

## Kintore Cup

The remarkably observant Handicap Committee carefully noted that *Cooindaaaa* had notched up two coveted wins in rapid succession, realising that such was not in the best interests of Socialism (where individual liberty should be completely subjected to the interests of society), the Committee took the necessary steps to more equitably apportion the remaining races.

Kintore results

Fastest time : *Cooindaaaa*

Handicap winner : *Cooindaaaa*

The seventeen starters [inside the river] laid the breakwater, but soon after leaving the heads *Seevogel* [Fred Brinkworth] was seen to be flying a loose-footed upper mainsail, resulting from a leech to luff divorce of mainsail material. Gremlins interfered with *Kareelah* [Dick Fidock] also, causing her to lose half an hour with a tired weather lower.

As the expected sou'easter came in, *Enchantress* [Dr John Muirhead, father of the present one]

rounded the Bay breakwater, followed by *Cooroyba* [Colin Haselgrove], *Cooinda* [Alan Smith] and *Southern Myth* [Norman Howard]. As the wind freshened, so did —

the nerves of the skippers,  
the ears of the helmsmen,  
the twisties in the van der Staaters, and  
the mal de mer.

Nevertheless, *Enchantress* went great guns somewhat to the northward of the rhumb line. Most of the fleet politely played follow-the-leader, and when the Orontes light came on, the kites came down, the sheets came on, the fleet came up and navigators went below. The traffic jam at Orontes was such that even the resident custodians departed with frightened shag noises.

But this Kintore was to live up to tradition. The wind snuffed. Some were lucky, others missed out. *Enchantress* lost her lead to *Cooinda* from *Kareelah*, who made up her lost half hour. *Cooinda* won from *Josephine*. *Galatea* [Wilbur

Tedmanson], who did very well to cross fourth, gained third handicap placing.

RSAYS Newsletter April 1965, No 14: 9.

In the Kintore Cup the *Reverie* put up a good performance and won by 12 m 0 s from the previously unbeaten *Alexa*. She beat the latter by 10 seconds even without the handicap allowance. The *Reverie* has a remarkable record, for she has been sailed by three generations of the one family. Mr R Fisher's

grandfather and father (Messrs W and AJ Fisher) preceded him as masters.

[Other finishers were *Norallie* (T Hardy) and *Miranda* (F Haslegrove). In the Le Hunte Cup, the winner was *Weeroopa* (WP Harris), followed by *Ocean Pride* (CF Inkster) and *Nirvana* (H Wheaton). *Katinka* (P Fisher) did not finish.]

The Advertiser or The Register, 1 March 1920 (Seen too late for the last issue.)

**SQ**

## Into Tranquil Waters

Bryan Howard Loftes  
(22 November 1932–14 October 1996)



seven or so. Lads who scrubbed the heavy steel centre boards might be rewarded with a sail as bailer boy. If they capsized, it was a matter of drifting ashore or waiting for the solitary rescue boat to provide a tow. The tragedy of the *Sunny South* left a long memory, and it was forbidden to attempt to swim ashore.

For many years, as his work took Bryan progressively through high appointments at Philips Industries until he established his own industry advisory service, he continued his commitment to sailing, including readily offering his huge energy and generous spirit to the clubs with which he was involved. In 1953 the old Henley Beach Club was destroyed in a storm. Bryan was one of the dozen stalwarts who rebuilt it. In those days few skippers had trailers, so after a regatta the boats stayed on the beach overnight, to be sailed home next day. In addition to winning the Club Championship, Bryan became Commodore and was actively involved in many National Championships, as organiser and participant.

Bryan was born and raised in Adelaide, and spent his early years at Henley Beach. At Thebarton Boys Technical High School he was Captain of the Senior Football Team, but even before that his dominant love was sailing. He started when he was ten, at a time when the old unrestricted Fourteen-foot skiffs carried crews of

It was natural for him to progress to keel boats, and he joined the Squadron in 1980. Lofty and Heather enjoyed four boats — *Myoba* (a Duncanson 29), *Misty* (a Duncanson 34), *Hyjak* (a Blue Seas 36 motor cruiser) and *Hyjaker* (an Etchell). They were popular and generous hosts,



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especially to those who shared Bryan's keen interest in and knowledge of red wine. He once declared that he never tried to learn how to open a cask — good wine came only in bottles!

He was a driving force as a member and sometime Chairman of the House and Social Committee, and a member of the General Committee. He demonstrated his determination to enhance facilities for Junior Members by his close involvement in establishing the Sail for Youth Foundation. At the time of his death he was Governor of the Foundation. Bryan also turned his talents and energy to promoting the sale of marinas and the recruitment of new Members.

If it seemed that yachting was his life, he had an old involvement with racing cars, and was for a time Public Relations Manager for the Rowley Park Speedway. He and Heather enjoyed sharing with friends the pleasures of houseboating on the River Murray.

It's hard to imagine the Squadron without his exuberant personality, his enthusiastic drive to get things done, pottering on his boats, and enjoying life with his best friend and shipmate, Heather. He

cannot be replaced, and neither will he be forgotten. We will miss him, very much indeed.

### "Lofty"

As you sail away to another world,  
Mast — flags, your message sends,  
We'll remember all the love you held  
For your family and friends.

Squadron cap upon your head,  
A glass of red in hand.  
You're held in very high regard  
By business colleagues through the land.

We'll miss you, Dad,  
More than you know.  
A leader through and through,  
Your worldly knowledge and advice,  
A strength in what you do.

Although you were no angel, Dad,  
Deep down a heart of gold.  
Your zest for living every year  
Meant you would not grow old.

Matthew Loftes

## Murray Gowling

Older Members will be sad to hear that Grumpy Gowling has died. Grumpy, who became a Member in 1950, worked in various capacities on Members' vessels since well before the Second World War. He told a story of a sometime Commodore "before the War" whose large vessel was maintained by a permanent hand. Whenever it was taken out for a sail, the first task next day was to varnish the cleats. When the owner next came down to Outer Harbor, it was his affectation to wear white gloves. He ran those over the bright work, and if they were stained with dust the unfortunate hired hand (who never came abast the mast without formal permission) would receive a dressing down. In the times of the Great Depression the man had to take it, because there would have been a dozen others willing and able to take his place.

Grumpy established the shed now operated by Julian Murray. He emerged to work on boats and to give advice to anybody with yachts on the slips, and many of us benefited hugely from his long experience. He was also "sailing master" on *Soliloquy of Searle* for her annual fishing cruise along the North Coast of Kangaroo Island. He retired to Goolwa, where he recently died.

Two other sad losses to record are Tony McCusker and Captain Bill Henry. We would appreciate material to produce obituaries for both in our next issue. Unfortunately time was simply too short arrange this. — Ed. SQ

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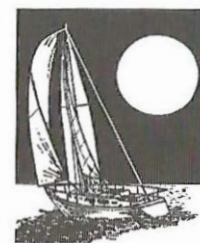
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