

MESSAGE FROM THE COMMODORE ...

inspection, which they well warranted. All are welcomed to watch the series and a number of spectator boats certainly helps to make the spectacle.

The next Social Night will be on 28th November and the Dining Room will be open. The Christmas luncheon will be at the Club House on Friday, 7th December, so please come. It is a lot of fun! On 12th December is the Quarterly Meeting and on New Year's Eve will be the New Year Social - always a happy event.

This year a number of our yachts are again in the major races. "Born Free", "Hecate", "Adria" and "Dynamite II" are entered in the Sydney-Hobart Race and "Vivid" in the Great Circle Race. The best of good fortune to each of them and again no genuine excuses for not bringing back the prizes will be entertained.

Welcome home to "Achernar" after its Barrier Reef cruise, and the same to "Ruthean", "Yalbusa", "Osprey" and the others cruising up that way who are expected back shortly.

Nominations for new members will close on 28th November and the ballots will be held at the 12th December quarterly meeting.

The Squadron officers and their wives wish you all a very Merry Christmas and a happy and prosperous New Year, together with enjoyable and safe racing and cruising.

BILL HARNIMAN

COMMITTEE NOTES

OUTER HARBOR

Our dredging programme has been postponed following the breaking of the crankshaft of the diesel engine on the dredge. The dredge motor and pump were purchased over 6 years ago for \$1,200 after the unit had done 10 to 12 years' work in the Riverland. About \$1,500 has been spent since that purchase and a lot of dredging done in the pool over the years, but the unit has been malfunctioning consistently in the past 12 months.

The Committee considered the replacement of the old motor and sand pump and obtained five quotes. A secondhand motor was not a proposition due to the lack of warranties or redress (even at \$3,000) and a new motor compatible in horsepower, torque and revs to couple to a new pump required a very comprehensive study of all alternatives.

To replace the motor and pump (the old pump could be kept for spares) would cost around \$9,000 and to put this valuable gear on the existing barge would be foolhardy and a gamble to keep it afloat - the cost of an upgraded barge would be around another \$5,000. Add this to the annual wage bill of a dredge operator, plus fuel and general operating costs and we have taken a large slice out of this year's avenue.

One alternative was to obtain a contract price from a commercial operator to dredge specific areas in the pool with his own equipment and using the Squadron's discharge pipes. Quotations are currently being analysed and so far, this method appears to be the most economical to maintain a suitable depth of water.

The old concept of trying to have a uniform depth to suit the deepest draft is extravagant as there are many mooring spaces (not fairways) that need only 4 to 5 feet to accommodate many of the shallow draft vessels on the Club