

The Commodore congratulated the Treasurer, Squadron Management Committee, staff and Members on the achievements of the last few months, which are separately reported by the Treasurer. A frustration is that the interest on unpaid debts owing by marina owners would pay for the new entrance. The Commodore pointed out that under the constitution, an unfinancial Member cannot resign. The Squadron had a moral and legal obligation to recover its debts and would proceed to do so.

A motion was presented endorsing the policy on smoking of the new By-law GC6. After this was moved and seconded, discussion was prevented by immediate presentation of a motion, "That the motion be put." This was carried, as was the original motion, with one vote against.

Mr Ric Ottaway received applause for his contention that the Squadron should actively promote racing as a primary purpose for which it existed.

Mr John Phillips raised a matter of safety requirements for trailer sailers, contending that although his boat met the criteria of the AYF, he was not permitted to race at either the Squadron or CYCSA. [See Letters to the Editor.]

Dr Peter Last drew attention to the approach of the year 2002, which would be the bicentenary of the visit by Matthew Flinders to our waters. The Squadron should be the proponent of a significant yachting component of any commemorative activity.

Mr Peter McBride suggested reinstating the 'Irish sailors' table in the Dining Room for those dining alone.

Mr David Seaton drew attention to the proposed regatta to be conducted by the Rotary Club of Adelaide on Sunday 6 April 1997.

A plaque was presented to Mr Jim Boucaut in recognition of his services as Acting Manager in the interval between the unexpected departure of Alan Wilkinson due to ill health and the arrival of David Harries. Mr Bill Kelly presented Jim with a painting and verse —

A gentleman sailor, Jim Boucaut,
Looked forward to having his smoko,
When on board *Caprice*
His concern did increase:
'stead of whisky the crew gave him cocoa.

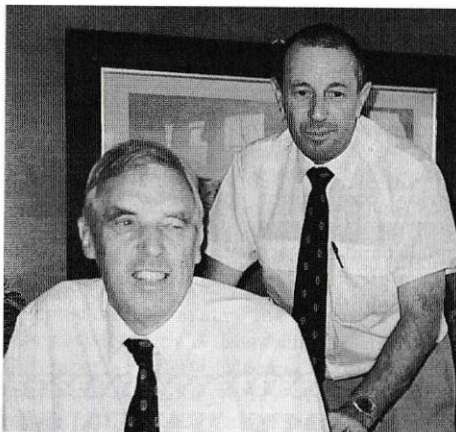
That intrepid world yachting Jim Boucaut,
Said, "I've seen hundreds of places in toto,
And just for a dare, I'll suss out somewhere
And sail my yacht up the Limpopo."

An art connoisseur is Jim Boucaut,
Whose preference for style is rococo.
Rosemary said, "Jim,
You must be dim,
For with this in our home, I'd go loco!"

[Unfortunately space restriction prevents
us from publishing the picture — Ed.]



David Borg



David Borg stands loyally behind his Commodore.
(Jack Gannin/Bryan Price)

I was born and raised at Largs Bay, and I have lived in the district most of my life. I was educated at Saint LeFevre Technical School at Glanville. They knocked it down the year after I left.

My earliest recollections of the Squadron go back to the late 1940s. My grandfather Jack Carlstrom was the caretaker, living in a small wooden cottage which was demolished to make way for the lawn and sail drying rack east of the

Clubhouse. Consequently I spent a fair amount of time at the Outer Harbor. I can remember the pool before it was dredged. The vast sand flats where the container berth is now were my playground. I learnt to swim, row, fish and do all the good things of life there.

I commenced my yachting career in Tumlarens in the late fifties, and haven't stopped sailing since. My first offshore event was a Neptune Island race in *Cooroyba* in about 1959 or 1960 with Colin Haselgrove. I learnt heaps, including how to drink port and lots more. Since that time I have raced and cruised on many boats with many people, and I have enjoyed it all.

Australian National Etchell Championships

Andrew Waterman

This was a wet series, that is all boats were in the water for the duration of the series, even though there were only 28 starters. Compared to other clubs the facilities were great, with plenty of lawns for drying sails, and the distance from the boat to the showers was a tad over fifty metres. You could step off the boat and go straight up the ramp to the bar.

On the more serious note of sailing, the series had very few problems, and the only two protests were thrown out. Conditions on the water were perfect, with the OOD (David Henshall) on top of things from the start.

The series kicked off on Sunday 5 January 1997 with all boats competing in the invitation race. This started in 37° heat and 10 to 15 knot winds, which set the pattern for the rest of the series. First was Grant Simmer, second Ian Johnson and third was Mark Soulsby.

The first heat of the championship on Monday got under way after two general recalls and the third start bringing out the black flag. There were clear sunny skies, 15 to 18 knots with the wind out of the SW slowly backing to the SE. There was a great fight for the first three places, until the final work, when Peter Chappell of Western Australia broke free to win. John

Away from the Squadron I worked for what is now Telstra for 34 years in the technical field. Lorraine and I were married in 1966, and our grown up family (Samantha and Michael) are both Members. A few years ago an opportunity came along to allow me to "semi-retire", so I took it. I have been busy ever since. This also gave me the chance to purchase *Taworri*, in which I did my formative cruising with Mock Sarah. I hope to get some further cruising in when I'm not so busy. I was co-opted on to the House and Social Committee about sixteen or seventeen years ago, and I have had a lot of fun working under various chairmen and for many Commodores. I guess you could say that the Squadron is my life. SQ

Bertrand was second, and third was Jake Gunther of Victoria.

Race Two started at 1000 after a cool change, with the wind still from the south and gusting from eight to 17 knots. This was very close racing, and the first seven finished in less than one minute. Picking the shifts paid off for Nick Rogers of Tasmania, second was Noel Drennan and third John Bertrand, both of Victoria.

Race Three was a 1400 start on the same day and saw steadier wind in the high teens, still out of the south, and close racing continued to the end. John Bertrand was first, Nick Rogers second and Peter Chappell third.

Wednesday was the lay day, and as usual was the best day of the series weather wise.

Race Four was held in the same sunny skies and in SW winds, starting at 1400 with another clean get away and some good sailing throughout the day. John Bertrand was first, Nick Rogers second and Noel Drennan was third.

Race Five saw light winds of 5 to 10 knots from the SW and holding steady. There were two guns at the start but only two boats returned and six were over the line. Again there were