

COMMODORE'S REPORT.

In bringing to you what I may refer to as an Interim Report on our Centenary Year I do so for a principal reason.

You have all probably been aware, in varying degrees, of a considerable amount of activity in the Squadron over the past few months. What I will summarize for you is the result of the efforts of a number of Members, and it is to pay tribute to these Members that is the principal reason for this report.

About 18 months ago it became obvious to me that to lend proper emphasis to our Centenary and to the prestige of the Royal South Australian Yacht Squadron, our sailing celebrations should be conducted at the highest possible level. Because of this, two steps were then taken.

Firstly, we were able to establish excellent relations with the Royal Australian Navy to lend their support. Through the Office of N.O.I.C., South Australia, Commander J. Lancaster, to whom the Squadron is indebted for his support, the Navy have given assistance in the most practical manner. Secondly, as the only deep-keel National class supported by the Squadron, the Dragon class yacht was the logical medium whereby we, as a Royal Club, could evidence our status. Accordingly, the financial support of Squadron Members was sought, and freely given to send "NAN II" to Queensland in January, 1969. Forthcoming from that trip was the Prince Philip Cup series so successfully concluded recently here at the Squadron.

And here is the point of my report to you as Members.

As a Squadron, by the efforts principally of Members in no way connected with any particular class of yacht, we turned on a Regatta of international standard. The Dragon class was the medium whereby Members were able to express their pride in their Club and we are grateful and proud to be associated with those Members. They have widened the spirit on which the R.S.A.Y.S. has grown and will continue to grow.

COMMODORE'S REPORT (Contd)

South Australia, through a number of Yachting Clubs, including the Squadron, has established an excellent reputation in yachting administration. We are ideally situated both geographically and in our Gulf waters to continue to conduct National titles.

I consider we must, to be worthy of our title, be prepared to continue to lend our support to the conduct of National and International titles. I say this not from any other reason than we have a debt to meet for having such a grand Club. Whether in Dragons, Solings, Half-ton or One-ton Cuppers, or whatever deep-keel class, we should continue our efforts to maintain our prestige by supporting National and International titles in South Australia.

I do not mean we should look to do this every year. We have yachting facilities here though which are second to none in Australia and I fancy Overseas, and we should, by our constitution - "foster and develop the sport of yachting".

On behalf of the R.S.A.Y.S. I express the sincerest gratitude to all those Members who gave so much of their time and effort into making our Centenary Year such a rattling success.

HEAVY WEATHER CRUISING - by Dr. Peter Last

PART I.

By unhappy chance, on each of our last three Christmas cruises we have struck gale conditions stronger than anything that I have known in any of the offshore races in which I have taken part since 1962. I must stress that I want to convey only personal experience in local waters, and I certainly don't pretend that a thrice-repeated annual event gives encyclopaedic authority. All that I want to do is to describe our experiences and how we learned from them.