

MESSAGE FROM THE COMMODORE

About 60 members were present at this working bee and the morning's efforts were rounded off with refreshments on the lawn.

After a very good season of winter racing our new summer programme is under way, firstly with a number of our vessels being involved in the Offshore Committee's Premier's Cup Series - including the race to Kingscote on Friday 10th October when "Nefertiti" was a competitor. She subsequently left Kingscote to sail to Sydney. It was a pleasure to have a vessel of this class, type and reputation with us especially in view of the then current racing for the America's Cup at Newport. Frank Ryan certainly gave the vessel a good overhaul while she was in Adelaide and we wish him well on his continuing voyage around the world. The only other vessels built to the International Metre Rule we have had in our Club were the 6 Metres - Judith Pihl (Jack Williams) and Clipper (Bob Stevens).

I have inspected some of the vessels moored in our basin and regret to say quite a number are showing signs of neglect and are not being properly moored, being without buoys, chain etc. in a number of cases. The patience of the Outer Harbor Committee is being sorely tested and I suggest owners do not ignore requests that have been made to them for remedial action.

In conclusion, thanks to all members who are helping me during my term of office and I hope you all have an enjoyable summer afloat whether you be cruising, racing or just doing your own thing!

OPENING DAY, 1980

After a week of very uncertain weather with blustery conditions and rain on Friday and again on Saturday morning, I was very pleased and thankful that by noon it was a beautiful day for our Squadron's Opening. We had sun, and S.W. breeze of approx. 12-15 knots and minimal tide, making conditions perfect. Having the pontoons clear on Friday night and Saturday morning except for loading of stores and for crews and guests to board vessels made life a lot easier, and we were able to give better service with the three motorised tenders.

The two processions (Power and Sail) were led respectively by the Rear Commodore in Born Free and the Vice Commodore in Nimrod II. The standard of seamanship was generally pretty good and an improvement on recent years, and the vessels looked magnificent. I understand we had a total of 142 vessels in the sail past, unfortunately with one collision. Out thanks go to the Dept. of Marine & Harbors for once again placing their vessels, "Sir Wallace Bruce" and "Matthew Flinders" at our convenience, and also to Bill Yard who entertained a number of the Squadron's Official Guests aboard Bird of Dawning.

Occasions such as this entail a lot of voluntary effort in the way of working bees, and I offer my thanks and appreciation to those who worked so hard on Friday evening clearing the boathouse of racks and dinghies and decorating with bunting, flags and lights, in addition to a massive sweeping operation. The working bee on the morning after was another good effort, replacing the racks etc. and carrying out the operation in reverse. Incidentally, the condition of a number of dinghies is deplorable; the only time they are moved must be for Opening Days.

I must also thank the ladies who so generously donated flowers, and those who created the wonderful floral arrangements which were greatly admired by members and guests.

This year we had the assistance of the Sea Scouts, and these lads gave us a tremendous amount of help on the day in many ways, and I hope we can have their services on future occasions.