

R.S.A.Y.S.

NEWSLETTER

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COMING EVENTS:

- Sunday, 8th Dec. - Farewell Party for the crews going to Sydney Party starts at 5.00 p.m. Cheese, biscuits etc. will be provided by the Club. Members will pay for their own drinks.
- Friday, 13th Dec. - Christmas luncheon, C.T.A. at 1.00 p.m. Cost of luncheon - \$2.60. Members to notify the Secretary by Monday 9th December so that bookings can be made. There will be no tickets for this function, members will pay at the C.T.A. The menu will consist of Creme of Asparagus, Fried Scallops, Roast Seasoned Turkey & Ham, Christmas Pudding & Cream. Coffee.

COMMODORE'S REPORT:

Our season opened successfully on 19th October and our thanks must go to all those who helped with the arrangements for the day. In particular to our Secretary, who carried the day with his customary efficiency.

The racing likewise, has opened well, with more than the usual numbers of starters. The new Offshore Division this year, shows promise of being a suitable re-division in the racing fleet and while the Neptune Island Trophy race only attracted five starters, there were very nearly six and was a better fleet than last year.

Future outside the river starts on Saturdays when an Offshore

Trailer Boats' - not encouraged

1st G departure - Sept 14 1968

Neptune Island Race 1968

Commodore's Report (contd.)

Race starts will apply to all Divisions and remove the need for the starting boat having to move. Some starters are running late for their starts, but we should soon become used to the need to leave the Basin a little earlier.

Our Junior Fleet now numbers nine to ten boats and there are indications that a further three will be added in the New Year. Our Rear Commodore has taken on the task of conducting lectures on sailing and safety to the Juniors, so if you see anything untoward in the Junior Fleet, please refer to him or to Brian Kempton.

Mosquitoes - The Government is going to be quite sure the mosquitoes remain this season. We have received advice from the Minister for Health that they wish to take this summer to conduct an extensive survey of the mosquito's breeding habits. We can however, take some steps in the immediate area of the Outer Harbor if the need arises, but at present they seem to be less of a problem than for some months.

Our dredge will continue up the north side of the basin and endeavour to float those yachts which ground at low water, but we are concerned at the general situation relating to moorings. Some boats due to their size, are having difficulty in leaving their moorings and the Outer Harbor Committee is looking into this.

On the subject of trailer boats, which can only be described as a ticklish one, your Committee has considered that to attempt to cater for these is outside our function as a deep keel yacht club. You will agree how preferable it would be that as a yacht club we would like to cater for all types of yachts, but the present congestion in the pool would become unbearable with twenty to thirty trailer boats.

While on the subject of access to the pool, I would again remind members of the absolute necessity for the greatest care in boat handling in the River and approaches at the Outer Harbor. We are on the best of terms with the Dept of Marine and there is an obligation

Commodore's Report. (contd.)

on the part of all owners to be doubly sure we do not have any incidents with commercial vessels. They have complete right of way and must be accorded this without any hesitation or question.

On the social side, I want to thank on behalf of the Dragon Association, all those who attended the recent Film Evening at Glenelg. The funds raised from this, together with those from the quiz and the magnificent donation from one of our members, has ensured NAN II's trip to Brisbane in January next. A total of \$850 with careful budgeting, will be sufficient.

The Social Committee is aware that without City Premises now, we do not see as much of each other and are working on a programme for the winter months, which will keep that contact which is so desirable.

The Associates met recently at the Outer Harbor. I believe they have plans which include an informal sherry party on Sunday, December 8th, late in the afternoon, to farewell club members racing interstate this year.

On the subject of the Centenary next year, the General Committee has had a special meeting and work has been allotted.

Briefly, the plans are for a formal dinner at the actual time in November next year, followed by the sailing part of the celebrations at the time of the Arts Festival in March.

The Navy indicated its willingness to assist and generally we seem to be well on top of the planning for this.

Finance: We are keeping a close eye on our finances and have adopted the view that normal subscription and mooring income must keep pace with the inevitable rising costs.

Repayment of borrowings for improvements effected can come from our present Loan Scheme, but any further improvements of a major nature will have to be financed additionally from members.

I can report on a happy note that our rent obligations at the T. & G. premises ceased on 14th September last, so the full benefits from our decision to close the City premises are now being felt.

Commodore's Report (contd.)

Improvements: The last matter I have to report deals with the question of future improvements of a major nature at the Outer Harbor.

The Improvements Committee wants suggestions and comments from members which will indicate their future requirements.

Briefly, this is the situation.

1. The Flag Officers recently met the General Manager of the Dept. of Marine, and the following major points arose.

We have been presented with a chart which is at present in our upstairs lounge. This clearly indicates the retention of our basin and the area west of our boundary for small boats.

The Department will be concerned over the provision of protection for their improvements planned to our North, thus lessening the need for our own breakwater.

They were not opposed to our suggestion that the tidal area west of the north west corner of our lease may be available to the Squadron for additional moorings. This last point of course is very tentative and many years away.

2. On the second question of our club room facilities, there are a number of alternatives available to us, and Mr. Alan Smith, our past Commodore, has come up with some estimated costs for these alternatives.

Any comments or suggestions you may have will be welcomed and should be referred to our Secretary.

In conclusion, my thanks to all for your very considerable support to me over the past 2½ months and it is my hope for continuation of this during my remaining term of office as your Commodore.

NEPTUNE ISLAND RACE - 1968.

I.G. Ullett

Five yachts at the starting line - the best fleet for some years to try for the honour of the Nerida Trophy. Cedalion, Cooroyba, Julie-O, Kareelah and Wylo.

The gun at 7.00 saw four of the yachts across the line and we on Cooroyba turned back for a re-start after crossing the line well ahead

Neptune Island Race - 1968. (contd.)

of the gun.

Cedalion lead out of the river and in fact, lead until dawn the next morning, when after a good run to the Marion Buoy, and areas of flat calm to Troubridge Shoal the fleet was clustered off Yorke Point, the lead being swapped between Wylo and Cedalion with Kareelah and Cooroyba at most times no more than 100 yards away.

This situation continued throughout the afternoon with a slow drift between the Neptunes. A northerly at 11.00 p.m. carried the yachts at a better pace to the Island, with Cedalion being around by 11.20, followed within the hour by the balance of the fleet.

The beat during the balance of the night sealed the doom of Wylo and Julie-O who tacked right across the passage to Cape Torrens for when the Westerly change came in at 9.00 a.m., Cedalion off Rhino Head and Kareelah and Cooroyba off the Althorpes were in the right position.

With a good westerly astern and a nor' easter to cut into the three leaders, they bumped their way along. Dick Fidock in Cedalion likened the conditions to crossing spoon drains in rapid succession at 60 m.p.h. On Cooroyba, we just never surfaced and were like a submarine sailing 2 ft. under.

During the day, the westerly strengthened and we literally flew along the foot of Yorke Peninsular - seas building and the yachts picking up the big ones and surfing along with great shouts of joy (or fear) from the crews. We will admit that on Cooroyba with our colourful "Joseph" spinnaker stretched to her limits, we were getting a little worried. Perhaps her old owners would have had the courage to press on, but we decided that "Discretion was etc." and changed to the storm spinnaker, allowing Kareelah to pass.

Both Cedalion and Kareelah carried full gear and justified their first and second placings across the line. In fact, watching Kareelah jibe at the Marion Buoy, we believe they should be awarded the Croix de Guerre.

On handicap, Cedalion won, and we wish her the same luck in the Hobart race, Cooroyba second and Kareelah third.
A terrific Race.