

Cadet Dinghy

"Viking"

Appendix 2

THE CADET SQUADRON

In the early 1930's, Cadet Members of the R.G.Y.C. competed in a conglomeration of small craft. Ern Armstrong recalls that when he joined the club in 1933, the cadet section was comprised of the 12 foot cadets, "Firey Cross", owned and sailed by John Boocock, on which Ern sailed for the last three races of the season and "Viking", owned by Tal and Jim Searle, "Tasma", a flat-bottomed, low wooded hull approximately 14feet long, owned by the Club, "Teddy bear", a half-decked rather heavy boat owned by Geoff Wood, and "Westra", a semi-decked 12 foot cadet, owned by the McAllisters.

At that time the boat storage shed was approximately 40 feet by 30 feet fronting the roadway outside the club opposite Transvaal Square, about in line with the eastern end of the present Junior Squadron clubhouse.

In about 1935, two 14 foot boats were added to the fleet. These were "Mulluka", owned by Chick Fleet Snr., and sailed by Jim Ritchie and "NV", a 14footer with narrow beam and a high aspect mainsail built and skippered by Norm Wray. And two more 12 foot cadet dinghies were also added to the fleet, "Caress", built and skippered by Bob Curnow and "Dolphin ", owned and skippered by Wally Wiggs.

About this time the Cadet section acquired half of the Sea Scout's shed owned by Mr. Ev Hurst, now the tender dinghy storage shed. This move avoided the long lift from the original shed on the roadway. After a period of time the cadet section took over the complete area when the Sea Scouts moved out.

And then with the addition of more of the 12 foot cadet dinghies, the Cadet section of the club was officially formed.

Designed in the middle 1920's, the cadet dinghy was the recognised trainer for most States in Australia. Being completely undecked the boat demanded great skill in sailing. Although extremely stable and well mannered, it was very important to keep the water out. Although fitted with buoyancy tanks, once they filled it was nearly impossible to bail them out. Clinker built, some of the boats were constructed of red cedar which was lighter than pine or kauri. So even in those early days there were contentious weight problems.

These boats are still the main training craft for some Melbourne clubs who still compete for the prestigious Lady Stonehaven Cup for the Victorian Championship.

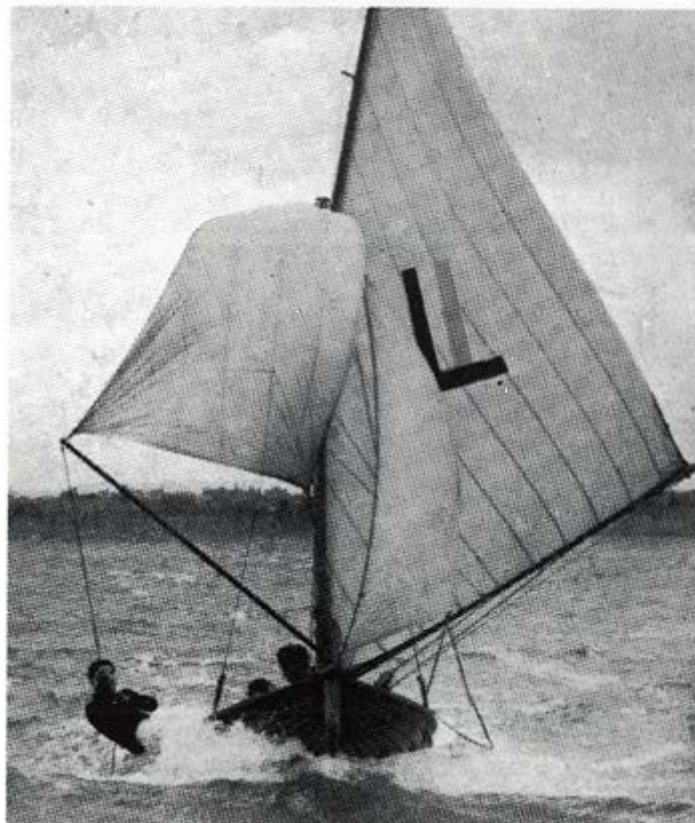
The Geelong fleet built up to ten boats by 1936 which were as follows:-

Firey Cross	J. Boocock
Viking	Tal & Jim Searle
Caress	Bob Curnow
Dolphin	Wally Wiggs
Vivid	Charlie Hall
Loch Marie	Cliff Farrow
Ariel	Gordon Gavin

Royal	W. Curnow
Shamrock	Jim Fitzgerald, then Jack Fitzgerald, followed by Ern Armstrong



Circa 1939



Head On: Cadet Dinghy Loch Marie



The R. G. Y. C. Club-owned Cadet Dinghy "Royal", Circa 1944

Skipper H. Jerram, Crew: R. Cowley, N. Morgan



Back row: E. H. Wilson, Capt. D. Hancox , F. Buttler, Miss M. Stott, Miss J. Bell, E.J. Faimie, Miss F. Lindross, Miss R. Bell.

Front row: J. Buttler, J. Taylor, Robin Browne, D. McPhee, N . Preston, ? Morton, S. Buttler, Don Fraser, D. Ellis, B. Thom, C. Fleet

It is interesting to note that the introduction of cadet dinghy racing was the beginning of true class racing in Geelong with all competing boats of the same design.

At this time boats from Geelong and Melbourne clubs competed annually for the Lady Stonehaven Cup. In season 1937-38, this was won by "Loch Marie" skippered by Bob Curnow. The following year Ern Armstrong took "Shamrock" to Melbourne for the championships. "Shamrock" won the event but was disqualified on a very questionable measurement ruling. Particularly as the measurement was carried out by the father of the skipper of the second boat which was then declared the winner and Geelong were not notified of this ruling until nine months after the event!

The following year, 1939-40, "Shamrock" was taken up again but was not allowed to start. So it was decided that "Shamrock's" skipper, Ern Armstrong, would sail "Ariel" with the usual skipper, Gordon Gavin and Frank Stubbs as crew. Again the measurement of "Ariel" was queried but after a lot of hassle the hull was declared legal but the spars incorrect. So, to overcome the problem, "Ariel" used "Shamrock's" spars.

In the actual race "Ariel" finished fifth and on returning to Brighton, called for measurement of all of the boats which had finished in front of her. Three of these four boats were disqualified leaving "Ariel" placed second.

R.G.Y.C. cadet races in those days were started from the end of the Yarra Street pier with the first mark to the north-east, the second to the south then back to the tart. George Elburn, a senior member of the club was virtually the Cadet's leader at that time and put in countless hours fostering the interests of the boys.

Ken Nall recalls that he skippered the club boat "Royal" In 1938/39 and 1939/40. Then John Neilson skippered her until he joined the A.I.F. in 1943. Aggregate winners for seasons 1933=>1943 are listed:

1933-1934	Firey Cross	J. Boocock
1934-1935	Viking	Tal Searle
1935-1936	Viking	Tal & Jim Searle
1936-1937	Vanityn	Len Jacobs
1937-1938	Loch Marie	Cliff. Farrow
1938-1939	Shamrock	Ern Armstrong
1939-1940	Ariel	Gordon Gavin
1940-1941	Shamrock	Ern Armstrong
1941-1942	Royal	John Neilson
1942-1943	Vivid	Peter Hocking

With most of the erstwhile Cadet members now away serving in the Armed Forces, the Cadet section lapsed. And when sailing started up again in 1945-46, it was found that the cost of constructing the 12 foot cadet dinghy was prohibitive.

So members started looking around for an alternative.

One of the masters at Geelong Grammar had built a Jack Holt design dinghy, known as the International Yachting World Cadet. Tal and Jim Searle took a close look at it and were convinced that this was the right boat to rekindle interest in the Cadet section of the Club.

Jim wrote to Group Captain Hayworth, who at that time was the editor of "Yachting World" in England. In reply, Hayworth agreed to make concessions for Australia, such as the use of wooden spars instead of aluminium, which was unavailable here at that time and one or two other minor alterations. He agreed that the Australian boats could be added to the International Register.

Jim set to work and built the first boat, Vanguard, taking a pattern of each piece of ply.

Hayworth had supplied full size drawings and quite a lot of useful building hints.

A Committee was formed. Amongst the members were Jim Searle, Tai Searle, Stan Jewell, Ted Fairnie, Eustace Wilson, Alan Taylor and Jack O'Brien.

With the assistance of Stan Jewell and Alan Taylor, foreman and director respectively of J.C. Taylor & Sons, twelve complete cadet kits were cut. With sails supplied at a competitive price by Prior of Melbourne and masts made by Lance Curtis, the complete boats cost a mere 58 pounds (116 dollars). They proved to be safe, stable and seaworthy.

And while all of this was going on another section of the committee sold the pre-fab kits to the parents of prospective cadet members.

Jim Searle became the Sailing Master, helped the parents to build the boats and taught the children how to sail them. And within 12 months, a healthy fleet of the little craft were racing regularly

Ted Fairnie became Captain of the Cadet section. He was a strict disciplinarian, always demanding neat appearance, well prepared boats and orderly stowage with sails hung from the rafters and ropes neatly coiled.

The scheme worked so well that before long yacht clubs in Melbourne and interstate adopted the class and today some 200 International Cadets are raced in Victoria, South Australia and Tasmania. And four squadrons at Geelong, Williamstown, Sandringham and Mentone comprise the Victorian fleet of some 80 boats, 33 of which are in Geelong.

The number of Cadet Dinghies in Geelong has increased progressively through the years. And when in 1958 there were 24 boats on the R.G.Y.C. register, the name of the class was changed from Yachting World Cadets to International Cadet Class.

The following R.G.Y.C. International · Cadets have won the Victorian Championship Title:-

1954	D. Heggie	1974	F. Bucek
1955	S. Butler	1978	A. Bucek
1956	J. Walter	1979	C. Jones
1957	S. Curnow	1981	D. Hardy
1958	I. Walter	1982	D. Hardy
1959	R. Neunhoffer	1984	S. Edgar
1960	K. Durran	1985	T. McDonald
1973	F. Bucek	1986	Y. Bucek



The Cadet Squadron lines up for inspection prior to a race, circa, 1952



Cadets rigging up before a race.

The first National Titles were held at Sandringham Yacht Club in 1962. States competing were South Australia, Victoria and Tasmania. Since then Geelong Cadets have been well represented in the National Title Series, with Frank Bucek winning in 1974 and his sister Addy in 1976.

The R.G.Y.C. hosted the National Title Series in 1965, 1974 and 1980 and three Geelong girls have won the Mermaid trophy at National Titles. This trophy was originally for the first girl skipper or crew, but is now for the first girl skipper

1972	Addy Bucek	Crew
1973	Addy Bucek	Crew
1975	Addy Bucek	Skipper
1977	Addy Bucek	Skipper
1978	Amanda Schooneman	Crew
1986	Lisa Farnell	Skipper

The First Girl Crew trophy (Tak Chemicals Perpetual Trophy), was won by Clare Gage in 1986



Yvor Bucek's International Cadet "Anaconda Australia".

Geelong International Cadets have also represented Australia in World Titles Overseas, with the following results

1974	Portugal	Frank Bucek / Addy Bucek	First
1976	India	Addy Bucek / Sophie Bucek	Seventh
1979	United Kingdom	Chris Jones / Damian Hardy	Fourth
1987	Wales	John Abikhair / James Gage	Twenty Eighth

When the Buceks went to Portugal in 1974, they were accompanied by Messrs. J. Bucek and David Wane who travelled at their own expense.

Some of the senior members who have been involved with the Cadet section over the years are as follows:

Walter Wiggs	1966-67
Daryl Clarke	1968-70
John Chandley	1971
Arthur Heggie	1972-73
Graeme Martini	1974
David Wane	1975-76
Peter Jackson	1977
Neil Webb	1978
Robert Scott	1979-80
Andy Bums	1981
Ray Jones	1982-83
John Backwell	1984-85
Harry Farnell	1986-87

David Wane deserves special mention. In 1970 he was appointed National Commodore of Australian Cadet fleets. He served on the Cadet Committee for many years and when he resigned from this office in 1977, agreed to continue on as Officer of the Day. He is still operating in this capacity in 1987.

The Cadet dinghy has long been recognised as the ideal grounding from which to move into other classes. The little boat teaches skipper and crew to act smartly in all circumstances and particularly in emergency situations. There is no time to ponder the situation and successful skippers and crew develop quick reflexes.

This development flows on into larger craft sailing and the list of successes of ex Cadet sailors is impressive.



International Cadet dinghies preparing for a heat of the 1980-81 National Title Series hosted by the R.G.Y.C. on Corio Bay



Start of a heat of the National Championship Series for International Cadet Dinghies held on Corio Bay and hosted by the R.G.Y.C. in January, 1980.

Ex-Cadets who have won other R.G.Y.C. Aggregates:

Division 1		
1981/82	J. Sykes	Jillong
1984/85	J. Sykes	Jillong
Division 2		
1953/54	K.S. Nall	Tapuru
1954/55	J.B. Searle	Jaylene
1955/56	R. Robbins	Desire
1963/64	G. Wood	Ile-Ola
1964/65	G. Wood	Ile-Ola
1967/68	J. Backwell	Tapuru
1978/79	J. Durran	Crusader
1983/84	S. Webb	Nereus
Division 3		
1955/56	C. Fleet	Malloka Thri
IOR		
1984/85	N. Thom	Half Measure
J.O.G		
1976/77	J. Sykes	Aphrodyte
1977/78	J. Sykes	Aphrodyte
1978/79	J. Sykes	Aphrodyte
1979/80	J. Sykes	Aphrodyte
1980/81	N. Thoms	Mulberry
1982/83	K. Durran	Born Free
1983/84	S. Webb	Nereus
1984/85	S. Webb	Nereus
1985/86	S. Webb	Nereus
International Fireball Class		
1969/70	R. McAuliffe	Crescendo
1970/71	R. McAuliffe	Crescendo
1971/72	R. Heyward	Tasman IV
1975/76	R. Heyward	Utopia
1976/77	J King / B. Walker r	Quetzal
1977/78	R. Heyward	Utopia
1978/79	J. King / B. Walker	Sequel
1979/80	J. King / B. Walker	Sequel
1980/81	J. King / B. Walker	Sequel
1981/82	J. King / B. Walker	Sequel
1982/83	J. King / B. Walker	Sequel
1983/84	J. King / B. Walker	Sequel
1984/8579	C. Jones	Sequel

Laser/Miscellaneous		
1979/80	G. King	Sue
1983/84	C. Jones	Red Baron
1984/85	T. Heyward	Kute
International Lightning Class		
1966/67	C. Purdey	Mavoureen
1967/68	C. Purdey	Mavoureen
1969/70	G. Harvey	Humming Bird
Dragon Class		
1956/57	J. B. Searle	Jaylene
1965/66	R. Robbins	Thunderbird
1968/69	J. Sim	Jaylene
1969/70	J. Sykes	Armored
1970/71	J. Sim	Jaylene
1978/79	G. Wilson	Bluebird III
1981/82	A. Moody	Lyndarra II
1982/83	G. Wilson	Anastasia
1984/85	G. Wilson	Anastasia
Gwen 12 Class		
1959/60	G. Harvey	Kismet
Thunderbird Class		
1970/71	W. Wiggs	Thor
1974/75	J. Neilson	Andrea G
1975/76	J. Neilson	Andrea G
1985/86	B. King	Thunder Down Under
International Flying Dutchman		
1969/70	J. Walters	Storm
1970/71	R. Neunhoffer	Caress
1971/72	R. Neunhoffer	Caress
1973/74	I. McAuliffe	Storm
1974/75	J. Chandley	Sabre
1978/79	R. McAuliffe	Cirrus 11
1979/80	I. McAuliffe	Guyenne
1969/70	J. Walters	Storm

Geelong International Cadets who have won major titles in other classes.

Addy Bucek

1978 1st. Australian Womens' Championship 420 Class

1982 1st. Australian Womens' Championship Laser Class

Bruce King

1986 1st Thunderbird Class. Australian Champion \

1986 1st. Thunderbird Class. World Champion

Stuart Wallace

Xxxx 1st. French Laser Championship

1987 1st. Australian Laser Championship

1987 1st. World Laser Championship

Stuart Edgar

1987 1st. Australian Fireball Championship

Stuart Edgar and Rodney Hagibols competed in the 1987 World Title Series for Fireballs in France where they achieved 21st placing.

In 1967, other classes of small boats commenced racing on the Cadet Dinghy or bravo course.

This practice has continued with the two most favoured classes being Fireballs and International Lasers and today there are some 16 Fireballs and 18 Lasers competing regularly under the control of what is now known as the Small Boats Committee. As there is no age limit to sail in these two classes, many ex-Cadet members graduate through Fireballs and Lasers to the larger craft.

And so from a humble beginning back in the early 1930's, the Small Boats Section of the club has grown into an important and significant racing and training area.

Whilst in the early days there was no official crash boat for the cadets, today we have the powerful diesel launch, Sea Hunt and fast runabouts, Margaret Wane and John King to conduct the races and patrol the course