

and foul-smelling conditions, never free from loud and frightening noises.

After serving in Egypt, Gallipoli and France, Oscar Witcomb was demobilized as a Lieutenant in the Third Squadron of the Australian Flying Corps, where he was an Observer. He saw Baron von Richthofen meet his end, and retained a scrap of fabric from his aeroplane. He returned home through Canada and USA, and his daughter Nan recalls seeing an invitation to a yacht club in Vancouver, which he had retained.

In Tranquil Waters

Reg Lewis

30 July 1917–11 October 2000

Reg Lewis grew up at Beaumaris in North Wales on the Isle of Anglesey. From an early age he spent as much time as he could at the Beaumaris Yacht Club, initiating a lifelong addiction to yachts and sailing. When he was ten his family moved to Cheshire in England, where his parents were employed in a manor house. By his late teens Reg was taking holidays in boats on the Norfolk Broads, but his life was then overshadowed by war.

In 1940 he married and enlisted in the Royal Engineers, where he acquired invaluable skills and aptitudes. After the war he had a farm in England, before in 1956 the family migrated to Australia and he worked as a controller with the Railways at Port Augusta.

His first yacht in Port Augusta was a partnership in a small fishing boat, followed by an eighteen-foot Jubilee. Reg and his children moved to Adelaide, where Reg worked at the ABC and the boat was kept at Port Adelaide Sailing Club. In 1962 they moved up to a 23-footer called *Four Winds*. He inadvertently set fire to the vessel while making a cup of tea! At this time Reg became quite ill and returned to Port Adelaide Sailing Club after many months in hospital to find that friends at the Club had repaired his yacht.

Reg married Margaret in 1966, and their next yacht was *Shenandoah*, originally a 28-foot plank yacht, which he took home to work on,

After the war he became manager of the Grenfell Street branch of the Commercial Bank. He left that in the 1930s, and at one time conducted the Terminus Hotel at Strathalbyn. He served again in the Second World War, after which he lived mostly in the South-East, where he held sundry agencies.

Nan Witcomb ('Nanushka') wrote, 'My father was a character with a great sense of humour, who took life as one great big gamble.'

SO



including lengthening her to 32 feet, fibreglassing the hull, pouring a new keel and complete rerigging. He did most of the work himself, and attended night classes to make rigging screws, etc. After two years of hard labour she was relaunched and given the new name of *Ramdel*. From the Port Adelaide Sailing Club the family raced and cruised to Kangaroo Island, the Gulf ports and Port Lincoln, as well as regularly racing in the Port River. She was sold, renamed *Marionette II* and moored at the Squadron.

Reg bought the hull of a Pion, and spent a year completing her before launching the vessel, named *Loper*, at the Squadron in 1975. Reg, Margaret and their two children spent a few years racing, cruising and enjoying the company

of the Squadron pool. These were the days of the first Junior Clubroom. Children were actively discouraged from intruding on adults in the Clubhouse, so parents maintained a regular round to ensure they were sustained with drinks and nibbles in their downstairs room.

The demands of a growing family and the need to extend the family home required the very reluctant sale of *Loper*, and in 1979 the Lewises bought a shack at Milang. First in a Heron and then in a trailer-sailer, they explored Lake Alexandrina, the Murray and the Coorong, but Reg maintained his Membership and friendships at the Squadron. He enjoyed doing things with boats, so he built a Minnow for his son Dale and his daughter Amanda acquired the Heron. Reg and Margaret were much involved in junior sailing at Milang in the 1980s. Under Reg's guidance the family built a stitch-and-glue Cherry sailer-trailer, which was supplanted by a pre-loved 21-foot Boomerang and that by a Cole 23, named *Anglesey*, after the Welsh island where Reg was born. It remains in the family at Milang.

Reg Lewis held an AYF Instructor's Licence and participated in Yachtaway Cruising Holidays, Sail Training Schools and skippered private

yachts. He was a great support to young and old in helping them with sailing, using his remarkable creative skills and providing happy companionship. At Milang he was known as the 'skipper' of sailing. Reg was highly respected for his dignified and gentle manner and his wide knowledge.

Fittingly, three trailer-sailers rafted together on Lake Alexandrina to scatter his ashes. His many friends at the Squadron will miss him, and we send to Margaret and the children of both his marriages our sincere sympathy in their loss.

★ ★ ★

Members were saddened to hear of the death of Mrs Ivy Henshall on 22 November 2000, having been a Member for 32 years. We send our sincere sympathy to John, Robert and David, with their families in their sad loss. Like their father, Phil Henshall, she will be long and affectionately remembered by all who knew her.

We also record with regret the death of Chris Eaton, a popular and highly regarded Member, always ready to contribute at Quarterly Meetings.

SO

DEDICATION OF RESTORED HONOUR ROLL

All Members and former Members of the Squadron, with their families, friends and those related to the Members named on the Honour Roll are invited to attend a brief dedication memorial service and unveiling by the Commodore.

Names are listed in the December 2000 issue of *Squadron Quarterly*, page 40.

Sunday 11 March 2001
1030 hrs

Dress: Official dress (Number 1 Rig) or Squadron uniform (Number 2 Rig), with decorations

