

actually use their boats felt a justifiable and mounting sense of neglect that they were left to drift on in the 'tin shed in a swamp' with minimal resources. It was most certainly not a place into which visitors could be brought with the pleasure and pride we feel today. More than half the annual subscription went on providing good facilities for a shrinking number of aging men to meet with their cronies in the city.

As Commodore, supported by Past Commodores Dr Geoff Verco, Alan Jordan and Keith Flint, with Vice-Commodore Alex Ramsay and Treasurer Dick Fidock, Alan Smith led the campaign to persuade Members to close the City premises and concentrate all resources at the Outer Harbor. Quarterly Meetings, held in a cough-inducing haze of smoke, were sometimes passionately theatrical events. In this setting Alan Smith was a superb chairman, maintaining calm authority and unfailing courtesy, sometimes in the face of vituperative opposition. He undertook the somewhat tortuous process of negotiating a license to sell alcohol at Outer Harbor, which took a lot of his time when he was always very busy at work.

The outcome was the phased progress to produce what we have today, and no individual Member was more involved than Alan Smith. The Squadron had only a monthly lease from the Harbors Board, which meant that as we obtained more land and water we could not borrow from a financial institution. At the suggestion of David Judell, Commodore Geoff Verco introduced the loan scheme to provide funds for capital works. Labour was mostly supplied by Members, and there was a good-natured groan of dismay when Commodore Smith announced that the eastern boundary fence was to be moved out yet again.

For long after he left office Alan continued to involve himself in projects. They included the expanded pontoon system along the south bank, installation of a second slip and its accompanying traverse, together with major expansion of the Clubhouse itself and enhancement of its amenities. Of course, he wasn't solely responsible for everything that

happened, and indeed didn't support some changes. Even when he disagreed, however, he participated actively to achieve the best result.

He oversaw the dredging of the pool when it silted up a few years ago. Alan's voluntary supervision not only produced a better outcome, it also shortened the time required and reduced the cost of the job. At a personal level he reduced costs by teaching himself sail-making, and he helped friends with such items as sail covers and awnings.

Alan and Marjorie joined friends in cruising far afield. They were with the Jucells in *Sarina* in the Mediterranean and with the Ulletts aboard *Alpha Centauri* on the east coast of Australia and in Papua-New Guinea. Here they displayed the congenial and convivial aspects of their wonderful partnership, which graced Squadron functions over many years. This was yet another way to support the club which meant so much to them.

Since 1971 Alan Smith has been one of the two Trustees of the Squadron, and in 1981 he was deservedly made a Life Member. In our long history, nobody has deserved this honour more.

Alan took great pride in the elevation of his son Richard to Commodore in 1995-6. He relinquished the sail number SA3 for *Jubilation*, and retained *Cooinda* until he could no longer cope with her. That loss didn't diminish his keen interest and involvement. One of his last outings was to struggle to the reception for new Members and the Flag Raising ceremony held on 2 August. As always, he was formally dressed in Squadron uniform. In the same way, even though he was a long-standing advocate that this country should become a republic, he proudly dipped his cherished RNR blue ensign when he took *Cooinda* yet again to cheer the Commodore on Opening Day.

The death of Alan Smith after 53 years active membership removes from the scene a notable personality, a great yachtsman and a man devoted to this Squadron and its welfare. He will be sadly missed and long remembered.

SQ

James Russell Green

23 September 1926-15 August 1998

For many years a familiar couple at the Squadron were Jim and Pat Green. Jim was always cheerful, friendly and devoted much of his time and energy to the club he loved. Pat was a tiny scrap of determination beside him. He was a driving force on the House and Social Committee, and wrote an account of the part he and Pat played in the first Twenty Year Members' Dinner (*Squadron Quarterly* June 1998: 38.)

In his childhood, as the family moved about, Jim attended several metropolitan and country schools, before in 1942 he became a clerk in the Lands Department. From an early age he was drawn to the sea, and joined the Naval Cadets in anticipation of enlisting in the Royal Australian Navy. In 1943 he did so, as soon after his seventeenth birthday as his father would allow, and became a wireless operator. He saw active service in New Guinea, and soon after the war ended he and Pat were married.

Jim returned to the Lands Department as a photolithographer, until he and Pat set up Express Print. Through their firm, they made a

major contribution to the Squadron in producing the *RSAYS Newsletter*, which preceded *Squadron Quarterly*. (See the issue for June 1998: 45.)

The Greens painstakingly built a small plywood sloop called *Bluebird*, in which they went racing and cruising in local waters. Terry Dixon brought into the pool our first fibreglass vessel, a Nicholson 32 named *Lorelei*. Jim and Pat bought her, and changed the name to *Nara*. She gave them enormous pleasure, and hardly a weekend passed without seeing them about the place. Sadly, Pat's health deteriorated, as subsequently did Jim's, and *Nara* had to be sold. It would please Jim to think that Roy Wooding continues to maintain and enjoy the boat even as he did. Pat died in 1989, and Jim lived alone, supported by devoted neighbours, family and community services, until he too slipped quietly away. They had no children.

Jim Green leaves happy memories of a gentle, caring and warmly generous man, devoted to his wife and their boats. We shall long miss them both.

We are grateful to Reverend Alan Green, who conducted the memorial service for his brother and supplied the photograph.

SQ



Pat and Jim Green