. His height was given as 5'1" with brown hair and light complexion. In 1836 he joined the *Cygnat* in Rio de Janeiro as second mate to Captain John Rolls. This barque of 239 tons was the fifth ship to arrive in the new Province of South Australia. Also aboard were 87 passengers, including Captain Lipson, first Harbourmaster, GS Kingston, BT Finnis, John Morphet, Dr E Wright, RG Symonds, Thomas Gilbert and a party of surveyors. Hugh Quin was present at the formal proclamation at Glenelg on 28 December 1836. He wanted to settle down ashore, and in 1837, at the age of twenty, became one of the first pilots for the Port River. Next year he married and became Assistant Harbourmaster, until he was demoted to Chief Pilot in the savage cost-cutting imposed by Governor Grey in 1842.

Promotion came in 1849, when Hugh Quin was appointed master of the first steam tug, *Adelaide*. (According to Captain James Gillespie's excellent new book *Traders under Sail: The Cutters, Ketches and Schooners of South*



Captain Hugh Quin

Australia, she was subsequently converted to become a trading ketch.) In 1856 he became Harbourmaster, from which he resigned in 1882. He remained active for many years, and went with a tugboat to the wreck of the *Star of Greece* in 1888, followed by the stranded *Ashmore* at Troubridge later that year. When HMCS *Protector* arrived in the Colony, Captain Quin was pilot for her first visit to the outports. He died in 1896, a much-respected old colonist and Portonian.

Although he was not one of the founders, Captain Quin was an active member of the South Australian Yacht Club, of which he was Commodore in 1871-72. He skippered *Xanthe* to victory in a celebrated match race against *Coquette* for the large purse of £100. Incidentally, current Quins are descended on the female side from William Christie, who attended the foundation meeting at the Club House Hotel on 5 November 1869 and was Honorary Treasurer of the South Australian Yacht Club from 1871 to 1877.

In subsequent generations there has always been a Hugh Quin. The captain's son was a master mariner, and his son trained as a rigger and sailmaker. He worked for the firm of