

COMMITTEE NOTES ...

JUNIOR COMMITTEE ...

There will be a meeting of all junior and junior associate members at the Outer Harbour on 24th October at 4 p.m. We intend to arrange a meal in the junior room followed by a film evening. So keep this date in mind! More details of this evening will be circulated later.

If you wish to become a junior member of the Club, ask your father to contact the Secretary who will arrange for your application.

HUGH TEDMANSON

(It seems we have at last got an active Junior Committee. Ed.)

STRICTLY FOR THE BIRDS

With spring so close, the activity at the Outer Harbour slowly moves from the slips and Clubhouse to the boats and Clubhouse, and as surely to opening day and another successful and enjoyable season of sailing and socialising.

We have planned a luncheon for associates and all interested ladies on Wednesday, 27th October, at the Clubhouse, Outer Harbour. Details will be included in the next notice to members in early September, with an advisory slip which I would ask you to return to the Secretary so that we may have an approximate idea of numbers.

STRICTLY FOR THE BIRDS ...

I hope that wives of new members will accept this as a special invitation to attend, and look forward to meeting you for longer than a brief handshake on the welcoming line.

PAT TEDMANSON

CONTRIBUTIONS

RACING OFFSHORE

I suppose some erudite gentleman (not the author) has said "the same thing means something different to most people" and reflections on the title to this article lead me to conclude the statement is aptly applied to racing offshore.

In an early Sydney-Hobart race in one of those Bass Strait westerlies which you think will never stop, a well known ex Lord Mayor of Sydney (and Olympic yachting gold medallist) said "its like being under a cold shower tearing up £10 notes". To some its the companionship and single entity of the boat, its crew and the sea. To others it's winning, but whatever it is, there is a growth in the sport over the whole of the Western world at present which is higher than probably any other sport.

In this article (and if you want more then ask) there are a few thought-starters probably directed to those just coming into the sport but hopefully may lead to others with more experience contributing their ideas via this Newsletter.

In the A.Y.F. Blue Book (see the Secretary for a copy) there is a section on Safety Regulations. They are not

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for bureaucratic reasons. They have been compiled and are regularly reviewed by practical offshore yachties as the minimum standards for yachts racing offshore. They are set down in sections applicable to the type of races. The standard for ocean racing (Category 1) is therefore more stringent than for short offshore racing in protected waters (Category 4). Here in S.A. we have only Category 3 and 4 racing. The Sydney-Hobart is Category 2. Read the book. In 'Kestrel' one of the crew is Safety Officer with the task of seeing she is always in Category 2 condition. The Club has Safety Advisers who will be inspecting your boat regularly. They have an onerous job so always try to be above the minimum Blue Book standard you have selected. Don't forget you are NOT abrogating your responsibility by having an Inspection Report from the Club. They will advise you of their inspection and the Club may disqualify you if you are below the standard.

While on the subject of safety offshore here are a few random DO'S and DONT'S.

DO: Have at least half the bunks, in numbers of crew, which are sea bunks with full length lee cloths. Carry one anchor rigged for instant use. Have storm sails ready. How many have a tri-sail which they have never pulled out of the bag? For wheel steering boats - have an emergency tiller which works. Check rigging screws, stays and mast fittings before every offshore race. Make sure you can handstart the 'donk' or carry a separate charged battery solely for starting.

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DON'T: Don't be "conned" by weather reports. Keep a good barometer and read the weather signs yourself. Don't start with the minimum crew. You will always need 1/3 more than for Saturday afternoon racing. Don't take elaborate menus. The Club has a good one after the race.

A word now about the International Offshore Racing system (IOR). It is a complicated one but very fair. Recent amendments are allowing concessions for age of the design and date of building. When people say it's too complicated, my answer is you can't have a simple Taxation Act and an equitable one. With an IOR certificate (cost about \$100) you will know you are racing under a rule which is the best conceived in the world and you will have a performance yardstick which will stand on that criteria and not the whim of a handicapper who, while he is to be thanked for his interest and effort can only be subjective. Apart from that the measurement process is extremely interesting and a night or two spent going through the Rule Book (Copies from the Secretary) will tell you a lot about what does and does not make your boat sail fast.

Having said all that there is the need in the Club for a content of the handicap to be arbitrary and interstate and overseas clubs have those systems. The arbitrary content of the system is needed as the pure IOR rule does promote design development to the disadvantage of designs prior to the inception of the rule. What about those who are interested in discussing such a handicap system letting the overworked Secretary know?

R.H. FIDOCK
