

Vessels had to lie starboard side to Stenhouse Bay jetty, facing out to sea. One is standing off, preparing to berth. (Peter Dermott)



developed, Stenhouse Bay was closed, accompanied by a collective sigh of relief from all staff involved with this trade, both ashore and afloat.

The *Kooliga* photograph certainly reminded me of my traffic department days, when vessels to the Agency called regularly at Stenhouse Bay. I acknowledge with thanks the assistance freely given by Messrs David Roser and Tom Stevens of Adelaide and Melbourne respectively, who were senior staff members employed by *Kooliga's* owners at the time of the incident.

Incidentally, the *Minkara* was also a motor ship, of 2,616 tons gross and 311 ft overall, owned by Associated Steamships Ltd. She too was a small bulk carrier, with no 'tween decks, like the two Ks.

MV *Yalata* replaced the *Yandra*, which grounded on South Neptune Island in heavy fog on 24 January, 1959.

Peter Dermott

The crew of the *Yandra* got ashore safely and lit a fire, which puzzled the Squadron yachts participating in the Neptune Island race. Most did not see the powerful South Neptune Light, and rounded on the sound of the breakers on the island and its reefs. One that went astray was the original *Tahuna*, which rounded North Neptune by mistake, and was thus disqualified. Running back east under spinnaker, she narrowly missed piling up on South-West Rock, which would be far to the north of the course from South Neptune Island.

In Neil Cormack's excellent book *Herzogin Cecilie: The Flagship of the Gustaf Erikson Fleet of Marihamn* (ISBN 0 646 29634 8): 77-81, there is a series of photographs recording sinking the hulk of the four-masted barque *Hougoumont* at Stenhouse Bay in January, 1933 in a vain attempt to provide a breakwater. Our copy of chart AUS 1762 shows a wreck symbol there, but no doubt there's not much left of her by now.

SQ



Bernie and Carmon Matzat enjoying the hospitality of Patrick and Jane Hill at Black Point. (RSAYS)

Into Tranquil Waters – Alan Leslie Smith

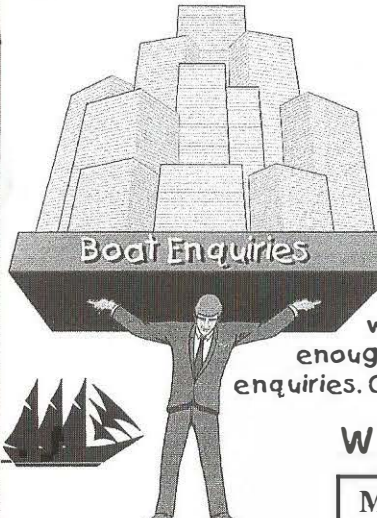
26 April 1913–23 August 1998

Alan Smith was born in Toowoomba in Queensland, and came to South Australia as a three year-old. He spent time at Glenelg and Grange before his father took a job at Riverton as a telegraph operator with South Australian Railways, where he rose to become Assistant Station Master. Alan's mother died suddenly in 1925, when he was twelve years old. After a short period in the care of his father and grandmother as an only child, Alan was sent to live with the family of his father's brother on a farm. From Riverton he returned to Adelaide with his uncle and lived at Torrensville. Here he developed his skills of woodworking, fitting and turning, which helped his interests in building and flying model aeroplanes. During the Great Depression work was exceedingly scarce, and Alan spent a year on a property near Quorn.

Near the Torrensville address there was a young lady named Marjorie McKenzie, through whose father Alan met a high quality house builder, which began his long association with the building industry. A friend from that time later persuaded Alan to join Holdens as a quality inspector for aircraft components manufactured at Woodville during the Second World War.

Alan and Marjorie were married at St Margaret's Church, Woodville on 16 September, 1939, and enjoyed 59 years of close and happy married life together.

Alan Smith was drawn irresistibly to the sea, and his sailing career began at Henley Sailing Club as mainsheet hand to Laurie Johnston, subsequently a Judge of the Licensing Court. Alan wanted to have his own boat, and built the second catamaran and subsequently the first plywood Fourteen-footer in the State, called



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Vanity. He was the first to install a Marconi mast, to replace the conventional gaff rig with its mast-head and peak-head spinnakers.

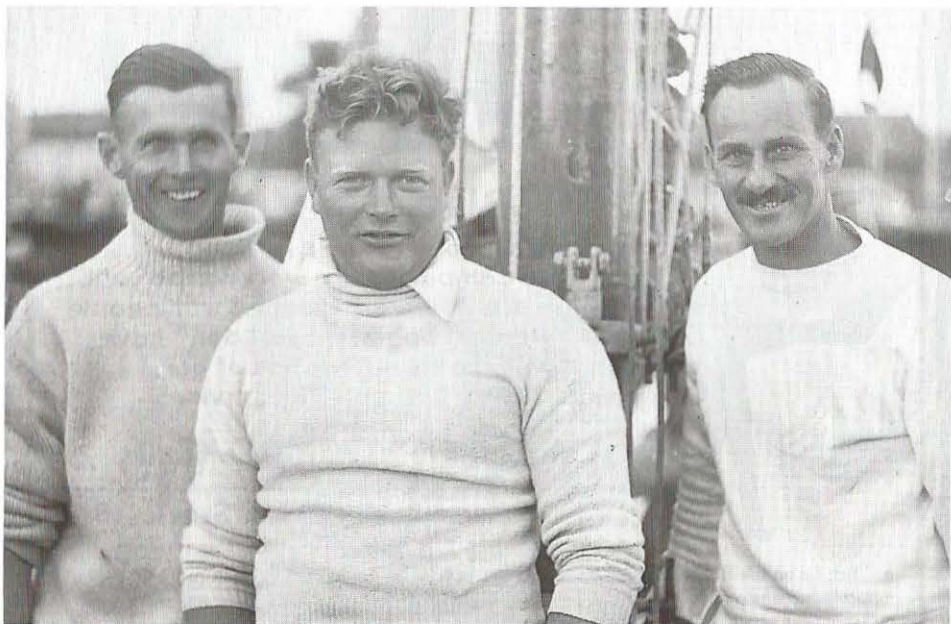
Later generations have not experienced the thrills, challenges and picklings of these notable craft, which carried big sails and big crews. If they capsized they must wait to drift ashore before being able to sail again. The long remembered tragedy of the *Sunny South* occurred when she went over at the westerly mark off Glenelg. Most of the crew tried to swim ashore and were drowned. The man who survived was the non-swimmer, who clung to the boat until it drifted into shallow water and he was rescued. There were no shepherding motor boats with radios in those days. The first dinghy class allowing crews to right them after capsizing and carry on sailing was the VJ, which arrived from Sydney immediately after the Second World War. By then Alan Smith was committed to keelboats.

Arthur Cocks introduced Alan to the Squadron when they pedalled their cycles to Outer Harbor to watch the start of an Orontes Cup. On the wharf they met Len Wigan, who invited them

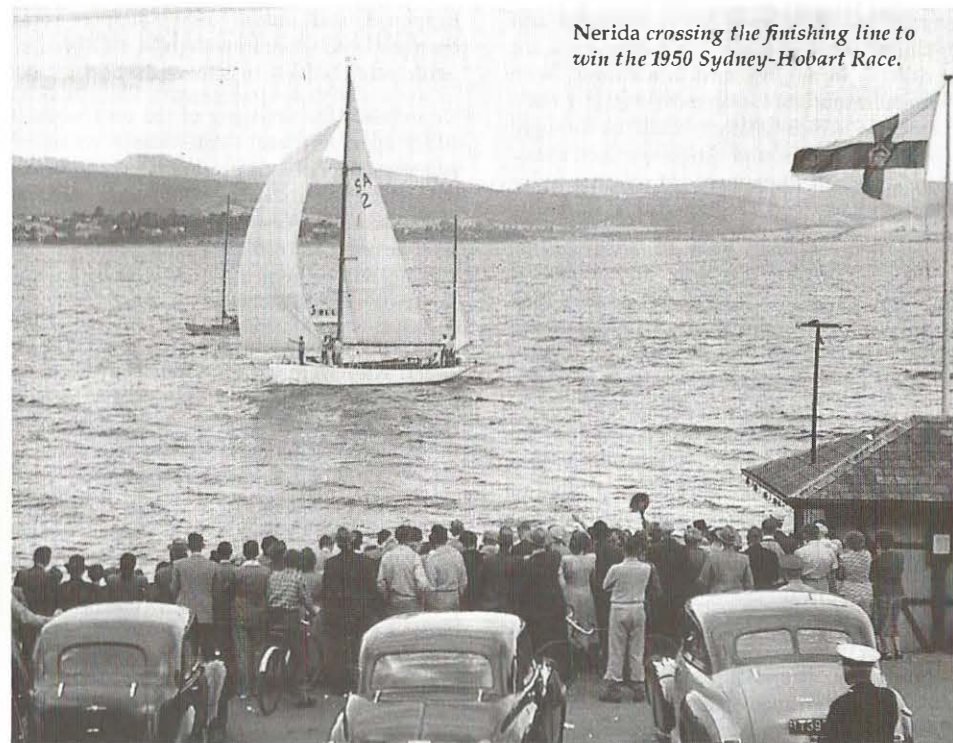
for a sail on *Anyndah*. Alan said that his first experience of cruising was with Harold Dicker, with whom he travelled from the city to the Harbor by train, on which Harold occupied himself cutting ingredients for one of his noted stews. This first cruise was on *Vamp*, in 1939, and they went down the Gulf to Kangaroo Island. Colin Haselgrove couldn't go, and Harold was in charge.

Alan joined the crew of *Vamp* and in 1945 was elected a Member of the Squadron. Colin Haselgrove became the third owner of *Nerida* and sold *Vamp* to Dr Philip Ifussey. (*Squadron Quarterly* September 1998: 39-40.) Alan was a member of the crew of *Nerida* when she was the Squadron's first Sydney-Hobart Race winner in 1950. He remained sailing master of *Vamp* until the completion of his own yacht, which was launched in 1953.

Alan Smith and Mock Sarah spent a couple of years building the RNSA24 *Cooinda*, a light-displacement vessel by the standards of the day, with help from Ken McLaren. Subsequently Alan bought Mock out and remained the sole owner. He lengthened the



Ken McLaren, Peter Osborne and Alan Smith, part of the winning crew of *Nerida*, 1950 Sydney-Hobart Race.



Nerida crossing the finishing line to win the 1950 Sydney-Hobart Race.

boat to enhance performance. Ken sailed with him for twenty years of inshore and offshore racing, which placed *Cooinda's* name on many trophies. Alan continued to maintain and sail her until she was sold to Squadron Member Adrian Achatz in 1996.

With their sons, Richard and Geoffrey, Alan and Marjorie Smith spent their summer holidays cruising the Gulfs. By then Alan was a senior executive in the well-known firm of Hansen and Yuncen. In those days the building industry closed down in mid-December, so many times the family ate Christmas dinner at anchor in a congenial location. They sailed as a family to Melbourne for one of the short-lived series of Queenscliff-Port Lincoln races. Beating against a stiff south-easterly wind, a whale surfaced nearby. Alan was delighted at the experience, but Marjorie was apprehensive. Later she remarked that if they were to be sunk by the great creature flicking its tail, at least they would all go together.

Over many years Alan Smith devoted a formidable amount of time, energy and commitment to the Squadron and its development. He was heavily involved in some major and controversial issues, in which he showed again and again his practical ability in creating the best achievable outcome, together with the political skills of persuasion and advocacy.

After serving on the Outer Harbor Committee, he passed through the sequential junior flag ranks to become Commodore in 1966-8, a time of great challenge.

For years the Squadron had been a somewhat schizoid organisation. In the basement of the T&G building it maintained a lunch-time meeting place for businessmen, many of whom had no interest in yachting and (like the Secretary) rarely if ever went to the Outer Harbor premises. Women were admitted one night a year. By this time, those who did

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 *Jubilant*, 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