

October, 1963. No. 6. Published Bi-monthly.

Price 6d.

Registered at the G.P.O., Adelaide for transmission by post as a
periodical.

PROGRAMME:

- 2nd Nov. Meeting of Junior members and their parents.
13th " Quarterly Meeting of Members.
16th " Opening Day.

Yachting to end of October:

- 12th Oct. Tune up (Off Shore) Race.
19th " Largs Bay Sailing Club Opening.
20th " Holdfast Bay Yacht Club Openin .
26th " Ardrossan Race.
" " Yacht Race - Dragons.
" " " " - All others.

The Commodore and Flag Officers and Committee wish to thank all who rolled up to the last Working Bee. This was by far the best yet and showed an enthusiasm in Club activities. There had been an intention of holding a second working party before Opening Day, but after the good work done at the first a further call on members' time will not be needed. However, all boatowners and crews can greatly assist in keeping the Outer Harbor premises tidy by cleaning up the inevitable litter when they have been using the slipping facilities. Toss all your odd junk on the rubbish heap and the slip area will look ship-shape.

MOORINGS.

Moorings are an important part of keeping a yacht in the water, so a little time and thought can aid in gaining more enjoyment afloat, and saving a lot of worrying when away from your boat. All mooring activities, even inspections, must be reported to the Caretaker prior to commencement of the work. He can then advise, if required, and also record details as per the Club regulations. Moorings must be inspected every two years, and it is amazing how much wear can take

New Members List

19

place in that period. All moorings must have chain pendants as well as rope fore and aft. This is in case of fire, as members will recall from a few years ago when a large motor boat became a total loss after drifting through the moorings, and only by careful handling and good luck did not seriously damage several other craft. The boat which caught fire was unattended at the time as the owner had gone ashore a couple of hours before. Chafe is always a problem with rope pendants so the chain is a wise regulation. Quite a few boats at present are obviously relying on pendants which need attention, mainly because of chafe.

Some damage has been caused every year by mooring drums chafing bottoms and topsides. Vacant moorings must have span lines tightened to prevent buoys obstructing the channels - serious damage to yachts has been caused by mooring buoys drifting out of position. Boatowners are recommended to investigate the use of other than steel mooring drums when replacing these items. A ruling may be brought in that buoys must be of an unsinkable type and of a design not to damage boats when in contact. The Caretaker is spending too much time attending to badly moored yachts which should be the responsibility of owners.

DINGHIES.

These necessary but troublesome adjuncts to fun afloat are still with us, and during the dark winter nights they appear to lie quietly and multiply. New removable racks for dinghies are being tried at Outer Harbor as an experiment, and so far have received much favourable comment. Whilst on the topic of these unpredictable craft the Committee wish to remind owners that all dinghies must have efficient fenders attached to gunsholes, bows and the corners of sterns.

REGISTRATION OF DINGHIES.

New numbers to be affixed to dinghies will be issued by the Caretaker who is assisting in the preparation of a new register. All owners of dinghies should contact the Caretaker so dinghy storage can be rationalised as soon as possible. It is contrary to the By-Laws to leave dinghies tied to the pontoons or lying on the lawns. When seeking space to leave dinghies all owners must contact the Caretaker.

And now to CLUB DINGHIES.

WANTED! A few more considerate members. Lately excessive maintenance has been needed to Club Dinghies damaged by careless boat handling.

- DO NOT
- (1) Use Club Dinghies to inspect moorings and for all your dirty jobs.
 - (2) Jump into dinghies from pontoons or yacht decks.
 - (3) Leave Club Dinghies chafing against mooring drums ALL NIGHT, or even during the day.
 - (4) Use dinghies as fenders when coming in to the pontoon.

abide by this notice or you may be forced to use your own dinghy.

FERRY SERVICE.

Consideration is being given to operating a ferry service between the pontoons and moored yachts for the benefit of owners and guests, similar to that used on Opening Days in recent years. The Committee is looking for a robust dinghy of approximately 14 ft. L.O.A. which would be suitable for this purpose. Any member knowing of such a craft is asked to inform the Secretary.

SAFETY AFLOAT.

We, as members of the Royal S.A. Yacht Squadron, must give thoughtful consideration to safety afloat. We have more people using boats, including some who have little experience. The tragic lesson of that disaster several years ago when two popular members lost their lives leaves no doubt that petrol vapour in a boat is a lethal explosive. In our off shore races we have so far had no loss of life from a crew member being washed overboard. By our constant care let this top line safety record continue.

The Committee will shortly call a meeting to discuss safety and this will be an opportunity for members to take part in a discussion worthy of the deepest thought. By standards set in the Eastern States we are sadly lacking in our approach. We have in this State various organisations which for one reason or another, wish to impose regulations on the boating fraternity - it could be by our indifference we find ourselves encumbered by regulations not acceptable and not even applicable to our needs.

Any boatowner, particularly newer owners, contemplating the installation of safety measures, be they fences, pulpits fore and aft, fire extinguishers, lifebuoys, flares and so on, are invited to speak to Committeemen Harcourt Doherty, who has considerable experience in all forms of yachting, and who has the regulations from N.S.W. and Victoria which have been accepted by the Federal Body for Navigation, Canberra.

At all times we must remember that the surest safeguard against danger is personal thoughtfulness.

THE RACING PROGRAMME:

This season the racing programme will appear in a bright new form in keeping with the better and brighter programme laid down by the enthusiastic Racing Sub-Committee. The programme will be in book form and will be a great improvement on our old printed card.

New courses have been added for the off shore enthusiasts, and all classes have been well catered for. An excellent season's racing should be experienced by all competitors.

PRINCE PHILIP CUP REGATTA.

Approximately seventy Dragon and Flying Dutchman class yachts will take part in this Regatta, which will be the largest and most important yet held in South Australia. It is the duty of this Squadron to provide temporary moorings for over twenty Interstate Dragons. This will be done to cause as little interference with the pleasure of our members as possible. As the Regatta will commence on the 28th December, Harcourt Doherty will be pleased to hear from any yachts going cruising over that period and who would be prepared to let visiting Dragons use their mooring space.

YOUR CHILDREN AND THE SQUADRON.

With the changing pattern of yachting today and the increased family participation, your Committee has set aside a small area of land and water in the south-eastern corner of the Basin as a play area for young children. Suitable outdoor play equipment is needed, and any families who have outgrown such equipment and would be prepared to donate it, please contact David Judell at 8 3195. It is

also hoped to have a swimming pontoon moored in this part so the youngsters will be able to enjoy and occupy themselves well away from the landing pontoons.

Family yachting is growing in all parts of the world and is an excellent means of bringing up the children in the fresh air - we also hope it will bring more into the junior class and eventually the Squadron should get some really good yachtsmen and women trained virtually from infancy. Parents for their part are particularly requested to keep their offspring under control and in the allotted area. No member large or small is allowed to walk over sails laid out on the lawns, romp in and out of dinghies, or take club dinghies on idle paddlings about the pool when there is a genuine demand for the use of these dinghies.

INTERNATIONAL CADET CLASS.

Our junior class racing will start on 2nd November. The first race will be preceded by a meeting of parents and crews; time 1.45 p.m.; place Junior shed; date 2nd November. Don McMichael has agreed to be "uncle" if not "father" to the junior class this season and is looking forward to a good series of racing. There should be more starters and the interest of all should be maintained throughout. The main purpose of the meeting will be to discuss the programme, activities for the year, and to give advance information on championship and open regatta activities. Remember, a full muster of all concerned with junior class racing is expected on Saturday, 2nd November and for the following races.

HISTORY OF THE SQUADRON.

Much of the early history of the Squadron has been compiled, but it is hoped to establish a collection of photographs of interesting events, yachts, etc., also any old records or items of interest. Would any member having such records in his possession, or knowing someone who has, kindly inform the Secretary.

PARKING OF MOTOR CARS AT OUTER HARBOR.

As parking space is limited members should purchase from the Secretary a windscreen sticker to ensure they have the privilege to park their cars in the Squadron boundaries. More on this will appear in a later Newsletter.

All persons driving cars in the Squadron premises must do so at a reduced speed which means travelling really slowly. Several cars have been noticed moving much too quickly, which is not only dangerous to members, guests and children, but creates a dust nuisance which blows for quite a long distance.

OFFICERS OF THE DAY.

Anyone willing to act regularly in the position of Officer of the Day is asked to contact Alec Burnside (4 1801 during the day) or the Secretary.

LADIES AUXILIARY.

The Commodore and the Committee have unanimously decided that a Ladies Auxiliary be formed, to assist with our social functions. Further information will be in the next Newsletter.

SUBSCRIPTIONS.

The Flag Officers and Committee have to formulate a priority plan for improvements at Outer Harbor and the City Clubrooms, and the amount that can be planned and achieved depends entirely on the money actually in hand. Members who have not fulfilled their obligations regarding subscriptions and levy are urged to make payment to the Secretary within a short time. All subscriptions fell due on the 1st July so now is the time to take rapid action before the active boating season begins.

NOMINATIONS.

The following gentlemen are candidates for election at the Quarterly meeting of members on 13th November, 1963:-

P.M. Binder, 1 Hampton Street, Brooklyn Park. Company Manager.	Seconded, S. Wilde.
Proposer, A.B. Paine.	
P.O. Chapman, 24 Glenunga Avenue, Glenunga. Student. (Intermediate)	Seconded, H.A. Dicker.
Proposer, E. Whitworth.	
P.O. Oulton, 26 Pleasant Avenue, Glandore. Clerical Assistant.	Seconded, W.A.J. Baker.
Proposer, R.J. Baker.	
P.O. Daw, 281 Portrush Road, Glen Osmond. Clerk. (Intermediate)	Seconded, P.D.H. Hill.
Proposer, N.I. Conrad.	
P.A. Donaghy, 10 Maturin Road, Glenelg. Manager.	Seconded, M.V. Sarah.
Proposer, C.P. Hazelgrove.	
P.O. Flindley, 1A The Avenue, Medindie. Works Manager.	Seconded, E.M. Andrewartha.
Proposer, C. Nye.	
P.O. Howell, 219 Lady Gowrie Drive, Largs Bay. Company Director.	Seconded, L.R. Howell.
Proposer, A. Burnside.	
P.O. Lake, 16 Kennaway Street, Tasmore. Medical Student. (Intermediate)	Seconded, J.E. Evans.
Proposer, L.W. Walter.	
P.O. McKiggan, 10 Hutton Street, North Walkerville. Mathematician.	Seconded, S. Binns.
Proposer, P. Buring.	
P.O. Moore, 22 Avenue Road, Highgate. Medical Practitioner.	Seconded, H.W. Rymill.
Proposer, J.H. Jacobs.	
P.O. Mudge, Flat 12, Stuart Flats, Griffith, A.C.T. Clerk. (Inter- mediate)	Seconded, A.I. Smith.
Proposer, U.A. Dicker.	
P.O. Payne, 29 Bay Street, Mosman, N.S.W. Architect. (Country)	
Proposer, Royal Sydney Yacht Squadron.	
P.O. Newbigh, 14 William Ave., Henley Beach. Builder.	Seconded, L.S. Sampson.
Proposer, L.F. Deacon.	
P.O. Hobson, 15 Musgrave Street, Largs Bay. Salesman.	Seconded, L.R. Howell.
Proposer, L.F. Deacon.	
P.O. Gommens, 66 Harrow Road, Somerton. Sales Executive.	Seconded, J.A. Powell.
Proposer, C. Krieger.	
P.O. Smith, 22 Sandford Street, Kensington Gardens. Manufacturers	Seconded, P.A. Jacobsen. Agent.
Proposer, J.D. Judell.	
P.O. Wilson, 65 Halton Tce., Kensington Park. Medical Student. (Inter- mediate)	Seconded, J.E. Evans.
Proposer, L.W. Walter.	

A.J.R. White, 1 Somerset Ave., Fulham Gardens. Sales Engineer.
Proposer, P.H. King. Secondar, H. Skellon.

K.C. Wood, Cobham Hall, Gordon Tce., Morphetville. Draughtman/
Proposer, M.C. Wood. Secondar, M.R. Lumsden. Quantity Surveyor.

R.S.A.Y.S. NEWSLETTER.

Mr. T.G. Flint,
62 Grote Street,
ADELAIDE. S.A.

If not delivered in 7 days, return to:
Royal S.A. Yacht Squadron,
T. & G. Building,
Grenfell Street, Adelaide.
