

Junior Advisory Committee Report

Bill Tiss

It has been a busy time for our Juniors since the last report. A great weekend was experienced at Barker Inlet in October, but unfortunately the weather turned foul, which prevented the Juniors from sailing back. Nonetheless, the participants are looking forward to next time.

The Twelve-foot Cadets had an excellent regatta in Tasmania, and once again brought the Stonehaven Cup back to South Australia. Well done for a great achievement!

The International Cadets journeyed to Melbourne to participate in the Nationals. Considering that this was a 'first time' for some of the Squadron Juniors, they did very well, and the experience will stand them in good stead for future events.

Over the past few months we have been introducing dinghy sailing to less fortunate children in the community. They come to us through the South Australian Police Blue Light program, and it is most encouraging to see how these children respond to the fun of sailing. It is hoped that in time keel boat sailing will also be introduced.

We are hoping shortly to commence another AusSail program. We are currently seeking a qualified instructor, and if anyone knows of somebody who would be interested in taking on this worthwhile duty, please contact a member of the Junior Advisory Committee or communicate with the Office. Ian Power has worked tirelessly on this program over the past three years, and is certainly due for a well-earned rest. Many thanks, Ian, for your invaluable advice and dedication.

Our Sausage Sizzles continue to do well, but we could always do with some extra support from Squadron Members.

The Juniors are looking forward to their relocation to the northern bank, where all their facilities will be concentrated in one area.

The Junior Advisory Committee has organised a **60s Night on Saturday 1 March**. We welcome all Members to join in the fun and to help make the night a great success.

In closing, I express my sincere thanks to the Committee for their support, and most importantly my thanks to the Juniors, who make their program such a success. 

From the Office

David Harries

The Squadron has been a hive of activity in recent months, with events at Outer Harbor, such as the Etchell Nationals and the Eighteen-foot Skiffs. Both were a great success, and strong praise was accorded to the Etchell Committee by the visiting crews.

Junior crews 'sailed off' to Melbourne and Hobart for the International Cadet Nationals and the Stonehaven Cup. Special acknowledgment should be given to the Stonehaven Cup Team (RSAYS/Largs Bay YC) who have retained the Cup for the fifth successive year — a record result! The Stonehaven Cup will be sailed in Adelaide in January 1998, and we hope that Members will help and support the crews during the regatta.

Twilight Racing is again a feature of mid-week activities. The Sailing Committee and Sponsors are thrilled by the support of Members and vessels for these events. By the time this issue is published, the overall winner will be known and will have had an opportunity to enjoy the prize of a weekend on Sydney Harbour, courtesy of **Catalina Yachts and Ansett Australia**. We also acknowledge the support of **VicSail**.

As this issue goes to press, the **Port Lincoln Race** (February 14) is approaching. We expect a busy week, with seminars and about forty visiting boats from Victoria, as well as many from Port Lincoln Yacht Club and other clubs.

Many Members will have heard through media reports of the recent difficulties experienced by Tim Edkins' *Iniquity* in the Southern Ocean, which involved air-evacuating crew man Brett Perry. At last report, all is well, and *Iniquity* will return to Adelaide after repairs in Dunedin. We hope that Tun and his crew will share their adventures and experiences with Members at a suitable function in due course.

The Australia Day long weekend was busy and thoroughly enjoyable. Port Vincent was a hive of activity. This was also the first weekend that the **VHF Channel 80 Repeater Station**

Net was functional. The Squadron has been asked to remind all skippers and crews that this channel is for *emergency situations and position reports* for vessels sailing in South Australian waters. It is not a channel for idle chit chat, fishing ground reports and other non-essential matters. Adelaide Coast Guard will take a firm line with vessels using this frequency for frivolous messages.

VHF Channel 80 Repeater Station Net.
The range of the net is from the upper reaches of Spencer Gulf to Robe in the South-East.

This channel is for emergencies and position reports only!

For other communications, use other channels, such as Ch 12, Ch 72 and Ch 77.

The **Easter Regatta** starts on **28 March**. This regatta has a long history, and is the only occasion when the Squadron cruises and races as a Squadron. It is a wonderful opportunity to enjoy the camaraderie and spirit for which we are renowned. Please complete the entry form and return to the Office if you intend to participate.

Security of property on the premises is causing some concern. We have had a spate of attempts and successful actions by thieves to remove various items. Equipment, notably outboard motors, and personal possessions have been taken from vessels and from the Office. Twice the thieves were seen. On the first occasion, four outboard motors were in the process of being removed from the pool in a Club Dinghy. Thanks to John Yandell, who challenged them from the marina where he was working, three outboards were rescued. Unfortunately, the thieves escaped with one motor. Relevant information has been given to Port Adelaide Police, together with descriptions of the offenders and their motor vehicle.

The most recent incident occurred after dinner on the evening of a Twilight Race, when there



were Members upstairs in the Dining Room. The Office was broken into, and some office equipment and a valuable garment were taken. A vessel in the Dry Sailing area was also broken into. A staff member and two Members tried to apprehend and restrain a youth, but he eluded them in the dark.

Before the long weekend Members spoke to a group of youths on the grounds, who challenged the validity of the Squadron being private property.

We are in the process of erecting a fence on the western boundary to discourage casual trespass and trespass with intent. We hope soon to have this completed, after we have obtained the necessary approvals from our neighbours. It is timely to remind Members of the hazards of trying to restrain suspected thieves, both from the standpoint of personal safety and because of the prospect of becoming the offender, obliged to defend a charge of assault. It is Squadron policy that trespassers suspected of offending should be carefully observed from a safe distance, to obtain clear descriptions, numbers of motor vehicles, etc. *No attempt should be made at physical restraint.* Port Adelaide Police should be contacted, using the number beside the three public telephones on the grounds. They are located on the verandah, on the passage between the toilets and on the north bank.

Locks have been placed on the inner passage toilet doors to prevent access after hours and to protect the new public telephone, replacing that which was vandalised. The declaration box for overnight races will be relocated.

If you see a suspicious trespasser!
Challenge and observe closely, but DO NOT attempt to apprehend a suspect.
Call the Police from one of the public telephones: Verandah, Passage between the toilets, North bank.
Call Port Adelaide Police 8207 6444 or Police Operations Room 11444.
Note all details in case you are required to be a witness. Ensure that outboard motors and equipment are engraved for identification.
This also discourages the ft. Keep records of serial numbers etc elsewhere for identification.

During recent months maintenance has been performed on the marina fingers and main walkway. Members should notice the improvement, which has reduced the twist to a minimum. Flotation tanks on the fingers are being repositioned. It will greatly assist future maintenance if any vessel with **large balloon fenders** replaces them with vertical sausage or rectangular fenders.

The matter of **tools disappearing from the yard sheds** has again become an issue. Would Members please ask permission from yard staff for the use of our tools. You must return them when you have finished. Otherwise a record book and signatures will be the next step! It is an unnecessary and unwarranted expense to replace tools which are not returned after being borrowed.

Non-payment of Subscriptions and the Special Subscription has been a central issue during the latter part of the year. The Squadron Management Committee is reviewing available options to recover outstanding debts owing by Members. There is still time for them to contact the Manager to discuss arrangements for payment, but this option will shortly expire. Members in this position are strongly urged to discuss their situation with the Manager or the Treasurer, in order to resolve any problems they may be experiencing in settling their accounts. Under the constitution of the Squadron (Clause 5.7) no Member may have a resignation accepted until all outstanding subscriptions and fees have been paid. Members present at the December Quarterly Meeting supported the concept of taking any action required on this matter. At the December meeting of the combined committees it was resolved to invoke this clause, and the Manager was directed to advise Members of their obligations under the Squadron Constitution and By-laws. SQ

Prohibition of Smoking.

The Squadron Management Committee has promulgated a new by-law —
By-law GC6:
On grounds of health, safety and comfort, smoking is prohibited within the interior of the Clubhouse and any enclosed area. Smoking is permitted on the balcony and verandah.

Quarterly Meeting December 1996

There were present 56 Voting members and five Associates.

One minute's silence was held for Bill Henry, Wilson Hissey, Bryan Loftes and Murray Gowling.

The Commodore welcomed the new Manager, Mr David Harries.

Commodore James Cowell reported the successful reopening of the **Dining Room** on 10 August 1996, and that the catering of Jenny Loftes had been generally well received. This service will continue to the end of the season.

Opening Day was a great success, attended by our new Patron, His Excellency Sir Eric Neal and Lady Neal. Because of the late arrival of *One and All*, *Irene's Endeavour* (David Rawnsley) was generously made available as flagship. The Commodore thanked the other official vessels, *Camelot* (Bernie Matzat), *Tarooki* (Alan Rice) and *Zitania* (Austin and Lindsay Gibson).

The tidy condition of the *grounds* was due to the actions taken by the Manager and the major contribution of Robert Henshall's Seaweed Gardening Group. This faithful small band had achieved a great deal, but it was a pity that 1,400 Members had refrained from helping.

Please help the Seaweed Gardening Group!
Last Sunday in each month, followed by a friendly BBQ. 1000 to about 1200.
Bring your own gardening tools.

The *Library* had a new carpet, thanks to the generosity of Robert Henshall, and Bill Tiss helped to enlarge it by shifting a storeroom wall.

We need volunteers for the Library. Can you help?

Twilight Racing is different this season. This is because the Board of CYCSA decided to run all its races from there, so the Squadron will conduct our own series. David Harries achieved sponsorship from VicSail, Catalina yachts and Ansett, with a prize of a weekend cruise on Sydney Harbour. On the previous Wednesday a hundred people gathered in the Dining Room after 25 boats had raced.

Substantial donations from three Members will allow construction of brick walls on either side of the relocated *entrance gate*, which will be fitting for a Royal Squadron. The additional gate is being made by John Butterfield. Volunteers are sought to help with the work.

Junior activities will be consolidated in the north-west corner of the grounds. All their facilities, including the Junior Clubroom, will be moved there.



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