OBITUARY

It is with sincere regret that we learnt of the death of well known club member Graham Brown. Graham passed away at his home in the early hours of Friday, 9th September, 1983, after a mercifully short illness.

He joined the Squadron in 1960 and embarked on a competitive sailing career which spanned the following 23 years. He involved himself also in the administrative affairs of the club, first as a member and then Chairman of the Sailing Committee and our Handicapping Panel. He was a delegate to the S A Y R A, and at the time of his death was the State Handicapper for keel boats.

To his family I offer my deepest sympathy on behalf of myself, my fellow Flag Officers, members and staff of the Royal South Australian Yacht Squadron.

BUNNY PRESTON

COMMODORE

MESSAGE FROM THE COMMODORE

It is with pleasure that I present my first newsletter report since taking up duty as Senior Flag Officer.

Your new committees have already been very active, and a number of projects have been completed during the Winter Season.

Over 300 trees and shrubs were planted around the grounds during July. I am pleased to report that my recent inspection of the areas involved revealed almost a 100% success rate.

With such dedication by members, the Outer Harbor Committee has decided to organise another Working Bee to be held on Sunday, 30th October 83, the weekend before Opening Day. Please come along and help us give the premises one final touch before our day of days.

The dredging program has now been completed, and the front row and fairway has 3 metres at low water springs. It cost a few thousand dollars over the budget but it was necessary to do some other work with the dredge while it was here. No further dredging will be required for some years.

I had the pleasure of attending a recent Sailing Committee meeting. I congratulate them on getting the Year Book out on time this year. My congratulations also go to the winners of the recently completed Winter Racing Series:- Vice Commodore Butterfield's BELLA (Division 1), J Howden's SUN STREAK (Division 2), and H Henderson's MONSOON (Division 3).

We all enjoyed the House and Social Committee's Film Night held in late July. The PAN AM Clipper Cup was most entertaining, and the cruising film was very close to our hearts. For those who couldn't make it, they certainly missed a good evening.

MESSAGE FROM THE COMMODORE .....

I would like to take this opportunity to urge members to nominate their sons for Junior and Intermediate Membership to help foster their interest in the club. The future of the Squadron is in their hands, and they should be given every encouragement to become involved in the club's activities.

The Sea Scout movement is heavily involved in developing their members' sailing skills. Many of their lads would like to gain further experience as regular crew on racing yachts, and they are well worth considering when recruiting for the forthcoming season. Vice Commodore Merv Butterfield has agreed to provide the liaison between the Squadron and the Sea Scouts, and if skippers are interested in obtaining the services of any of these youngsters they are invited to contact him in the first instance.

On the 13th September 83, I forwarded the following telex to the AUSTRALIA II crew in Newport, Rhode Island:-

" TO THE AUSTRALIA TWO CREW

THE OFFICERS AND MEMBERS OF THE ROYAL SOUTH AUSTRALIAN YACHT SQUADRON WHOLE-HEARTEDLY WISH AUSTRALIA TWO, CREW AND SUPPORT TEAM GREAT RACING AND ULTIMATE VICTORY FOR THE SERIES.

REGDS
PRESTON "

I invite all members to join in our Opening Day activities on Saturday, 5th November 83, and wish everyone a very successful and enjoyable sailing season.

BUNNY PRESTON

OUTER HARBOR COMMITTEE NOTES

We are pleased to report that the dredging program has been successfully completed and that vessels in the front row should no longer be aground at low water. The depth of water in the fairway (dredged to 8'6" L W Springs) should be adequate for all our vessels for many years to come. What was suspected as being a limestone ledge off Southern Myth's quarter turned out to be a large piece of timber from a jetty or wharf, and this was removed by our yard staff.

An inspection of mooring pendants has shown that a number of vessels do not comply with the Club's mooring regulations and owners have been notified. It is worthwhile recalling that the necessity for wire rope or chain, in addition to rope pendants, became obvious after a tragic fire some years ago when the possibility of a vessel acting as a fireship when its rope pendants had burnt through, was very real.

The excellent winter rains have enabled the recently planted shrubs and trees on the northern bank to more than hold their own, and further plantings along the eastern boundary are being planned.

CLUB DINGHIES

If members find this subject so frequently referred to, a little boring, it is not half as worrying as it is to us who have to see so much money needlessly being spent on repairs and broken oars. Would skippers PLEASE remove the oars from the rowlock blocks when towing dinghies to and from their moorings, and ensure the the dinghies are tied to the rings provided. The staff are frequently recovering dinghies that have broken loose and only last week the writer noticed one with the painter just looped through a ring on the pontoon.