

EE Tolley was proposed for membership on 10 September 1919. At that meeting, Mr AE Tolley was elected Vice Commodore. Lloyd Tolley, law student, was proposed on 20 October 1920.

On 14 June 1922, 'The Commodore said he regretted very much having to report the death of our Vice Commodore, Mr AE Tolley, a very old yachtsman in South Australia. His association with the Club dated back many years, [he] was always a very generous supporter both in yachting and the social functions of the Club, and one of our most popular Members. He was sure we all deeply regretted the death.'

Your information fills in those years for me up to Albion's death. There are a lot of photographs of this time including the whole family. Obviously she won more than one Motor Launch trophy. A cup still exists, on which is engraved —

ROYAL S.A.Y. SQUADRON MOTOR
LAUNCH TROPHY

1922

Won by E.TOLLEY'S "THE TUB"

In 1923 and 1924 *The Tub* was transported to the Murray River and was used to promote AE & F Tolley. She returned to the Port River in 1924 and photographs in my possession suggest that she was in the Tolleys' possession up to at least 1926.

My records suggest that she was sold to a Harold Hittman in 1930. Hittman renamed the boat *Zitania*, presumably after his wife Zitty. *Zitania* was again transported to the Murray River and has remained there ever since. She was fitted with a new engine, a Gray Marine dating from about 1928.

In 1932 Sam Percival (Austin Gibson's grandfather) bought *Zitania*. Austin has much to say about these years. She was sold around about 1946.

Lance Felstead owned her from 1946 to 1952. He paid £600 for her and changed her name to *Betani*. There were no major change to her superstructure other than to open up her forward cabin panel with more windows.

In 1952 *Zitania* was bought by Bill Testero, who owned her



Zitania (Graham Hardy)

until 1956. It was in this year, during the great 1956 floods (the highest recorded since European settlement) that she was holed and sank in shallow water. Three months later she was sold to John Carlson for £200 while still lying on her side in the shallows. Needless to say, this was a dark time for *Zitania* and much damage was done to her timber work and fittings.

Carlson refloated her and used her at Goolwa for twelve years. She was not well looked after and was finally put up for sale in 1968.

In October 1968 my brother Richard and I went to Goolwa and found her sitting in the shallows off Hindmarsh Island. We were University students with no money or boating skills, but there was something special about this boat. We bought her for \$300, and so began a long, long road toward restoration. I was tenacious in tracking her history and believe it to be complete, at least as a broad framework. *Zitania* now has her fourth engine after a fire in 1986. No damage was done, but my infant son could easily have been seriously hurt. No more petrol! She is now fitted with a 30 hp Yanmah diesel, which has no trouble getting her up to hull speed, on the rare occasions that I need it.

Zitania, therefore, is alive and well and effectively in the same configuration as she was at the turn of the twentieth century, with the original hull and superstructure. Needless to say, the stories I have accumulated would make up a book, and I am inclined to record them all one day, particularly as interest in this fine old boat grows with her years. She must be somewhere between 105 and 110 years old.

Please see if you can find out more about Eric Tolley. Any extra information will be treasured.

SO

Quarterdeck

Mr Alf Tabor has sent us some interesting information about his ancestor, William Charles Tabor (1866-1954), who was born at Kingston SE, where his father was the local schoolmaster. In 1869 Mr Tabor was appointed to the Imperial College at Osaka, Japan as a teacher of English. After spending seven years there, the family returned to settle at Semaphore.

William Tabor was apprenticed to the SA Harbors Board as a boilermaker at the age of 14 years, and spent the rest of his working life there. An enthusiastic yachtsman, he was a founding member of the Port Adelaide Sailing Club in 1897, where he acquired the nickname of 'Junker', because his first yacht was a renovated whaleboat from a Prussian sailing ship.

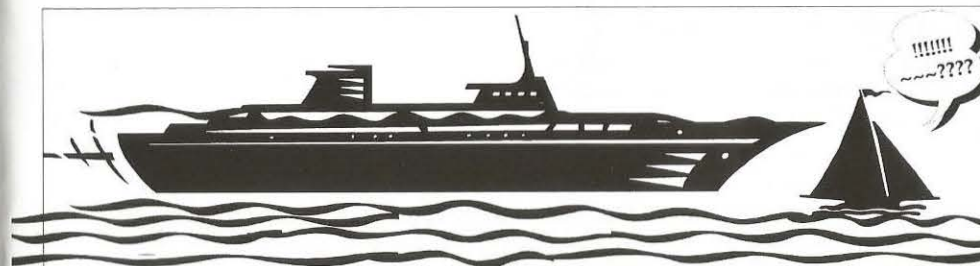
At 28 years of age he married Emily Ethel Millman, and together they raised a family of ten children, as well as serving the Sailing Club wholeheartedly. William was elected Captain of the Club from 1906 to 1910 and became the first

Commodore. He and Emily were created life members, she being the first and only woman life member for many years. [To the best of our knowledge the Squadron has never had a lady Life Member.]

At that time, many gentlemen held double membership of the PASC and the Squadron, but William Tabor seems not to have done so. His name does not appear in the minutes from 1869 to 1927. He would have been a notable figure in the small nautical world of Port Adelaide at the time

★ ★ ★

Howard Loveder has given us some excellent photographs to add to our increasingly interesting collection, and Doug West has given us photographs and information on the *Lady Alice*. She was a Forster Cup restricted twenty-one footer built at Glenelg by Harold Winterbottom, father of the late Denis, who died not long ago in his high 90s. He was probably the



Because Ships Happen

Terrace Insurance Brokers Pty. Ltd.

Insurance Brokers to the
Royal South Australian Yacht Squadron

Contact Tony Cross
8231 9913 or 8272 8984 (after hours)

PROUD SPONSORS

TERRACE INSURANCE REGATTA



Launching Lady Alice at Glenelg, 17 December 1926. (Denis Winterbottom)

last survivor of the working bees who established the Squadron at Outer Harbor in 1924. Previously Doug had owned another twenty-one, *Ardale*, imported from Victoria for the Forster Cup series of 1927 and at one time owned by Alan Cotton. Doug sold *Lady Alice* to Captain George Titchmarsh, master of the BHP bulk carrier *Iron Duke*. He carried her on the ship's deck to use wherever the vessel might pause, until he retired and put her on a mooring in Pittwater.

For the history of the restricted twenty-ones and the Forster and Albert Cups, see *Squadron Quarterly* March 1995: 15–25.

★ ★ ★

We thank David Wright for his excellent map of the Whitsunday area, and also for framing most of the loose photographs suitable for display. We also thank Helen Prisk for her photographs.

★ ★ ★

Many of us have been following with interest Genevieve White's progress aboard *Amer Sports Two* in the Volvo Round the World Ocean Race, 2001–2002. There are eight contestants, racing to the VO60 Rule with no time allowance — the first boat over the line wins. All but two are designed by Bruce Farr and a sponsor's condition is that each must have two Volvo engines. Peter Strangways went to France to participate in building a couple of them. Genevieve is one of twelve all-female crew, and as navigator she carries a heavy responsibility. She brings to the task 22 years of sailing experience, including offshore racing, cruising and international dinghy competition and coaching. For ten years she was a member of Australian representative sailing teams,

including three Olympic campaigns. Genevieve was training manager for the Australian Yachting Federation before joining Nautor Challenge for this race.

The course is from Southampton to Cape Town, where the yachts were arriving at the time of preparing this report. The next leg is to Sydney, to be in time for the Sydney–Hobart Race. No rest, however, for it's straight on to Auckland, then round the Horn to Rio de Janeiro, followed by Miami, Baltimore/Annapolis, La Rochelle, Coteburg and concluding at Kiel.

In her last email before Cape Town, Genevieve wrote, Tacking on a Volvo 60 is a big decision in itself as they take time and a huge amount of effort. Welcome to the world of stacking. Every tack requires moving on average up to 17 water-laden sails from their perch behind the two spinnaker poles on the windward rail (or leeward rail as has been the case at times in this Leg) to the opposite side, while everything from food bags, safety gear, medical kits to crew kit is transferred below. Apparently, it is in the region of 2.5 tons that we are moving around during each manoeuvre. It reminds me of ants moving huge loads and all very busy at it. Go the ants! Our first few tacks were taking up to 45 minutes, but with some thought and planning (and a bit of adrenaline pumping) we have got it down to 18 minutes as the record so far.

You can follow the race through www.volvooceanrace.org/homepage.html

★ ★ ★

We acknowledge with gratitude the contribution of Sandy Higgins and Binks Yacht Construction Pty Ltd to the process of hanging framed pictures in The Gallery — the space between the stairs and the Dinghy Shed. Sandy provided the sail track and allowed Max Holbrook to use some of his resources to finalise the track for the purpose. This technique allows flexibility in rearranging the pictures, particularly if other proposed developments take place in the Dining Room, as alluded to in the report of the Historical Task Force.

★ ★ ★

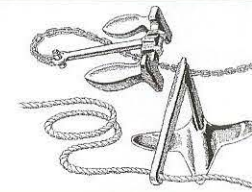
The lithe young fisherman was an earlier version of Past Commodore John Butterfield.



John and Maureen Ekins at the Reception for new Members.

BARRY QUIN MARINE PTY. LTD.

- Mooring Ropes & Warps
- Covers & Cover Material
- Sailmaking & Sail Repairs
 - S/S Rigging, Roll Swage & Talurit Splicing
 - Bimini Tops & Flybridge Screen Repairs
 - Dodgers • Jib Furlers



451 Victoria Road, North Haven
Telephone 8248 2966 Fax 8248 6536 Mobile 040 969 0811

Deadline for the issue of *Squadron Quarterly*, March 2002
is Tuesday 29 January 2002.

Australian Yacht Charters
are very pleased to announce
the availability of a luxury standard

Beneteau 50

This magnificent boat is performance rigged
and available for bareboat charter in the

Whitsundays

Please call 1300 300 753

www.austycharters.com.au

"come join us in our little bit of paradise"