

THE SEVEN SEAS CLUB of AUSTRALIA

“TO PROMOTE AND FOSTER THE COMRADESHIP OF THE SEA”

Founded 1968

Incorporated 1996

Patron

His Excellency the Honourable Hieu Van Le, AC

Governor of South Australia

An elected COM shall run the Club in accordance with the Articles of Incorporation & Standing Orders

NEWSLETTER No. 86 October/November 2020

Greetings Members-

The year 2020 has brought so many unexpected changes and challenges in our lives. We have been fortunate so far, to have escaped the worst of the pandemic. For many, it has also had the positive effect of reassessing what is important to our well-being. It has reaffirmed the importance of friends and the comradeship afforded by belonging to a Club such as The Seven Seas that shares our common interests.

I look forward with optimism to 2021 and more inspiring and thought provoking presentations by our guest speakers

Thank you to those who have sent in contributions for this edition of the Newsletter. Ken Messenger has provided the President's Report. Captain Peter Thomas, Jonathan Harry, Ian Small and Peter Allen all provided articles.

Wishing everyone a joyous Christmas and peace and prosperity in the new year-Terry Beaston

PRESIDENT'S REPORT **Ken Messenger**

Ahoy Members,

Well, as I write this we are again in exceptional times, due to Covid19 issues. For sure, it pays to not lie! A lie has caused the lockdown of our whole State, as was announced on this day by our leaders!

One good point that has been apparent during the latest extensive restrictions is that communities of our State have bonded together to strongly comply with the stipulated procedures targeted to beat spread of the virus. A fantastic effort of support but with much unfortunate hardship along the way!

However, it was fortunate that our members were able to gather just before lockdown at the Public Schools Club last Wednesday evening, 18/11/20 for dinner-- and to be interestingly informed by member Ken Wood on the extensive ship building history at his home port of Sunderland, UK.

So as Christmas fast approaches, our next meeting will be Ladies Night, on 4/12/20. There will be an early start, so 1830 for 1900 sit-down!

Under present restrictions, we will be limited to the first 50 to confirm attendance to Secretary Ian, so please advise asap. Allocation will be on order of notification.

Our guest speaker, Carolyn Spooner, will be most entertaining [as she always is], with a fascinating subject; the life of Sir Hubert Wilkins.

There will also be an auction of diverse items donated by members as gathered by Captain Bob Smedley. Some are quite valuable and very appealing. Payment facilities via Treasurer Darryl will be available on the night, so keen bidders are welcome!!

Wishing 'Merry Christmas' to all—plus a New Year of prosperity and good cheer! From President Ken 20/11/20

Smith Brothers and the Great Air Race of 1919

September 2020 -Guest Speaker Carolyn Spooner

Carolyn is the Curator of the “Heroes of the Skies” Exhibition at the State Library of SA.

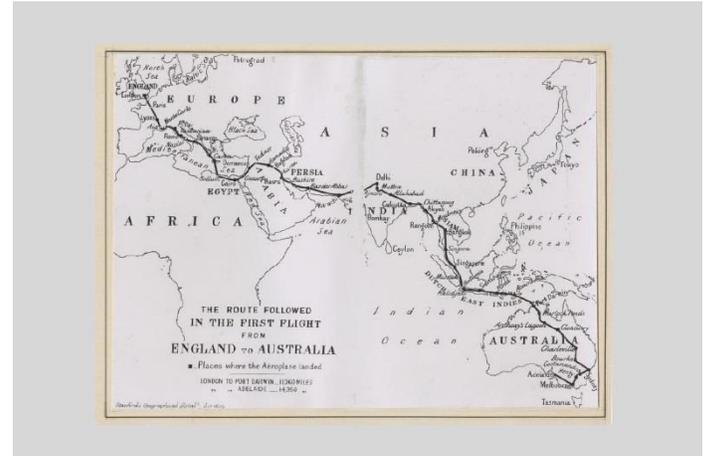
Carolyn gave a wonderful presentation at our SSC September Dinner Meeting about the amazing exploits of Sir Ross and Keith Smith, who were born here in South Australia.

and Sergeant Wally Shiers, departed from Hounslow Heath Aerodrome, England, in a Vickers Vimy aeroplane, eventually landing in Darwin, Australia on 10 December, having taken less than 28 days with an actual flying time of 135 hours. The four men shared the £10,000 prize money. Keith and Ross Smith were immediately knighted, while Shiers and Bennett were commissioned and each awarded a Bar to their Air Force Medals.^[1]

The aircraft is preserved in a museum at the Adelaide Airport in South Australia.



Carolyn Spooner



PRG 18/9/1/47A Reproduction rights: State Library of South Australia

Vickers Vimy above Adelaide 1919



PRG 18/9/1/47B Reproduction rights: State Library of South Australia

Vickers Vimy above North Terrace Adelaide



Capt. Ross (left) and Lieut. Keith (right) Smith in 1921

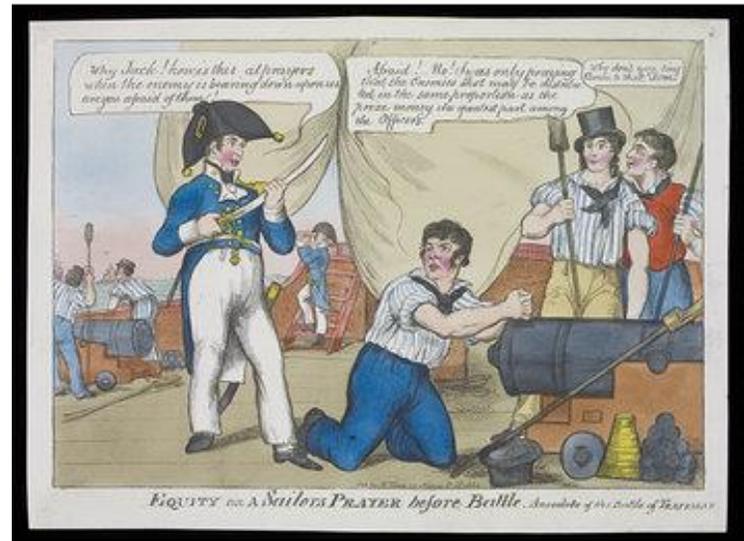
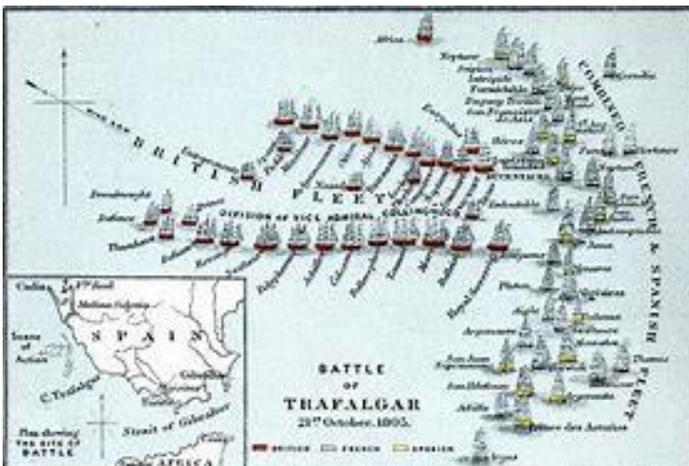


Capt. Ross Smith (left) and observer with their Bristol F.2B Fighter, in Palestine, February 1918. He was Lawrence of Arabia's pilot for a time.

In 1919 the Australian government offered a prize of £A10,000 for the first Australians in a British aircraft to fly from Great Britain to Australia. On 12 November 1919, the brothers, along with Sergeant Jim Bennett

The Battle of Trafalgar- Cannons and Shot or a Collision of Souls

Trafalgar Night Guest Speaker-Ken Case



Letter to the Editor from Jonathan Harry

Hi Terry,

I was asked at the COM today about finding a speaker regarding this historical event. Ken Case researched the subject and delivered the last in a most interesting address. Many of the Club members are familiar with the nature of the engagement between the English and the Spanish/French Fleets, and of course, Nelson's death by a sniper in ship's rigging causing Nelson's death.

Ken's talk focused upon other aspects of that engagement. It would be interesting if the speaker could focus on the topic preceding the engagement, or more details occurring after the engagement.

Would you be kind enough to insert in the next newsletter a request of members to either speak on the topic themselves or locate and speak to a prospective speaker with a similar request. It is relatively urgent because one can organise a programme and a gift after the event upon a normal meeting night without constantly changing the programme as speakers become unavailable.

Kind regards
Jonathan

On this month (October)

Thanks to Capt. Peter Thomas

Historical notes for the month of October 2020

Oct 1st 1908

Henry Ford's Model T, a "universal car" designed for the masses, went on sale for the first time.

Oct 6th 1914

Norwegian explorer Thor Heyerdahl was born in Larvik, Norway. He used *Kon-Tiki* and other primitive ocean-going vessels to prove the possibility of transoceanic contact between ancient, widely separated civilizations.

Oct 7th 1985

Palestinian terrorists seized the Italian passenger ship *Achille Lauro* carrying about 440 persons, threatening to blow it up if Israel did not free 50 Palestinian prisoners. Leon Klinghoffer, an elderly wheelchair-bound American, was murdered.

Oct 12th 1492

After a 33-day voyage, Christopher Columbus made his first landfall in the New World in the Bahamas. He named the first land sighted as El Salvador, claiming it in the name of the Spanish Crown. Columbus was seeking a western sea route from Europe to Asia and believed he had found an island of the Indies. He thus called the first island natives he met, 'Indians.'

Oct 13th 1884

Greenwich was established as the universal time from which standard times throughout the world are calculated.

Oct 13th 1850

A barque the "Grecian" sank in a gale off Port Adelaide, one man drowned.

Oct 13th 1850

A steamship "SS Cheviot" was wrecked near Point Nepean, Victoria.

Oct 14th 1066

The Norman Conquest began with the Battle of Hastings in which King Harold II of England, the last of the Saxon kings, was defeated and killed by William of Normandy's troops.

Oct 15th 1815

Napoleon Bonaparte arrived on the Island of St. Helena beginning a British-imposed exile following his defeat at the Battle of Waterloo.

Oct 21st 1805

The Battle of Trafalgar took place between the British Royal Navy and the combined French and Spanish fleets. The victorious British ended the threat of Napoleon's invasion of England. British naval hero Admiral Horatio Nelson was mortally wounded aboard his ship *Victory*.

Oct 27th 1728

British navigator James Cook (1728-1779) was born in Yorkshire, England. He explored New Zealand, Australia, and the Hawaiian Islands.

Oct 30th 1990

For the first time since the Ice Age, Great Britain was connected with the European continent, via a new rail tunnel under the English Channel.

Oct 31st 1940

The Battle of Britain concluded. Beginning on July 10, 1940, German bombers and fighters had attacked coastal targets, airfields, London and other cities, as a prelude to a Nazi invasion of England. British pilots in Spitfires and Hurricanes shot down over 1,700 German aircraft while losing 915 fighters. "Never in the field of human conflict was so much owed by so many to so few," declared Prime Minister Winston Churchill.

On the Lighter side of Life

The boarding gate opens, two men dressed in Pilots' uniforms walk up the aisle. Both are wearing dark glasses, one is using a guide dog, and the other is tapping his way along the aisle with a cane. Nervous laughter spreads through the cabin, but the men enter the cockpit, the door closes, and the engines start up.

The passengers begin glancing nervously around, searching for some sign that this is just a little practical joke. None is forthcoming. The plane moves faster and faster down the runway, and the people sitting in the window seats realize they're headed straight for the water at the edge of the airport.

As it begins to look as though the plane will plough into the water, panicked screams fill the cabin. At that moment, the plane lifts smoothly into the air. The passengers relax and laugh a little sheepishly, and soon all retreat into their magazines, secure in the knowledge that the plane is in good hands. In the cockpit, one of the blind pilots turns to the other and says,

"You know, Bob, one of these days, they're gonna scream too late and we're all gonna die."

There once was a captain of a ship, and everyday, at a certain time, he would lock himself up in his cabin and look inside a mysterious black box. He did this everyday but he told nobody what was inside the box. Then one day he died, and in his testament he gave the crew permission to open the box. So, they opened the black box. And what they found was a piece of paper:

"Starboard is right, port is left."

Genesis of the Baxter & Grimshaw Foundation Inc.

Building self-confidence and empowering disadvantaged youth through maritime training and experience

The Baxter & Grimshaw Foundation Inc. superseded the Seven Seas Club Australia Baxter & Grimshaw Trust in April 2020.

The Trust was independently administered by Trustees under a Deed from 2001 to 2020. The Trustees were appointed by COM SSC. The Trust funded many scholarships for disadvantaged young people, both financially and disabled, to gain nautical training and experience. Information on the Trust and its achievements are given at www.sevenseasaustralia.com.au.

A major result of planning meetings with the Trustees, service providers, beneficiaries of the Trust and COM SSC during 2018-2019, was that it was appropriate for the Trust to incorporate under the *Associations Incorporation Act 1985, SA*, as the Baxter & Grimshaw Foundation Inc., having the same objects as the Trust — a result achieved in April 2020.

The Foundation is registered as a charity with the Australian Charities and Not-for-profits Commission (ACNC). ACNC forwarded the Foundation's request seeking tax exemption and Deductible Gift Recipient (DGR) status to the ATO. The Foundation is now tax exempt and has an ABN, but DGR status is still being worked through with ATO. ATO agrees with the objects and Rules of the Foundation for DGR status but requires the Board to comprise of more than 50% "responsible persons", as defined in taxation legislation. This requirement will be addressed in the appointment of Directors at the end of December 2020, as required under the Foundation's Rules.

The initiative for incorporation was to strengthen the governance, accountability and profile of the not-for-profit charity which could lead to increased funding, achievements and sustainability. For example, registration with ACNC can lead to an association with Philanthropy Australia — a link to funding opportunities — and to the resources of Our Community.

The Trust, to be superseded by the proposed Foundation, was considered to be a worthwhile cause, especially as it was the only not-for-profit charity in South Australia that had its objects solely focussed on providing a wide range of nautical training and experience for disadvantaged youth.

The change to an incorporated association resulted in the (a) the Trust being closed by COM SSC, (b) the Foundation having the same objects as the Trust and (c) all of the Trust's financial assets being transferred to the Foundation. The Foundation has also held discussions with the President and Treasurer of the Making Waves Foundation Inc., based in Sydney — a well-established charity with the

same purpose as the B&G Foundation and one that runs a number of sailing programs for disadvantaged youth. The President has offered to help our Foundation, including providing their templates for training programs.

The Board is finalising a business plan for the Foundation which will lead to the directions of the Foundation, 2020-2025, and will inform potential sponsors and the community on the vision and scope of the Foundation.

The inaugural Board of the Foundation is Peter Allen, Chair; Scott Rickards, Secretary; Barry Allison, Treasurer; Roger Dunn, Director; Ken Messenger, Director; Stan Quin, Director. The strong link of the Foundation with the SSC is kept through the requirement that the Office-bearers of the Foundation are SSC members. The other three Directors need not be SSC Members.

All positions on the Board will be declared vacant prior to the 31st December 2020. A call will be made prior to that date for nominations for each position beginning on the 1st January, 2021, taking into account ATO requirements of Directors for granting DGR status to the Foundation.

The inaugural Board considers that the appointment of Directors with a range of skills and commitment is vital for the early success of the fledgling, incorporated Foundation. Each Member of the SSC is urged to consider nominating or nominating a non-SSC colleague who may have nautical interests in philanthropy and have the entrepreneurial and business skills necessary for the Board.

The Foundation looks forward to a continued strong relationship with the SSC and thanks the COM SSC and members for their support during the transition of the Foundation from a Trust to an incorporated, registered charity.

October 2020- *Thanks to Peter Allen*



Young people sponsored by Baxter and Grimshaw were aboard the "One and All" in October 2020

The Following correspondence was received from Paul Antrobus regarding the Baxter & Grimshaw Trust London:

For 7cs Magazine Dec 2020 issue.

Paul Antrobus 25/11/20

Seven Seas Baxter & Grimshaw Trustee update and a signal from the Baxter & Grimshaw Foundation Australia

The SS B&G Trustee Ltd held its 2020 AGM on 23rd November virtually by Zoom, masterminded by Trust and Club secretary David Watson who has also masterminded several very successful Zoom sessions for Club dinners.

The last year has of course been totally disrupted by Covid 19. Our Grants Secretary, Clive Carrington-Wood had assigned our available budget by April, but then Covid restrictions were in place which resulted in one sponsored voyage.

For the service providers (i.e. the sail training operations we support) this has been a huge set back and we are concerned that some of them might not survive.

We are gearing up to provide as much support as we can when 2021 voyages get going again, and Clive is keeping in contact with the providers with the message that we are ready to help as much as we can.

News from the Baxter & Grimshaw Foundation Inc, Adelaide Australia.

Now, Club members will surely be aware of the Seven Seas Club Australia which, along with the SS Club S Africa and Absent Friends, is toasted at all our dinners.

Coincidentally the day before our B> meeting we received a signal from the Seven Seas Club, Australia, about their own Baxter & Grimshaw trust, and it surprised me that the Trustees of our B&G Trust were not all aware of the very existence of the Australian equivalent. Quite likely the same is true of our Club membership. Members go (sadly), new ones join and historical facts about our heritage can fade into the mist of time. So here are a few notes.

The Seven Seas Club Australia was started by Lt. Commander Malcolm Mayhew, RNVR (Rtd), President of our Club in 1967/68 who on retirement from business emigrated to Adelaide. Malcolm was brother in law to W G Antrobus (pp 1972/73.) and uncle to me pp 89/90.

He placed a small ad in the local paper asking for persons interested in "fostering the comradeship of the sea". It got 15 replies and in June 1968 an initial meeting was held in a local hotel. The format for the Australian Club was naturally proposed by Malcolm to be the same as the London club. Monthly meetings were agreed. Letters were exchanged with London to ask for approval to use our constitution and rules and crucially, our name, which after a bit of proprietorial concerns was agreed to be The Seven Seas club of Australia (SSC of A). The use of our seahorse logo was not transferred and the new Club adopted a similar round badge topped by a crown with an anchor design.

Our relationship with the Club has been very cordial and we have welcomed visitors from Adelaide to several of our dinners or even to special ones set up to welcome an Australian member guest.

Then, the SSC of A wanted to create a fund to help young people get sea experience. Taking the London Club once more as their template, the Adelaide Baxter & Grimshaw Trust was established in 2001 with the endorsement of the London Trust. In 2003 and 2004 substantial seeding donations from our Trust to theirs were made totalling about £13k helping to establish the new charity as an effective force for good with the mission of "Building self-confidence and empowering disadvantaged youth through maritime training and experience".

Now, similar in principle to our reforming of our B&G Trust as a Ltd company and in line with modern best practice for charities in Australia in April 2020 the Adelaide Trust became incorporated as the Baxter & Grimshaw Foundation Inc. This keeps the Trust as separate from the SSC of A with no cross-over liability but retains a strong link with the SSC of A through the requirement that office bearers of the Foundation are members of the Australian club.

The achievements of the B&G Trust Adelaide can be viewed on the SSC of A website www.sevensesaaustralia.com.au

Different Financial structure:

A major difference between the two entities is that the London B&G is a legacy trust created by the legacy of Bernard Baxter and Tony Grimshaw which is invested through specialist financial advisers and we distribute the annual income generated to service providers (the Sea Cadets, Cirdan Trust etc).. Strategically we do not set out to raise funds directly from the same pool that the organisations we support are also trawling for funds for themselves.

The Adelaide Foundation does not have the same capital base, though it does have funds available in the bank, and the transition to being an incorporated foundation is seen as a means to raise the profile of the Trust both with the community and, importantly, with private and business sponsors and large Trusts/Foundation in Australia to seek further funding for it to be sustainable in the future.

I hope this little potted history will be enlightening to members and perhaps make the end of dinner toast that we make have a little more meaning.

We wish all our Adelaide shipmates all the best for their new Foundation and their Club and hope, as for us, that the strictures of Covid 19 will soon recede.

The lights are burning bright sir. And all is well.

-The following page was also sent by Paul Antrobus explaining the background of the Baxter and Grimshaw Trust-Ed

Baxter & Grimshaw Trust

THE BAXTER & GRIMSHAW TRUST

by Paul Antrobus

Changing with the times to ensure continuity with the past

New independent limited company, new management structure, two new director Trustees, new email domain, same focus on helping young disadvantaged people to experience the comradeship of the sea afloat

The Seven Seas Baxter & Grimshaw Trust became operational in 1990, endowed by the combined estates of Club members Lt Cmdr. Bernard Baxter VRD RNVR (Club PP 1973/4) and Surg Lt Cmdr. Dr Tony Grimshaw. Their sole aim was to help disadvantaged young people under 25 to experience the comradeship of the sea by participating in a sea voyage with a recognised youth marine training organisation.



Bernard Baxter (1962}

Now, in line with modern best practice for charities and many clubs, the Trust has become a limited company, the Seven Seas Baxter and Grimshaw Trustee Ltd, incorporated with effect from 18 March 2015. This retains the Trust as an independent entity, with a board of directors, still with charity status and now with protected liability for itself and the directors and no cross-over liability to the Seven Seas Club. The first annual accounts were submitted to and accepted by Companies House and the Charities Commission in August 2016. The sole aim still remains to help disadvantaged individuals who would otherwise find it

impossible to take advantage of sea-going opportunities.

The existing trustees became the first directors, with assigned responsibilities as in any company or club committee management structure.

Last March 2016 two long-serving Trustee Directors stepped down. Capt. David Matthews, (PP 1982/3), a Trustee from the 1990 beginning and Trust chairman since 2000, signaled a phased transition retirement before stepping down officially, as did Michael Pinner (PP 1999/2000) after 14 years' dedicated service in effect as executive general secretary.

These losses of first-hand experience of the Trust were balanced out by two new directors joining the board, Club members David Watson (PP 2009/10) in May and immediate Past President Christopher Esplin-Jones in June, bringing new energy and relevant experience to the Trustee company.

SSB&G Trustee Ltd directors now comprise:

Paul Antrobus (Chairman), Cdr. Duncan Matthews MBE RN (Grants Sec), Tristan Miller (Treasurer), Ray Williams (Finance Director), George Kingston, David Watson, Capt. Christopher Esplin-Jones CBE RN.

During the change process, grants activity continued unabated, managed by the Grants Secretary.

Grants are made to qualifying individuals towards the cost of sea-training voyages with recognised marine youth training organisations such as the Sea Cadets and Jubilee Sailing Trust. Never the full amount but enough to make a difference, leaving the applicant supported by the involved training organisation to raise the balance. They are typically benchmarked at around 50 per cent maximum and there are typically over 100 grants a year.

The Trustees have two prime responsibilities:

- to maintain the relative value of the invested portfolio, led by Finance Director Ray Williams (PP 1991/2) working with financial adviser firm Charles Stanley Ltd (replacing Brewin Dolphin).
- to assess applicants and make grants up to a yearly budget of the annual income of the capital fund (dividends and interest), typically around £15,000 p.a., led by the Grants Secretary and involving all directors in the decision-making process.

Active fund raising is not part of the brief, thus avoiding being in competition with or fishing in the same pool as the very charities the Trust is indirectly supporting through the individual grants.

In the full calendar year 2015, 131 grants totaling £11,000 were made.

In the six months April to November 2016, 115 grants totaling over £14,000 were made via Sea Cadets (19 separate units), Colchester Institute (Sea Change Sailing Trust), Greig City Academy Scaramouche Project, Jubilee Sailing Trust, Whitehaven Harbour

Youth project, Norfolk Home Educators (Cirdan Trust), and Worth Unlimited (Morning Star Trust).

Primary contacts are the Grants Secretary, Cdr. Duncan Matthews MBE, RN, grantsec@ssbgtrust.com or Paul Antrobus chairman@ssbgtrust.com.

For further information see the leaflet inserted with this magazine. Its purpose is to advance awareness of the Trust, how it works and what the broad criteria are for a grant.

What does 'disadvantaged' mean?

Assessing the degree or type of 'disadvantage' an applicant has in order to meet the Trust's rules is not easy in these days of confidentiality of personal data. The Grants Secretary has to use his experience to read between the lines with the training mentors' and the applicants' own letters. The letters, mostly hand-written and revealing a regular thread of financial and social hardship in the family (often single parent), learning difficulties and 'doing my best', are heartrending – and the thank you letters are heartwarming.



T.S. John Jerwood

One wrote to ask for help to go on the *TS John Jerwood* (SCC's 75 foot motor-ship kitted out for sea training) this year as he isn't old enough yet to go on *TS Royalist*. "I would like to ask you for your help to go on *John Jerwood* in October. I am 13 years old, I am a cadet 1st class. I do enjoy boating and would like to go on *Royalist* next year, but my mum may not be able to afford it as my dad has left us a month ago. I help out at all unit events and attend all parades. Yours..."

Another boy wrote: "I am fifteen. I have been offshore before and enjoyed it. I love seaman ship and found that this help me with what I have done in the unit. Sorry about my writing but I do find it hard and find hands on learning easier. I do help out with things the unit is doing."

To which the unit CO added "... he has tried his hardest writing this letter. He would like to go on our (October) trip. I have added this bit as he was getting stressed."

And in a thank-you note a girl cadet wrote:

"To whom this may concern

"I would like to thank you for funding on my voyage on the *Royalist*. It was a great experience and one I will treasure.

"I am 14 years old and have been a Sea Cadet from age of 10 then changed to RMC just over a year ago being a cadet has enabled me to do so many things that I am interested in Shooting Sailing Navigation Communications and fund raising for (our unit). I am going to carry out my Duke of Edinburgh Award this year. Without your kind support I would not be able to do such things, and I really appreciate your funding, as I am not missing out on these team building Courses the RMC is like a family and its great to be involved.

"Thank you once again.

"Yours faithfully..."

Bernard Baxter's legacy

George Kingston and Paul Antrobus (and former member Charles Scoones now removed to New Zealand) are the only remaining Club members who actually sailed under Bernard Baxter's command in the 1960s, as crew on an aged, almost classic 50ft Fife designed ocean racer *Evenlode* out of Burnham on Crouch.

The late former Club member John Grundy was also in the crew. He ran the Mandy's Corn Exchange restaurant and then the Quayside restaurant, St Katherine's dock, where our Club dinners were held for many years. When John retired, we came (thanks to Ray Williams) to the National Liberal Club, our first dinner 25th Jan 1990.



Evenlode

Evenlode mainly participated in the East Anglian offshore racing programme, plus a Fastnet and Cowes to Dinard and Harwich to Hook of Holland races. Baxter was skipper and navigator and ran the yacht along Naval lines, 1st mate, 2nd mate and proper Naval watches. This was not the B&G Trust at work but maybe an early trial, mentoring young (early twenties) crew on how to sail overnight and handle a run ashore, and what is expected at a more formal booted and suited Mess-like club dinner.

When the owner sold, Baxter's disciplined training had set up the crew to move on to different things. Bernard jumped aboard *Nora*, a typical 32 footer of the era, owned by the late Ernest Silverman (PP 78/79) sailing out of the Crouch Yacht Club.

'Bern-ard', as Ernie called him, with the emphasis on the second syllable, coached and coaxed Ernie to achieve his pinnacle ambition to sail *Nora* over to Ostend. Tony Grimshaw sailed with them too for several years until Bernard hung up his sea boots and moved from London to Leeds where Tony was still a practicing surgeon.

George went on to own and race his own Trapper under the Crouch Yacht Club burgee with family as crew, passing on skills and sailing enthusiasm to next generation. He then owned a Beneteau for a transatlantic trip to do a Caribbean season.

Paul went on to crew in world-class offshore racing yachts, competing in the Admiral's Cup, more Fastnets, Sydney-Hobart and Newport- Bermuda races. In 1972, he was sailing master on the Newport-Bermuda overall winner *Noryema VIII*, a 48 footer. Then and to this day she is still the only non-American yacht to win this ocean racing classic. There followed five transatlantic crossings and one passage through the Panama Canal. Meantime introducing his next Antrobus generation to the comradeship of the sea, first in dinghies then offshore.

Charles came back to write with Paul the book 'Swatchway Magic' (published 2012) which revisited the magic of sailing the East Coast rivers and creeks, an appreciation implanted over 50 years ago by the Baxter factor.

Exemplary outcomes from the nascent Baxter Academy which now the B&G Trust can emulate in theory for eternity! The Trustees have a serious duty to make this come true.

Letter to the Editor from Jonathan Harry

Hello Terry,

I don't know whether the newsletter is the appropriate means to report the crossing of the bar by a past member Ralph Ollerenshaw.

Ralph was a member introduced by Doug Bourne Jones. He retired from the Club once ill health prevented his attendance.

He died on the 10th September and I attended his funeral at Berry's funeral premises on behalf of the Seven Seas Club yesterday. I was surprised to find 2 persons recognised his involvement as a member of the Club. The Australian Merchant Marine was a typical source of members for our Club.

The summary of how he came to be a source of membership is:

"Born England 12.06.1937.

Died 10.9 2020 Adelaide.

Left England in the 1950's with his parents.

Took up a trade as a Fitter and Turner.

Became an Australian Ship's Engineer for 18 years.

Returning to England earlier in life, met and married an Australian teacher (Ann) working in England. (Ann died approximately 5 years ago)

Lived in Adelaide until crossing the Bar after the death of his wife.

His brother in law, his wife, nephews and nieces kept an eye on Ralph in his declining years.

Being a Ship's Engineer, he could repair or make anything in his workshop until Residential care was required.

He travelled extensively around Australia with his wife, brother in law and his brother in law's wife in 4WD vehicles.

His brother in law's wife present at the funeral reported Ralph had a good sense of humour and enjoyed the company of others at the Glenunga Dog park (also exercising their dogs).

Exercising his engineering skills, he maintained involvement in recreational ride-on-trains and track society, mainly for the benefit of other families and their children."

Whaling in the Southern Ocean

-an excerpt from a book by Capt. Peter Thomas



Covered in skin, hidden in the deep,
away from the world, living
peaceful, at the bottom of the sea.
Killed for nothing, but oil and fat,
scared to come up, scared to go
down.

So many don't make it, viciously
speared, they shouldn't be killed.
They should be free, these majestic
whales.

—The Whale by Tom Hodgson

Whaling became an intrinsic part of the early history of Victor Harbor. Captain John William Dundas Blenkinsop established one of the first whaling stations at Rosetta Head in March 1837, but he tragically drowned in the Murray Mouth in December of the same year. The whaling stations were all but closed by 1864. The last whale was caught in the area in 1877.

Thousands of whales along the Australian coast were slaughtered for their valuable oil. Whale blubber was used for lamp oil, soap making, ointments, medicines, candles, lipstick and fibre dressing. Bone ash was used in the manufacture of porcelain. The whalebone from their mouths (baleen) was used to make umbrella ribs, corsets etc.

The main whales sighted in the Victor Harbor area during the winter (June to October), are Southern Right Whales. They weigh 80 tonnes and are about 18 metres in length. The European whalers named them "right" whales as they were the closest to shore, slow-swimming, floated when dead, and provided large amounts of valuable products – particularly oil for illumination and lubrication.

During winter Southern Right Whales and Humpback Whales migrate from Antarctic waters to the warmer ocean around Australia.

These majestic giants of the sea visit the area to mate, birth and rear their young.



Seafarer II

In recent times there has been a resurgence of interest in whales. This is evidenced by the amount of tourism activity revolving around whale watch cruises.

I was fortunate enough to be involved as captain on one of the whale watching vessels – *Seafarer II*. This 50-foot ex- fishing boat was fitted out to carry

passengers. We normally departed from the Screwpile Jetty at Victor Harbor and headed down towards Port Elliot. Dolphins and whales were sighted around the headlands and close to Middleton Beach. Around Horseshoe Bay and Bashams Beach, whales were quite often sighted basking in the warm shallow water, which provides perfect conditions for giving birth to calves.

The cows and calves tend to spend most of their time in about 5 metres of water, where there is a sandy bottom and often can be seen as close as 100 metres offshore. They usually move further offshore in rough weather to avoid being blown onto the rocky shoreline. Once the season has ended, southern rights begin the journey home to the sub-Antarctic, their summer feeding grounds. Rarely swimming faster than 10km/hour, the migration can take several months.



Captain Peter at the helm

Also using the same vessel, I conducted seal and dolphin watch cruises. We would head out past Seal Rock, where New Zealand fur seals and Australian sea lions would bask in the sun.

In the early days seals were killed for their fur, skin, bones and oil.

We would head over between Wright Island and the Bluff with shark alley in between. Bronze whaler sharks

were quite often sighted swimming along on the surface oblivious to all the tourists taking photos of them. This was the area where early whaling took place. Heading further west we would do a circuit of West Island which is a conservation park complete with a research hut used by the universities and park rangers. During the 1880s it was quarried for granite to construct the foundations of Parliament House in Adelaide. Another colony of seals and sea lions could often be seen basking on the rocks and swimming in the shallows.

Seabirds including little penguins, silver gulls, crested terns, Caspian terns, Fairy terns, petrels, shearwaters and cormorants were often sighted.



Southern Right Whales

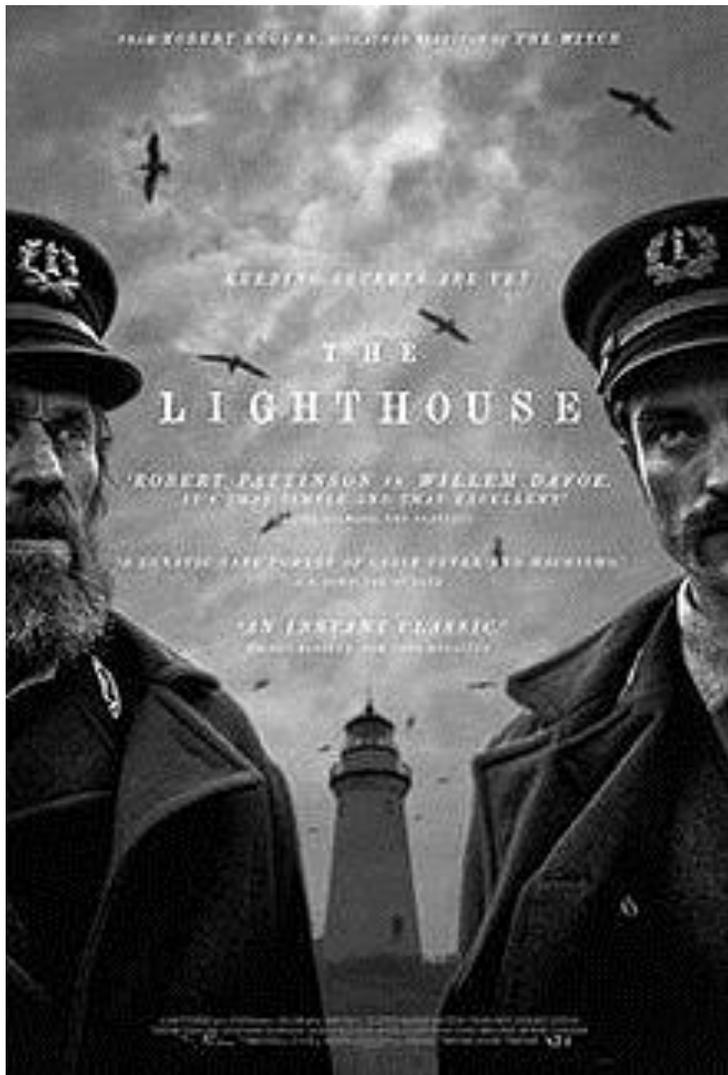
Seabirds abound in this remote area and often common and bottlenose dolphins could be spotted playing or feeding. These creatures loved to play in front of and alongside our vessel.

We also saw a number of sharks in this area. I was thankful that I was in a boat and not in the water disturbing these mysterious creatures in their natural environment.



Breaching

Film of the month:



"The Lighthouse" is a psychological thriller based loosely on a story by Edgar Allan Poe. I enjoyed watching this film immensely due to the incredible "Sailor's Jargon" in the dialogue. Wonderful acting, sound and atmospheric effects.
-Terry

How do you know when a boat is feeling affectionate?

When it hugs the shore!

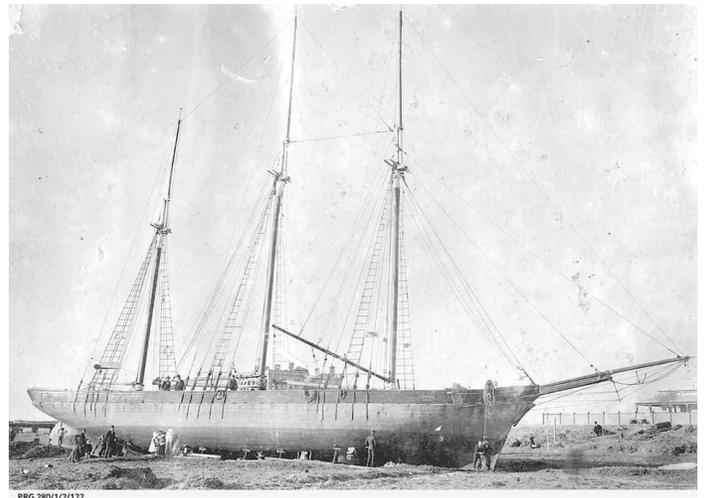
"The secret of getting ahead is getting started." – Mark Twain.

The pessimist complains about the wind; the optimist expects it to change; the realist adjusts the sails."

From the Archives of the State Library of SA



Marine and Harbors Board Motor Launch "Minister" anchored off Brighton Beach SA in full regalia, 1917



The schooner "Lemael" stranded on the beach at Largs Bay. Largs Pier Hotel can be seen in the background. Dated 17/6/1901

We are always looking out for interesting topics and speakers for next year so please pass on your suggestions to me.

Ian Small Hon. Sec.

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