

COMMODORE'S REPORT (Cont'd)

use by the week-end of the 4th and 5th December.

It is planned that this Clubroom will be used by the Juniors until their permanent Clubroom is built as part of the overall development of the Clubhouse facility. When this takes place the temporary building will be moved to its permanent position behind the Slipway Winch House and will be used by the Squadron as a Bosun's storage shed for winch equipment, lawn mowers, tools etc.

Immediately this Clubroom is available to Juniors, the upstairs area of the main Clubhouse will be out of bounds to children unless they are having a meal with their parents.

SOUTHERN CROSS CUP

We are pleased to announce that the Squadron will represent South Australia in the forthcoming Southern Cross Cup Series. This event which is the Admirals Cup of Australia comprises 3 Ocean Races including the Hobart Race and 2 inshore races. From us all we do wish every success to our representatives:

Richard Fidock	-	"Morning Hustler"
Dick Cavill	-	"Morning Mischief"
Josco Grubic	-	"Anaconda"

The series of races commence on 17th December 1971 and finish with the Sydney/Hobart Race starting 26th December. Good luck. We will be following your progress with excitement.

THE SAILING COMMITTEE remind racing skippers of the following requirements:

Any yacht which retires from a race is to make every effort to inform the Officer of the Day of that fact.

This is only a common courtesy as the Officer of the Day may remain at his station waiting for a yacht to finish, when that yacht has retired and returned to the Squadron. Any yacht which does not make a reasonable effort to notify the Officer of the Day of his retirement, may be considered as having not started, and therefore forfeit point score points.

Yachts going offshore are reminded of their obligation to keep their safety equipment complete and in first class condition. The signing of the intention to start is their declaration that their safety equipment complies with the requirements.

Boatowners are requested, that when they damage another boat in the pool, to please report the incident to the Secretary, so that the owner whose craft is damaged can be informed. We have the instance of Mr. John Howie's yacht "Tonomie" with a broken transom, and no one has reported ramming his yacht.

SOUTHERN MYTH'S EXPERIENCES IN TWO RECENT BASS STRAIT GALES.
(Continued from previous newsletter.)

Only means of position finding was by D F fixes on Capes Schanck, Wickham and Otway, from which I was able to get "cocked hats" with sides of a mile or two, which was most gratifying under the circumstances.

We were laying a course of 180° and at 0335 on December 9th we were "inside a cocked hat" 32 miles W x S from Cape Liptrap; wind 40 knots, port tack. We carried on like this until 4 p.m. on 9th December and then carried out the hair-raising job of wearing ship onto the star-board tack, with a forecast of no improvement and gale