

MESSAGE FROM THE COMMODORE

their annual temporary removal for Opening Day it is evident some have not been in the water for years. The amount of gear, mooring buoys, inflatable dinghies (deflated) and other goods left around is astounding, and I suggest owners should remove and store their gear. Also significant was the number of lockers that were open; some with valuable equipment - outboard motors etc. - where the hasps and staples had been unscrewed and not resecured.

A certain amount of exploratory work has been done regarding the Waterfront Improvement Scheme which involves dredging, sheet piling, pontoons and some piles. At this stage it is not possible to elaborate any further.

The House Committee and our Manager are mindful of the fact that the bar staffing for several months has not been 100%, and I think that as a result of discussion and consultation members will notice a distinct improvement in this area.

The Christmas luncheon was a great success with 93 members present. Mr. Jim Taylor proposed the toast of "The Squadron" and related a few personal anecdotes, and Mr. Tony Flint gave a very interesting address.

A goodly number of members and friends enjoyed the informal New Year's Eve function at the Harbor.

On Sunday, 14th December we had a welcoming reception to new members and there was a good attendance considering the short notice - the elections having only been held on the 10th. To have had the welcome a week later would have been too close to Christmas festivities. On that day we also had a late afternoon reception organised by the Neptune Island Race Sub-committee to promote the race, at which several trophies were displayed. These

MESSAGE FROM THE COMMODORE

had been donated, thanks to Merv Butterfield's efforts in contacting sponsors. Mock Sara read a very good account by Colin Haselgrove on the history of the Neptune Island Race, and this was followed by a most interesting talk by Preston Manthorpe on the course, weather and tidal characteristics, anchorages in case of emergency etc. This function was well attended by skippers and crews and was most illuminating to all present.

The Neptune Island Race was subsequently started on Friday evening, 23rd January, the starting gun being fired by the Hon. Michael Wilson (Minister for Recreation and Sport) aboard Bill Yard's BIRD OF DAWNING, which followed the fleet of eleven yachts for a few miles. The leading yachts raced to the Neptunes at very high speed in favourable conditions, but were plagued by lightening winds and strong tides in the latter stages. NIMROD II made fastest time, TEKIN II (Ian Scott's new 37 footer) was first, and Keith Adam's Half Tonner PEACOCK won the I.O.R. Section.

Elsewhere in this newsletter mention is made of the standard of dress at the Squadron. I agree wholeheartedly with the Manager's remarks. We are not a "High Toby" establishment but being a Royal Yacht Club I consider we have certain standards to maintain and I particularly do not wish to see females in bikinis that are almost non-existent. First class yacht clubs interstate will not tolerate lowering dress standards even amongst racing crews, and I do ask that members make the effort to dress decently and see that their guests do likewise, especially within the precincts of the Clubhouse.

THOMAS G. FLINT