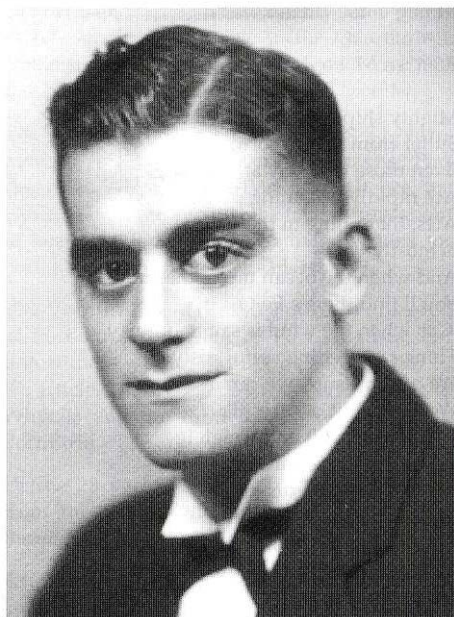


Into Tranquil Waters – Harold Charles Henderson



22 May 1909–8 March 1999

For many years the Henderson brothers were popular and highly regarded Members of the Squadron. Frank was in partnership with Jack Gamlin in *Jafra*, a vessel as full of character as its owners. Harold had *Monsoon*, which he continued to sail until close to the end of his long life.

The H28 is deservedly popular as a seaworthy and comfortable cruising boat, able to perform well off the wind, but no speed machine to windward. Alan Behrens built *Monsoon* to be solid, and took pleasure in demonstrating the strength of the heavy metal rail which he installed. Even as H28s go, she was not fast.

When Harold Henderson acquired the vessel, he consistently raced every Saturday throughout the season. Patiently he and his crew sat out each event, even though the fast boats had long since finished. Indeed he had the distinction of having the rules altered. Officers-

of-the-Day wanted to get back to the Squadron to release the results and to relax after the rigours of the race. In those days they depended on the generosity of assorted motor boats to provide for them, and owners in their turn didn't want to be in too late. Hence the imposition of time limits for finishing, so that if Harold Henderson was running late, the OOD no longer had to wait for him to arrive at the finishing line before concluding the race.

Harold left Norwood Primary School in 1923 to become an indentured apprentice in the motor trade. He commenced work as a qualified mechanic in 1930. The Great Depression still persisted at this time, and it is a mark of the man that after accepting a position at Mount Gambier with Motor Traders in 1932, it was only two years later that he was promoted to be Branch Manager. After war service as a reserve in the Ninth SA Battalion in Mount Gambier, he became Workshop and Spare Parts Manager in Adelaide with Motor Traders. In 1949 he was made an Associate Director of the firm.

In 1956 Harold branched out on his own in a specialised field by establishing Auto Hydraulic Jack Service. He continued his well respected sole operator business until December 1998, when ill health forced his retirement.

Beside his interest in the sea, Harold established a commercial almond orchard at Smithfield and was a foundation member of the Clarence Gardens Bowling Club. He took his nautical activities seriously, as shown by his success in obtaining a certificate in coastal navigation in 1971.

Harold Henderson was an unassuming man, who was invariably pleasant and courteous to all Members and Squadron staff. He truly met the old criterion for Membership in being in every way one of Nature's gentlemen. We will miss him, and we extend our condolences to Doris, her three sons, Roger, Graham and Paul, and their families, together with his two surviving sisters, Gwen and Myra.

Quarterdeck

Mark Dwyer's vivid account of *The Saint* running aground on passage from Point Marsden to the outer Beatrice light, reminds us of an important point of detail on a significant hazard. Mark and Marie found (as did Joska Grubic on the last of the Davenport Shoal races in about 1969) that the bank is very steep to. Modern charts show a rock about a third of the way along the edge of the bank.

It is not so. This is the relic of the *Fanny M*, a vessel of 678 tons, which went up in 1885. Dr Alan Roberts, at that time the general practitioner at Kingscote, was diving on the wreck on the morning that *Adria* (or was it the first *Anaconda*?) piled up. The motor boat which delivered him there had returned to collect others. Alan was standing easily on one of the frames of the old vessel, intrigued by what was happening. There was so much excitement on the yacht, that nobody noticed an apparently disembodied head, shoulders and torso a few yards away, a great distance from land. It's one thing to hit sand, but unforgiving old iron would not be so kind. Jamie Cowell says that there's also a rock in this area, which would be equally unpleasant to hit.

In David Judell's *Jedda* in 1966 we piled up at night, cutting too close the bulge between the two lights on Beatrice spit, which is clearly shown on the chart. Stupidly, we moved into the red sectors of both, so serve us right. One

advantage of the Black Soo was the ease of heeling her over and swinging the outboard to drive the stern away from trouble. We got off as easily as we went on. David was not with us at the time, and your Editor was solely responsible.

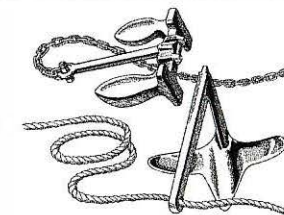
About twelve years later in *Satyricon* we saw a participant do the same in broad daylight on the race to Kingscote as part of the celebrations for the opening of the Kangaroo Island Yacht Club. Bob Human in *Nemesis* went to his aid, and went up also, but only briefly. No doubt others can tell similar stories. It's an area where the dangers are well charted, but devastatingly easy to hit.

As Matthew Flinders put it, *nautici cavete!*

Peter Dermott's articles on Sea Scouts at Outer Harbor have created a lot of interest in those involved in scouting over the last half century. Former State Commissioner Ian McBryde AO has given us a plan of the Port River, as used by the Naval Auxiliary Patrol, dated March 1943. This is invaluable as an historical record of the locations and designations of the old leads, beacons and buoys, starting with the Fairway Buoy before it metamorphosed into a beacon. It will be very useful in confirming details in some of the descriptions of races in the News Cuttings books.

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