



Past Commodore

The Hon Horton Clement (Tim) Williams QC

21 April 1933 – 17 December 2020

By Rick Halliday

MEMBERS will be saddened to hear of the death, in a nursing home, of former Commodore Tim Williams QC, respected senior colleague and friend, on 17 December 2020.

Tim was a Squadron Member for most of his adult life and an active racing and cruising sailor. He was a member of many committees culminating in his service as Commodore between 1991 and 1993.

Older members will recall Tim as crew with Past Commodore Jim Taylor on *Ingrid* along with such notables as Mark Tostevin, David Judell, Dick Fidock, John Harrington and Patrick Hill.

For many years with Arthur Cocks, and later myself as a very junior solicitor, Tim willingly provided honorary legal advice on multitude complex legal issues including those which inevitably arose from the purchase of the real estate and the establishment of the Squadron Marina facilities.

Of paramount importance was the securing of an appropriate liquor licence in place of the pre-existing 'informal' arrangements with respect to the provision of alcohol, much to the relief of the local police officer then resident at Outer Harbor.

In the 1970s sailing, but not motor boating, was considered as a sport for tax purposes. Alive to this issue Tim was instrumental in the Squadron achieving tax free status as there were only a handful of motor boats on the register.

Legend has it, when first told of a proposal to purchase the real estate then leased by the Club from the Harbours Board, Tim offered to 'eat my hat' if it was achieved. He declined to do so when at a subsequent meeting he was presented with a straw hat, a knife and fork with salt and pepper!

He regularly raced his wooden Dragon class yacht *Liberty Jane* and was always on the lookout for a young forward hand with good eyesight. His own vision was such that he was unable to see much past the bow, particularly when the spray ran down his spectacles. He later acquired his S&S 30 *Cousin Kate* which he raced and cruised as much as family and professional commitments permitted.

Eschewing publicity and modest to a fault, Tim was a notoriously hard worker with a very keen and meticulous legal mind.

He was admitted to practice as a barrister and solicitor in 1955 and became a partner in Giles, Magarey and Lloyd, in those days a prominent legal firm.

He joined the independent Bar and was appointed Queens Counsel in 1974 during which time he successfully argued many influential cases in State and Commonwealth Courts including the *Raptis* case which eventually set the boundaries of state and commonwealth jurisdiction over coastal seas – a very important decision for the fishing and other maritime industries. He gave nine months of his life in carefully researching the multiple issues involved and produced a written argument of over six hundred pages reaching back to before the foundations of the colony.

Tim habitually worked from early morning until late at night, his only break being a late-night trip from his chambers to Outer Harbor to drink a can of Coca-Cola on his boat before going home. The scream of a tortured gearbox from his Mini Cooper S could be heard from some distance away. It is doubtful whether he ever quite mastered the art of changing up from first gear despite encouragement from his friends, his motor mechanic and the residents of Lady Gowrie Drive. Matters mechanical were not his forte.

At the Bar he became President of the Legal Practitioners Discipline Tribunal, the senior Queens Counsel taking precedence after the Attorney General and inaugural presiding member of the Gaming Supervisory Authority, which regulated the Adelaide Casino and gaming machines. His professional colleagues elected him as president of the South Australian Bar Association.

In 1995 Tim was appointed a Justice of the Supreme Court of South Australia where he served with distinction, reaching the mandatory retiring age of 70 in 2003.

During that time he became national Chair of the then Judicial Conference of Australia, an educative and supportive body comprising judges and magistrates which also promoted law reform.

He decided many important cases and was influential in the Court of Appeal and Court of Criminal Appeal, although the latter had not been a major part of his professional practice.

As a sitting judge he was an exemplar of the open mindedness and patience so necessary for the administration of true justice.

His later years were plagued by dementia and he lost contact with both his professional colleagues and the Club.

He was the fourth member of the Supreme Court of SA to be a member after Justices Bunday, Boucaut and Sir Herbert Mayo.

Tim is survived by a daughter Elizabeth, a son John, his second wife Marie and two grandchildren, Andrew and Thomas.



Bruce Munro Dinham

26 January 1924 – 27 March 2021

By Michael Dinham, Julie Meegan (nee Dinham) and Suzy Trumble (nee Dinham)

BRUCE Munro Dinham passed away on 27 March 2021, aged 97 years, while still a Member of RSAYS, having joined the Club in 1952. Sailing was Bruce's lifelong interest, having started in a Cadet dinghy at his boyhood home of Ardrossan, and later as a teenager at Brighton and Seacliff Yacht Club when the family moved to Adelaide during the 1930s Great Depression.

During WWII Bruce was a 20-year-old pilot in 55 Squadron RAF flying a Boston bomber on night intruder missions in northern Italy. After returning from the war he studied aeronautical engineering at Sydney University and then served two years in the Royal Australian Navy on the cruiser *Australia*. His time in the navy, although brief, proved fruitful as he later met his wife-to-be, Pam, at a social function on board *Australia* when she visited Adelaide.



Effie en route to RSAYS

In 1952 Bruce crewed on the Sydney to Hobart handicap winner *Ingrid*, a 38 ft ketch owned by J S Taylor and flying the RSAYS flag. They completed the course in 6 days 17 hours, which is lengthy by today's standards, but maxi yachts didn't exist in 1952 and the race had very light winds with half the fleet becalmed in Bass Strait. Light conditions were to *Ingrid's* advantage, so Bruce always maintained that this was a race won by skill, not speed (and possibly a lot of luck).

Bruce then returned to Adelaide and took what was intended to be a temporary job at the Electricity Trust of South Australia (ETSA) but he remained with the Trust for 32 years and eventually became General Manager in 1976. His time with ETSA involved seven years in Port Lincoln with ample opportunities for sailing, then three years in Mount Gambier. The latter offered few sailing opportunities, so Bruce took up flying again, gaining his private pilot's licence. The family eventually moved back to Adelaide in 1967 and Bruce was able to spend more time at RSAYS, now undergoing something of a re-vamp under his old friend Commodore Alan Smith.

Bruce sailed regularly with friends at RSAYS including Preston 'Pep' Manthorpe on his yacht *Moongara*, but his dream was to have his own boat which he eventually realised in 1979, having singlehandedly fitted out a Duncanson 29 fibreglass hull in his backyard at Belair. The boat *Effie* (his pet name for his wife Pam) was transported to RSAYS from the steeply sloping block at Belair by crane and trailer, quite a feat of engineering in itself.

Although his interests lay in sailing and flying, when Bruce retired from ETSA in 1984 he accepted an invitation from the SA Government to chair a new Grand Prix committee tasked with bringing Formula One races to Adelaide. The committee travelled to Europe to pitch the idea to Bernie Ecclestone, head of the Formula One Group. The trip was a success with the race being an annual event in Adelaide for the next 11 years.

In retirement Bruce had more time for sailing in *Effie* and also doing all the endless maintenance chores required of boat owners, so that Pam sometimes referred to *Effie* as 'that eff...ing boat'. Bruce took *Effie* on numerous day trips with Pam, their children or various friends, and on cruises to Port Vincent and Kangaroo Island. He only reluctantly decided his own sailing days were over in his late 80s.

Bruce took an interest in Squadron affairs until his death this year after a stroke at the age of 97. The family regularly had lunch at the Squadron, which was a great opportunity for reminiscing, and Bruce's favourite pastime in his old age was always simply to go down and look at the sea. He will be greatly missed by his wife Pam, children Julie, Suzy and Michael and grandchildren James, Tom, Bill, Monty and Tess.



On board Effie at RSAYS