

Henry Dunkin, youngest son of Thomas Shuldon O'Halloran first Police Commissioner, was educated at Saint Peter's College and became a bank manager. He was proposed as an Honorary Member of the SAYC by Vice Commodore WH Bunday on 6 July 1871, and was elected Rear Commodore in 1872 and Vice Commodore in 1874. As Vice Commodore he seems to have been instrumental in defining what I could call our protocols, such as burgee, ensign and official dress, including gilt SAYC buttons, trowsers (*sic*) with gold lace down the seams and a blue double-breasted frock coat with Club buttons. He moved a barely decipherable motion on 4 October 1873 that the SAYC should seek the title Royal South Australian Yacht Squadron and Admiralty permission to fly the Blue Colonial Ensign.

HD O'Halloran raced *Banshee*, both as skipper and by giving the helm to others. This was a common practice at the time. In December 1871 there was a race between *Jane* and *Banshee*, with the Commodore, Captain Hugh Quin, as Judge. Because a meeting of the SAYC 'refused to express an opinion

as to his conduct as Judge,' he resigned, but was mollified when reminded that it was not an official Club race and resumed office. A strong sense of dignity and high feelings like that have recurred throughout our history.

The first SAYC protest was between HD O'Halloran's *Banshee* and William Russell's *Vivid* on 19 March 1877, with the unsatisfactory outcome of a resail that seems not to have been reported, if it occurred at all. Vice Commodore O'Halloran frequently took the chair at monthly meetings, and was very active in the Club, until on 30 November 1877 he was the only one to vote against participating in the Port Adelaide New Year's Day Regatta of 1878. He abruptly resigned at the next Monthly Meeting, without completing his term of office. On 3 October 1879 he was re-elected to Membership, but did not again hold any office. He died on 15 July 1916, and had no children. SQ



Banshee's Cup, awarded to the skipper (Captain Heritage) for coming second in the Port Adelaide New Year's Day Regatta of 1879. (Captain George Heritage)



Dick Ganti presenting the Commodore with a U.S.N. Naval Academy Sailing burgee in exchange for the Squadron burgee presented by Dick to the Naval Academy in January 2000.

Mr & Mrs Randall's Slow Cruise, 1889

It's interesting to read of what cruising was like in the days of sail. WG Randall, grandfather of the late Bill Randall of Port Lincoln, was elected a Member of the South Australian Yacht Club on 12 September 1879. He was elected Vice Commodore in 1882, and was involved in a most unpleasant matter in a conflict with the Honorary Secretary, WJ Porter over disparaging remarks he was alleged to have made about handicapping *Banshee*. She was owned jointly by Mr Porter and another Honorary Secretary (and subsequent Life Member) Robert Woolnough. The outcome was to obliterate an incriminating entry in the minutes, a story to be told another time.

There is an undated cutting from *The Register*, which was sometime in the 1888-89 season, describing a cruise undertaken by Mr Randall, 'to visit the lighthouses', for which he appealed to Members for gifts of newspapers and magazines. Unfortunately the yacht was named *Nautilus*, which has been used so often (even before the Verco family made it their own) that it is hard to know which one this was. There was a *Nautilus* in 1871, which was 19 ft 10 in on the waterline and with a beam of 6 ft 9 in. She rated 3 16/94 tons SAYC measurement. In 1876 she was owned by Mr Taylor. The Honorary Secretary of the Holdfast Bay Yacht Club, JP Boucaut Jnr had a yacht called *Nautilus* in 1889, but she seems to have been an 'open boat'. There is an undated list of SAYC yachts in a minute book which concludes with a Committee meeting of 1891. That gives the length (but no other measurement) of *Nautilus* as 21 ft.

Obviously George Randall took his wife away in a very small craft. At that time only large yachts had facilities for cooking. AC Rymill's log of *Nyroca* refers often to an anchorage ashaving 'good wood', and his sketch of the interior of the tiny cabin shows a pair of bellows. She was 23 ft long and he took to Coffin Bay, Moonta and to Melbourne. They cooked ashore, and probably so did the Randalls. No wonder Mrs Randall did not complete the voyage when she had a chance to escape from the confines of a tiny vessel. By the standards of the day, she was a remarkable and courageous lady, the first of whom we have a record to go cruising.

George Randall became Inspector of Fisheries and had a new and larger yacht called *Utieloh*. The name was revived by Bill for his Black Soa.

The *Nautilus* has returned from her cruise, which, as the following account of it, kindly supplied by Vice Commodore Randall will show, proved very enjoyable:—

A slight novelty in connection with the cruise under review is the fact that one-third of the crew consisted of women; that is to say that the whole complement was composed of my brother, my wife and myself. Patching is very necessary to cruises of any length, and having a professional hand on board is very convenient.

The *Nautilus* dropped her mooring at 10 o'clock on Monday February 4th and headed for Black Point under double-reefed mainsail before a

strong south-west breeze, and made the run across in exactly six hours. A strong rain squall followed her up as she rounded the spit beacon, and two cross seas sweeping over the dingey [*sic* — house style of *The Register* at the time] capsized and filled her. The rowlocks being aboard the yacht and the paddles securely lashed, no damage resulted.

During the night and all next day it blew very hard from south-west to south. The following day an attempt was made to beat down to Port Vincent under close-reefed canvas, but the yacht was forced to run for shelter to her old position. Next day, however, a further attempt was more successful, though close-reefed canvas was the order of the day. Whilst at Black Point we were well supplied with fish.

Arriving at Port Vincent at midday on Thursday, we left again on Saturday morning for Edithburgh, which we reached at 1 o'clock pm after the most pleasant run so far. During the passage we had all canvas for the first time since starting until Saturday at noon, which is some indication of the strong breezes. Another strong south-easter came up the same afternoon, and she lay plunging her bowsprit into it all night with both anchors down. Sunday morning found us riding to one anchor only. On examination it was found that the shackle of the smaller anchor had carried away, leaving our best bower with four fathoms of chain attached to the bottom amongst seaweed and rocks. Half a day was spent in recovering it, which fortunately we did.

That evening we brought up under Troubridge Island, handed over a quantity of magazines &c, and had tea at the lighthouse. Everything connected with the establishment was in splendid order, reflecting great credit on the keepers.

The next day we made Queenscliffe [Kingscote], having encountered a strong breeze and rolling sea through the passage. Left for American River next day and had a tedious time of it, drifting all day and next night. We were very glad to drop anchor at the old familiar spot near Mr Binck's [*sic* — Buick's

intended] homestead. A fishing party of friends were camped on the point, and right glad were we to join forces. We had some capital fishing whilst here and it was certainly the most pleasant part of the cruise. Here we left a further instalment of periodicals for Cape Willoughby lighthouse.

Left on Saturday morning for Largs Bay via Second Valley, but met with light head winds and calms. After being under weigh all day we finally returned to Eastern Cove and dropped anchor outside the channel. Made another start at daylight on Sunday morning, and this was the longest day of the lot, for after a spell of twenty-four hours right off, during which time we only got half way across the Passage, we were forced back to our starting point at 1 o'clock on Saturday morning thoroughly tired out. The glass fell three-tenths this day, and the weather was threatening in the extreme, occasional squalls from every direction lasting only a few

minutes. It was dead calm as we brought up, but an hour after it blew furiously from south-west shifting to south strong.

Under close-reefed canvas ran to Hog Bay, waited four and a half hours for the *Comrie*, and put Mrs Randall on board. Started across Backstairs Passage with a strong south wind and heavy ebb tide, which got up a great tumbling sea, in which the *Nautilus* behaved admirably and shipped very little water. Made the run across in 1 hr 35 min. anchored at Second Valley at 9 o'clock the same night, glad of the shelter.

Left again at 6 the next morning with strong easterly winds for four hours and then three hours calm, finishing with a nice south-wester. The little vessel ran into her moorings at Largs at 4:25 in the afternoon, thus finishing a most enjoyable cruise, despite strong blows and dead calms.

SQ

Book Review

JK Smith

Captain James Cook: a Biography. Richard Hough. Published by John Curtis Hodder & Stroughton, 1994. ISBN 0-340-58598-6. Available from Angus & Robertson, \$14.95.

If you are interested in history, sailing, or sheer determination, this book is a must for you to read. Cook's life story is well known and well documented, but I doubt it has ever been better presented than in this publication.

The narrative reads like an exiting novel, without detracting from its factual detail and I found it a difficult book to put down.

The numerous footnotes give an interesting aside to the life and times of Cook and his associates.

There are twenty six illustrations and fourteen maps and drawings, which are sometimes a little difficult to follow because of their small size.

An excellent index and detailed source reference is provided, and at the front of the book a chronology.

Whilst I am not a historian and therefore unable to comment in that regard, I found this account interesting, at times exciting, convincing, and well worth reading.

SQ



Joyce Quin, John Butterfield, Annie Rogers (Jacobs Creek/Jamesons Whisky). Joyce Quin receiving her plaque commemorating Whai-Koa's 3rd place in the 1999/2000 Combined Winter Series. Presented by Annie Rogers. (Peter Satterly)

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